

उत्तर मध्य रेलवे

सं.-याता./सामा./सा एवं सहा./संशोधन/05/19 पार्ट-II
दिनांक-05.08.2019

प्रधान कार्यालय,
परिचालन शाखा,
इलाहाबाद.

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

विषय : संशोधन पत्र संख्या-59 साधारण एवं सहायक नियम पुस्तक/उमरे।

साधारण एवं सहायक नियम पुस्तक/उमरे में संशोधन पत्र संख्या-59 दिनांक-25/30.07.2019 को जारी किया गया है जिसे आवश्यक अनुपालन हेतु भेजा जा रहा है। कृपया तदनुसार कार्यवाही करें।

अ.के.सिंह

(ए.के.सिंह)

उप मुख्य परिचालन प्रबंधक/योजना

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.-59 dated-25.07.2019 to G&SR of NCR

(Ref : CSO/NCR letter no.-NCR/Safety/Misc. Accdt./94 dated-14.02.2019)

01. Existing SR 2.11/1 and SR 2.11/3 is deleted.
02. Existing SR 2.11/2, 2.11/4 and SR 2.11/5 are renumbered as SR 2.11/1, 2.11/2 and SR 2.11/3.
03. Existing SR 6.07/1 is renumbered as SR 6.07/5.
04. Existing SR 6.07/2, 6.07/3 and SR 6.07/4 are renumbered as SR 6.07/1, 6.07/2 and SR 6.07/3 respectively as instructed by Railway Board.

(Ref : R.Bd., Director/Safety Letter No.-2007/Safety(A&R)/19/13, dt-20.12.2007)

05. New SR 6.07/4 is added as under-
(Ref : JPO of Allahabad Division (no.-T/S safety/Optg./01/12, dated-07.02.2012)

In the event of the Loco Pilot/Guard experiencing any abnormal condition in the track over which his train has passed and he considers that the portion of the track over which his train has passed is detrimental for safe running of subsequent trains will take action as under in automatic signalling territory and Mid-section semi automatic territory (modified automatic signalling system during Fog) in addition to SR 6.07/1, 6.07/2 & SR 6.07/3 :-

- (i) Stop his train immediately on experiencing a jerk or lurch and suspecting rail fracture or any other defect in P.Way which he feels is detrimental for safe running of subsequent trains, so that automatic signals behind his train could not be taken 'off' for next train which may be already in the section.
- (ii) Loco Pilot & Guard of the train will then inform to Station Master of both ends of block section regarding the jerk or lurch along with its location on Walkie-Talkie set or any other means of communication (CUG/MTRC phone) available to him to stop subsequent trains from passing over the portion of defective track.
- (iii) He will also inform concerned TLC/Power Controller on CUG/MTRC phone along with location immediately.
- (iv) TLC/Power Controller will immediately communicate this matter to concerned Section Controller.
- (v) Section Controller will immediately advise the Station Master in rear to stop train movement in the section and also advise the TLC/Power Controller to instruct the Loco Pilots of all the trains, which are already in the block section behind the train who has reported the defect in the track, to STOP immediately till further advice.
- (vi) After getting confirmation that all the trains in the block section have stopped, Section Controller shall advise the crew of the train through TLC/Power Controller with private number who has reported defect to start if he had stopped after passing the defective portion of track.

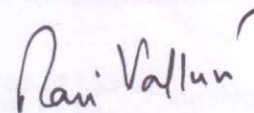
- (vii) Engineering Control on getting the information will immediately make suitable arrangements to send nearest competent Engineering Supervisor/ Officer along with his other member if required, to site by first available suitable train/by road, whichever facility is readily available. If required engineering staff may be sent from opposite direction by train.
- (viii) In the absence of engineering officials, in case of Automatic Sections, TLC/Power Controller shall instruct the loco pilot of 1st remaining train in the section to start with a cautious speed - Stop Dead before seven OHE mast or 500 meters before the affected kilometres and after satisfying himself about the condition of track pass over the track in question at 10 kilometres per hour or if he finds the line unsafe to pass, stop at once and inform to all concerned.

If the Loco Pilot is not able to detect any thing doubtful, subsequent trains shall be dispatched with a cautious speed of STOP DEAD before the affected kilometres & proceed with speed of 10 kilometres per hour till the track is certified safe by engineering officials.

- (ix) On examination of site by competent Engineering Supervisor/Officer, he will either make arrangements to rectify the track defect in case train cannot be passed safely over the affected portion of the track or will issue a safe speed certificate/imposition of speed restriction to the Loco Pilot to pass over the affected portion and will also advise all concerned accordingly.
- (x) However, in case of Automatic Sections, Section Controller will also give written advice to TLC/Power Controller about speed restriction along with location nos. and instruct to proceed accordingly to the Loco Pilots of the trains which are already in the section. TLC/Power Controller will immediately inform concerned LP/ALP on CUG/MTRC phone, with private no., about speed restriction imposed along with location details.
- (xi) LP of trains already in the section shall move cautiously observing the speed restrictions imposed by engineering official after getting SR imposed and location nos. details with private no. from TLC/Power Controller and relaying the same to Guard.
- (xii) Loco Pilot who felt jerk or lurch in the section will deliver a written memo to the Station Master ahead about exact location and other details.

No.-T/Gen./G&SR/Amend/05/19 Part-II

Date : 25.07.2019



(Ravi Valluri)

Principal Chief Operations Manager