

उत्तर रेलवे

प्रधान कार्यालय

बड़ौदा हाउस

नई दिल्ली

दिनांक 14/12/2022

पत्र सं. 403-T/190/5/OPTG/Rule/21

मण्डल रेल प्रबन्धक,

उत्तर रेलवे,

दिल्ली, फिरोजपुर, मुरादाबाद, लखनऊ एवं अम्बाला।

विषय: सामान्य एवं सहायक नियम पुस्तक 1983 का संशोधन पत्र सं. 198 दिनांक 22/12/2022
(Hindi & English version)

सामान्य एवं सहायक नियम पुस्तक 1983 का संशोधन पत्र सं. 198 दिनांक 22/12/2022 (हिन्दी व अंग्रेजी)
की प्रतिलिपि आपके सूचनार्थ एवं कार्यवाही हेतु भेजी जा रही है।

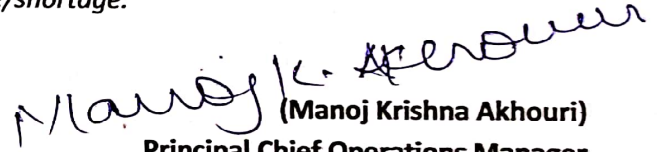
कृते महाप्रबन्धक/परिचालन

प्रतिलिपि:-

1. प्रमुख मुख्य अभियन्ता, उ०रे० बड़ौदा हाउस, नई दिल्ली। (Pr. CE)
2. प्रमुख मुख्य संरक्षा अधिकारी, उ०रे० बड़ौदा हाउस, नई दिल्ली। (Pr. CSO)
3. प्रमुख मुख्य विद्युत अभियन्ता, उ०रे० बड़ौदा हाउस, नई दिल्ली। (Pr. CEE)
4. प्रमुख मुख्य सिगनल एवं दूर संचरा अभियन्ता, उ०रे० बड़ौदा हाउस, नई दिल्ली। (Pr. CSTE)
5. प्रमुख मुख्य यांत्रिक अभियन्ता, उ०रे० बड़ौदा हाउस, नई दिल्ली। (Pr. CME)
6. मुख्य चलस्टाक अभियन्ता, उ०रे० बड़ौदा हाउस, नई दिल्ली। (CRSE)
7. वरिष्ठ मण्डल परिचालन प्रबंधक, उ०रे०, दिल्ली फिरोजपुर, मुरादाबाद, लखनऊ एवं अम्बाला।
8. वरिष्ठ मण्डल परिचालन प्रबंधक/सा. उ०रे०, दिल्ली, फिरोजपुर, मुरादाबाद, एवं लखनऊ।
9. मण्डल परिचालन प्रबंधक/सा. उ०रे०, अम्बाला।
10. वरिष्ठ मण्डल अभियन्ता, (आर एस ओ) उ०रे०, दिल्ली, फिरोजपुर, मुरादाबाद, लखनऊ एवं अम्बाला।
11. वरिष्ठ मण्डल विद्युत अभियन्ता/समन्वय, उ०रे०, दिल्ली, फिरोजपुर, मुरादाबाद, लखनऊ एवं अम्बाला।
12. वरिष्ठ मण्डल सिगनल एवं दूर संचार अभियन्ता, उ०रे०, दिल्ली, फिरोजपुर, मुरादाबाद, लखनऊ एवं अम्बाला।
13. वरिष्ठ मण्डल संरक्षा अधिकारी, उ०रे०, दिल्ली, फिरोजपुर, मुरादाबाद, लखनऊ एवं अम्बाला।
14. वरिष्ठ मण्डल यांत्रिक अभियन्ता, उ०रे०, दिल्ली, फिरोजपुर, मुरादाबाद, लखनऊ एवं अम्बाला।
15. प्रधानाचार्य, क्षेत्रीय रेलवे प्रशिक्षण संस्थान, उ०रे०, उत्तर रेलवे चन्दौसी।
16. प्रभारी प्रशिक्षक, संरक्षा शिविर/मंडल परिचालन प्रशिक्षण केन्द्र, उ०रे०, फिरोजपुर, लखनऊ, धर्मपुर, कुरुक्षेत्र एवं मुरादाबाद।
17. मुख्य मुद्रण एवं लेखन सामग्री प्रबन्धक, उ०रे० शकूरबस्ती (दो प्रति) कृपया उपरोक्त संशोधन पत्र सं. 198 दिनांक 22/12/2022 को उत्तर रेलवे गजट में प्रकाशित करें।
18. प्रमुख मुख्य परिचालन प्रबंधक, उत्तर पश्चिम रेलवे NWR जयपुर, उत्तर मध्य रेलवे NCR सूबेदार गंज इलाहाबाद प्रयागराज, पश्चिम मध्य रेलवे WCR जबलपुर, उत्तर पूर्व रेलवे NER गोरखपुर, पूर्व मध्य रेलवे ECR हाजीपुर व पूर्व रेलवे ER कोलकाता।
19. Pr. COM, CFTM, CPTM, CTPM & COM/G,

**1. Add new sub para (xii), (xiii), (xiv) & (xv) under SR 4.25/1:
SR 4.25/1:**

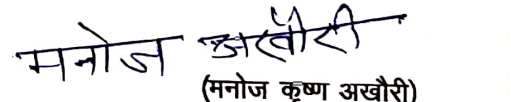
- (xii) When a Goods Train has to run without a Train Manager, an Engine/Brake-van/Tower Wagon/Track Machine etc., if attached at the rear, will also be treated as the last vehicle. In such a situation, the said train shall be treated as train with Train Manager and the duties of the Train Manager shall devolve upon the staff manning the Engine/Brake-van/Tower Wagon/Track Machine etc. In addition to the above, the duties of Train Manager for protection and exchange of all right signal of the train in terms of GR 4.44, GR 6.03 and GR 4.42, shall also devolve upon the staff manning the Engine/Brake-van/Tower Wagon/Track Machine etc.
- (xiii) CHC (Shift) shall inform about the train running without Train Manager to the next crew changing point well in advance and the section controller shall intimate all the station masters of his section.
- (xiv) CHC (Shift) has to monitor and balance the LV board/Tail Lamps (along with chains and locks to secure at the rear end) and atleast 2 BP gauges at stations of crew changing point as per the requirement through Station Master of the Station/TI of the section.
- (xv) Sr.DOM/DOM should arrange to issue sufficient LV board/Tail Lamps (along with chains and locks to secure them), BP gauge to the Station Master of all crew changing stations and guidelines shall be issued describing a detailed system of balancing of the LV board/Tail Lamps/BP gauges between the stations having crew changing points where there is an imbalance/shortage.


