

## **Amendment Slip No.-62 dated-30.12.2019 to the G&SR of NCR**

(Ref : Sr.DOM/AGC, Letter No.-AGRA/Pari./SWR/11/08/01, dated-08.11.2019, item-01)

(Ref : E.D./Safety-II/Rly. Board, Letter No.-98/Safety(A&R)/19/16, dated-25.10.2019)

(Ref : Sr.DOM(Co.)/ALD, Letter No.-T/Misc./Safety/2019, dated-10.10.2019, item-02)

(Ref : Sr.DOM(Co.)/JHS, Letter No.-JHS/T/400/Gate/19, dated-11.12.2019, item-03&04)

(Ref : J.D./Safety/Railway Board, Letter No.-2000/Safety(A&R)/19/39Pt.,dt.-15.12.2009)

### **01. Existing SR 4.08/1. (B) is deleted and substituted as under - (A./Slip No.-62)**

SR 4.08/1.(B) During thick, foggy or tempestuous weather impairing visibility -  
Precautions by Loco Pilot:- The Loco Pilot shall take action in regard to speed of the train during fog as under:-

- (i) During fog when the Loco Pilot in his judgement feels that visibility is restricted due to fog, he shall run at a speed at which he can control the train so as to be prepared to stop short of any obstruction; this speed shall in any case not be more than 75 kmph.
- (ii) Loco Pilot to whistle frequently to warn the Gateman (where provided) and road users of an approaching train at level crossings.
- (iii) In Absolute Block System the speed should not exceed 75 kmph as detailed at item (i) above.
- (iv) In Automatic Block Territory the speed will be subject to the judgement of the Loco Pilot as mentioned in item (i) above and shall not exceed as under :-
  - (a) After passing Automatic stop signal at 'Green', the speed not to exceed 75 Kmph.
  - (b) After passing an Automatic stop signal at 'Double Yellow' the speed not to exceed 30 Kmph.
  - (c) After passing an Automatic stop signal at 'Yellow' the Loco Pilot to run at a further restricted speed so as to be prepared to stop at the next stop signal.

Note (i) Provision of Fog Safe Devices :- Reliable Fog Safe Devices, if available, may be provided to the Loco Pilots in all Locomotives running in fog affected areas during fog. Placement of detonators under conditions as prescribed in SR.3.61/1(b)(ii) shall be dispensed with, where reliable Fog Safe Device is available and is in working order.

Note-(ii) In case fog safe device is not available in locomotives or the device fails enroute the maximum speed of 75 Kmph as indicated above shall be reduced to 60 Kmph or less subject to judgement of Loco Pilot.

Note (iii) As provided under GR 4.16 (1) (b) a red tail lamp of approved design displaying a flashing red light, during day or night, to indicate last vehicle check device in foggy weather should be provided and lit on the last vehicle.

Note (iv) First Stop Signal location kilometre chart of every station be provided to each Loco Pilot either as an easy to carry Card or in the Working Time Table.

Note (v) Prevailing Fog situation should be advised to Crew & Guard in lobby during "Sign ON".

### **02. Existing SR 5.14/1(d)(iii) is deleted and substituted as under - (A./Slip No.-62)**

SR 5.14/1(d)(iii) - In all other cases involving movement over running lines, the facing points shall be clamped/cotter bolted and padlocked. However, it will also be necessary to clamp in case of yard shunting involving use of non-running lines. In case of defective points in non-interlocked yards, if set by any means must be clamped and Pad locked.

**03. Existing Para 2(a)(v) of Annexure-IV of Appendix -'A' is deleted and substituted as under - (A./Slip No.-62)**

2(a)(v)- Gate once closed can be opened by the Gateman, after passage of train/ trains or change in planning of train movement etc., with the permission of Station Master as the need of opening is known to Gateman according to road traffic to be cleared. Obviously it can be done only after exchanging private number with the controlling Station Master who will ensure that there is no train movement towards the level crossing. On a single line, the Gateman shall be authorised to open the level crossing gate after complete passage of the train from the gate by observing tail board/tail lamp. In addition, on double or multiple lines, the Gateman before opening the Gate shall also ensure that the SM has not advised the Gateman to keep the gate closed for any other train from the same direction or from the other direction under exchange of private number.

**04. Existing Para 2(b)(vi) of Annexure-IV of Appendix -'A' is deleted and substituted as under - (A./Slip No.-62)**

2(b)(vi)- Gate once closed can be opened by the Gateman, after passage of train/ trains or change in planning of train movement etc., with the permission of Station Master as the need of opening is known to Gateman according to road traffic to be cleared. Obviously it can be done only after exchanging private number with the controlling Station Master who will ensure that there is no train movement towards the level crossing. On a single line, the Gateman shall be authorised to open the level crossing gate after complete passage of the train from the gate by observing tail board/tail lamp. In addition, on double or multiple lines, the Gateman before opening the Gate shall also ensure that the SM has not advised the Gateman to keep the gate closed for any other train from the same direction or from the other direction under exchange of private number.

**05. In GR 5.07 – Standardization of Operating Forms on Indian Railways Serial Number -13 is revised as under - (A./Slip No.-62)**

13	Authority for working of Trains during Total Interruption of Communication on Double line Section.	T/C 602
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No.-T/Gen./G&SR/Amend/05/19, Pt-I  
Dated : 30.12.2019

*Ravi Valluri*  
(Ravi Valluri)

Principal Chief Operations Manager

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