

SOUTH CENTRAL RAILWAY

Headquarters Office,
Rules Section
Transportation Branch,
Secunderabad,
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DRMs/SC, BZA, GTL, HYB, GNT & NED

Sub:- Amendment slip No.8 to G&SR – 2010.

Ref:- 1. Railway Board Letter. No.2010/Safety (A&R)/19/20
dated 26.09.2011.

2. Gazette of India No.GSR 705(E) dated 21.09.2011

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Railway Board have issued Amendment to GR1.0(1) & GR 1.01(2), GR 9.02(3) and GR 9.07(5) through Gazette notification dated 10.11.2010. Certain amendments to SRs are also issued with approval of competent authority.

This amendment supersedes advanced correction slip No.8 (item No.1&2) issued vide this office letter of even No. dated 07.06.2011.

Item No.1

Annexure-VIII of G&SR paras, SRs 2.3., 2.3.1 to 2.3.4 and 2.4. are amended as follows:-

2.3. Wagons containing petroleum and other inflammable liquids (class A, listed under table No. III of Red Tariff) shall be separated by not less than 3 carriages / wagons which do not contain explosives, other dangerous goods or articles of inflammable nature from a) train locomotive, b) passenger carriages c) brake-van and d) any other carriages / wagons containing explosives, other dangerous goods or articles of inflammable nature.

2.3.1. When electric or diesel locomotive is used.

However, when an electric or diesel locomotive is used to haul the train, only one such carriage / wagon* should be attached between the wagons containing petroleum and other inflammable liquids (category 'class A') and the locomotive.

2.3.2. If a passenger carriage is to be hauled.

Similarly, if a passenger carriage is to be hauled in the goods train, then, only one such carriage / wagon* should be attached between the wagons containing petroleum and other inflammable liquids (category 'class A') and the passenger carriage, provided the goods train is hauled by electric or diesel locomotive.

2.3.3. In the case of Brake-van

Similarly, in the case of brake-van also only one such carriage / wagon* should be attached between the wagons containing petroleum and other inflammable liquids (category 'class A') and the brake-van, provided the goods train is hauled by electric or diesel locomotive.

However, there is no need to attach such carriage / wagon* between tank wagon (if it is an 8 wheeler) containing petroleum and other inflammable liquids (category 'class A') and the brake-van, if an 8 wheeler brake-van is used and the goods train is hauled by diesel or electric locomotive.

2.3.4. This para is deleted.

2.4. Wagons containing petroleum or other inflammable liquids, class B. Wagons containing petroleum or other inflammable liquids (category class B) should be separated by only one such carriage / wagon* from the

a) train locomotive

b) passenger carriage

c) brake-van

d) any carriage / wagon containing explosives or dangerous goods or articles of inflammable nature.

However, if the last tank wagon is an 8 wheeler and if the brake-van is also an 8 wheeler, there is no need to attach such a carriage / wagon* between the 8 wheeler tank wagon and 8 wheeler brake-van.

Note:In the above paras, *Such carriage / wagon means a carriage or a wagon which does not contain explosives or other dangerous goods or articles of inflammable nature.

Item No.2

SR 3.12.3 is amended as follows:-

SR 3.12.3. Whenever any manual Stop signal (including Semi-Automatic signal with extinguished 'A' marker) of reporting station fails, the Station Master shall authorize the Loco Pilot to pass such signal at 'on' by issuing T/369(3b). **When LSS (on double line) is to be passed at 'on' in addition to T/369(3b), Caution Order restricting the speed to 10 KMPH up to next Automatic Stop signal, shall be issued.**

Item No.3

GR 1.01(1) and GR 1.01(2) amended as follows:-

GR 1.01(1) These rules may be called the Indian Railways (Open Lines) General (Amendment) Rules 2011.

GR 1.01(2) They shall come into force on the date of their publication in the Official Gazette.

Item No.4

The following to be added as in rule GR 3.12, in sub-rule (1), after clause (b) before clause (c),

GR.3.12.

“(ba) a Modified Semi-Automatic Stop signal by converting one of the Automatic stop signal in mid-section under special instructions; when the ‘A’ marker is illuminated the signal works as Automatic stop signal, and when the ‘A’ marker is extinguished it works as modified Semi-Automatic stop signal and assumes ‘off’ aspect automatically or is taken ‘off’ manually as required; and”

Item No.5

The following to be added as GR 9.01 (3) after GR9.01 (2).

