



दक्षिणी रेलवे

SOUTHERN RAILWAY

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

सं/ No.T.157/Amendment to GR/2025

दिनांक /Date : 09.05.2025.

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

Correction Memo. No.04/2025 to GRS

1. Substitute the following for S.R.3.80(i):

[Page No.104]

S.R.3.80 (i) Whenever the Loco Pilot of an incoming train has passed partly or completely a reception signal at danger without proper authority and come to a stop short of the usual berthing place, the Train Manager shall inform the Station Master. The Station Master shall proceed to the spot and examine the Brake Blocks of the first few vehicles fitted with Automatic vacuum brake/Air brake to find out whether they are hot, warm or cold. He shall also measure the distance overshoot in terms of vehicle or wagon length or rail length in the presence of the Train Manager and the Loco Pilot. He shall after satisfying himself that everything is safe, issue a "Restarting Memo" in duplicate (countersigned by the Train Manager) to the Loco Pilot authorizing him to restart observing the "Off" aspect of the reception signal ahead and also, if necessary, warning him to proceed cautiously and arrange to take "Off" the signal ahead which has not been passed. He shall take the signature of the Loco Pilot on the duplicate copy of the Restarting Memo. The Train Manager shall, then restart the train. The Loco Pilot shall thereon observe the "Off" aspect of the signal ahead and move into the station. If there is no signal ahead, the Station Master shall arrange to pilot the train in addition to the issue of the Restarting Memo. The railway servant handing over the Restarting Memo to the Loco Pilot shall travel on the engine and pilot the train into the station. The Station Master shall arrange to issue an Accident Message to all concerned in accordance with Accident Rules. **The Train Manager shall record the details in the Rough Journal book and report the same in the CMS during sign off.**

2. Substitute the following for S.R 3.80(ii):

[Page No.104]

S.R.3.80 (ii) **(When approach Stop signal flies back to its most restrictive aspect)** Whenever the Loco Pilot passes an approach Stop signal at "ON" partly or completely, due to the signal assuming its most restrictive aspect in the face of an approaching train and come to a stop short of the usual berthing place, the Train Manager shall inform the Station Master. The Station Master after consultation with the Train Manager and the Loco Pilot and after satisfying himself that everything is safe, issue a "Restarting Memo" in duplicate (countersigned by the Train Manager) to the Loco Pilot authorizing him to restart as detailed in S.R.3.80 (i). The Station Master shall arrange to issue a Message to all concerned. **The Train Manager shall record the details in the Rough Journal book and report the same in the CMS during sign off.**

3. **Substitute the following for S.R 3.81(iv):** [Page No.105]

S.R.3.81(iv) (When departure Stop signal flies back to its most restrictive aspect) Whenever the Loco Pilot passes a departure Stop signal at "On" partly or completely due to the signal assuming its most restrictive aspect in the face of an approaching train, the Train Manager shall inform the Station Master. The Station Master after consultation with the Train Manager and the Loco Pilot and after satisfying himself that everything is safe, issue a "Restarting Memo" in duplicate (countersigned by the Train Manager) to the Loco Pilot authorizing him to restart as detailed in S.R.3.81 (iii). The Station Master shall arrange to issue a Message to all concerned. **The Train Manager shall record the details in the Rough Journal book and report the same in the CMS during sign off.**

4. **Substitute the following for S.R 4.05(ii)(a):** [Page No.109]

S.R.4.05(ii)(a) The Goods Home signal shall not be taken "Off" for a train carrying passengers. If so, the Loco Pilot of a passenger train shall stop short of the Goods Home signal, inform the **Train Manager** and send his Assistant Loco Pilot to the station to inform the Station Master. The Station Master shall put back the Goods Home signal to "On" and take "Off" the Passenger Home signal and give a memo to the Loco Pilot (countersigned by the **Train Manager**) authorizing the Loco Pilot to enter the station observing the "Off" aspect of the Passenger Home signal. In such cases, the **Train Manager shall record the details in the Rough Journal book and report the same in the CMS during sign off.**

5. **Substitute the following for S.R.4.18 (ii) (a):** [Page No.129]

S.R. 4.18 (ii) (a) Whenever the automatic vacuum /air brake is applied by a passenger, the Loco Pilot shall stop the train in accordance with S. R. 4.45(ii). The **Train Manager** shall at once take steps to ascertain by whom and for what cause the chain was pulled and send a report to the Station Master of the next important station where the train is booked to stop with the names and addresses of the persons who pulled the chain and that of witnesses. **The Train Manager shall record the details in the Rough Journal book and report the same in the CMS during sign off.**

6. **Substitute the following for S.R.4.31(i)(a):** [Page No.142]

S.R.4.31 (i)(a) At all train starting stations as well as at all train examining stations enroute the Train Examiner on duty shall after examining a train, issue "Train fit to proceed" certificate, to the Station Master on duty.

