



दक्षिणी रेलवे
SOUTHERN RAILWAY

मुख्यालयका कार्यालय/ Headquarters Office,
परिवहन शाखा/Transportation Branch,
चेन्नई /Chennai – 600 003.

सं/ No.T.157/Amendment to GR/2025

दिनांक /Date : 07.07.2025.

DRMs/ MAS, SA, PGT, TVC, MDU & TPJ

Correction Memo. No.07/2025 to GRS

1. Substitute the following for S.R3.75(V) : [Page No.100]

At Block Stations where Intermediate Block stop signal is provided, when the Station Master of the station in rear becomes aware before starting a train, that the Intermediate Block Stop Signal has failed, should check the working condition of the Block Instrument and/or Axle counter/Track circuits. Based on the condition of the Block Instrument and/or Axle counter/Track circuits, the applicable procedure out of the three listed below should be followed for dispatching a train:-

| S. No | Condition of Block Instrument | Condition of Axle counter / Track circuits | Procedure to be adopted for dispatching a train | Action to be taken by |
|-------|-------------------------------|--|--|---|
| 1. | Working | Working | <p>i) The SM of the station in rear shall give a numbered message to the SM of the station in advance informing the failure of IBSS and closure of the IBP. This message shall be acknowledged by the SM of the station in advance and confirmed by exchange of Private Numbers between two SMs. The numbered message should be recorded in the TSR's of both stations in rear and in advance.</p> <hr/> <p>ii) The entire line between the LSS of the station in rear and the adequate distance of not less than 180 m beyond the FSS of the station in advance should be treated as one Block Section.</p> <hr/> | SMs of both stations in rear and station in advance |

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| | | | <p>iii) The SM of the station in rear, before dispatching a train, should ensure that the IB Signal controls are kept at Normal position and then obtain Line clear through the Block Instrument.</p> | The SM of the station in rear |
| | | | <p>iv) Thereafter, he should prepare the authority to pass the IBSS at 'ON' (T/369 - (3b)) at normal speed without stopping at the Signal duly scoring out the phrase "not to exceed 15 kmph".</p> | |
| | | | <p>v) An endorsement should be made on the face of T/369 (3b) to the effect that "IBSS alone has failed and Block Instrument and axle counters/track circuits are in working condition. Line clear has been obtained through the block instrument. LP to treat this is as the authority to proceed –Private number ____ (in figures) and ____ (in words)"</p> | |
| | | | <p>vi) He should serve the above authority to the LP and then take off the LSS.</p> | |
| | | | <p>vii) On complete arrival of the train at the station in advance, the SM of the station in advance should close the block section.</p> | The SM of the station in advance |
| | | | <p>viii) Trains should be worked following the above procedure until IBSS is restored.</p> | SMs of both stations in rear and station in advance |
| | | | <p>ix) On restoration of normal working, the SM of the station in rear should give a numbered message to the SM of the station in advance informing the restoration of IBSS and reopening of the IBP. This message shall be acknowledged by the SM of the station in advance and confirmed by exchange of Private Numbers between two SMs. The numbered message should be recorded in the TSRs of both station in rear and in advance.</p> | |

