

**All Train Passing and Train Running staff
Pune Division****Safety Circular No. 13/ 2010 – 11**

Sub: Salient features of Advance Correction Slip No.11 items 5 to 7 to G & SR 1999 edition.

Ref: COM office letter No. TR/G & SR/Rev/101 of 24.09.2010, 25.11.2010, 01.12.2010, 29.11.2010

Please familiarize yourself with the changes in Rules for train Operations and update your rulebooks accordingly:-

Advance Correction slip	Item	Rule No	Changed contents	
11	5	SR. 9.02-5	a.	After passing an Automatic Stop signal at 'ON' the driver of the train hauled by any locomotive shall ensure that minimum distance of 150 meters or two clear OHE spans is maintained between his train and the proceeding train if any, or any obstruction on the line ahead. However, in the case of EMU train the minimum distance of 75 meters or one clear OHE span shall be maintained between EMU train and a preceding train if any or any obstruction on line ahead. However, during dense fog, after passing an Automatic Stop Signal at 'On' (Red), the Loco pilot / Motorman of the train hauled by any locomotive including EMU train shall, while moving at a speed not exceeding 10 kmph, should ensure that he maintained a reasonable distance at which he is able to observe the, flashing tail lamp of the train ahead of the obstruction, as the case may be.
		SR 4.08.3 – The speed of the train may be controlled during thick and foggy weather	i.	The Loco pilot shall run the train at a speed at which he can control the train depending on brake power, load and visibility etc.
			ii.	In Absolute Block System, the loco pilot shall run the train at a speed at which he controls the train, so as to be prepared to stop short of any obstruction, which shall not exceed 60 kmph.
			iii.	In Automatic territory, the loco pilot shall not exceed the speed of the train prescribed as under:- Green Aspect – 60 kmph Double Yellow – 30 Kmph Yellow – Restricted speed so as to be prepared to stop at the next stop signal.
			iv.	Loco pilot to whistle frequently to warn the gateman ahead to keep gate closed and the road user of an approaching train at level crossing.

11	6	SR 3.61-1 (h)	1.	At page no. 85 is deleted.
		SR. 3.61-1(I)	2.	<p>l) The procedure in S. R. 3.61-1 (k) refers to action to be taken by the Station Master on duty in an emergency. Divisional Railway Manager will notify the names of stations at which fog prevail persistently. At each such station, four of the station class IV Staff (or if this number is not available, it may be made up by one or a maximum of two Gangmen per station being deputed by the Permanent Way Inspector) shall be posted and detailed to act as a fog signalman. All four men must be fully trained in fog signal duties and must be regular employees of the Railway and not substitutes. The four employees detailed as fog signalmen will be replaced by the appointment of two or more Class IV staff at the station and by one or two temporary men in the engineering gang from which the permanent men have been withdrawn.</p> <p>(i) At a double line station if the fog appears for about 7 days in the month, it should be treated as persistent fog and separate fog porters should be appointed. If the fog is for less than 7 days in a month the Station Master will act according to S.R. 3.61-1 (k), that is, he will immediately call out two of the station Class IV staff who are “off duty” to work at the station as porters, and the staff who are on duty will be utilised for fog signaling duties. The “Off” duty” staff will be paid any overtime that is due and will be replaced by substitutes to work during their normal turn of duty. This arrangement will obviate the necessity of retaining fog porters permanently and substitutes will be required for permanent staff only, when they are actually utilized on fog signaling duty. It should, however, be noted that only permanent employees will be utilized for this purpose.</p> <p>(ii) At signal line stations where the station porters are required for delivering tokens also, Divisional Railway Managers should examine both the duration of fog and the number of days in a month on which it appears and then taking the overall work into consideration, determine whether special fog porters are required or not. If fog appears only on one or two days in a month and for a short duration it would obviously not be necessary to have separate fog porters and the procedure stated in sub-paragraph (i) above should be followed.</p>
		SR. 3.61 – 1 (q)	3.	SR. 3.61 – 1 (q) page no. 87 revised to read as under q. In foggy or tempestuous weather or in dust storms Permanent Way Inspectors or Gangmates must promptly arrange for regular gangmen to be deputed to place detonators on the rails 270 meters in rear of (i.e. outside) the first caution signal in each direction when cautious driving is necessary due to repairs of the line or other works being in progress vide G. R. 15.09 and the relevant Subsidiary Rules on the subject.

11	6	SR 3.75-4	4.	In SR 3.75-4, note (2) page no. 106 is to be deleted.		
		SR 8.03-1	5.	In SR 8.03-1, at page no. 268 is to be deleted.		
		SR. 3.61-3 Necessity of Placement of Detonators	6.	New SR 3.61-3 is added below SR 3.61-2 at page no 87 as under-		
			i	Where it is necessary to place detonators:- The detonators should be placed at 270 meters short of the first stop signal at stations detailed as under:-		
			a.	At 'A' class stations where Warner exists – Detonators to be placed short of Home Signal and not the Warner.		
			b.	At 'B' class station equipped with Lower Quadrant signals – Detonators to be placed short of Outer signal;		
			c.	In multiple Aspect Signalling, where single Distant Signal is provided – Detonators to be placed short of Home Signal.		
			Note- The fog signal Posts will be provided only at stations where there may be a requirement for placing detonators. Such post may, therefore, be shifted suitably based on the above mentioned positions (s).			
			ii.	Where not necessary to place the detonators:- It is not necessary to place Detonators to indicate 'Location of a Stop signal' to the Loco Pilot in following circumstances:-		
			a.	In sections where a reliable Fog Safe Device has been provided on Locomotives.		
b.	Where adequate pre-warning is provided; i.e. at stations where double distant signals are provided;					
c.	Where maximum speed allowed in the station section is up to 15 kmph even at stations where pre-warning signals is not available, but a Warning Board exists;					
d.	Where speed of the section is less than 50 kmph (but more than 15 kmph) and the first signal of a station is not a stop signal.					
e.	In Automatic Signalling Territory.					
f.	On Gate Signal:					
g.	On Departure signal;					
h.	At the site (s) of temporary speed Restriction imposed due to maintenance of Track / OHE / Signal.					
11	6 (a)	SR. 3.61-3	New SR 3.61-3 added vide advance correction slip 11 no. 6(6) and advance correction slip item no. 7 to be implemented after 28.02.2011			
11	7	SR. 3.61-1(q)	The Existing SR 3.61-1 (q) revised vide advance correction slip No. 11 / 6 item – 3 is deleted.			

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DSO / PUNE