

Amendment Slip No.14 Dated 17.02.2010 to G&SR 2006 of NCR

1. Delete existing SR 3.61/2(a) at page no.54 and substitute as under:
 - (i) The Loco Pilot shall run the train at a speed at which he can control the train depending on brake power, load, visibility etc.
 - (ii) During thick, foggy or tempestuous weather impairing visibility, the Loco Pilot shall run the train at a speed not exceeding 60 kmph in Absolute Block Section; and
 - (iii) In Automatic Signalling Territory during thick, foggy or tempestuous weather impairing visibility, the Loco Pilot shall run the train at a speed not exceeding 60 kmph on passing signal with 'Green' aspect and not exceeding 30 kmph on passing a signal with 'Double Yellow' aspect. Further, on passing a signal with 'Single Yellow' aspect, he shall run the train at cautious speed, so as to be prepared to stop at the next stop signal or short of any obstruction.

2. Delete existing SR 4.08/1 at page No. 75 and substitute as under:
 - (A) The Loco Pilot shall run the train at a speed at which he can control the train depending on brake power, load, visibility etc.
 - (B) During thick, foggy or tempestuous weather impairing visibility –
 - (a) In Absolute Block Section- The Loco Pilot shall run the train at a speed not exceeding 60 kmph; and
 - (b) In Automatic Signalling Territory-
 - (i) On passing a signal with 'Green' aspect, the Loco Pilot shall run the train at a speed not exceeding 60 kmph; and
 - (ii) On passing a signal with 'Double Yellow' aspect, the Loco Pilot shall run the train at a speed not exceeding 30 kmph; and
 - (iii) On passing a signal with 'Single Yellow' aspect, the Loco Pilot shall run the train at cautious speed, so as to be prepared to stop at the next stop signal or short of any obstruction.

3. Delete existing SR 9.02/5 (a) at page no. 188 and substitute as under:

After passing an Automatic Stop signal at 'ON' the Loco Pilot of the train hauled by any locomotive shall ensure that minimum distance of 150 metres or two clear OHE masts is maintained between his train and the preceding train, if any, or any obstruction on the line ahead but in the case of EMU trains minimum distance of 75 metres or one clear OHE mast shall be maintained between EMU train and a preceding train, if any, or any obstruction on line ahead.

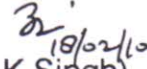
However during dense fog, after passing an Automatic Stop Signal at 'ON' (Red), the Loco Pilot/Motorman of the train hauled by any locomotive including EMU train shall, while moving at a speed not exceeding 8 kmph, ensure that he maintains a reasonable distance at which he is able to observe the Tail Lamp/Tail Board of the train ahead and shall control the speed of the train/EMU/MEMU/DEMU etc. so as to be able to stop adequately short of the train or obstruction, as the case may be.

4. Delete existing para 2(i) of Annexure I of Appendix 'A' at page no 282, and substitute as under:

The Station Master/Cabinmaster/Cabinman shall intimate the Gateman through telephone connected at his end about movement of train(s) proceeding towards the level crossing gate.

5. Delete existing para 2(i) of Annexure II of Appendix 'A' at page no 285, and substitute as under:

The Station Master/Cabinmaster/Cabinman shall intimate the Gateman through telephone connected at his end about movement of train(s) proceeding towards the level crossing gate.


 (U.K. Singh)
 Chief Operations Manager