(Manoj Krishna Akhouri)
Principal Chief Operations Manager

सामान्य एवं सहायक नियम पुस्तक 1983 का संशोधन पत्र सं. 198 दिनांक 22.12.2022

वर्तमान सहायक नियम 4.25/1 के नीचे उपनियम (xii), (xiii), (xiv) व (xv) जोड़ें:-

- (xii) जब किसी मालगाड़ी को बिना गाड़ी प्रबंधक के चलाना हो, यदि इंजन/ब्रेक वाहन/टावर वैगन/ट्रैक मशीन आदि को गाड़ी के पीछे जोड़ा गया हो तो उसको भी अन्तिम वाहन माना जाएगा। ऐसी स्थिति में, उक्त गाड़ी को गाड़ी प्रबंधक के साथ माना जाएगा और गाड़ी प्रबंधक के कार्य की जिम्मेदारी इंजन/ब्रेक वाहन/टावर वैगन/ट्रैक मशीन आदि का संचालन करने वाले कर्मचारी पर होगी। उपरोक्त के अतिरिक्त, सामान्य नियम 4.44, 6.03 व 4.42 के अनुसार गाड़ी संरक्षण व आल राईट सिग्नल आदान प्रदान की जिम्मेदारी भी इंजन/ब्रेक वाहन/टावर वैगन/ट्रैक मशीन आदि पर कार्य कर रहे कर्मचारी पर होगी।
- (xiii) मुख्य नियंत्रक (पाली) अगले चालक दल बदलाव बिन्दु/स्टेशन को पर्याप्त समय से पूर्व सूचित करेगा कि गाड़ी बिना गाड़ी प्रबंधक है और खंड नियंत्रक इसकी सूचना अपने खंड के समस्त स्टेशन मास्टरों को देगा।
- (xiv) मुख्य नियंत्रक (पाली), एल.वी. बोर्ड/टेल लैंप (जो अंतिम छोर पर बांधने व ताला लगाने के लिए, जंजीर व ताले सहित) और कम से कम 2 बी.पी. गेज, चालक दल बदलाव स्टेशन पर आवश्यकता अनुसार स्टेशन मास्टर या यातायात निरीक्षक द्वारा निगरानी और उनका संतुलन कराएगा।
- (xv) वरिष्ठ मंडल परिचालन प्रबंधक/मंडल परिचालन प्रबंधक पर्याप्त अंतिम वाहन बोर्ड/टेल लैंप (जंजीर व ताले सहित), बी.पी. गेज सभी चालक दल बदलाव स्टेशन मास्टर को जारी करने की व्यवस्था करेंगे और एल.वी. बोर्ड/टेल लैंप/बी.पी. गेज संतुलन की विस्तृत कार्य प्रणाली व दिशा निर्देश, चालक दल बदलाव स्टेशन जहां इनकी असंतुलन/कमी हो के लिए जारी करेंगे।


(मनोज कृष्ण अखौरी)
प्रमुख मुख्य परिचालन प्रबंधक

उत्तर रेलवे

प्रधान कार्यालय

बड़ीदा हाउस

नई दिल्ली

पत्र सं. 403-T/190/5/OPTG/Rule/21

दिनांक: 16 /06/2023

मण्डल रेल प्रबन्धक,

उत्तर रेलवे,

दिल्ली, फिरोजपुर, मुरादबाद, लखनऊ एवं अम्बाला।

विषय: सामान्य एवं सहायक नियम पुस्तक 1983 का संशोधन पत्र सं.199 दिनांक 16.06.2023 (English & Hindi version)

सामान्य एवं सहायक नियम पुस्तक 1983 का संशोधन पत्र सं. 199 दिनांक 16.06.2023 (अंग्रेजी व हिन्दी) की प्रतिलिपि आपके सूचनार्थ एवं कार्यवाही हेतु भेजी जा रही है।

उप मुख्य परिचालन प्रबन्धक/सामान्य

प्रतिलिपि:-

1. प्रमुख मुख्य अभियन्ता, उत्तर रेलवे , बड़ौदा हाउस, नई दिल्ली। (Pr.CE)
 2. प्रमुख मुख्य संरक्षा अधिकारी, उत्तर रेलवे, बड़ौदा हाउस, नई दिल्ली। (Pr. CSO)
 3. प्रमुख मुख्य विद्युत अभियन्ता, उत्तर रेलवे , बड़ौदा हाउस, नई दिल्ली। (Pr. CEE)
 4. प्रमुख मुख्य सिगनल एवं दूर संचार अभियन्ता, उत्तर रेलवे, बड़ौदा हाउस, नई दिल्ली। (Pr. CSTE)
 5. प्रमुख मुख्ययांत्रिक अभियन्ता, उत्तर रेलवे, बड़ौदा हाउस, नई दिल्ली। (Pr. CME)
 6. मुख्य चलस्टाक अभियन्ता, उत्तर रेलवे, बड़ौदा हाउस, नई दिल्ली। (CRSE)
 7. वरिष्ठ मण्डल परिचालन प्रबंधक, उत्तर रेलवे, दिल्ली फिरोजपुर, मुरादाबाद, लखनऊ एवं अम्बाला।
 8. वरिष्ठ मण्डल परिचालन प्रबंधक/सा. उत्तर रेलवे, दिल्ली, फिरोजपुर, मुरादाबाद, एवं लखनऊ।
 9. मण्डल परिचालन प्रबंधक/सा. उत्तर रेलवे, अम्बाला।
 10. वरिष्ठ मण्डल अभियन्ता, (आर एस ओ) उत्तर रेलवे, दिल्ली, फिरोजपुर, मुरादाबाद, लखनऊ एवं अम्बाला।
 11. वरिष्ठ मण्डल विद्युत अभियन्ता/समन्वय, उत्तर रेलवे, दिल्ली, फिरोजपुर, मुरादाबाद, लखनऊ एवं अम्बाला।
 12. वरिष्ठ मण्डल सिगनल एवं दूर संचार अभियन्ता, उत्तर रेलवे, दिल्ली, फिरोजपुर, मुरादाबाद, लखनऊ एवं अम्बाला।
 13. वरिष्ठ मण्डल संरक्षा अधिकारी, उत्तर रेलवे, दिल्ली, फिरोजपुर, मुरादाबाद, लखनऊ एवं अम्बाला।
 14. वरिष्ठ मण्डल यांत्रिक अभियन्ता, उत्तर रेलवे, दिल्ली, फिरोजपुर, मुरादाबाद, लखनऊ एवं अम्बाला।
 15. प्रधानाचार्य, क्षेत्रीय रेल प्रशिक्षण संस्थान, उत्तर रेलवे, चन्दौसी।
 16. प्रभारी प्रशिक्षक, संरक्षा शिविर/मंडल परिचालन प्रशिक्षण केन्द्र, उत्तर रेलवे, फिरोजपुर, लखनऊ, धर्मपुर, कुशीन, कालका, शाहजहाँपुर एवं मुसदाबाद।
 17. मुख्य मुद्रण एवं लेखन सामग्री प्रबन्धक, उत्तर रेलवे, शकुलबस्ती (दी प्रति) कृपया उपरोक्त संशोधन पत्र सं. 199 दिनांक 16.06.2023 को उत्तर रेलवे गजट में प्रकाशित करें।
 18. प्रमुख मुख्य परिचालन प्रबंधक, उत्तर पश्चिम रेलवे NWR जयपुर, उत्तर मध्य रेलवे NCR सूबेदार गंज प्रयागराज, पश्चिम मध्य रेलवे WCR जबलपुर, उत्तर पूर्व रेलवे NER गोरखपुर, पूर्व मध्य रेलवे ECR हाजीपुर व पूर्व रेलवे ER कोलकाता।
 19. Pr.COM प्रमुख मुख्य परिचालन प्रबंधक, CFIM, मुख्य माल भाडा यातायात प्रबंधक CTPM मुख्य यातायात योजना प्रबंधक, COM/G मुख्य परिचालन प्रबंधक/सामान्य & CPTM मुख्य यात्री यातायात प्रबंधक।



AMENDMENT SLIP TO GENERAL & SUBSIDIARY RULES

Sub: Amendment Slip No.199 dated 16.06.2023 to G&SR Rule Book 1983, of Northern Railway.

Delete Existing SR 14.04/4 and Substitute as under:

S.R. 14.04/4:

Time when candidates are to be sent for Medical Examination:-


- I. The medical examination of the candidates selected for appointment against post for which initial training has been prescribed should be conducted immediately prior to their being deputed for training.*
- II. In the case of candidates to be appointed against post for which no initial training is necessary, the medical examination should be conducted at the time of their appointment.*

Periodical Medical examination for staff of Safety category shall be as under:-

(A) Category A-1, A-2, and A-3: -

- (i) At the termination of every period of four years, calculated from the date of appointment, until they attain the age of 45 years, and then every two years until the age of 55 years and then there after annually, until the conclusion of their service.*
- (ii) If an employee in medical category A has been periodically medically examined at any time within two years prior to his attaining the age of 45, his next medical examination should be held two years from the date of the last medical examination and subsequent medical examinations every two years until 55 years and then annually thereafter until retirement. If however such an employee has been medically examined at any time earlier than two years prior to his attaining the age of 45 years, his next medical examination should be held on the date he attains the age of 45 and subsequent medical examinations every two years thereafter.*

(B) Category B-1 & B-2: On attaining the age of 45 years and thereafter at the termination of every 5 years.


