Government of India  
Ministry of Railways  
(Railway Board)

No. 95/Safety-I/23/7  
New Delhi, dt 16.05.2010

The General Managers,  
All Indian Railways.

Ref: Board's letter No.95/Safety-I/23/7 dated 25.05.95 and 16.09.97,  
06.10.08 and 16.12.08.

Consequent to a collision on Twin Single line over Southern Railway,  
Board vide letter dated 25.05.95 desired that utility of all the twin single lines  
should be reviewed and wherever the Railways wanted to retain the twin single  
line working in exceptional circumstances, they should approach Board with  
justification for the same and get the Board's approval.

Subsequently, whenever twin single line working was required to be  
introduced on a new section, CRSs insisted on Board's approval and Railways  
approached Board with justification for approval of the same.

Board vide letter dated 06.10.08 had delegated this to the Railway and  
advised that Zonal Railways can adopt Twin Single Line Working with safety  
precautions mentioned therein. Subsequently, the instructions were pended vide  
letter dated 16.12.08.

Twin Single Line Working is justified where there is a directional traffic  
during some period in a day. It is also beneficial especially on approaches to big  
Junctions, due to criss-cross movement of trains. Further very often at the  
periphery of these junctions, on big cities, there is predominant directional  
movement due to pattern of arrival/departure of long distance trains, commuter  
trains and/or goods trains, bunched up in the morning/evening hours. Twin  
Single Line Working may also be justified based on a specific pattern of traffic  
known to Zonal Railways. In such situations, having a Twin Single Line is a  
necessity for managing the bunching of trains.

In view of the above, the matter has been re-examined. Board(MT) has  
decided, superceding all earlier instructions on the matter, that Twin Single Line  
Working can be adopted by Zonal Railways, subject to the following safety  
precautions:-

(a) Track circuiting should exist at the station situated at both ends on a  
section where Twin Single Line is provided and also at major stations  
enroute.

(b) (i) Separate single line block instruments shall be provided for each line at  
block stations which shall be interlocked with the Advanced Starters so as  
...
to ensure that the Advanced Starter can be taken ‘OFF’ for that line only, for which Line Clear has been obtained on the block instrument from the block station in advance.

or

(ii) Arrangement for setting direction of traffic through Panel/RRI shall be provided for each of the Twin Single Line at block stations which shall be interlocked with the Advanced Starters to ensure that the Advanced Starter can be taken ‘OFF’ for that line only for which direction of traffic has been set towards the block station in advance on Panel/RRI.

(c) (i) At roadside stations, equipped with twin single line working, Starter Signal shall be so interlocked with Advanced Starter that the Starter Signal can be taken ‘OFF’ only after taking ‘OFF’ Advanced Starter.

(ii) At junction and important (major) Stations equipped with twin single line working, under Special Instructions, the train can be advanced beyond the Starter upto the last Intermediate Starter provided the area between the Starter and Advanced Starter is track circuited. In such cases the last Intermediate Starter signal shall be so interlocked that it can be taken ‘OFF’ only after taking ‘OFF’ Advanced Starter.

(d) In case of abnormal working, trains will be operated as per conventional double line system.

Copy to:

(i) Chief Operations Managers, All Indian Railways.
(ii) Chief Commissioner of Railway Safety, Lucknow.
(iii) Commissioners of Railway Safety of all Circles.
(iv) AM/Traffic, AM/Signal, DS-I, II, III, IV & V.
The General Managers (Safety),
All Indian Railways,
except Central Railway)


Vide this office letter of even number dated 25.5.95
wherein Railways were directed to review the utility of twin single line on their system and furnish the detail of sections which the railways want to retain as twin single line working and sections which are to be converted into double conventional lines for Board’s approval.

Board have considered the matter thoroughly and decided that twin single line working can be retained/adopted on the following sections of different Zonal Railways.

**Eastern Railway**

<table>
<thead>
<tr>
<th>No.</th>
<th>Station Name</th>
<th>Length (Kms)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.</td>
<td>Andal-Pandabeshwar</td>
<td>20.34</td>
</tr>
<tr>
<td>2.</td>
<td>Andal-Topasdi</td>
<td>15.10</td>
</tr>
<tr>
<td>3.</td>
<td>Kusunda-Jamundian Road</td>
<td>22.69</td>
</tr>
<tr>
<td>4.</td>
<td>Londa-Pathardi</td>
<td>4.32</td>
</tr>
<tr>
<td>5.</td>
<td>Bhandariah-Jaraugadhi</td>
<td>13.65</td>
</tr>
</tbody>
</table>

**Northern Railway**

1. Kanpur-Central-Juhl
2. Juhl-Panki
3. DLI-UGA-SSB
4. KZM-NJLS
5. SSB-GZB
6. LKO-Manak Nagar
7. LKO-Alam Nagar
8. Manak Nagar-Amausi

**H.E.Railway**

1. Gorakhpur-Mokaha Jungle of LKO Div.-to convert it to BC-Local Gauge conversion.

**H.E.Railway**

1. Guwahati-Kamakhya                | 7.08 Kms         |
2. Guwahati-New Guwahati            | 3.08 Kms         |
   West Cobin                        |

**Southern Railway**

1. Bangalore City-yashwantpur      |
2. Tambaram-Chengalpattu            |

Contd.....
South Central Railway
1. Vijayawada-Krishna Canal Stations
2. Vijayawada-Gundala
3. Hasamparthi Road-Kazipet-Warangal

South Eastern Railway
1. Gokulpur-Cossye-Midnapur
2. Monoharpur-Posolta-Mahadeoial-Colikera
3. Khordi-Bhanwatk-Mangasara
4. Santahlh-Bhojdh Washery
5. Sujamah-Moher
6. Dokaro-N cabin-Tupkalh-Rajabera
7. Dokaro A cabin-Redhagaon
8. Vadalapudi-Gate Jn.