9.01 (3)(a) under special instruction, one of the automatic stop signal between two stations in the automatic block signaling territory in each direction may be made as modified semi-automatic stop signal;

(b) the mid-section modified semi-automatic stop signal so provided shall be interlocked with the signals of the station ahead through track circuits or axle counters or both and shall be controlled by the Station Master of the station ahead, the relevant indications whether the signal is in normal automatic mode or modified semi-automatic mode shall be available to the Station Masters at both the ends;

(c) Advanced starter signal of the station in rear shall be interlocked with the mid-section modified semi-automatic stop signal in such a way that when working with ‘A’ sign extinguished, the Advanced starter shall assume ‘off’ aspect or be taken ‘off’ only when the line is clear upto an adequate distance beyond the mid-section modified semi-automatic stop signal; similarly the mid-section modified semi-automatic stop signal shall assume ‘off’ aspect automatically or be taken ‘off’ only when the line is clear upto an adequate distance beyond the Home signal of the station ahead;

(d) during abnormal conditions like fog, bad weather impairing visibility, the mid-section modified semi-automatic stop signal may be worked by extinguishing ‘A’ marker in the manner prescribed under special instructions and this action shall also ensure that the ‘A’ marker of the Advanced starter signal of the station in rear and Home signal of the station in advance shall also be extinguished;

(e) the adequate distance mentioned under clause (c) shall not be less than as prescribed under sub-rule (2);

(f) during normal conditions, mid-section modified semi-automatic stop signal shall work as normal automatic stop signal.

(4)(a) when the Loco Pilot finds mid-section modified semi-automatic stop signal with 'A' marker extinguished in 'on' position, he shall stop his train in the rear of the signal and inform this fact to the Station Master of the station ahead on approved means of communication as prescribed under special instructions;

(b) the Station Master of the station ahead may authorize the Loco Pilot to pass the mid-section modified semi-automatic stop signal working with 'A' marker extinguished in 'on' position through approved means of communication after ensuring conditions and procedure prescribed under special instructions;

(c) in case the Loco Pilot is unable to contact the Station Master of station ahead, he shall pass the signal at 'on' after waiting for five minutes at the signal and proceed cautiously and be prepared to stop short of any obstruction, at a speed not exceeding ten kilometers an hour upto the next Signal and act as per aspect of this signal; and

(d) the Loco Pilot shall report the failure of mid-section modified semi-automatic stop signal to the Station Master of the station ahead."

Item No.6

The following to be added as GR 9.03 (3) , after GR9.03 (2).

9.03 (3)(a) under special instruction, one of the automatic stop signal between two stations in the automatic block signaling territory in each direction may be made as modified semi-automatic stop signal;

(b) the mid-section modified semi-automatic stop signal so provided shall be interlocked with the signals of the station ahead through track circuits or axle counters or both and shall be controlled by the Station Master of the station ahead, the relevant indications whether the signal is in normal automatic mode or modified semi-automatic mode shall be available to the Station Masters at both the ends;

(c) Advanced starter signal of the station in rear shall be interlocked with the mid-section modified semi-automatic stop signal in such a way that when working with 'A' sign extinguished, the Advanced starter shall assume 'off' aspect or be taken 'off' only when the line is clear upto an adequate distance beyond the mid-section modified semi-automatic stop signal; similarly the mid-section modified semi-automatic stop signal shall assume 'off' aspect automatically or be taken 'off' only when the line is clear upto an adequate distance beyond the Home signal of the station ahead;

(d) during abnormal conditions like fog, bad weather impairing visibility, the mid-section modified semi-automatic stop signal may be worked by extinguishing 'A' marker in the manner prescribed under special instructions and this action shall

also ensure that the 'A' marker of the Advanced starter signal of the station in rear and Home signal of the station in advance shall also be extinguished;

(e) the adequate distance mentioned under clause (c) shall not be less than as prescribed under sub-rule (2);

(f) during normal conditions, mid-section modified semi-automatic stop signal shall work as normal automatic stop signal.

(4)(a) when the Loco Pilot finds mid-section modified semi-automatic stop signal with 'A' marker extinguished in 'on' position, he shall stop his train in the rear of the signal and inform this fact to the Station Master of the station ahead on approved means of communication as prescribed under special instructions;

(b) the Station Master of the station ahead may authorize the Loco Pilot to pass the mid-section modified semi-automatic stop signal working with 'A' marker extinguished in 'on' position through approved means of communication after ensuring conditions and procedure prescribed under special instructions;

(c) in case the Loco Pilot is unable to contact the Station Master of station ahead, he shall pass the signal at 'on' after waiting for five minutes at the signal and proceed cautiously and be prepared to stop short of any obstruction, at a speed not exceeding ten kilometers an hour upto the next Signal and act as per aspect of this signal; and

(d) the Loco Pilot shall report the failure of mid-section modified semi-automatic stop signal to the Station Master of the station ahead."

