

**GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS
(RAILWAY BOARD)**

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

New Delhi, dated:20.08.2024

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
5. Website Link – www.indianrailways.gov.in

**SUB: INDIAN RAILWAY SIGNAL ENGINEERING MANUAL
(JULY 2021 EDITION)
ADDENDUM AND CORRIGENDUM SLIP NO. 5.**

A copy of Addendum and Corrigendum Slip No.5 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. 5.

Shyam
Kumar Verma
श्याम वर्मा /Shyam Verma
कार्यकारी निदेशक/सिग्नल (विकास)
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Shyam Kumar Verma
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New Delhi, dated: 20.08.2024

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(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/Co-ord/Signal, PED/SM, PED/S&T(Dev.)

**INDIAN RAILWAY SIGNAL ENGINEERING MANUAL
(JULY 2021 EDITION)**

Addendum and Corrigendum Slip No. 5

Replaced existing para 7.3.4; 17.8.1(c), 19.8.9(i) and item no. 10 & 11 of table of Para 21.1.21 as under:

Chapter 7, Section 3, Sub para 4

Existing Sub Para of 7.3.4 of Chapter 7 of IRSEM,2021 may be replaced as:-

Under Para 7.3.4	
Existing sub para 7.3.4	Where the block working at one end of a station is automatic and the other end is absolute, an indication board with suitable legend shall be provided at the First Stop Signal of the station. The legend on the board shall be "Entering Absolute Block Territory" or "Entering Automatic Block Territory" as appropriate.
Replaced as	Where the block working at one end of a station is automatic and the other end is absolute, an indication board with suitable legend shall be provided before the Last stop Signal of the station. The legend on the board shall be "Entering Absolute Block Territory" or "Entering Automatic Block Territory" as appropriate

Chapter 17, Section 8, Sub para 1(c)

Existing Sub Para of 17.8.1(c) of Chapter 17 of IRSEM,2021 may be replaced as:-

Under Para 17.8.1	
Existing sub para 17.8.1(c)	(c) Tie Tamper shall not be used for 4 sleepers on either side of the track devices. Incidentally they should be manually maintained.
Replaced as	(c) Whenever Tie Tamper is used, track devices should be removed temporarily. In case it is not possible to remove, the same should be clearly marked and made known to the operator before the start of work.

Chapter 19, Section 8, Sub para 9(i)

Existing Sub Para of 19.8.9(i) of Chapter 19 of IRSEM,2021 may be replaced as:-

Under Para 19.8.9	
Existing sub para 19.8.9(i)	<p>i. Crank Handle Interlocking</p> <p>It shall be checked that when the crank handle is removed from its normal position in Electric Key Transmitter/other approved Relay interlocking arrangement, the signals reading over the</p>

	concerned route/zone cannot be taken 'OFF' nor the points can be operated from the cabin/panel. It shall also be checked that when the signal reading over the concerned route/zone is taken 'OFF', the crank handle cannot be released from its normal position in Electric Key Transmitter/other approved Relay interlocking arrangement.
Replaced as	<p>i. Crank Handle Interlocking</p> <p>It shall be checked that when the crank handle is removed from its normal position in Electric Key Transmitter/other approved Relay interlocking arrangement, the signals reading over the concerned route/zone cannot be taken 'OFF'. It shall also be checked that when the signal reading over the concerned route/zone is taken 'OFF', the crank handle cannot be released from its normal position in Electric Key Transmitter/other approved Relay interlocking arrangement.</p>

Chapter 21, Section1, Sub para 21

Existing item no. 10 & 11 of Table-1 of 21.1.21 of Chapter 21 of IRSEM,2021 may be replaced as:-

Under Table 1 of Para 21.1.21				
Existing item no. 10 & 11	S.No	Description	Delay in seconds	Conditions/Remarks
	10	Opening of LC gate (Gate signal at 180 m from LC)	60	1) Timer shall start on putting back the Gate signal. 2) If two track circuits are provided to prove that train has passed beyond LC gate, such sequential proving is adequate to open LC gate immediately without waiting for completion of 60 seconds
	11	Opening of LC gate (Gate signal at more than 180 m from LC)	120	1) Timer shall start on putting back the Gate signal. 2) If two track circuits are provided to prove that train has passed beyond, LC gate, such sequential proving is adequate to open LC gate without waiting for completion of 120 seconds.
Modified item no.10 & 11	S.No	Description	Delay in seconds	Conditions/Remarks
	10	Opening of LC gate (Gate signal between 180 m to 200m from LC)	60	1) Timer shall start on putting back the Gate signal. 2) If two track circuits are provided to prove that train has passed beyond LC gate, such sequential proving is adequate to open LC gate immediately with out waiting for completion of 60 seconds
	11	Opening of LC gate (Gate signal at more	120	1) Timer shall start on putting back the Gate signal.

	than 200 m from LC)	2) If two track circuits are provided to prove that train has passed beyond, LC gate, such sequential proving is adequate to open LC gate without waiting for completion of 120 seconds.
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Shyam Kumar
Verma

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Case No. 2022/Sig/33/1/SEM/Misc
New Delhi, dated 20.08.2024

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