

**भारत सरकार (GOVERNMENT OF INDIA)
रेल मंत्रालय (MINISTRY OF RAILWAYS)
रेलवे बोर्ड (RAILWAY BOARD)**

No.2023/Safety (A&R)/19/35

New Delhi, dated 20.02.2024.

**General Managers
All Zonal Railways**

Sub: Safety measures for train operation during water submerging of track in suburban section & during Pre-NI.

- Ref:** (i) RB letter No. 2010/Sig/SGF/Point Machine dated 29.05.2019
(ii) RB letter No. 2022/Safety(A&R)/19/35 dated 23.06.2023
(iii) CR letter No. TR/G&SR/Genl/102 dated 18.07.2022
(iv) WR letter No. T 202 /5/3(R) dated 30.06.2023
(v) NCR/Const/Targeted Project/2023-24 dated 19.08.2023

Railway Board vide letter under reference (ii) above, have issued instructions to the Zonal Railways regarding reviewing the provision of subsidiary rules [SR 3.51] and withdraw any provisions regarding carrying out temporary modification in signalling circuits from the Subsidiary Rules.

Some of the Zonal Railways have indicated that complete withdrawal of these instructions may impact train operation severely during submergence of track in suburban sections and Pre-NI works for removal of turnouts.

The matter has been examined in Railway Board and it is clarified that any sort of temporary modification in signalling circuits regarding points/turnouts shall not be allowed except in extreme exigencies of complete water logging at station/yards of suburban sections where large number of trains are handled and during planned Pre-NI works, etc., subject to the following:

1. The work must be undertaken in a planned and supervised manner with issuance of Temporary Working Order/Instructions specifically for the purpose and signed by concerned officers, as specified in IR Operating Manual.
2. Due regard to safety must be ensured, taking all necessary conditions including clamping/bolting and padlocking of the points, in addition to physical verification by operating staff in line with GR provisions. After

- removal of any existing crossovers/turnouts it shall also be ensured that signals & points leading to reverse position are made inoperative.
3. Adequate deployment of manpower/resources to ensure supervision and safety in train operations.
 4. Speed restriction as applicable not exceeding 30 kmph shall be applied for train operation on the affected lines during such exceptional period.
 5. The first train on the affected lines and over the affected points shall be passed with written Authority or Calling-On Signal/A-Marker in the Absolute/Automatic block section territory.
 6. Subsequent trains over the affected points in the route and overlap may pass the concerned Signal with aspect restricted to "Yellow" subjected to meeting all other conditions of signal clearance including clamping/bolting and padlocking of the points in route, overlap as well as in isolation, in addition to physical verification.
 7. Joint testing by signalling and operating staff for site correspondence of signalling gears shall be ensured before restoration of normal train operation.
 8. In case of submergence of track, train speed would be governed as per caution order issued by SSE/P-Way.
 9. Above temporary modifications in point circuits shall not apply in case of failures or routine maintenance activities.

Zonal Railways may frame detailed guidelines based on above, taking all other safety measures.

This issues with the approval of **Board (MI & MOBD)**.

**Brijender
Mani Tripathi**

Digitally signed by Brijender Mani
Tripathi
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(बृजेन्द्र मणि त्रिपाठी)
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रेलवे बोर्ड

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1. AM/T, AM/CE & PED/SM, Railway Board: for kind information please.
2. PCOMs, PCSTEs, PCEs & PCSOs, All Zonal Railways: For kind information and n/a.