(Manoj Krishna Akhouri)
Principal Chief Operations Manager

No.403-T/190/5/Optg/AS/21

Dated: 16.06.2023

सामान्य एवं सहायक नियम का संशोधन पत्र

विषय: सामान्य एवं सहायक नियम पुस्तक 1983 का संशोधन पत्र संख्या 199 दिनांक: 16.06.2023

वर्तमान सहायक नियम 14.04/4 को हटायें और निम्नलिखित को प्रतिस्थापित करें:-

सहायक नियम 14.04/4:

उम्मीदवारों को चिकित्सा परीक्षा के लिए किस समय भेजा जाए:

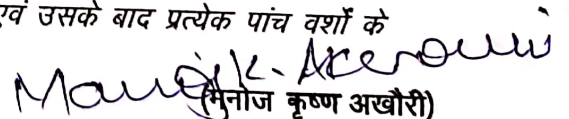
- (i) जिन पदों के लिए आरंभिक प्रशिक्षण निर्धारित है उन पर नियुक्ति के लिए चुने गए उम्मीदवारों को चिकित्सा परीक्षा, प्रशिक्षण के लिए प्रतिनियुक्त किए जाने के तुरंत पहले की जानी चाहिए।
- (ii) जिन पदों के लिए आरंभिक प्रशिक्षण आवश्यक नहीं है, उनपर नियुक्त किए जाने वाले उम्मीदवारों के मामले में चिकित्सा परीक्षा, नियुक्ति के समय की जाए।

संरक्षा श्रेणी के कर्मचारियों की आवधिक चिकित्सा जांच निम्नानुसार की जाएगी।

(अ) श्रेणी ए-1, ए-2 एवं ए-3

- (i) उनकी नियुक्ति की तारीख से परिकलित करते हुए हर चार वर्ष बाद, जब तक कि वे 45 वर्ष के न हो जाए और उसके बाद हर दो वर्ष बाद, जब तक कि वे 55 वर्ष के न हो जायें, और उसके बाद हर वर्ष जब तक उनकी सेवा समाप्त न हो जाए।
- (ii) यदि श्रेणी ए में किसी कर्मचारी की आवधिक चिकित्सा परीक्षा 45 वर्ष की आयु होने के पहले दो साल के अन्दर की गई है तो उसकी अगली चिकित्सा परीक्षा पिछली चिकित्सा परीक्षा की तारीख से दो वर्ष बाद की जाए और उसके बाद की चिकित्सा परीक्षाएं हर दो साल पर की जाए जब तक कि वह 55 वर्ष का न हो जाए, और उसके बाद प्रति वर्ष जब तक सेवानिवृत्त न हो जाए। लेकिन यदि ऐसे कर्मचारी की 45 वर्ष की आयु होने से दो वर्ष पूर्व से किसी समय पहले चिकित्सा परीक्षा की गई है तो 45 वर्ष की आयु होने की तारीख को उसकी अगली चिकित्सा परीक्षा की जाए और बाद की चिकित्सा परीक्षा उसके बाद प्रति दो वर्ष पर की जाए।

- (ब) श्रेणी बी-1, एवं बी-2: 45 वर्ष की उम्र के हो जाने पर एवं उसके बाद प्रत्येक पांच वर्षों के समापन पर।


(मनोज कृष्ण अखौरी)
प्रमुख मुख्य परिचालन प्रबंधक

403-टी/190/5/Optg/AS/21

दिनांक: 16.06.2023

उत्तर रेलवे

प्रधान कार्यालय

बड़ीदा हाउस

नई दिल्ली

दिनांक: 12/07/2023

पत्र सं. 403-T/190/5/OPTG/Rule/21

मण्डल रेल प्रबन्धक,

उत्तर रेलवे,

दिल्ली, फिरोजपुर, मुरादाबाद, लखनऊ एवं अम्बाला।

विषय: सामान्य एवं सहायक नियम पुस्तक 1983 का संशोधन पत्र सं.200 दिनांक 12.07.2023 (English & Hindi version)

सामान्य एवं सहायक नियम पुस्तक 1983 का संशोधन पत्र सं. 200 दिनांक 12.07.2023 (अंग्रेजी व हिन्दी) की प्रतिलिपि आपके सूचनार्थ एवं कार्यवाही हेतु भेजी जा रही है।

Ming' Schey 12/07/23

मुख्य परिचालन प्रबन्धक/सामान्य

प्रतिलिपि:-

1. प्रमुख मुख्य अभियन्ता, उत्तर रेलवे, बड़ीदा हाउस, नई दिल्ली। (Pr.CE)
2. प्रमुख मुख्य संरक्षा अधिकारी, उत्तर रेलवे, बड़ीदा हाउस, नई दिल्ली। (Pr. CSO)
3. प्रमुख मुख्य विद्युत अभियन्ता, उत्तर रेलवे, बड़ीदा हाउस, नई दिल्ली। (Pr. CEE)
4. प्रमुख मुख्य सिगनल एवं दूर संचार अभियन्ता, उत्तर रेलवे, बड़ीदा हाउस, नई दिल्ली। (Pr. CSTE)
5. प्रमुख मुख्य यांत्रिक अभियन्ता, उत्तर रेलवे, बड़ीदा हाउस, नई दिल्ली। (Pr. CME)
6. मुख्य चलस्टाक अभियन्ता, उत्तर रेलवे, बड़ीदा हाउस, नई दिल्ली। (CRSE)
7. वरिष्ठ मण्डल परिचालन प्रबंधक, उत्तर रेलवे, दिल्ली फिरोजपुर, मुरादाबाद, लखनऊ एवं अम्बाला।
8. वरिष्ठ मण्डल परिचालन प्रबंधक/सा. उत्तर रेलवे, दिल्ली, फिरोजपुर, मुरादाबाद, एवं लखनऊ।
9. मण्डल परिचालन प्रबंधक/सा. उत्तर रेलवे, अम्बाला।
10. वरिष्ठ मण्डल अभियन्ता, (आर एस ओ) उत्तर रेलवे, दिल्ली, फिरोजपुर, मुरादाबाद, लखनऊ एवं अम्बाला।
11. वरिष्ठ मण्डल विद्युत अभियन्ता/समन्वय, उत्तर रेलवे, दिल्ली, फिरोजपुर, मुरादाबाद, लखनऊ एवं अम्बाला।
12. वरिष्ठ मण्डल सिगनल एवं दूर संचार अभियन्ता, उत्तर रेलवे, दिल्ली, फिरोजपुर, मुरादाबाद, लखनऊ एवं अम्बाला।
13. वरिष्ठ मण्डल संरक्षा अधिकारी, उत्तर रेलवे, दिल्ली, फिरोजपुर, मुरादाबाद, लखनऊ एवं अम्बाला।
14. वरिष्ठ मण्डल यांत्रिक अभियन्ता, उत्तर रेलवे, दिल्ली, फिरोजपुर, मुरादाबाद, लखनऊ एवं अम्बाला।
15. प्रधानाचार्य, क्षेत्रीय रेल प्रशिक्षण संस्थान, उत्तर रेलवे, चन्दासी।
16. प्रभारी प्रशिक्षक, संरक्षा शिविर/मंडल परिचालन प्रशिक्षण केन्द्र, उत्तर रेलवे, फिरोजपुर, लखनऊ, धर्मपुर, कुरुक्षेत्र, कालका, शाहजहाँपुर एवं मुरादाबाद।
17. मुख्य मुद्रण एवं लेखन सामग्री प्रबन्धक, उत्तर रेलवे, शकूरबस्ती (दो प्रति) कृपया उपरोक्त संशोधन पत्र सं. 200 दिनांक 12.07.2023 को उत्तर रेलवे गजट में प्रकाशित करें।
18. प्रमुख मुख्य परिचालन प्रबंधक, उत्तर पश्चिम रेलवे NWR जयपुर, उत्तर मध्य रेलवे NCR सूबेदार गंज प्रयागराज, पश्चिम मध्य रेलवे WCR जबलपुर, उत्तर पूर्व रेलवे NER गोरखपुर, पूर्व मध्य रेलवे ECR हाजीपुर व पूर्व रेलवे ER कोलकाता।
19. Pr.COM प्रमुख मुख्य परिचालन प्रबंधक, CFTM, मुख्य माल भाडा यातायात प्रबंधक CTPM मुख्य यातायात योजना प्रबंधक, COM/G मुख्य परिचालन प्रबंधक/सामान्य & CPTM मुख्य यात्री यातायात प्रबंधक।

Northern Railway

Headquarters Office,
Baroda House,
New Delhi – 110001

AMENDMENT SLIP TO GENERAL & SUBSIDIARY RULES

Sub: Amendment Slip No.200 dated 12.07.2023 to G&SR Rule Book 1983, of Northern Railway.

