

Amendment Slip No.-72, dated- 05.04.2022 to the G&SR of NCR

- (Ref : (i) ED/Safety-II/Railway Board's letter no.-2020/Safety(A&R)/19/17, dt- 14.03.2022 & The Gazette of India No. -192, dated -14.03.2022, item-01,02 & 03.
(ii) ED Safety-II/Railway Board's letter no. 2020/Safety(A&R)/19/07,dt-18.03.2020, item-04.
(iii) Sr DOM/Co./PRYJ letter no. T/Miscellaneous/Safety/2021, dated-07.09.2021, item-05.
(iv) Sr DOM/Co./PRYJ letter no. T/Miscellaneous/Safety/2022, dated-11.02.2022., item-07.
(v) Sr DOM/Co./PRYJ letter no. T/Miscellaneous/Safety/2021, dated-21.03.2022., item-08 &09.)

01. Existing GR 1.01(1) is deleted and substituted as under-(A.Slip No.72)

GR 1.01(1) : These rules may be called the Indian Railways (Open Lines) General (First Amendment) Rules, 2022.

02. Existing GR 4.35 is deleted and substituted as under-(A.Slip No.72)

GR 4.35: Starting of trains -

- (1) A Loco Pilot shall not start his train from a station without the authority to proceed. Before starting the train, he shall satisfy himself that all correct fixed signals and, where necessary, hand signals are given and the line before him, is clear of visible obstructions and the Guard has given the signal to start. Guard shall see, before giving the starting signal, that all is right for the train to proceed.**
- (2) The Station Master and Guard may be assigned any role or duty to ensure the safety in the manner as specified by special instructions.**
- (3) The Guard shall not give the signal for starting unless he has satisfied himself that, except in accordance with special instructions, no person is travelling in any compartment or vehicle or roof of the vehicle not intended for the use of passengers.**
- (4) In case of any travelling in contradiction to Sub-rule (3), the Guard, Loco Pilot or Assistant Loco Pilot shall take help, if necessary from Government Railway Police, Railway Protection Force and Station Staff to remove the unauthorised person from the compartment or vehicle or roof of the vehicle."**

03. Existing SR 4.35/1 (b)(i) is deleted and SR 4.35/1 (b)(ii) is renumbered as SR 4.35/1(b) - (A/Slip No.-72)

04. New SR 4.10/2 is added as under - (A/Slip No.-72)

SR 4.10/2 - Following precautions should be taken during NI work at 30 Kmph-

- (i) Speed can be raised up to 30 Kmph with clamp padlocking of points by using suitable clamps.
- (ii) No separate temporary panel is needed and only free home signal shall be given.
- (iii) Integrity of point shall be checked by Operating Staff and normal detection of facing points shall be proved in concerned signal by suitable circuit wiring.
- (iv) Physical verification of track shall be done by Station Master physically.
- (v) Necessary safety directions should be incorporated in temporary working instructions for non-interlocking at 30 Kmph under approved special instruction with suitable infrastructural support as deemed necessary.

05. Existing SR 4.19/2(a) (4) is deleted and substituted as under - (A/Slip No.-72)

SR 4.19/2(a)(4) Portable field telephone (only
for those sections where reliable
MTRC system is not available). -- 1 each JE/Tele.

06. Existing SR 6.07/5 is renumbered as SR 6.07/4 - (A/Slip No.-72)

07. Existing SR 4.09/1(IV)(b) is deleted and substituted as under - (A/Slip No.-72)

SR 4.09/1(IV)(b)- No entries should be made on the back of the Caution Order. If more than one Caution Order form is used, pages should be serially numbered as Page-1, Page-2, Page-3 etc.

But at stations where Caution Order is being printed by computer, it should be printed on both side of paper and pages should be serially numbered as Page-1, Page-2, Page-3 etc.

08. Existing SR 5.23/1(b) is deleted and substituted as under - (A/Slip No.-72)

SR 5.23/1(b)- When it is necessary to stable a vehicle on a running line, the brakes shall be put on and it shall be secured. Besides, the points must be set, clamped and locked against the line and the key kept with the Station Master. If a station is equipped with SSI/EI and blocking of points, routes and signals can be done through LCP/VDU, it is not necessary to switch clamp and padlock the point.

09. Existing SR 5.23/2(i)(e) is deleted and substituted as under - (A/Slip No.-72)

SR 5.23/2(i)(e)- The points must be set, clamped and padlocked against the blocked line and towards dead end of trap point (if available). Scotch block must be used, if available. If a station is equipped with SSI/EI and blocking of points, routes and signals can be done through LCP/VDU, it is not necessary to switch clamp and padlock the point.

No.- T/Gen./G&SR Amend/05/19 Pt-I,
Dated : 05.04.2022.

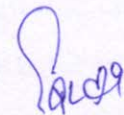


(Biplav Kumar)

Principal Chief Operations Manager

Copy to -

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2. PED (Safety)/Railway Board/New Delhi.
3. Secretary to G.M. - for kind information of G.M.
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5. PCOM - NR, NWR, ECR, NER, WCR.
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8. Principal, ZRTI/CH/NR.
9. Principal, ETC/Kanpur/NCR.



(Biplav Kumar)

Principal Chief Operations Manager