

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

No. 2008/Sig/36-SD/1/Pt (efile 3318369)

New Delhi, dated 15.07.2025

**PCSTEs,  
All Indian Railways.**

**PED/S&T,  
RDSO, LKO.**

**Sub:** Hazard of point position not corresponding to the detection received in interlocking.

**Ref:** (i) Railway Board's letter no. 2020/Sig/G-2/RDSO dated 25.06.2024

(ii) RDSO letter no. RDSO-SIG0EI(CKT)/1/2020 dated 29.08.2024

Vide letter under ref (i), in order to enhance safety, RDSO advised all zonal railways to incorporate the modified point circuits in Electronic Interlocking with "New bits NDKR1/ RDKR1 by direct proving of point detection and use of NDKR1 / RDKR1 in FCOR logic" in EI Circuits for uniform adoption over all zonal railways. However it is noticed that some zonal rlys have not implemented the same in EI's with more than 100 routes & in existing EI's'.

Above changes in EI entail the following activities:

- (i) Wiring of NDKR1 & RDKR1 relays in relay room.
- (ii) Allocation of I/P bits for NDKR1/RDKR1 & it's interface wiring from relays to I/O card.
- (iii) Changes in the EI application logic.
- (iv) FAT/SAT requirements before final commissioning.

In connection with the proposed modified point circuits for "New bits NDKR1/ RDKR1 by direct proving of point detection and use of NDKR1 / RDKR1 in FCOR logic", the following is clarified:

- (i) The modified point circuit is to be implemented at all new Electronic Interlockings irrespective of the nos. of signal routes.
- (ii) For existing EI installations (irrespective of nos. of routes), zonal rlys are advised to draw an action plan for implementing the same in a time bound manner. Works may be proposed in Umbrella under PH33, if necessary.

These requirements may also be brought to the notice of construction as well as project units incl. railway PSUs & HQ/design officials for suitable action.

This is for your kind info. & n/action pl.

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