Delete Existing Appendix – D (Ghat Rules) and Substitute as under:

APPENDIX 'D'

GHAT RULES

SRG-1: Ghat Rules. - The Subsidiary Rules for working on sections having steep gradients may be referred to as Ghat Rules and the sections to which they apply as Ghat Sections.

SRG-2: Ghat section:-

Definition: Ghat section refers to those sections, which are declared as such by the competent authority on account of steep grades, sharp curves, cuttings and tunnels with a ruling grade of 1 in 80 or sharp and which requires special precautions to be observed from the point of view of safety, during train working.

These rules apply to the following sections of Northern Railway:

S.No.	Division	Section
1.	Firozpur	Pathankot - Joginder Nagar
2.	Ambala	(i) Chandirah - Kalka (ii) Kalka - Shimla
3.	Moradabad	(i) Haridwar - Dehradun (ii) Raiwala – Yog Nagri Rishikesh

Note: (For specified subsection description of sections, SRG – 5 may be referred to.)

1. Sr DOM/DOM shall issue special instructions for local features prevailing on Ghat sections over their Divisions.
2. Divisions shall embody special instructions in SWRs/Working instruction for working trains on sections having short grades steeper than 1 in 80. These instructions should be consistent with General and Subsidiary/Ghat Rules.
3. All other Subsidiary Rules apply to the working of Ghat Sections, except those modified or superseded by the Ghat Rules.

2

SRG-3: Certificate of Competency: Staff directly concerned with train movements, must qualify in SRG 1 to 23 and shall not assume duties on graded sections until they are granted a certificate of competency by their executive officers. Staff who must obtain competency are given below:

1. Loco Pilots/Assist. Loco Pilots
2. Shunter passed Loco Pilot/Assitant Loco Pilot.
3. Shunters
4. Train controllers.
5. Station Masters and Yard Masters.
6. Train Managers.
7. Shunting Masters.
8. Levermen/Cabinmen and Switchmen/Cabinmaster.
9. Pointsman.

The certificate of competency shall be valid for a period of three years only or such long period as may be laid down by special instructions.

- (a) A Shunter or a Loco Pilot, before being allowed to learn road on Ghat Sections, should qualify in Ghat Rules.
- (b) A Loco Pilot on having learnt the Ghat section will not be allowed to work independently, unless a Loco Inspector, after travelling with him declares the Loco Pilot conversant with the section.
- (c) **Issue of certificate of competency:** Divisional officers or Asst. Divisional Officers on behalf of Divisional Officers are authorized to examine, issue and renew certificate of competency in the following form:

NORTHERN RAILWAY

I, the undersigned, hereby certify that Shri
has passed the examination in Subsidiary Rules for working sections with steep gradient contained in unified Ghat Rules for the Northern Railway.

.....
(Designation of Officer)

NOTE :- Sr. Divisional Operations Manager / Divisional Operations Manager may nominate Senior Subordinates to examine, issue and renew certificates of competency in respect of staff mentioned in SRG 3(a) 8&9.

SRG-4: Ghat sections and working of trains in Ghat Section over Northern Railway:

The criteria for defining Ghat sections over Northern Railway for operational purposes is as following:

- (a) **Class-I Category:** Sections with a ruling gradient of 1 in 40 or steeper will be classified as Class-I category of Ghat section.
- (b) **Class -II Category:** Sections with a ruling gradient of 1 in 80 or steeper and flatter than 1 in 40 will be classified as Class-II category of Ghat section.

22/

The above defining criteria is for operational purposes only (working of trains, station working, "Ghat fitness" examination etc.) Allowances permissible to be paid to the running staff for train working over the Ghat sections would continue to be governed by the extant policy guidelines issued by the Railway Board in this regard.

SRG-5: Ghat sections and their gradients over Northern Railway are as under:

S.No.	Division	Section	Ruling Gradient
1.	Firozpur	Pathankot - Nagrota	1 in 40
2.	FZR	Nagrota- Joginder Nagar	1 in 25
3.	Ambala	Chandigarh-Chandimandir	1 in 40
4.	Ambala	Chandimandir-kalka	1 in 40
5.	Ambala	Kalka - Shimla	1 in 25.25
6.	Moradabad	Haridwar - Dehradun	1 in 75
7.	Moradabad	Haridwar- Yog Nagri Rishikesh	1 in 75

SRG-6: Engine Brakes. - Every engine working on Ghat Section must be filled with the automatic vacuum/Air brake in good working order and must be itself braked either by the vacuum brake or air brake. The hand brake of all engines must be in proper working order.

SRG-7: Vehicle Brakes. - Train running on Ghat Section must be vacuum/Air braked throughout. However, the following proportion of vacuum piped or air-piped stock, may be allowed on mixed or goods trains, provided the speed of 28 Kmph in case of grades from 1 in 80.

Grades from 1 in 80 - For train with empty stock or loaded 8 wheeled stock, lower brake power limits and special Working Rules/Instruction prescribed by the Railways from time to time shall apply.

NOTE :-

1. A train piped vehicle must in no circumstances be attached outside the brake van of any train.
2. If the required Brake Power as laid down above is not available or if the Loco Pilot is not sure about the availability of sufficient brake power, an adequate number of hand brakes should be pinned down to have control on a down gradient.

SRG-8: Examination of Train before Starting:- The train examiner, Loco Pilot and Train Manager must test the vacuum/Air brake of each vehicle of a train before its departure according to the special instructions laid down in this behalf.

SRG-9: Defective Vehicles - If a Loco Pilot finds the vacuum/Air brake on his train defective, the vehicle with defective vacuum/Air brake if not immediately repairable must be detached from the train. Under no circumstances, whatsoever may vacuum/D.V. cylinder be blanked off. He must also refuse to attach any vehicle with a defective brake, but he must give his reasons in writing to the Station Master if asked to do so.

2

SRG-10: Train Manager to see Vacuum/Air pressure Gauge. - The Train Manager incharge before giving the signal to start must satisfy himself, that the required vacuum/air pressure is registered on the gauge in his brakevan, if the required vacuum/air pressure is not registered, he must inform the Loco Pilot. If the Loco Pilot is not able to create the required amount of vacuum/ air pressure as required on the gauge in the rear brakevan, the train must not start until the defect has been remedied by detaching defective vehicles or otherwise. The signal to start given by the Train Manager Incharge is an indication to the Loco Pilot that the gauge in the rear brakevan shows the required vacuum/Air pressure.

SRG-11: Removing Snow from Couplings. - Snow on hose pipe couplings or plugs must be cleaned off before attempting to couple them. Whenever a hose pipe is uncoupled, it must be placed at once on the dummy plug to keep the washers free from snow.

WORKING OF BANKING ENGINES

SRG-12: Working of Banking Engines on Grades Steeper than 1 in 100 - When a banking engine has to return to the starting station after assisting the train upto the top of the grade without actually going to the next station.

