

Amendment Slip No. 11 dated: 05.08.09 to the G & SR 2006 of NCR

1. Delete existing GR 3.65 at page No. 57 and substitute as under –

G. Signals to warn incoming train of danger ahead

Description :-

The signals to be used to warn the incoming train of an obstruction shall be notified by the Railway under Special Instructions.

However, a red flashing hand signal lamp at night or a red flag during day will normally be used for this purpose.

2. Delete existing GR 3.66 at page No. 57 and substitute as under –

Use of warning signals :-

When it becomes necessary to protect an obstruction in a block section, a signal as specified by Special Instructions under GR 3.65 may be used, while the Railway servant proceeds to place detonators.

3. Delete existing GR 3.67 at page No. 57/ 58 and substitute as under –

Knowledge and possession of Warning signals:-

- (1) (a) All concerned Railway servants on whom this duty is laid by the Railway Administration shall keep a stock of such signal(s) as specified by Special Instructions under GR 3.65.
- (b) The Railway Administration shall be responsible for the supply, renewal, and safe custody of such signals as specified by Special Instructions under GR 3.65 and for ensuring that their use is properly understood.
- (c) The Railway Administration shall supply every Guard, Loco pilot, Patrolman and Gateman working on the Double or Multiple line, Ghat, Suburban or Automatic Block Territories with such signal(s) as specified by Special Instructions under GR 3.65.
- (2) Every Railway servant concerned with the use of signals as specified by Special Instructions under GR 3.65, shall have a correct knowledge of their use and keep them ready for immediate use.
- (3) Every Railway servant shall see that the Railway servants in his charge concerned with the use of warning signals as specified by Special Instructions under GR 3.65, have a correct knowledge of their use.

4. Delete existing GR 3.78(2), (a), (b),(c) at page No. 70/71 and substitute as under –

Duties of engine crew in respect of signals:-

- (2) (a) When his engine explodes detonator(s); the Loco Pilot shall whistle Intermittently and take every possible caution including reduction of speed as necessary, so as to have the train well under his control and be able to stop short of any obstruction on the line.
- (b) after proceeding 1.5 kilometers from the place where his engine exploded detonator(s), if his engine does not explode any more detonator(s), the Loco Pilot may resume authorized speed, and


5. Renumber existing GR 3.78(2)(d)) as GR 3.78(2)(c)–
6. Renumber existing GR 3.78(4) as GR 3.78(5) and add new para as 3.78(4) as under–

When the loco Pilot notices a signal warning of an obstruction, except detonator(s), he will stop his train immediately and act on advice of the person exhibiting warning signal or on the basis of obstruction noticed by him. In case no further details of exhibition of warning signal are noticed, after stopping for one minute by day and two minutes by night to ascertain the location and / or cause of the warning, he shall proceed cautiously upto the next block station, keeping a sharp look out.

7. Delete existing GR 4.16(1)(b) and substitute as under –
by night, as well as in thick, foggy or tempestuous weather impairing visibility during day, a red tail lamp of approved design displaying either a steady or flashing red light to indicate last vehicle check device or

Sd.
(J. S. Bindra)
Jt. Director/Safety
Railway Board

1. Delete existing SR 3.65/1 and substitute as under –
In case of any obstruction, a red flashing hand signal at night or a red flag during day will normally be used for warning the Loco Pilot of an approaching train.
2. Delete existing SR 3.66/1 , SR 3.67/1, SR 4.19/1 (a)(4), SR 4.19/1 (b)(4) & SR 4.19/3 (a)(8)


(K. K. Saxena)
Chief Operations Manager.