

**WESTERN RAILWAY**

Headquarter Office,  
Churchgate, Mumbai-20

No.T .202/5/3(R )

Date : 23 /01/2009.

DRMs BCT BRC ADI RTM RJT BVP  
Advisor Safety Railway Board, New Delhi  
Principal Railway Staff College Vadodara  
Principal, Zonal Railway Training Institute Udaipur.  
Principal, Zonal Electric Training Centre Vadodara.  
Principal, Diesel Training Centre RTM/VTA  
Principal, Signal & Telecom. Training Centre Sabarmati  
Instructor-in-charge, Area Training School (Traffic) PL.  
BL BRC UJN ATC SBI RJT JND  
C/-CRS (Western Circle) CCG.  
C/- CSO PCE CEE CME CSTE CSC CAO(C) CCM CPO FA&CAO  
C/- CPM ADI CPM(RE) ST.  
C/- PS/COM.  
C/- Sr.DOMs- BCT BRC ADI RTM RJT BVP for notification to all concerned .

**Sub : G&SR- Chapter – III – Signals.**

An Advance Copy of Amendment Slip No. 3 to the above mentioned chapter is reproduced below . This amendment should be brought into force with immediate effect, by notification to all concerned .

This has the approval of 'Authorized Officer' .

**The Amendment Slip No. 3, January 2009 to the G&SR- 2008 edition, is given below :**

Substitute the following in place of existing para of SR 3.70 (1) –

SR 3.70(1)      On single line section, provided with Tokenless Block Instruments the failure of the last Stop signal is to be considered as failure of the Tokenless Block Instruments. In such cases, the Loco Pilot shall be given 'authority' on Form T/C 1425 or T/D 1425 (Paper Line Clear Ticket, for Up and Down direction respectively) as the case may be, to pass the last Stop signal in 'ON' position .

**For COM-CCG**

**WESTERN RAILWAY**

Headquarter Office,  
Churchgate, Mumbai-20

No.T /202/5/2(R )

Date : 19 /01/2009.

DRMs BCT BRC ADI RTM RJT BVP  
Advisor Safety Railway Board, New Delhi  
Principal Railway Staff College Vadodara  
Principal, Zonal Railway Training Institute Udaipur.  
Principal, Zonal Electric Training Centre Vadodara.  
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C/- PS/COM.  
C/- Sr.DOMs- BCT BRC ADI RTM RJT BVP for notification to all concerned .

**Sub : G&SR- Chapter – II – Rules applying to Railway Servants generally.**

An Advance Copy of Amendment Slip No. 2 to the above mentioned chapter is reproduced below . This amendment should be brought into force with immediate effect, by notification to all concerned .

This has the approval of 'Authorised Officer' .

**For COM-CCG**

- (II) **Taking and making over time** : Taking and making over time should count as duty as under :-
1. **Loco Running staff.** -
    - A. Where charge of engine is taken over in a shed:-
      - (i) Diesel- 30 mts. before departure of the locomotive from shed if charge is taken over in shed and 15 mts. after arrival of locomotive in shed.
      - (ii) Electric –
        - (a) Where the charge of locomotive is taken over in a shed equipped with servicing facilities 30 mts. before departure of locomotive from shed and 15 mts. after arrival of locomotive in shed.
        - (b) Where the charge of locomotive is taken over from an intermediary at loco siding or any other similar place without servicing facilities – 40 mts. before departure of the locomotive from loco siding/any other similar place and 15mts. after arrival.

Note:- Where locomotive is taken over in shed, the time taken for movement of engine from shed to the yard will be over and above 45"/30"/40", as the case may be, and the same should be laid down for each shed by DRM concerned taking in account the local conditions.

B. Where charge of engine is taken over outside a shed:- Diesel/Electric. 15 mts. before the schedule departure of the train and 15 mts. after arrival of the locomotive at the place where it is handed over.

2. **Traffic Running Staff –**

A. **Goods trains –**

(i) At train originating and train examination stations – 45 mts. for taking over and 30 mts. for making over charge.

(ii) Other than train originating and train examination stations – 15 mts. for taking over and 15 mts. for handing over charge.

B. **Passenger trains –**

(i) At train originating and train terminating stations – 30 mts. for taking over and 30 mts. for handing over charge.

(ii) Other than train originating and train terminating stations – 30 mts. or less according to halt of the train subject to a minimum of 15 mts.

3. **Other Running staff –**

(a) Traveling Porters or Hamals- Passenger trains- 30 mts. for taking over and 15 mts. or less according to halt at intermediate station for making over.

(b) Travelling Asst. Goods Clerk – 1 hr. for taking over and 1 hr. for making over.

III. **Counting of hours of duty :-**

(a) Time for taking or making over specified in para II above shall be counted as time on duty.

(b) Running duty in the case of running staff should not ordinarily exceed 10 hours at a stretch and such staff are entitled to claim relief after 12 hrs. of duty at a stretch provided they have given 2 hrs. notice for relief to the section controller.

Note: - For the purpose of computing duty at a stretch, time shall be calculated from the actual departure of the train from the starting station.

(c) Running staff traveling as passenger on duty before or after working the train -

(i) will not count as duty if the journey does not exceed 4 hrs.

(ii) Staff classified as "Continuous" will be counted as ON duty for 2/3 of the traveling time in excess of 4 hrs.

(iii) Staff classified as "Essentially Intermittent" will be counted as ON duty for full traveling time in excess of 4 hrs.

(d) Waiting at the place of duty and not resting will count as duty during which an employee can be given other suitable work, before he actually starts on running duty

IV. **Traveling spare -** No rest should be allowed if the journey as spare does not exceed 4 hrs.

the scales of rest to be allowed are as under :-

- (a) At outstations – 1 hr. rest if the journey as spare exceeds 4 hrs.  
2 hrs rest if the journey as spare exceeds 7 hrs.  
3hr. rest if the journey as spare exceeds 10 hrs.
- (b) At Hqrs. station -2 hrs. rest if the journey as spare exceeds 4 hrs.  
3 hrs rest if the journey as spare exceeds 7 hrs.  
5 hrs. rest if the journey as spare exceeds 10 hrs.

Note:- Those who are in scheduled links will pick up their schedules.

- (c) Time spent by running staff in crew vans, rest vans or rest rooms, running rooms or compartments provided for their use will count as rest and not as duty.

V. **Periodic Rest** – Running staff and “Other Running Staff” shall get the following periodic rest–

- (a) Continuous- 4 periods of not less than 30 consecutive hours each or 5 periods of not less than 22 consecutive hours each in a month. Periodic rest given at Hqrs. should always include a night in bed.