- (a) A caution order must be issued to the Loco Pilot of the train engine notifying him that banking engine will assist the train;
- (b) The banking engine will be placed in rear of the train, but not coupled to it;
- (c) The Loco Pilot of the banking engine will be given a specially marked "Staff" as authority to assist the train into the block section, the staff must be delivered to the Loco Pilot personally by the Station Master before handing over the "authority to proceed" to the Loco Pilot of the train engine after satisfying himself that the banking engine is ready in position behind the train.
- (d) The Train Manager will not give the starting signal until, he gets back to his brake van.
- (e) After receiving the starting signal, the train engine will whistle in the usual way and will not start until a responding whistle is received from the banking engine which shall then commence to push the train.
- (f) After assisting the train to the top of the grade, the banking engine will return to the starting station, stopping at a stop-dead board provided for the purpose opposite the Home signal from where it will be piloted into the yard. The Loco Pilot will immediately make over the 'staff' personally to the Station Master and at the same time will sign the entry of the time of his return in the train register.
- (g) The "staff" will be kept locked by the Station Master until again required for use and must be correctly made over to his relief when going off duty;
- (h) Not more than one 'staff' shall be kept at a station for use with banking engines in each direction;
- (i) On the single line, no permission to approach nor authority to proceed (except for the train being assisted) shall be given by the Station Master unless the 'staff' is in his possession.

SAFETY SIDING

SRG-13: Definition - There are two kinds of safety siding called Catch and Slip siding.

Catch sidings are placed above stations approached by a descending grade to protect them from run-away vehicles or trains. Slip sidings are placed below station on a grade to prevent vehicles escaping from the station yard.

Station situated in the immediate neighborhood of an incline steeper 1 in 80 falling towards the station and 1 in 100 falling away from the station, a catch siding in former case, and a slip siding in a later case, should be provided if necessary, in suitable position. The take off points to a catch siding or a slip siding should normally be set and locked for the siding except where require to trailed through.

SRG-14: Catch Siding:

- (a) The points of 'Catch' siding must always be set and locked for the 'Catch' siding except when a train is to be received or despatched.
- (b) 'Catch' siding points should not be set for the main line for the reception of an approaching train unless it has first been brought to a dead stop at the first stop signal and the Loco Pilot whistles, except when the following conditions are fulfilled.
 - (i) The line on which the train is to be received is clear and the train is to be received on the main line.
 - (ii) The points leading to the catch siding as well as the points required for a run through train are set for the main line immediately after granting line clear to the block station in rear.
 - (iii) Line clear has been obtained for the block section ahead.
 - (iv) The gradients in the block section ahead are such that the train can be brought under control easily.
 - (v) Warner signal in the lower quadrant signalling territory is not taken 'off' and distant signal in multiple aspect signalling territory is kept at 'caution' position.
- (c) In the case of an outgoing train, the 'Catch' siding points must not be set for the main line unless permission to approach has been received from the station in advance.
- (d) (i) The points must be reset and locked for the 'Catch' siding as soon as the last vehicle of the train has passed over them.
 (ii) Hand Signals will be exhibited at all 'Catch' siding points. The points shall be fitted with point indicator showing red when the points are set for catch siding and white when they are set for the main line (Except when spring points are provided).

SRG-15: Slip Siding:

Locking and Unlocking the Points of the slip sidings:

The points of slip sidings must be normally locked for the siding and must only be unlocked and set for the main line immediately before taking off the signals for the admission of an ascending train or in the case of descending train, after permission to approach has been received from the station in advance. If the authority to proceed, for a descending train which is booked to run through the station, has not been received,

the descending train must be first brought to a dead stand at the first stop signal before the 'Home' and /or 'Outer' signals are taken off for its reception. In the case of a descending train, the slip siding points may only be unlocked and set for the main line, when permission to approach has been received from the station in advance. The points must be reset for the slip siding as soon as the last vehicle of a train has passed over them.

Note:

1. On Kalka-Chandigarh section, when a train is to be dispatched, from a station provided with a slip siding the points of slip siding must not be unlocked until the train is ready and the Loco Pilot has whistled for their unlocking.
2. At certain slip sidings, spring points have been provided. These are normally unlocked and are set for the siding. An ascending train trails through them while entering the station. These points need only be locked for dispatch of a descending train and this should be done only after permission to approach has been obtained from the block station in advance.

SRG-16: Point Indicators at Slip Sidings - Point indicators showing red, when the points are normally set for the siding and white when set for the main line, shall be provided at all slip siding points. (Except where spring points are provided).

The duty of locking and unlocking "Catch" and "Slip" siding points may be performed only by the Pointsman in whose special charge they have been placed under the orders of the Station Master.

TROLLIES AND LORRIES

SRG-17: Brakes on Trollies - All siding trollies in use on grades steeper than 1 in 50 must have two efficient and independent brakes, which must together brake all four wheels. On other ghat sections, the trolley need have only one brake capable of braking all the four wheels efficiently. These brakes must be tested before each journey.

SRG-18: Brakes on Lorries - All material lorries working on ghat sections must have an efficient screw brake operating on all four wheels and also a tail rope, which must always be manned when running downhill. The brake must be tested before each journey.

Note :- Dip lorries are not allowed to work on ghat sections.

The person in charge of a trolley or lorry is responsible for any accident resulting from a defect in the trolley or lorry which he might reasonably have been expected to discover.

SRG-19: Speed of Lorries - On falling grades the speed of a lorry must not exceed 8 Kms. an hour.

SRG-20: Lorry only to run in Blocked Section or on Line Clear- Before lorry is allowed to enter a Block Section, the line must be blocked by the engineering official incharge or line clear must be obtained. Not more than two persons, one brakeman and one helper must travel on the lorry itself, the other person would accompany the lorry on foot.

2

SRG-21: Working of Motor and Push Trollies. - Except on Kalka-Simla and Joginder Nagar-Baijnath Paprola sections, motor trollies on Ghat Sections may either be run on 'Line Clear' or 'trolley permit' in accordance with the instructions laid down in SR 15.25/4. Push trollies shall, however, run under precautions mentioned in S.R. 15.26/5, which must be rigidly observed. On Kalka-Simla and Joginder Nagar-Baijnath Paprola sections, motor trollies and push trollies must be run on 'Line Clear' until and unless they are following a train on descending grades when they can run on a 'Trolley permit' (specified in SR 15.25/4). The speed of a trolley on Kalka- Simla and Pathankot-Joginder Nagar section should not exceed 25 Kms. per hour.

SRG-22: Sprags, Scotches, Wedges and Chains - Every Train Manager must carry sufficient number of sprags or scotches or wooden wedges and chains to be able to comply with these rules.

SRG-23: Shunting:- During shunting along with GR 5.20, all other laid down rules (whichever is applicable) must be adhered to.

Manoj K. Akhouri

(Manoj Krishna Akhouri)
Pr. Chief Operations Manager

No.403-T/190/5/Optg/AS/21

Dated: 12.07.2023

2

हिन्दी संस्करण :

उत्तर रेलवे

प्रधान कार्यालय,
बड़ोदा हाउस,
नई दिल्ली - 110001

सामान्य एवं सहायक नियम का संशोधन पत्र

विषय: सामान्य एवं सहायक नियम पुस्तक 1983 का संशोधन पत्र संख्या 200 दिनांक:

12.07.2023

वर्तमान परिशिष्ट 'घ' "घाट नियम" को हटायें और निम्नलिखित को प्रतिस्थापित करें:-

परिशिष्ट 'घ'

घाट नियम

स.नि.पा. 1 - घाट नियम:-

गहरे ढ्वाल वाले खंडों के संचालन के लिए सहायक नियमों को घाट नियमों के रूप में पढ़ा जाएगा।
और जिन खंडों पर यह लागू हो, उन्हें घाट खंड कहा जाएगा।

स.नि.पा. 2 - घाट खंड :-

परिभाषा: घाट खंड वे खंड हैं जो तीव्र ढ्वाल, तीखे मोड़, कटिंग व सुरंगों के आधार पर रनिङ्ग ढलान 80मे 1 या तीव्र और जिसमें गाड़ी संचालन में संरक्षा की दृष्टि से गाड़ी संचालन के दौरान विशेष सावधानियाँ बरती जाएं, सक्षम अधिकारी द्वारा घोषित किए गए हों।

