

## उत्तर मध्य रेलवे

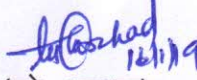
सं.-याता./सामा./सा एवं सहा./संशोधन/05/05  
दिनांक-16.01.2019

प्रधान कार्यालय,  
परिचालन शाखा,  
इलाहाबाद.

मंडल रेल प्रबंधक,  
वरिष्ठ मंडल परिचालन प्रबंधक,  
उत्तर मध्य रेलवे,  
इलाहाबाद, आगरा एवं झाँसी.

विषय : संशोधन पत्र संख्या-56 साधारण एवं सहायक नियम पुस्तक/उमरे।

साधारण एवं सहायक नियम पुस्तक/उमरे में संशोधन पत्र संख्या-56 दिनांक-14.01.2019 को जारी किया गया है जो कि आवश्यक अनुपालन हेतु भेजा जा रहा है। कृपया तदनुसार कार्यवाही करे।

  
(मो. अरशद)

सहा.याता.प्रबंधक/कोचिंग एवं सामान्य

प्रतिलिपि -

1. प्रमुख कार्यकारी निदेशक/संरक्षा/रेलवे बोर्ड/नई दिल्ली।
2. सचिव महाप्रबंधक, महाप्रबंधक महोदय को सादर सूचनार्थ।
3. मुख्य संरक्षा अधिकारी, प्रमुख मुख्य अभियंता, प्रमुख मुख्य विद्युत अभियंता, प्रमुख मुख्य यांत्रिक अभियंता, प्रमुख मुख्य संकेत एवं दूर संचार अभियंता/उमरे/इलाहाबाद।
4. प्रमुख मुख्य परिचालन प्रबंधक - उत्तर रेलवे, उत्तर पश्चिम रेलवे, पूर्व मध्य रेलवे, पूर्वोत्तर रेलवे, पश्चिम मध्य रेलवे।
5. प्रधानाचार्य, क्षेत्रीय रेल प्रशिक्षण संस्थान/चंदौसी/उ.रे.।
6. प्रधानाचार्य, विद्युत प्रशिक्षण केन्द्र/कानपुर/उ.म.रे.।



## Amendment Slip No.-56 dated-14.01.2019 to G&SR of NCR

(Ref : R.Bd. E.D./Safety-II Letter No.-2017/Safety(A&R)/19/12, dated-20.12.2018)

1. Existing GR 1.01(1) is deleted and substituted as under –  
Short title and commencement:- (1) These rules may be called the Indian Railways (Open Lines) General Amendment Rules, 2018.
2. Existing GR 1.02(30) & (31) are deleted and substituted as under –
  - (30) “Intermediate Block Post” means a class ‘C’ station on a single line or double line or multiple line remotely controlled from the block station in rear;
  - (31) “Intermediate Block Signalling” means an arrangement of signalling on single line or double line or multiple line in which a long block section is split into two portions each constituting a separate block section by providing an Intermediate Block Post;
3. Existing GR 3.40(1) is deleted and substituted as under –  
GR 3.40 CONDITIONS FOR TAKING ‘OFF’ HOME SIGNAL – (1) When a train is approaching a Home Signal otherwise than at a terminal station, the signal shall not be taken ‘off’ until the train has first been brought to a stand outside it, unless –
  - (a) on a double line, the line is clear for an adequate distance beyond the Starter; or
  - (b) on a single line, the line is clear for an adequate distance beyond the trailing points, or for an adequate distance beyond the place at which the train is required to come to a stand.
4. Existing GR 3.42 is deleted and substituted as under –  
GR 3.42 CONDITIONS FOR TAKING ‘OFF’ LAST STOP SIGNAL OR INTERMEDIATE BLOCK STOP SIGNAL – (1) On double line, the last stop signal or Intermediate Block Stop signal shall not be taken ‘off’ for a train unless Line clear has been obtained from the block station in advance.
  - (2) On single line –
    - (a) the last stop signal shall not be taken ‘off’ for a train unless line clear has been obtained from the block station in advance;
    - (b) for Intermediate block signaling -
      - (i) first, the direction of traffic shall be established and then line clear shall be obtained from the block station in advance as per the established direction of traffic;
      - (ii) only after establishing the direction of traffic the train movement in the ‘Station controlled Intermediate Block section’ shall be permitted; and
      - (iii) the Intermediate Block Stop Signal shall not be taken ‘off’ unless the line clear has been obtained from block station in advance and direction of traffic is established.

Explanation.- On Single Line Intermediate Block signalling, the line between two adjacent block stations is divided into two subsections, the first section which shall be termed as ‘station controlled intermediate block section’ and the section between Intermediate Block signal to First Stop Signal of block station ahead shall be termed as ‘block controlled Intermediate Block section’.