7. **Substitute the following for S.R.4.34 (ii):** [Page No.144]

S.R.4.34 (ii) The Loco Pilot shall advise the nearest Train Examiner by telephone, particulars of any defect or failure noticed in the working of the vacuum/air brake, giving the number of the train, engine and vehicle or wagon on which the failure has occurred, with copy to the Train Examiner at the destination station of the train and the Power Controller / C&W controller. **The Train Manager shall record the details in the Rough Journal book and report the same in the CMS during sign off. Whenever CMS entries are made, it shall be attended by the respective department within a time frame.**

8. Substitute the following for S.R.4.41(i):

[Page No.148]

- a) Look back shall be performed by the Assistant Loco Pilot and the Loco Pilot shall focus on upcoming signals only.
- b) Look back may not be done frequently for the purpose of observing side lights/brake van lights etc but be performed in conditions as felt necessary like observing signal by Gateman while passing manned level crossing or by P. Way gang working nearby for alright exchange with the Train Manager - in case of trouble in communication over Walkie-Talkie, after cattle run over etc.
(Ref: - Railway Board letter no. 2024/Elect (TRS)/113/11(GR4.41) dated 11.04.2025.)
- c) At night, the Assistant Loco Pilot, while looking back on the run, shall pick up at least one of the two side lamps burning. If both the side lamps are suspected to be out, the Loco Pilot shall call the attention of the Train Manager by giving two short whistles. If the train is complete but only the side-lamps are not burning, the Train Manager shall acknowledge by showing a "Proceed" hand signal and Loco Pilot shall give one long whistle and proceed normally. If the Train Manager suspects that the train may have parted, he shall act in accordance with Rule 6.08. If the Loco Pilot does not receive "Proceed" hand signal of the Train Manager, he shall suspect that the train may have parted and act in accordance with Rule 6.08. If the train is complete but only both the side-lamps are not burning, the Train Manager shall, after giving the "Proceed" hand signal, frequently show a white light, in lieu of the side-lamps, to the Loco Pilot until the lamp is relit or rectified.

9. Substitute the following for S.R.4.41(ii):

Page No.148]

S.R.4.41 (ii) The Assistant Loco Pilot, after passing permanent way gangs working on the line or a manned level crossing gate, to see whether any danger signal is being exhibited by them as a warning of a danger/ unusual thing on the train and to take necessary action.

10. Substitute the following for S.R.4.44 (i):

[Page No.152]

S.R.4.44 (i) After stopping his train at the First Stop signal, the Loco Pilot shall give one long whistle (continuous) to warn the Station Master. If after the lapse of 5 minutes, the signal is still at danger without apparent cause the Loco Pilot shall give two long, two short whistle to warn the Guard. The Guard shall in consultation with the Loco Pilot, send the Brakesman /Assistant Loco Pilot to the station or cabin to inform the Station Master. After informing the Station Master the man may remain in the station or in cabin if the signals are going to be taken "Off" without delay. If the train has to be detained at the signal for a considerable period, the Station Master shall send a written memo, through the Brakesman /Assistant Loco Pilot stating that further detention is necessary and the reason therefor. The Brakesman /Assistant Loco Pilot shall go to the train and show this memo to the Loco Pilot who shall initial it and pass it on to the Train Manager, who shall retain it. In the case of a light engine, the Loco Pilot shall retain the memo. **The Train Manager shall record the details in the Rough Journal book and report the same in the CMS during sign off.**

If the stoppage of the train exceeds 15 minutes, the Train Manager / the Loco Pilot in the case of a light engine, shall proceed to protect the rear of the train in accordance with the instructions laid down in Rule 6.03.

11. Substitute the following for S.R.4.45(i):

[Page No.153]

S.R.4.45 (i) The Train Manager shall not apply the automatic vacuum brake, except when absolutely necessary and when applying it, he shall pull the lever slowly and gradually so as to reduce the vacuum by 12 to 18 centimetres only. Whenever the automatic vacuum brake is applied, the **Train Manager shall record the details in the Rough Journal book and report the same in the CMS during sign off.**

12. Substitute the following for S.R.4.50(iii):

[Page No.158]

SR 4.50 (iii) The Loco Pilot shall communicate through walkie-talkie sets in addition to the sounding of the engine whistle as prescribed in SR 4.50 (i). The Loco Pilot shall also advise the Train Manager through walkie-talkie of all the documents handed over to him with regard to the working of trains. **The Train Manager shall record this in his Rough Journal book and report the same in the CMS during sign off.**

13. Substitute the following for S.R.4.56(i)(a):

[Page No.160]

S.R.4.56 (i) (a) The Train Manager shall see that all the signals taken 'Off' for the reception of his train have been put back to 'On'. If any signal has not been put back to "On" he shall inform the Station Master at once and wave a hand danger signal to protect his train. **The Train Manager shall record this in his Rough Journal book and report the same in the CMS during sign off.**

14. Substitute the following for S.R.4.65(xviii):

[Page No.171]

S.R.4.65 (xviii) In case of failure of the machine in the block section and the Operator is not able to clear the section **within 15 minutes**, a message should be sent to the nearest Station Master as well as the Control through portable telephone or otherwise for arranging a light engine to tow the unit. In case of such break down of the machines, it shall be treated as an obstruction and protection of the machine and track shall be arranged by the Operator in terms G.R.6.03 and S.R. there under. Accident to track machine shall be treated in the same manner as of trains.

15. Substitute the following for S.R.5.23(iv):

[Page No.193]

SR.5.23 (iv) Vehicles detached from trains or waiting to be attached to train shall be coupled together and all hand brakes shall be applied. Vehicles not fitted with hand brakes shall be secured with safety chains fastened to the rail and padlocked. The hand-brake of brake-vans of passenger rakes shall be screwed down. **When it is found necessary to foul the running line on either double or single line, the Station Master on duty will be held personally responsible for seeing that the line is cleared with the least possible delay and that while the line is so fouled, all signals relating to that line are kept at danger. At night, the Station Master on duty must himself be present with the necessary hand signals and will not leave until the main line has been cleared of obstruction. Any vehicle or vehicles fouling the main line after the hours of daylight must be protected by a red light at both ends.**

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 मुपरिग्र/नियम एवं संरक्षा
Dy. COM/Rules & Safety
/प्रमुपग्र/ PCOM

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