यह नियम उत्तर रेलवे के निम्नलिखित खंडों पर लागू होते हैं।

क्रम सं.	मण्डल	खंड
1	फिरोजपुर	• पठानकोट- जोगिंदर नगर
2	अम्बाला	• चंडीगढ़ - कालका • कालका - शिमला
3	मुरादाबाद	• हरिद्वार - देहरादून • रायवाला - योग नगरी ऋषिकेश

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टिप्पणी : उपरोक्त दिए गए खंडों के विस्तृत विवरण के लिए SRG-5 देखें ।

1. वरिष्ठ मण्डल परिचालन प्रबन्धक/ मण्डल परिचालन प्रबन्धक अपने मंडलो पर घाट पर प्रचलित स्थानीय विशेषताओं के संबंध में विशेष अनुदेश जारी करेंगे ।
2. 80 में 1 से अधिक गहरे छोटे ढाल वाले खंडों पर गाड़ियों के संचालन के लिए, मंडलो द्वारा स्टेशन संचालन नियमों/ संचालन अनुदेशों में विशेष अनुदेश शामिल किए जाएंगे । यह अनुदेश सामान्य तथा सहायक/ घाट नियमों के अनुरूप होने चाहिए ।
3. दूसरे सभी सहायक नियम, घाट खंडों के संचालन पर लागू होते हैं । केवल उन्हें छोड़कर जिनमें घाट नियम द्वारा संशोधन या अतिक्रमण किया गया है ।

स.नि.घा. 3 - सक्षमता प्रमाण पत्र :-

जिन कर्मचारियों का गाड़ी संचालन से सीधा सम्बन्ध है, वे आवश्यक योग्यता प्रमाण पत्र प्राप्त करें और जब तक उनके कार्यकारी अधिकारी द्वारा इन्हें सक्षमता प्रमाण पत्र नहीं दिया जाता, वे स.नि.घा. 1 से 23 श्रेणीकृत खंडों पर कार्य भार नहीं संभालेंगे । निम्नलिखित कर्मचारियों को अवश्य ही सक्षमता प्रमाण पत्र प्राप्त करना होगा ।

(क) निम्नलिखित कर्मचारियों के लिए सक्षमता प्रमाण पत्र लेना अनिवार्य होगा :

1. लोको पायलट / सहायक लोको पायलट
2. शंटर उत्तीर्ण लोको पायलट / सहायक लोको पायलट
3. शंटर
4. ट्रेन नियंत्रक
5. स्टेशन मास्टर और यार्ड मास्टर
6. गाड़ी प्रबन्धक
7. शंटिंग मास्टर
8. लीवर मैन, कैबिन मैन और स्विचमैन, कैबिन मास्टर
9. कांटे वाले

सक्षमता प्रमाण पत्र केवल तीन वर्ष की अवधि के लिए वैध होगा या उससे अधिक समय के लिए विशेष अनुदेशों द्वारा निर्धारित किया जा सकता है ।

(अ) शंटर या लोको पायलट को घाट खंडों पर मार्ग की जानकारी प्राप्त करने की अनुमति देने से पहले उसे घाट नियमों में योग्यता प्राप्त करनी चाहिए ।

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- (व) घाट खण्ड की जानकारी प्राप्त करने के पश्चात किसी लोको पायलट को स्वतंत्र रूप से काम करने की अनुमति, तब तक नहीं दी जाएगी, जब तक लोको निरीक्षक उसके साथ यात्रा करके यह घोषित न कर दे की, लोको पायलट को खंड की जानकारी है।
- (स) सक्षमता प्रमाण पत्र जारी करना :- मंडल अधिकारियों की ओर से मंडल अधिकारियों या सहायक मंडल अधिकारियों को निम्नलिखित फार्म में सक्षमता प्रमाण पत्रों की जाँच करने, जारी करने और उनके नवीनीकरण करने का अधिकार है।

उत्तर रेलवे

मैं निम्न हस्ताक्षरकर्ता एतद द्वारा, यह प्रमाणित करता हूँ की श्री _____ ने उत्तर रेलवे के लिए एकीकृत घाट नियमों में दिए गए, गहरी ढलान वाले खण्डों पर गाड़िया चलाने से संबंधित सहायक नियमों में परीक्षा पास कर ली है।

(अधिकारी का पदनाम)

टिप्पणी :- वरिष्ठ मण्डल परिचालन प्रबन्धक/ मण्डल परिचालन प्रबन्धक, प्रवर अधीनस्थ कर्मचारियों को स.नि.घा.3 (क) 8 व 9 के कर्मचारियों के मामले में सक्षमता प्रमाण पत्रों की जांच करने, उन्हें जारी करने तथा उनका नवीकरण करने के लिए नामित कर सकता है।

स.नि.घा. 4 - घाट खण्ड व उत्तर रेलवे में घाट खण्ड पर गाड़ी संचालन: उत्तर रेलवे में घाट खण्डों को संचालन की दृष्टि से परिभाषित करने का मानदंड इस प्रकार है:-

(क) वर्ग -I श्रेणी : 40 मे 1 या तीव्र/ अधिक ढलान वाले खण्डों को वर्ग- I श्रेणी घाट खण्ड माना जाएगा।

(ख) वर्ग- II श्रेणी : 80 मे 1 या तीव्र/ अधिक और ढलान वाले खण्डों को वर्ग- II श्रेणी घाट खण्ड माना जाएगा।

टिप्पणी:- उपरोक्त परिभाषित मानदण्ड केवल संचालन उद्देश्यों (गाड़ी संचालन; घाट फिटनेस परीक्षण इत्यादि) के लिए है। रनिंग कर्मचारियों को घाट खण्डों पर गाड़ी संचालन के लिए दिए जाने वाले भत्ते रेलवे बोर्ड द्वारा लागू नीति के अनुसार जारी रहेंगे।

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स.नि.घा. 5 - उत्तर रेलवे में घाट खंडों और उनकी ढलान का विवरण इस प्रकार है :

क्रम सं.	मण्डल	खण्ड	ढलान
1	फिरोजपुर	पठानकोट - नगरोटा	40 में 1
2	फिरोजपुर	नगरोटा - जोगिंदरनगर	25 में 1
3	अम्बाला	चंडीगढ़ - चंडीमंदिर	40 में 1
4	अम्बाला	चंडीमंदिर - कालका	40 में 1
5	अम्बाला	कालका - शिमला	25.25 में 1
6	मुरादाबाद	हरिद्वार - देहरादून	75 में 1
7	मुरादाबाद	रायवाला - ऋषिकेश - योग नगरी ऋषिकेश	75 में 1

स.नि.घा. 6 - इंजन ब्रेक:- घाट खण्ड पर चलने वाले प्रत्येक इंजन में स्वचल निर्वात/ एयर ब्रेक अवश्य लगाई जाए जो अच्छी तरह चालू हालत में हो और उसमें स्वतः ब्रेक लगनी चाहिए, चाहे वह निर्वात ब्रेक/एयर ब्रेक द्वारा हो सभी इंजनों के हैंड ब्रेक ठीक चालू हालत में अवश्य होने चाहिए ।

स.नि.घा. 7- वाहनो के ब्रेक :- घाट सेक्शन पर संचालित की जाने वाली गाड़िया, सम्पूर्ण वेक्यूम/एयर ब्रेक युक्त होनी चाहिए । तथापि मिश्रित या माल गाड़ियों में निम्नलिखित अनुपात में वेक्यूम पाइपड अथवा एयर पाइपड स्टॉक की अनुमति दी जा सकती है । 79 में 1 गहरी ढलान के मामले में गाड़ी की गति 28 कि. मी. प्र. घ. से अधिक न हो ।

80 में 1 की ढलाने : खाली स्टॉक रेल या अठपहिया स्टॉक के लिए निम्नतम ब्रेक शक्ति सीमा और विशेष कार्य नियम/ रेलवे द्वारा समय - समय पर जारी अनुदेश लागू होंगे ।