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| 2. | Failed | Working | <p>i) The SM of the station in rear shall give a numbered message to the SM of the station in advance informing the failure of IBSS and closure of the IBP. This message shall be acknowledged by the SM of the station in advance and confirmed by exchange of Private Numbers between two SMs. The numbered message should be recorded in the TSR's of both stations in rear and in advance.</p> <p>ii) The entire line between the LSS of the station in rear and the adequate distance of not less than 180 m beyond the FSS of the station in advance should be treated as one Block Section</p> <p>iii) Line Clear should be obtained through one of the following means viz. the Block Telephone/ Station to station fixed telephone, fixed telephone such as Railway Auto phone and BSNL phone, Control telephone/VHF set in the order of priority.</p> <p>iv) When Line Clear is obtained through the Station to Station fixed telephone, fixed telephone such as Railway Auto phone and BSNL phone, control telephone/VHF set, cross checking of Private Numbers for previous three trains should be done following the procedure given in SR.14.01(ii).</p> <p>v) Before asking/giving Line clear, both SMs should ensure that the entire block section is clear of trains by observing the indication of axle counters/ Track circuits.</p> <p>vi) Thereafter, Paper Line Clear Ticket (T/C 1425 for dispatching Up trains or T/D 1425 for</p> | <p>SMs of both stations in rear and station in advance</p> |
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| | | | <p>dispatching Down trains) should be issued by the SM of the station in rear as the Authority to Proceed for the entire section. In addition, he should also issue Form T/369 (3b) to pass the IBSS at 'ON' at normal speed without stopping at the Signal duly scoring out the phrase "not to exceed 15 kmph".</p> | The SM of the station in rear |
| | | | <p>vii) The Loco pilot should run at normal speed subject to speed restrictions in force.</p> | LP of the train |
| | | | <p>viii) At the station in advance the train shall be received on Signals.</p> | SM of the station in advance |
| | | | <p>ix). Trains should be worked following the above procedure until IBSS is restored.</p> | |
| | | | <p>x) On restoration of normal working, the SM of the station in rear should give a numbered message to the SM of the station in advance informing the restoration of IBSS and reopening of the IBP. This message shall be acknowledged by the SM of the station in advance and confirmed by exchange of Private Numbers between two SMs. The numbered message should be recorded in the TSRs of both station in rear and in advance.</p> | SMs of both stations in rear and station in advance |

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| 3. | Failed | Failed | <p>i) The SM of the station in rear shall give a numbered message to the SM of the station in advance informing the failure of IBSS and closure of the IBP. This message shall be acknowledged by the SM of the station in advance and confirmed by exchange of Private Numbers between two SMs. The numbered message should be recorded in the TSR's of both stations in rear and in advance.</p> <hr/> <p>ii) The entire line between the LSS of the station in rear and the adequate distance of not less than 180 m beyond the FSS of the station in advance should be treated as one Block Section.</p> <hr/> <p>iii) Line Clear should be obtained through one of the following means viz. the Block Telephone/ Station to Station fixed telephone, fixed telephone such as Railway Auto phone and BSNL phone, Control telephone/VHF set in the order of the priority.</p> <hr/> <p>iv) When Line Clear is obtained through the Station to station / fixed telephone, fixed telephone such as Railway Auto phone and BSNL phone, control telephone/VHF set, cross checking of Private Numbers for previous three trains should be done following the procedure given in SR.14.01(ii).</p> <hr/> <p>v) Thereafter, Paper Line Clear Ticket (T/C 1425 for dispatching Up trains or T/D 1425 for dispatching Down trains) should be issued by the SM of the station in rear as the Authority to Proceed for the entire section. In addition, he should also issue Form T/369 (3b) to pass the IBSS at 'ON' without stopping at the Signal duly scoring out the phrase "not to exceed 15</p> | <p>SMs of both stations in rear and station in advance</p> <hr/> <p>The SM of the station in rear</p> |
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2. Substitute the following for S.R 3.75(vi) (b) (i) : [Page No.100]

The SM before starting the train shall inform the Gateman to close the gate against road traffic for the passage of the train advising the train No. and probable time of passage of train.

3. Insert the following as S.R 4.09(i) 33 and the existing S.R 4.09(i) 33 to be renumbered as S.R 4.09(i) 34.

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| 33 | Circumstance | Before starting a train, when the Station Master of the station in rear becomes aware that IBSS has failed and also Block instrument and Axle counter/Track circuit failed |
| | Particular of caution | Speed shall not exceed 60 kmph for the entire section |
| | Reference | S.R 3.75 (v) |

This has the approval of the Authorized Officer.

Please acknowledge receipt of the same and all concerned may please be notified.

(एस. सुरेश S. Suresh)
उप मुपरिप्र/नियम एवं संरक्षा
Dy. COM/Rules & Safety
/ प्रमुपप्र/ PCOM

Copy to: -

Secy to GM- for the kind information of GM.

AGM, PCSO, PCSTE, PCEE, PCME, PCE, CAO/CN/MS & ERS, CPM/RE, CSTE/Projects, CELE.

Principal/MDZTI/TPJ, Principal/DTTC/GOC, Principal/ZETTC/AVD &

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PCOM/SWR, PCOM/SCR & PCOM /KRCL -for kind information.

Sr.DOMs/MAS, SA, PGT, TVC, TPJ & MDU- for information and action please.

Sr.DOMs/BZA,GTL,SBC& MYS.

Last C. M No. 06/2025 dated 23.06.25