Item No: 7

Add SR 4.08.2.1 and SR 4.08.2.2:-

SR 4.08.2.1: In case both the speedometers of diesel Loco or one speedometer of Electrical Loco are found defective at crew changing points, the train should not be worked till the speedometers are attended to or Loco to be changed, in case it is not feasible to attend the defective speedometers at that crew changing point.

SR 4.08.2.2: In case both the speedometers of diesel Loco or one speedometer of Electrical Loco are found defective during the run, the train should be run with 10% reduction in maximum permissible speed of the train. In this case as soon as the defective speedometers are noticed, message should be given by the LP to the nearest power controller for arranging attention to the defective speedometer or change of Loco at the next crew changing point or earlier, as the case may be.

Item No.8

Add SR 4.14.5

SR 4.14.5

In case of Speedometer/ Recorder becoming defective during the run, instructions laid down in SR 4.08.2.2 to be followed

Item No.9

Re-number SR 4.49.2 as SR 4.49.2.1 and add SR 4.49.2.2

SR 4.49.2.2

The guard of the train has to verify application of train brakes by observing the drop in the BP pressure gauge provided in the SLR/BV. In case the brakes have not been applied, the Guard will communicate with the Loco Pilot and find out the reason for non-application of train brakes. In case assistance is requested by Loco Pilot, the Guard will apply the train brakes by operation of guards emergency brake valve provided in the SLR/BV

Item No.10

SR 9.02.7.3 is amended as follows:

SR 9.02.7.3 In special circumstances like floods etc, or during dense fog, after passing an Automatic Stop signal at 'on' (Red), the Loco Pilot / Motorman of the train hauled by any locomotive including EMU train shall, while moving at a speed not exceeding 10 kmph, should ensure that he maintains reasonable distance at which he is able to observe the flashing tail lamp of the train ahead or the obstruction, as the case may be. The Loco Pilot shall control the speed of the train so as to be able to stop short of the train or obstruction.

Item No.11

Appendix-II, Annexure-IV, Para-2 is amended as follows:

2. Exchange of PN:

(i) Before obtaining/granting Line Clear, Station Master shall inform the Gateman the particulars of train (the number, description and direction) and advise him to close the gate and give PN. Gateman shall record the particulars in the register provided at gate lodge.

(ii) The Gateman on receipt of the particulars of the train shall close the gate and confirm the same by giving his PN to the Station Master.

(iii) Only after receiving the PN from the gateman the Station Master shall obtain/granting Line Clear .

(iv) Gate once closed can be opened by the Gateman after passage of train/trains. If there is any change in planning of train movement SM has to inform gateman under exchange of PN and then the gateman can open the gate.

Item No.12

Insert SR 3.12.4 after SR 3.12.3

SR 3.12.4: modified Semi – Automatic Stop signals are not available on South Central Railway.

Item No.13

Insert SR 9.01.7 after SR 9.01.6

SR 9.01.7: modified Semi – Automatic Stop signals are not available on South Central Railway.

Item No.14

Insert SR 9.03.4 after SR 9.01.3

SR 9.03.4: modified Semi – Automatic Stop signals are not available on South Central Railway.

Item No.15

Add Serial No.15 to SR 4.19.1.1

Add S.No.15 to SR 4.19.1.1

15 Universal key for opening and closing Guard's compartment of SLR.

Item No.16

Insert SR 4.34.5 after SR 4.34.4

SR 4.34.5

i) For coaching trains, at originating station, the TXR staff shall close the doors of Guard's compartment (if it is not leased) and luggage portions (if it is not leased or not loaded with parcels) of front / middle SLR and lock with Universal lock. TXR to make an endorsement on BPC to this effect.

Item No.17

Insert SR 4.57.3 after SR 4.57.2

SR 4.57.3

For any reason, if the Guard has to leave SLR/BV, he should apply hand brakes of SLR/BV before leaving. After completion of work before giving signal for the train to start, the Guard shall ensure that the hand brakes are released.

This is issued with the approval of the Competent Authority.

All concerned may please be notified.

for Chief Operations Manager