

**Amendment Slip No.65, dated-12.08.2020 to the G&SR of NCR**

- (Ref : 1. (i) Dy CRS (S&T)/LKO letter no.-800/L Xing/AGC/Pt-13/1064,dt.-10.12.19,  
(ii) PCSTE/NCR note no. -NCR/S&T/8007/POLICY/PT-6,dt-17.12.2019 &  
(iii) ED/Safety-II, R.Bd., letter no.- 2020SafetyA&R/19/12(Pt2), dt-31.07.20 for item-1.  
2. ED/Safety-II, R.Bd., letter no.- 2020/Safety (A&R)/19/15, dated-24.07.20 for item-2.  
3. PCSTE/NCR note no.-NCR/S&T/8007/POLICY/Pt.-6, dated-10.06.2020 for item-3.)

**1. Add new SR 3.75/5 as under-**

**S.R.3.75/5.** Normally Intermediate Block Stop signal shall not be protecting Level Crossing Gates, but in acute emergency if it is required, following procedure will be adopted:

**Intermediate Block Stop Signal protecting a level crossing gate** – A legend board will be provided on IB Signal post with legend **“IBS signal protecting LC Gate. Ensure its closure before passing IBS signal at ‘ON’.”** This legend board shall be of White background with legend written in Black.

- (a) Passing Intermediate Block Stop signal protecting a level crossing gate, at ‘ON’ –
- i. When LP finds such IBS signal at ‘ON’, he shall bring his train to a stop in rear of the signal, advise the Guard of the fact by sounding one long whistle continuously at distinct intervals and contact the Station Master of the block station in rear, on the telephone provided for the purpose on the signal post/MTRC.
  - ii. If the SM, on being contacted on telephone/MTRC by the Loco Pilot, finds that the signal is defective, SM shall treat the LC gate as non interlocked and will obtain private number from the Gateman personally and endorse in Train Signal Register, if LC gate falls under his control or through the SM of station at other end in case LC gate falls under his control, as an assurance of closure of LC gate. SM shall authorize the Loco Pilot on the telephone/MTRC to pass the Intermediate Block Stop signal at ‘ON’ and enter the block section ahead by issuing Private Number under which he had received line clear from the station in advance. Loco Pilot will note the Private Number in his Memo Book, sound whistle in prescribed code (short-long-short), obtain all right signal from Guard and proceed with normal speed.
  - iii. If the telephone provided at such IBS signal/MTRC is out of order and the Loco Pilot is unable to contact the station in rear, he shall try to contact SM repeatedly and wait for 5 minutes at the signal and if within this period the signal is not taken ‘OFF’ the Loco pilot shall take cognizance of the legend board provided at the IBS signal as mentioned above. He may, after advising the Guard of this fact by sounding one long whistle which may be repeated as necessary and after exchanging all right signals with him, pass the Intermediate Block Stop signal at ‘ON’ and proceed cautiously up to the level crossing and if the gateman is available and exhibiting hand signal, proceed further and pass the gate

cautiously or if the gateman is not available or is available but not exhibiting hand signal, he shall stop short of the level crossing and after ascertaining that the Gate is closed against the road traffic and on getting the hand signal from gateman or in the absence of gateman by one of the members of engine crew of the train, the Loco Pilot shall sound prescribed code of whistle and proceed cautiously and be prepared to stop short of any obstruction including Level crossing gate if any. When such a signal is passed in this manner, the speed of the train shall not exceed 15 KMPH if the visibility is good. Where, owing to any reason, the line ahead cannot be seen clearly, the Loco Pilot shall proceed at a very slow speed, which shall under no circumstances exceed 8 KMPH. Loco Pilot shall be extremely vigilant and continue to proceed cautiously till he reaches the foot of next Stop signal. Even if that signal is in 'OFF' position, the Loco Pilot shall continue to look out for any possible obstruction short of the same and will act upon its indication only after he has reached it. After being received at the block station ahead, the Loco Pilot shall report the failure of the signal/telephone/MTRC as the case may be, to the Station Master by means of communication/written memo.

- iv. However, if the Station Master of the block station immediately in rear of such an Intermediate Block Stop Signal is aware that the said IBS signal is defective, gate protected by IBS signal shall be treated as non-interlocked and before dispatching a train he shall obtain 'Line Clear' from station in advance and also obtain private number from gateman personally, if under his control or from the SM of station at other end, as an assurance of closure of LC gate. Then he shall issue a written authority T/369(3b) to the Loco Pilot to pass the Intermediate Block Stop signal ahead at 'ON' without stopping at the signal at normal speed subject to other speed restrictions in force.

**Note-** Division shall change Station Working Rule and Gate Working Rule accordingly.

**2. Add new SR 3.75/6 as under-**

**SR 3.75/6-** The Station Master of the block station working the Intermediate Block Stop Signal on becoming aware of the failure of the Intermediate Block Stop signal due to failure of the stop signal itself/block instrument/Track Circuit/Axle Counters etc., shall before dispatching a train, treat entire section up to the block station immediately ahead of the Intermediate Block Post as one block section and issue written authority T/369(3b) to pass the Intermediate Block Stop signal at 'ON' without stopping at the signal.

In such cases, the Loco Pilot shall pass the IBS signal at 'ON' at normal speed subject to other speed restrictions in force.

**3. Existing SR 3.07/2 is deleted and substituted as under -**

**SR 3.07/2** - The aspect sequence chart, in case of the Single Distant Signal is given below:

Sl. No.	Aspect of Distant Signal	Aspect of Home Signal	Aspect of Main Line Starter Signal	Aspect of Loop Line Starter Signal	Signify as below	Speed
1.	Green (Proceed)	Green	Green	-	For run through trains via main line	-
2.	Double Yellow (Attention)	Yellow	Red	-	For trains being received on main line.	-
3.	Double Yellow (Attention)	Yellow with route indicator	-	Red or Yellow	For trains being received on loop line or passing through loop line	Loco Pilot will control his train to negotiate the turn out at a speed indicated on Caution Board provided on the post of the Distant Signal.
4.	Yellow (Caution)	Red	-	-	For trains being stopped at Home Signal.	-

No.-T/Gen./G&SR/Amend/05/19 Part-II  
Dated : 12.08.2020

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Copy to -

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