

Amendment Slip No.21 dt. 18.08.2011 to G&SR of NCR

SR 3.07/1 on page 18 is deleted in reference to A/Slip 19 dt.14.06.2011 and substituted as under-

S No	Aspect of Distant Sig.	Aspect of Inn. Dist. Sig.	Aspect of Home Sig.	Aspect of Main Line Starter Sig.	Aspect of Loop Line Starter Sig.	Signify as below
1.	Green (Proceed)	Green	Green	Green	-	For run through trains via main line.
2.	Green (Proceed)	Double Yellow	Yellow	Red	-	For trains being received on main line.
3.	Double Yellow (Attention)	Double Yellow	Yellow with route indicator	-	Red or Yellow	For trains being received on loop line or passing through loop line.
4.	Double Yellow (Attention)	Yellow	Red	-	-	For trains being stopped at Home Signal.

2. New SR 3.07/3 on page 18 is added as under:

(a) Gate cum Distant Signal-

- (i) When the LC gate is open to road traffic- Red.
- (ii) When the LC gate is closed and the train is required to stop at the Home Signal- Yellow
- (iii) When the LC gate is closed and the train is required to stop at the main line starter or loop line starter or is required to pass through via loop line- Double Yellow.
- (iv) When the LC gate is closed and the train is required to pass run through via main line- Green.

(b) Intermediate Block Signal cum Distant Signal.

- (i) When the block section ahead is not clear- Red.
- (ii) When the train is required to stop at the Home Signal of station ahead- Yellow.
- (iii) When the train is required to stop at the main line or loop line starter or is required to pass through via loop line- Double Yellow.
- (iv) When the block section ahead is clear, train is to pass run through the station via main line- Green.

(c) Last Stop Signal cum Distant Signal of LC gate.

- (i) When the line clear has not been obtained from the station in advance- Red.
- (ii) When the line clear has been obtained and the LC gate is open to road traffic- Yellow.
- (iii) When the line clear has been obtained and the LC gate is closed to road traffic- Green.

(d) Last Stop Signal cum Distant Signal of Intermediate Block Signal.

- (i) When the line clear has not been obtained from the station in advance- Red.
- (ii) When the block section is clear for an adequate distance beyond Intermediate Block Signal and the train is required to stop at Intermediate Block Signal- Yellow.
- (iii) When the train is required to pass run through Intermediate Block Signal- Green.

2
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(U.K. Singh)
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