

Amendment Slip No.18 dated- 09.02.2011 to G&SR of NCR

1. GR 1.01 (1) at page 1 is deleted and substituted as under-
These rules may be called the Indian Railways (Open Lines)General (Amendment) Rules, 2010.
2. The speed limit of 8 kmph is amended as 10 kmph in GR 9.02 (3) at page 186.
3. The speed limit of 8 kmph is amended as 10 kmph in GR 9.07 (5) at page 189.
4. The speed limit of 8 kmph is amended as 10 kmph in SR 9.02/1(a) at page 187.
5. Existing SR 3.61/2(b) at page 54 is modified as under-
During fog season, lime marking across the track at the signal sighting board or at the Distant Signal in case of double Distant signaling territory must be done.
6. (A) First para of existing SR 3.61/1(a)(i) at page 53 is deleted and substituted as under-
Sr.3.61/1(a)(i)- The check of adequacy of visibility through VTO is to guide the Station Master so that he can decide when detonators are to be placed to warn the Loco Pilot of the location of an approach stop signal and for deciding onset of the thick, foggy or tempestuous weather impairing visibility which calls for lighting of signals before granting line clear, fixing of tail lamps even during day time, shunting in face of an approaching train etc. VTO is to be provided at all stations.
(B) Existing SR 3.61/1 (a)(iii)(a) at page 53 is deleted and substituted as under-
Stations with MACLs shall have one prescribed VTO located at a distance of not less than 180 meters from a nominated location where the SM shall stand.
(C) Existing 'Note' below SR 3.61/1(a)(iii) (b) at page 53 is deleted.
7. Existing SR 3.61/2(c) at page 54 is deleted and substituted as under-
All Signal Sighting Boards, Whistle Boards, W/L Boards, fog signal posts and busy vulnerable level crossing gates which are accident prone should either be painted or provided with yellow/black luminous strips.
8. Add following distinguishing marker/sign of semi- automatic gate stop signal below SR 3.17/1 at page 32-



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