Western Railway
1. BRC D cabin-BRC E cabin
2. ADI-SUI
3. Kherapalia-GBA cabin
4. BRC E cabin-Pil et
5. Bhairongar-BPL D cabin

Similarly the following sections may be converted into double conventional lines:

Eastern Railway
1. Semaria-Garhata Jn.-Barauni

Northern Railway
1. Safedabad-Barabasuki of LDP Division
2. MB West cabin-KGF(Katghar) of Moradabad Division

North Eastern Railway
1. Bareilly Jn. Izzatnagar of Izzatnagar Division

Please acknowledge the receipt.

[Signature]
Exec. Director (Safety),
Railway Board.
Government of India  
Ministry of Railways  
(Railway Board)  

No. 95/Safety-I/23/7  

New Delhi, dt. 12.12.2008  

The General Managers,  
All Indian Railways.  

Ref: Board's letter No.95/Safety-I/23/7 dated 25.05.96, 16.09.97 and 06.10.2008.  

The instructions contained in Board’s letter of even number dated 06.10.2008 on the subject matter is hereby withdrawn.  

However, the earlier instruction dated 25.05.1996 and 16.09.97, mentioned under reference, stand applicable, as in its very original form, without any change/modification, till further orders. This issues with Board’s approval. All Zonal Railways may please note for compliance accordingly. 

Please acknowledge receipt and report compliance for Board’s perusal. 

Copy to:  

1. Chief Commissioner of Railway Safety, Lucknow.  
2. Commissioners of Railway Safety of all Circles.
Ref: Board's letter No.95/Safety-I/23/7 dated 25.05.95 and 16.09.97.

In supersession of Board's letter of even number dated 30.09.2006, the revised instructions are as under:-

Railways were advised vide Board's letter dated 25.05.95 referred above that Twin Single Line should be adopted on the Zonal Railways only with the prior approval of Railway Board. Some Railways have recommended Board to review the above circular dated 25.05.95 and allow the Zonal Railways to adopt the working on Twin Single Line depending on pattern of traffic after taking due safety precautions.

Twin Single Line Working is justified where there is a directional traffic during some period in a day. It is also beneficial especially on approaches to big Junctions, due to criss-cross movement of trains. Further very often at the periphery of these Junctions, on big cities, there is predominant directional movement due to pattern of arrival/departure of long distance trains, commuter trains and/or goods trains, bunched up in the morning/evening hours. Twin Single Line Working may also be justified based on a specific pattern of traffic known to Zonal Railways. In such situations, having a Twin Single Line is a necessity for managing the bunching of trains.

In light of the above, the matter has been re-examined and Board has decided that Twin Single Line Working can be adopted by Zonal Railways, subject to the following safety precautions:-

(i) Stations having Twin Single Line Working :-
   (a) At road side stations (other than large/Jn stations), the starter(s) should be interlocked with Advanced starter in such a way that the Starter(s) is taken ‘OFF’ only after taking ‘OFF’ the Advanced Starter.
   (b) Junctions Stations, if Starter Signals are not released by the Advanced Starter, the track circuit or axle counter should be provided between the Starter and Advanced Starter to indicate the presence of a train.

(ii) In case of abnormal working, trains will be operated as per conventional double line system.

K. R. 6/10/08
Adviser/Safety
Railway Board

Copy to:
(i) Chief Commissioner of Railway Safety, Lucknow.
(ii) Commissioners of Railway Safety of all Circles.

Ref: Board's letter No.95/Safety-I/23/7 dated 25.05.95 and 16.09.97.

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In light of the above, the matter has been re-examined and Board has decided that Twin Single Line Working can be adopted by Zonal Railways, subject to the following safety precautions:-

(i) In case of abnormal working, trains will be operated as per conventional double line system.

(ii) At Junctions Stations having Twin Single Line Working, if Starter Signals are not released by the Advanced Starter, the track circuit or axle counter should be provided between the Starter and Advanced Starter to indicate the presence of a train.

(Kamlesh Gupta)
Adviser/Safety
Railway Board

Copy to:

(i) Chief Commissioner of Railway Safety, Lucknow.
(ii) Commissioners of Railway Safety of all Circles.
conventional double lines in each case.

The Railways must also indicate the times at which they
are completed within 15 days.

The time should be converted into conventional double lines.

It should be converted into conventional double lines.

The time should be inserted immediately after
the time for the single line working in conventional circumstances.

Wherever the Railways want to cancel the
railway (CRM) destroy the utility of all the

Single Working of twin single lines.

All twin line Railways.

The General Managers.

New Delhi 26-5-95

99/S/SAFETY-423/7

HATHWAY-NOWO

MINISTRY OF HATHWAY

GOVERNMENT OF INDIA

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