टिप्पणी :-

1. पाइपड वाहन को किसी भी हालत में, किसी गाड़ी के ब्रेकयान के बाहर की ओर, नहीं लगाया जाना चाहिए ।
2. यदि उक्त दिए अनुसार आवश्यक ब्रेक पावर उपलब्ध न हो अथवा लोको पायलट पर्याप्त ब्रेक पावर की उपलब्धता के बारे में आश्वस्त न हो तो, नीचे की ओर ढलान पर नियंत्रण रखने के लिए हैंड ब्रेकों को पर्याप्त संख्या में पिन डाउन (लगाना) करना चाहिये ।

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स.नि.घा. 8- गाड़ी चलाने से पहले गाड़ी परीक्षण- गाड़ी प्रस्थान करने से पहले इस संबंध में दिए गए निर्देशों के अनुसार गाड़ी परीक्षक/ लोको पायलट या गाड़ी प्रबंधक गाड़ी के प्रत्येक डिब्बे के वेक्यूम/ एयर ब्रेकों की जांच इस संबंध में दिए गए विशेष अनुदेशों के अनुसार गाड़ी चलाने से पूर्व करेंगे।

स.नि.घा. 9- दोष युक्त वाहन:- यदि लोको पायलट यह देखता है की उसकी गाड़ी पर निर्वात/ एयर प्रेशर खराब है, और दोषयुक्त निर्वात/ एयर ब्रेक वाले वाहन को तुरंत मरम्मत न की जा सकती हो तो, उसे गाड़ी से अलग कर देना चाहिए। निर्वात/ डी. वी. सिलेण्डर को किसी हालत में खाली नहीं किया जाना चाहिए। उसे खराब ब्रेक वाले किसी वाहन को गाड़ी के साथ जोड़ने से इंकार कर देना चाहिए, किन्तु यदि कहा जाए तो, वह स्टेशन मास्टर को ऐसा करने का कारण लिखित रूप में देगा।

स.नि.घा. 10- गाड़ी प्रबंधक द्वारा निर्वात/ एयर प्रेशर गेज देखना :- गाड़ी प्रबंधक इंचार्ज गाड़ी को चलाने के लिए सिगनल देने से पहले अपनी तमल्ली अवश्य कर ले कि, उसके ब्रेक यान के गेज में आवश्यक निर्वात/ एयर प्रेशर उपलब्ध है। यदि आवश्यक निर्यात दिखाई नहीं देता है तो, उसे लोको पायलट को सूचित करना चाहिए, यदि लोको पायलट आवश्यक निर्वात/ एयर प्रेशर तैयार न कर सके तो, गाड़ी को तब तक नहीं चलाया जाएगा, जब तक खराब वाहन को अलग करके या अन्यथा खराबी दूर नहीं कर दी जाती है। गाड़ी प्रबंधक इंचार्ज द्वारा गाड़ी चलाने के लिए दिया गया सिगनल लोको पायलट के लिए यह संकेत होगा की पिछले ब्रेक यान के गेज में आवश्यक निर्वात/ एयर प्रेशर उपलब्ध है।

स.नि.घा. 11- कपलिंग से बर्फ को हटाना : हौज पाइप के कपलिंग या प्लगो को जोड़ने से पहले उन पर पड़ी बर्फ को साफ कर देना चाहिए। जब कभी किसी होज पाइप को कपलिंग से अलग किया जाना है, तो वाशरो को बर्फ से साफ रखने के उद्देश्य से उसे तुरंत डमी प्लग पर लगा देना चाहिए।

बैकिंग इंजन का संचालन

स.नि.घा.-12: 100 में 1 से अधिक गहरे ढलानों पर बैकिंग इंजनों का संचालन:- जब किसी बैकिंग इंजन के वास्तव में अगले स्टेशन तक न जाकर गाड़ी को चढ़ाई के अंत तक पहुंचाने के बाद प्रस्थान स्टेशन पर वापिस लौटाना हो तो :-

(क) गाड़ी के लोको पायलट को सावधानी आदेश जारी किया जाएगा, जिसमें उसे सूचित किया जाएगा कि, बैकिंग इंजन गाड़ी की सहायता करेगा।

- (ख) बैकिंग इंजन गाड़ी के पीछे की ओर लगाया जाएगा, किन्तु उसके साथ जोड़ा नहीं जाएगा ।
- (ग) गाड़ी को ब्लॉक खण्ड में जाने के लिए सहायता करने को जाने के लिए प्राधिकार के रूप में बैकिंग इंजन के लोको पायलट को एक विशेष रूप से अंकित 'डंडा' व्यक्तिगत रूप से स्टेशन मास्टर द्वारा लोको पायलट को सौंपा जाएगा । गाड़ी लोको पायलट को 'प्रस्थान आदेश' देने से पहले यह तमल्ली की जाएगी कि गाड़ी के पीछे बैकिंग इंजन अपनी स्थिति में तैयार है ।
- (घ) गाड़ी प्रबंधक गाड़ी चलाने के लिए सिग्नल तब तक नहीं देगा, जब तक कि वह अपनी ब्रेक यान में वापस नहीं आ जाता है ।
- (ङ.) गाड़ी चलाने का सिग्नल प्राप्त होने पर गाड़ी के लोको पायलट द्वारा सामान्य रूप से सीटी बजाई जाएगी और वह तब तक प्रस्थान नहीं करेगा जब तक कि बैकिंग इंजन द्वारा जवाबी सीटी नहीं बजाई जाती । जो कि गाड़ी को धक्का देना प्रारंभ करेगा ।
- (च) गाड़ी के चढ़ाई के अंत तक पहुंचने के बाद, बैकिंग इंजन प्रारम्भिक स्टेशन को वापस लौट आएगा और निकट सिग्नल के विपरीत, इसी उद्देश्य से लगाए गए 'बिलकुल रुको' बोर्ड पर रुकेगा जहाँ से उसे पायलट करके यार्ड में लिया जाएगा । लोको पायलट व्यक्तिगत रूप से 'डंडा' तुरंत स्टेशन मास्टर को सौंप देगा और उसी समय गाड़ी रजिस्टर में अपनी वापसी के समय के इंद्राज पर हस्ताक्षर करेगा ।
- (छ) स्टेशन मास्टर "डंडे" को तब तक ताले में बंद रखेगा, जब तक कि उसके प्रयोग की पुनः आवश्यकता नहीं पड़ती है, और ड्यूटी से मुक्त होते समय उसे सही तरह अपने एवजी को सौंप देगा ।
- (ज) प्रत्येक दिशा में बैकिंग इंजनों के साथ प्रयोग के लिए, एक स्टेशन पर एक से अधिक डंडे नहीं रखे जाएंगे ।
- (झ) इकहरी लाइन पर जब तक 'डंडा' स्टेशन मास्टर के पास नहीं हो, तब तक वह आगमन अनुमति या प्रस्थान आदेश जारी नहीं करेगा (सिवाय उस गाड़ी के लिए जिसके साथ बैकिंग इंजन लगाया जा रहा हो) ।



संरक्षा साइडिंगे

स.नि.घा: 13- परिभाषा :- संरक्षा साइडिंगे दो प्रकार की होती है जिन्हें कैच और स्लिप साइडिंगे कहा जाता है ।

स्टेशनो से भाग निकले वाहनो या गाड़ियो से बचाव करने के लिए कैच साइडिंग स्टेशन से पहले उस ओर स्थित होती है जिस ओर से वाहन या गाड़िया ऊपर से नीचे उतरती है ।

स्लिप साइडिंगे ढाल पर स्थित स्टेशनो के उतरायी वाले सिरे पर बनी होती है ताकि स्टेशन यार्ड से भाग निकालने वाले वाहनो को रोक सके ।

