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Amendment Slip No.67, dated- 03.02.2021 to the G&SR of NCR

(Ref : (i) Sr.DOM(Co.)/JHS, letter no.-JHS/T/G&SR/APP 'A'/ANNX(iv)/2020, dt.-17.06.2020, Sr.DOM/AGC, letter no.-AGRA/Pari./SWR/1/2020, dated-30.07.2020, item-01&02.
(ii) Sr.DOM(Co.)/PRYJ, letter no.-T/Misc./Safety/2020, dated-31.07.2020, item-03.
(iii) ED/Safety-II, letter no.-2020/Safety(A&R)/19/12, dt- 17.12.2020, item-04&05.)

01. Existing Para 2(a)(i),(iii) & (v) of Annexure-IV of Appendix -'A' is deleted and substituted as under - (A.Slip No.67)

2(a)(i)- Station Master/Cabin Master/Cabin man at the dispatching end shall advise the Gateman, Train Number, description, direction and expected time of passage of train at the gate with private number.

2(a)(iii)- The Gateman on receipt of the advice shall close the gate well in time and confirm the same, with private number.

2(a)(v)- Gate once closed can be opened by the Gateman, if there is change in planning of the train movement etc., with the permission of the 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 gate. Except above condition-

(i) 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.

(ii) On double or multiple lines, the Gateman shall be authorised to open the level crossing gate after complete passage of the train by observing tail board/tail lamp, but before opening the gate the gateman must ensure that the SM has not advised the Gateman under exchange of private number to keep the gate closed for any other train from the same direction or from the other direction.

02. Existing Para 2(b)(i),(iii),(vi) of Annexure-IV of Appendix -'A' is deleted and substituted as under - (A.Slip No.67)

2(b)(i)- Station Master/Cabin Master/Cabin man at the dispatching end shall advise the Station Master/Cabin Master/Cabin man at the other end, Train Number, description, direction and expected time of passage of train at the gate with private number.

2(b)(iii)- Station Master/Cabin Master/Cabin man at the receiving end shall in turn convey the same advice to the Gateman, with private number.

2(b)(vi)- Gate once closed can be opened by the Gateman, if there is change in planning of the train movement etc., with the permission of the 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 gate. Except above condition-

(i) 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.

- (ii) On double or multiple lines, the Gateman shall be authorised to open the level crossing gate after complete passage of the train by observing tail board/tail lamp, but before opening the gate the gateman must ensure that the SM has not advised the Gateman under exchange of private number to keep the gate closed for any other train from the same direction or from the other direction.

03. Existing SR 4.12/2(a) is deleted and substituted as under - (A.Slip No.67)

SR 4.12/2(a) – No train must be allowed to push back from the block section without a written authority from the Station Master of the station from which it has entered into the section or by authorising to Loco Pilot with private number on MTRC. In case MTRC of Loco Pilot is not working then SM shall give private number to Guard of the train on MTRC for pushing back the train, thereafter Guard shall issue a written memo to the Loco Pilot of the train in this regard.

After an authority to push back has been given, no obstruction of the line beyond the Starting signal in the same direction must be allowed, except at a class "B" station, on the single line, where obstruction may be permitted within the station section in accordance with instructions laid down in Block working Manual.

04. Add new SR 2.01/1 as under - (A.Slip No.67)

SR 2.01/1 – The copy of Rules to be supplied by Railway administration under General Rule 2.01 may be hard copy or electronic copy of the document or relevant extracts thereof.

05. Add new SR 4.19/5 as under - (A.Slip No.67)

SR 4.19/5 – Each guard (with him/her or in Guard van) and Loco Pilot (with him/her or in Loco), while in duty with his/her train, shall have a copy (in hard or in electronic form) of these rules or relevant portions thereof, as supplied to him/her under Rule 2.01 and a copy (in hard or in electronic form) of the working time table and the all amendment slips and appendices, if any, in force on that section of the railway over which the train is to run.

No.T/Gen./G&SR Amend/05/19 Pt-I,
Dated-03.02.2021.

Ravi Valluri

(Ravi Valluri)

Principal Chief Operations Manager

Copy to -

1. PED (Safety)/Railway Board/New Delhi
2. Secretary to G.M. - for kind information of G.M.
3. PCSO, PCE, PCEE, PCME, PCSTE/NCR.
4. PCOM - N.R., N.W.R., E.C.R., N.E.R., W.C.R.
5. D.R.M./Prayagraj, Jhansi and Agra .
6. Sr. D.O.M./ Prayagraj, Jhansi and Agra .
7. Principal, Z.R.T.I./CH/N.R.
8. Principal, E.T.C/Kanpur/N.C.R.

Ravi Valluri

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Principal Chief Operations Manager