

Amendment Slip No.-82, dated- 25.03.2025 to the G&SR of NCR

- (Ref : (i) Jt. Dir. Traffic Trans-III/Railway Board's letter no.-2022/Safety(A&R)/19/05, dated- 20.01.2025 & The Gazette of India No.- 01, dated- 01.01.2025, item-01, 02, 05, 06, 07, 08, 10 & 11.
(ii) Jt. Dir. Traffic Trans-III/Railway Board's letter no.-2022/Safety(A&R)/19/26, dated- 13.01.2025 & The Gazette of India No.- 716, dated- 23.12.2024, item- 03 & 04.
(iii) Jt. Dir. Traffic Trans-III/Railway Board's letter no.-2024/TT-IV/12/10, dated-16.08.2024.(Unified Subsidiary Rules & Authority Forms under GR 9.12), item-09.
(iv) Jt. Dir. Traffic Trans-III/Railway Board's letter no.-2024/TT-IV/12/10Pt.1, dt.-17.01.2025, item-12.)

01. Existing GR 1.01(1) is deleted and substituted as under-(A. Slip No.-82)

GR 1.01(1): These rules may be called the Indian Railways (Open Lines) General (Third Amendment) Rules, 2024.

02. New GR 1.02(28A) is added as under-(A. Slip No.-82)

GR 1.02(28A): Indian Railway Automatic Train Protection System (IR-ATP) (Kavach), means a radio communication based control system, provided as an additional aid to Loco Pilots of functional Kavach fitted locomotives, in Kavach territory, the use of which shall in no way infringe or override the provisions (codes and manuals) of regular train operation required to be followed by Loco Pilot.

03. Existing GR 3.07(7) is deleted and substituted as under-(A. Slip No.-82)

GR 3.07(7) : Under approved special instructions, a colour light Distant signal may be combined with the last Stop signal of a station in rear or with an Intermediate Block signal or with a Stop signal protecting a level - crossing. When a colour light Distant signal is combined, (i) with the last Stop signal of a station in rear or (ii) with an Intermediate Block signal or (iii) with a Stop signal protecting a level - crossing, arrangements shall be such that the signal shall not display a less restrictive aspect than the stop aspect till Line Clear has been obtained from the station ahead as in case of (i) and (ii) above and until the level - crossing gates have been closed and locked for the passage of trains as in case of (iii) above.

Provided that, a colour light Distant signal may be permitted to be combined with the last Stop signal of a station in rear or with an Intermediate Block signal or with a Stop signal protecting a level crossing with arrangements as above, by the Sanctioning Authority (in case of item (a) below- Principal Chief Signal and Telecom Engineer of the concerned Zonal Railway, and in case of item (b), (c) and (d) below- General Manager of the concerned Railway) for the purpose of-

- (a) Interlocking of level crossings outside station limits,
- (b) Double Distant signaling alongwith corresponding changes at adjacent stations without yard remodelling,
- (c) Intermediate Block signaling except in section with Slip siding and Catch siding, alongwith corresponding changes at adjacent stations without yard remodelling, and
- (d) Automatic Block signaling except in section with Slip siding and Catch siding, alongwith corresponding changes at adjacent stations without yard remodelling.

04. Existing GR 3.26 is deleted and substituted as under-(A. Slip No.-82)

GR 3.26: Commissioning of fixed signals- Fixed signals shall not be brought into use until they have been passed by the Commissioner of Railway Safety as being sufficient to secure the safe working of trains.

Provided that fixed signals can be brought into use if they have been passed by the Sanctioning Authority (in case of item (a) below - Principal Chief Signal and Telecom Engineer of the concerned Zonal Railway, and in case of item (b), (c) and (d) below- General Manager of the concerned Railway) as being sufficient to secure the safe working of trains, for the purpose of-

- (a) Interlocking of level crossings outside station limits,
- (b) Double Distant signalling alongwith corresponding changes at adjacent stations without yard remodelling,

(c) **Intermediate Block signaling except in section with Slip siding and Catch siding, alongwith corresponding changes at adjacent stations without yard remodelling, and**

(d) **Automatic Block signaling except in section with Slip siding and Catch siding, alongwith corresponding changes at adjacent stations without yard remodelling.**

05. New SR 3.26/5 is added as under- (A. Slip No.-82)

SR 3.26/5: In IR-ATP (Kavach) territory, when a new signal is erected or existing signal is shifted/modified, the Signal Sighting Committee shall also inspect and certify the signal position in correspondence of the line side signal with the on-board signal and its aspect on the DMI (Driver Machine Interface) display in IR-ATP fitted Loco before it is brought into use. Kavach fitted loco shall be used for conducting sighting committee inspection, at least once in quarter.

