

उत्तर मध्य रेलवे

सं.-याता./सामा./सा एवं सहा./संशोधन/05/19 पार्ट-II
दिनांक-23.09.2019

प्रधान कार्यालय,
परिचालन शाखा,
इलाहाबाद.

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

विषय : संशोधन पत्र संख्या-60 साधारण एवं सहायक नियम पुस्तक/उमरे।

साधारण एवं सहायक नियम पुस्तक/उमरे में संशोधन पत्र संख्या-60 दिनांक-23.09.2019 को जारी किया गया है, जिसे आवश्यक अनुपालन हेतु भेजा जा रहा है। कृपया तदनुसार कार्यवाही करें।

350 कु०/सिंह
23/09/19
(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.60 dated-23.09.2019 to G&SR of NCR

(Ref : CSO/NCR letter no.-NCR/Safety/RB-2/2019-20 dated-27.05.2019, item-1,2&3)

(Ref : Sr.DOM(Co.)/ALD letter no.-T/Misc/Rule/1/2019 dated-19.08.2019, item-4)

01. New SR 6.03/1(h) is added below SR 6.03/1(g) as under – (A./Slip No.-60)

SR 6.03/1(h) - When a train comes to a stop in a station section without clearing block section on a double line/multiple line section on account of an accident or any other cause, which is not immediately obvious and the Loco Pilot finds that his train cannot proceed, he shall immediately switch 'On' the flasher light, keeping the head light 'Off' to attract the attention of a train approaching from the opposite direction and sound four short whistles (0000) repeatedly or through walkie-talkie to apprise the Guard of his inability to proceed and display a red hand signal.

The Guard on hearing the Loco Pilot's whistle shall acknowledge it by waving a red hand signal up and down. The Loco Pilot will acknowledge the Guard's signal by a long whistle. The Guard shall then fix a red flag by day at such a place on the brake van which can easily be seen by the Loco Pilot and at night reverse the side lamps of his brake van, where provided or hang tri colour torch to show red towards the Loco Pilot.

The guard shall also ensure that during day the tailboard is in position and at night the red flashing tail lamp and the side lamps where provided are lighting brightly. The Loco Pilot shall also whistle repeatedly so as to attract the attention of the Loco Pilot of a train approaching from the opposite direction.

The Loco Pilot & Guard shall then take action regarding protection of adjacent line and of the train in accordance with G.R.6.03 and inform to SM on duty for putting back signals of opposite direction through walkie-talkie/CUG/MTRC.

If the train is standing in station section by clearing the fouling mark then protection of train in rear side by the Guard is not required as the train will be protected by stop signals of the station.

02. Existing SR6.04/1(a)(iii) is deleted and substituted as under- (A./Slip No.-60)

SR6.04/1(a)(iii)- On a double/multiple line section the Station Master must stop the first train proceeding in the opposite/same direction and inform the Loco Pilot of the circumstances and instruct him to proceed cautiously with speed not exceeding 60 KMPH during day when visibility ahead is clear and not exceeding 30 KMPH during night /fog/when visibility ahead is not clear subject to observance of other speed restrictions.

03. Existing SR 17.09/1(1) (ii) (b) is deleted and substituted as under - (A./Slip No.-60)
SR17.09/1(1) (ii) (b)- The Section Controller shall check whether any train has entered in the faulty section (faulty section may include block section/station section or both). If not, he shall advise the concerned SM to issue caution order to the Loco Pilot of the first train on unaffected section to "proceed cautiously with speed not exceeding 60 KMPH during day when visibility ahead is clear and not exceeding 30 KMPH during night/fog/when visibility ahead is not clear subject to observance of other speed restrictions and keep a sharp look out on the adjacent line/lines or same line to see if there are any OHE abnormalities or obstruction."

Only after confirming from TPC that OHE in unaffected section has been restored and caution order has been issued by Station Master on duty the first train in unaffected section will be dispatched.

On reaching the next station, Loco Pilot should report in writing to SM whether or not, the section over which they have passed is safe for train movement.

04. Existing SR 4.42/2(a) (ii) is deleted and substituted as under - (A./Slip No.-60)

SR 4.42/2(a) (ii)-The Station staff, while exchanging Green Hand Signal during day should have green flag in left hand and red flag furled in right hand, which should be exhibited immediately to attract the attention of the train crew if any unsafe condition is noticed.

No.-T/Gen./Accident Report/31/19,

Date : 23.09.2019

Ravi Valluri

(Ravi Valluri)

Principal Chief Operations Manager