

## **Amendment Slip No.-70, dated-06.07.2021 to the G&SR of NCR**

- (Ref : (i) Incident of Hot Axle between MNF-JIA stations of PRYJ Division, dated- 10.04.2021.  
(ii) Sr DOM/Co./PRYJ letter no. T/Miscellaneous Safety/2021, Dated-30.06.2021.  
(iii) Weekly Safety Review Meeting held by GM/NCR on 02.06.2021 & 09.06.2021  
(iv) Sr DOM/AGC letter no. Pari./Agra/MPC/Mukhyalay Sandarbh/25, Dated-10.06.2021.)

**01.** Existing SR 4.29/3(ii) is deleted and substituted as under – (A/Slip No.-70)

SR 4.29/3(ii) - The Station Master of station in advance receiving the signal and the message shall immediately acknowledge both and shall use all available means to stop the train in question at the station. Till such time the affected train arrived complete at his station, trains may be permitted to enter the adjacent line or lines to leave his station towards the station, which sent signal and message only after advising the Loco Pilot and the Guard about the circumstances and warning them through issue of a caution order to proceed cautiously with speed not exceeding 60 kmph during day when visibility ahead is clear and not exceeding 30 kmph during night or when visibility ahead is not clear subject to observance of other speed restrictions in force and keep a sharp lookout in the direction of movement as well as on adjacent line(s) and stop short of any obstruction. After passing the affected train Loco Pilot will resume normal speed.

**02.** Existing SR 5.14/1(e) is deleted and substituted as under - (A/Slip No.-70)

SR 5.14/1(e) - Whenever any shunting is to be carried out across the main line over the emergency cross over points, all the relevant facing points must be properly set & locked with appropriate lock levers. In addition to such locking the facing of the emergency cross over must also be cotter bolted and padlocked by the person responsible to supervise such shunting. If a station is equipped with P.I./R.R.I./S.S.I./E.I. and the above mentioned movement is guided by specific fixed shunt signals then it is not necessary to switch clamp and padlock the facing point of emergency cross over.

**03.** Add a new note below SR 6.07/4(xii) as under - (A/Slip No.-70)

Note - After inspecting the site if any visible fault such as rail fracture, weld fracture, SEJ broken, fish plate defects, continuous pendrol clip missing & other abnormalities etc. is not found, then, engineering official (P.Way) before certifying the track for safe movement of traffic or imposing any speed restriction should inspect on footplate by boarding a train/ tower wagon/ light engine at last block station in Absolute Block System or by boarding a train at last Automatic Block Signalling section in Automatic Block System. SSE/JE (P.Way) will footplate the section by first available train with a speed not more than 30 KMPH during day and 10 KMPH during night or impaired visibility and this footplate speed restriction will be observed from a location 02 KMs prior to the location given by LP/Guard and up to 500 meters ahead of location given by LP/Guard i.e. 2.5 Kms at restricted speed and remaining section at normal speed in absolute block section. After footplate he will certify the safe movement of trains with suitable speed restriction, if needed.

*AD*

04. Existing SR 14.04/1 is deleted and substituted as under - (A/Slip No.-70)

SR 14.04/1 - Issue of Certificate of Competency - The Principal of Zonal Railway Training Institute in case of group 'C' staff and Instructor Incharge of Divisional Traffic Training Institute in case of group 'D' staff, are authorised to examine, issue and renew the certificate of competency valid for a period of three years only.

However, in exceptional circumstances, the validity of Competency Certificate issued by the Principal, Zonal Railway Training Institute, Chandausi to Group 'C' and Competency Certificate issued by Instructor Incharge of Divisional Traffic Training Institute to group 'D' transportation staff may be extended locally by an officer not below the rank of AOM/ATM. Such extension will be valid for a period of one year and in no case shall the validity be so extended more than once.

No.-T/Gen./G&SR Amend/05/19 Pt-II,  
Dated : 06.07.2021.




(Biplav Kumar)

Principal Chief Operations Manager

Copy to -

1. Additional Member Traffic, Railway Board/New Delhi.
2. PED (Safety)/Railway Board/New Delhi.
3. Secretary to G.M. - for kind information of G.M.
4. PCSO, PCE, PCEE, PCME, PCSTE/NCR
5. PCOM - NR, NWR, ECR, NER, WCR.
6. DRM/Prayagraj, Agra and Jhansi.
7. Sr.DOM/Prayagraj, Agra and Jhansi.
8. Principal, ZRTI/CH/NR.
9. Principal, ETC/Kanpur/NCR.



(Biplav Kumar)

Principal Chief Operations Manager