06. New SR 4.08/1(D) is added as under- (A. Slip No.-82)

SR 4.08/1(D): In case Loco is not equipped with Kavach or Loco Kavach become defective, the maximum speed of train shall not exceed 140Kmph, subject to other speed restrictions.

07. New SR 4.08/4 is added as under- (A. Slip No.-82)

SR 4.08/4: In IR-ATP fitted loco, as soon as the defective speedometers are noticed, message should be given by the LP to the nearest power controller for arranging attention to the defective speedometer or change of Loco at the next crew changing point or earlier, as the case may be.

However, in IR-ATP (Kavach) territory, the speed reduction prescribed for coaching trains, when Speedometer of Loco is defective, need not be followed in case Loco is provided with IR-ATP (Kavach) and the speedometer in DMI (Driver Machine Interface) in the respective Cab is working.

08. New SR 4.32/1(c) is added as under- (A. Slip No.-82)

SR 4.32/1(c): Before commencement of journey in IR-ATP (Kavach) territory, the Loco Pilot shall boot up on-board Kavach, enter configuration as per the train consist and see whether all parameters are being indicated properly. IR-ATP on-board Loco Kavach will be effective only after passing first Kavach fitted signal in "OFF" condition.

09. In GR 5.07 – Standardization of Operating Forms on Indian Railways New Serial Number- 35 is added as under - (A. Slip No.-82)

35	Authority for Temporary Single Line Working on Double Line Automatic Block System.	T/E 912
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10. New SR 6.01/1 is added as under- (A. Slip No.-82)

SR 6.01/1: When report of any accident or obstruction is received by the Station Master in IR-ATP (Kavach) territory, the Station Master shall operate SOS in Station Master Operational Panel cum Indication Panel (SMOCIP) to prevent other functional IR-ATP (Kavach) trains from entering the affected section.

11. New SR 6.07/5 is added as under- (A. Slip No.-82)

SR 6.07/5(a): In IR-ATP (Kavach) territory with Kavach functional Loco, in the event of unusual circumstances likely to affect the safe and proper working of trains, the Loco Pilot shall apply SOS to stop other functional IR-ATP (Kavach) trains from approaching the location.

(b) In IR-ATP (Kavach) territory with Kavach functional Loco, in the event of "Unusual Stop" in the block section, the Loco Pilot shall acknowledge the same else automatic brakes will be applied on all other Kavach fitted locos within its vicinity.

12. Existing Authority Form T/A 912 under GR 9.12 is deleted and substituted as under-
(A. Slip No.-82)

NORTH CENTRAL RAILWAY		Form No. T/A 912**
AUTHORITY TO PASS AUTOMATIC/SEMI AUTOMATIC/MANUAL STOP SIGNAL/GATE STOP SIGNALS		
(Loco Pilot /Train Manager/Station Master's Record)		
Station _____	Time: _____ hours _____ mins	
Date _____		
To _____		
The Motorman/Loco Pilot of Engine/Train/ Unit No. _____ UP/DOWN.		
(a) Automatic Signalling has failed and you are, hereby authorized to pass all Automatic signals between _____ station and _____ station. In addition, you are also authorized to pass Semi-Automatic/Manual Stop Signal/gate stop signals on being hand signalled past such signals by a railway servant in uniform, the hand signals being displayed except as provided for in clause 'b'.		
(b) When running in wrong line (i) you must ascertain those points of outlying sidings, where provided, are correctly set and locked and/or the level crossing gates Nos. _____ are closed and (ii) hand signals are displayed by the railway servant in uniform at the points/level crossing gates before passing them.		
Here indicate distinguishing Number of all signals to be thus passed _____		
<u>CAUTION ORDER</u>		
Your Train is going to pass signal/s at ON, speed shall be restricted to 25 kmph when view is clear and 10 kmph when approaching or passing any portion of the line where the view ahead is not clear due to curve, obstruction, rain, fog subject to observance of other speed restriction in force.		
The speed over facing points, if any, being restricted to 15 kmph.		
_____ Signature and Stamp of Station Master		
I have understood the contents of this authority.		
Signature of Train Manager _____	Date: _____	Time _____ Hours _____ min
Signature of Loco Pilot / Motorman _____	Date: _____	Time _____ Hours _____ min

**** T/A 912 shall always be issued along with one of these forms- T/B 602, T-511, T/F 602 or as prescribed in the SR of the Zonal Railway.**

No.- T/Gen./G&SR Amend/05/24 Pt-I,
Dated: 25.03.2025

(Sharat Sudhakar Chandrayan)
Principal Chief Operations Manager