

SUB: INDIAN RAILWAY SIGNAL ENGINEERING MANUAL

(JULY 2021 EDITION)

ADDENDUM AND CORRIGENDUM SLIP NO. 1.

A copy of Addendum and Corrigendum Slip No.1 of the Indian Railway Signal Engineering Manual (July 2021 Edition) is sent herewith for necessary action.

Case No. 2022/Sig/33/1/SEM/Misc

DA: Corrigendum Slip No. 1.



(Shyam Verma)

Executive Director /Signal Development

Railway Board

New Delhi, dated: 31.03.2023

Copy to:

PSOs/Sr. PPSs/PPSs/PSs to CRB & CEO, MF, MI, MTRS, MOB&D,
DG/HR, DG/RHS, DG/RPF, DG/Safety, Railway Board.
Sr.PPS/PPS to Secretary, Railway Board
Sr.PPSs/PPSs/PSs to AM(Budget), AM(CE), AM(M & BD), AM(Traction),
AM(Fin.), AM(ME), AM(Plg), AM(Signal), AM(T&C), AM(Traffic), AM(Works),
AM(Telecom), AM(Revenue), AM(RE), AM(L&A), AM(Comml.), AM(PU),
AM(RS),
Sr.PPSs/PPSs/PSs to PED/Account, PED/CE(P), PED/Infra, PED/EERS,
PED/Safety, PED/GS, PED/EE(Dev.), PED/TTM, PED/IR, PED(Bridge),
PED(Chg.), PED/Vig., PED/W& Dev., PED/Staff, PED/HR, PED/SM,
PED/S&T(Dev.)

GOVERNMENT OF INDIA

MINISTRY OF RAILWAYS

(RAILWAY BOARD)

No.2022/Sig/33/1/SEM/Misc

New Delhi, dated: 31.03.2023

1. The General Managers/ All Indian Railways.
2. The Director General/ RDSO/ Lucknow.
3. The Director General, NAIR, Vadodara.
4. The Chief Commissioner of Railway Safety, 16A, Ashoka Marg, Lucknow-1
5. The Commissioner of Railway Safety, Western Circle, 2nd floor, Churchgate, Station Building Annexe, M.K.Road, Mumbai – 20.
6. The Commissioner of Railway Safety, Central Circle, 2nd floor, Churchgate, Station Building Annexe, M.K.Road, Mumbai – 20.
7. The Commissioner of Railway Safety, Eastern Circle, 12th floor, 14 Strand Road, Kolkata.
8. The Commissioner of Railway Safety, South Eastern Circle, 12th Floor, 14 Strand Road, Kolkata.
09. The Commissioner of Railway Safety (Metro Railway), C/o CRS/Eastern Circle, 12th Floor, 14 Strand Road, Kolkata.
10. The Commissioner of Railway Safety, Southern Circle, 7 Seshadri Road, Gandhinagar PO, Bangalore -9.
11. The Commissioner of Railway Safety, South Central Circle, Sarojini Devi Road, Secunderabad – 71.
12. The Commissioner of Railway Safety, North Eastern circle, NE Railway Compound, Hazratganj, Lucknow – 1.
13. The Commissioner of Railway Safety, Northeast Frontier Circle, 12th Floor, 14 Strand Road, Kolkata.
14. The Commissioner of Railway Safety, Northern Circle, Safdarjung Railway Station Building, Chanakyapuri, new Delhi – 21.
15. ADAI (Railways), New Delhi (with 15 spare copies for Chief Auditor).
16. As per list 'A' attached.

LIST 'A'

1. PCSTE's, All Indian Railways.

2. ED(Co-ord.)/Signal, RDSO Lucknow.

3. The Director Generals

- IRICEN, Pune
- IRIEEN, Nasik
- IRISSET, Secunderabad
- IRIMEE, Jamalpur
- IRITM, Lucknow

4. The Chairman & Managing Directors/

Managing Directors

- Konkan Railway Corporation Ltd. New Delhi
- IRCON International Ltd, New Delhi
- RITES Ltd., Gurugram
- RVNL, New Delhi
- DFCCIL, New Delhi
- DMRC, New Delhi
- MRVC Ltd., Mumbai
- RLDA, New Delhi
- IRFC, New Delhi
- RCIL, Gurugram
- High Speed Rail Corridor

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Addendum and Corrigendum Slip No. 1

Replaced existing para 9.2.1(d), (e); 9.2.2(c), added new para 9.2.2(j) and replaced existing para 22.3.1(a), (b) as under:

Chapter 9, Para 9.2.1

Existing Sub Para of 9.2.1 of Chapter 9 of IRSEM, 2021 edition may be replaced as:-

Under Para 9.2.1	
Existing sub para (d)	(d) Interlocking of level crossing, catch siding and slip sidings etc.
Replaced as	(d) Interlocking of catch siding and slip sidings etc.
Existing sub para (e)	(e) Closing of Manned Level Crossing, gates after approval of district administration obtained by Engineering department.
Replaced as	(e) Deleted

Chapter 9, Para 9.2.2

Existing Sub Para of 9.2.2 of Chapter 9 of IRSEM, 2021 edition may be replaced as:-

Under Para 9.2.2	
Existing sub para (c)	(c) Interlocking of existing LC Gates within already existing interlocked station yard by existing signals in the same or shifted location.
Replaced as	(c) Interlocking of LC Gates.
Added New sub para (j)	(j) Provision of Automatic Train Protection system at Station/IBS/LC Gates/ABS huts etc. subject to certification by an Independent Safety Assessor.

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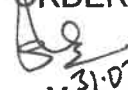
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Chapter 22, Para 22.3.1

Existing Sub Para of 22.3.1 of Chapter 22 of IRSEM, 2021 edition may be replaced as:-

Sub Para 22.3.1	
Existing sub para (a)	a) The distance between the signal post and traction mast shall be as large as possible. In case the traction mast is located in front of the signal post, the distance between the traction mast and signal post should not be less than 30 meters. In addition, it should be ensured that no traction mast is located in advance of the signal post at a distance less than 10 meters.
Replaced as	a) The distance between the signal post and traction mast shall be as large as possible. In case the traction mast is located in front of the signal post, the distance between the traction mast and signal post should not be less than 30 meters. In addition, it should be ensured that no traction mast is located in advance of the signal post at a distance less than 10 meters. Layout plan (LOP) showing placement of traction mast and signal shall be approved by PCSTE (or his authorized representative) with concerned Electrical officer.
Existing sub para (b)	b) PCSTEs and PCEEs of the zonal railways shall give dispensation for reduction in the distance of placing mast in front of the signal from 30 meters to 10 meters on straight track after ensuring staggering for proper visibility of signal as per provisions of ACTM and SEM.
Replaced as	b) In case, minimum distance stipulated in para (a) above cannot be adhered due to field constraints, PCSTE & PCEE (jointly) are empowered to give dispensation for further reduction in distance, keeping in view visibility of signal and safety of maintenance staff.

BY ORDER


31.03.23

(Shyam Verma)
Executive Director/Signal Development
Railway Board

Case No. 2022/Sig/33/1/SEM/Misc
New Delhi, dated 31.03.2023

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