80 में 1 की तीव्र ढलान वाले उतराई की ओर स्थित तत्काल समीप वाले स्टेशन पर तथा 100 में 1 उतराई वाले ढलान पर स्टेशन से दूर, पहले मामले में कैच साइडिंग तथा दूसरे मामले में स्लिप साइडिंग, यदि आवश्यक हो, उचित स्थिति में उपलब्ध कराई जानी चाहिये । कैच साइडिंग या स्लिप साइडिंग के कांटे सामान्यतः साइडिंग के लिए सेट व लॉक रखे जाने चाहिये सिवाय तब के जब उन्हें चीर कर जाने की आवश्यकता हो ।

स.नि.घा. 14- कैच साइडिंग:-

- (क) कैच साइडिंगो के कांटे सदैव "कैच साइडिंग" के लिए सेट और तालाबद्ध होने चाहिए सिवाय उस समय के जब गाड़ी को लेना या भेजना हो ।
- (ख) किसी आने वाली गाड़ी को लेने के लिए कैच साइडिंग के कांटो को मुख्य लाइन के लिए तब तक सेट नहीं किया जाए, जब तक कि, गाड़ी को पहले प्रथम रोक सिगनल पर बिलकुल रोक नहीं दिया जाता है और लोको पायलट सीटी नहीं देता है, सिवाय उस स्थित मे जब निम्नलिखित शर्तें पूरी होती हो :-
 - (i) जिस लाइन पर गाड़ी ली जानी है, वह खाली हो तथा गाड़ी को मेन लाइन पर लिया जाना है।
 - (ii) पिछले ब्लॉक स्टेशन को लाइन क्लियर देने के तत्काल बाद कैच साइडिंग को जाने वाले कांटो के साथ-साथ बिना रुके सीधी जाने वाली गाड़ी के लिए आवश्यक कांटो को मेन लाइन के लिए सेट कर दिए जाते है ।
 - (iii) अगले ब्लॉक खंड के लिए लाइन क्लियर प्राप्त कर लिया गया है ।

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- (iv) अगले ब्लाक की ढलाने इस प्रकार की है जिस पर गाड़ी को आसानी से नियंत्रण में लाया जा सकता है ।
- (v) लोअर क्वार्ट्रेंट सिग्नलिंग क्षेत्र में चेतावनी सिग्नल को "ऑफ" नहीं किया गया है तथा अपर क्वार्ट्रेंट बहुत संकेती सिग्नलिंग क्षेत्र में दूर सिग्नल को "सावधानता" स्थिति में रखा जाता है ।
- (ग) स्टेशन से जाने वाली गाड़ी की स्थिति के कैच साईडिंग के कांटे में लाइन के लिए तब तक सैट न किए जाए जब तक कि, अगले स्टेशन से आगमन अनुमति प्राप्त ना हो जाए ।
- (घ) (i) जैसे ही गाड़ी का अंतिम वाहन कांटो को पार कर ले और कांटे वाले को ड्यूटी के स्टेशन मास्टर से चाबी वापस मिल जाए, तो कांटो को पुनः साईडिंग के लिए सैट और ताला बंद कर दिया जाए ।
- (ii) सभी कैच साईडिंग पर हाथ सिग्नल दिखाए जाएंगे । कांटो पर काटा संकेतक लगाए जाएंगे जो जब कांटे कैच साईडिंग के लिए सैट होंगे तो लाल और में लाइन के लिए सैट होंगे तो सफेद रोशनी दिखाएंगे (सिवाय स्प्रिंग कांटो की स्थिति के) ।

स.नि.घा. 15- स्लिप साईडिंग के कांटो को ताला लगाना और खोला जाना ; -

सामान्यतः स्लिप साईडिंग के कांटे, साईडिंग के लिए तालाबंद होने चाहिए और चढ़ाई चढ़कर आने वाली गाड़ी को लेने के लिए सिग्नल को "ऑफ" करने से पहले या जाने वाली गाड़ी के मामले में अगले स्टेशन से आगमन अनुमति प्राप्त होने के बाद तुरंत इसका ताला खोल दिया जाए और उन्हें में लाइन के लिए सैट किया जाए । यदि स्टेशन से सीधी बिना रुके सीधे जाने वाली गाड़ी हो, और प्रस्थान आदेश प्राप्त न हुआ हो तो, उसे लेने के लिए निकट और बाहरी सिग्नलों को "ऑफ" करने के पहले उतराई पर आने वाली गाड़ी को पहले रोक सिग्नल पर बिलकुल ही रोक लिया जाएगा, उतराई पर आने वाली गाड़ी के मामले में, स्लिप साईडिंग कांटो के ताले केवल उसी स्थिति में खोले जाए और में लाइन के लिए सैट किए जाएंगे । जब अगले स्टेशन से आगमन अनुमति मिल चुकी हो । जैसे ही गाड़ी का अंतिम वाहन कांटो को पार कर ले तो कांटो को तुरंत स्लिप साईडिंग के लिए फिर से सैट कर देना चाहिए ।

नोट:- (1) कालका- चंडीगढ़ सेक्शन पर, जब किसी गाड़ी को स्लिप साईडिंग वाले स्टेशन से रवाना किया जाना हो तो, स्लिप साईडिंग के कांटो को तब तक नहीं खोलना चाहिए, जब तक की गाड़ी तैयार न हो जाए और लोको पायलट उनको अनलाकड करने के लिए सिटी न बजा दे ।

(2) कुछ स्लिप साईडिंगों पर स्प्रिंग कांटो की व्यवस्था की गई है । सामान्यतः इनके ताले खुले रहते हैं और ये साईडिंग के लिए सैट रहते हैं । चढ़ाई पर आने वाली गाड़ी स्टेशन में प्रवेश करते समय

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इनको चीर कर निकलती है। केवल उतराई पर जाने वाली गाई को भेजने के लिए ही इन कांटो को ताला लगाने की आवश्यकता है जब अगले ब्लाक स्टेशन से आगमन अनुमति ली जा चुकी है।

स.नि.घा. 16- स्लिप साइडिंगो पर काँटा संकेतक:- सभी स्लिप साइडिंग कांटो पर कांटा संकेतक लगाए जाएंगे जो, जब कांटे सामान्यतः स्लिप साइडिंग के लिए सैट होंगे तो लाल और जब मेन लाइन के लिए सैट होंगे तो सफ़ेद रोशनी दिखाएंगे। (सिवाय स्प्रिंग कांटो की स्थिति में)

कैच और स्लिप साइडिंगो के कांटो को ताला लगाने और ताला खोलने का कार्य केवल उसी कांटे वाले द्वारा किया जाएगा जिसको स्टेशन मास्टर के आदेश के अधीन विशेषरूप से इन कांटो का कार्यभार सौंपा गया हो।

स.नि.घा. 17- ट्रालियों पर ब्रेक - 50 में 1 से अधिक गहरे घाटो पर प्रयोग की जाने वाली सभी साइडिंग ट्रालियों में दो कारगर स्वतंत्र ब्रेक आवश्यक होने चाहिए, जिनको चारो पहियों पर एक साथ ब्रेक लगा सके। अन्य घाट खंडो पर ट्राली में केवल एक ही ब्रेक की आवश्यकता है, जो चारो पहियों पर कारगर ढंग से रोक लगा सके। प्रत्येक यात्रा से पूर्व ब्रेकों की जांच अवश्य की जाए।

स.नि.घा. 18- घाट सेक्शन पर कार्य करने वाली सभी मैटेरियल लारियो पर चारो पहियों पर परिचालित एक कुशल पेच (स्कू) ब्रेक होना चाहिए और इसके अतिरिक्त एक लंबा रस्सा जो ढलाई पर उतरते समय मानवित होना चाहिए। प्रत्येक यात्रा से पहले ब्रेक की जांच अवश्य की जानी चाहिए।

टिप्पणी:- डिप लारियो को घाट खण्डो पर चलाने की अनुमति नहीं है।

ट्राली या लारी का इंचार्ज व्यक्ति ट्राली या लारी में किसी खराबी के कारण होने वाली दुर्घटना के लिए जिम्मेदार है, जिसको वह आसानी से पता लगा सकता था।

स.नि.घा. 19- लारियो की रफ्तार :- उतराई वाली ढलानों पर लारी की रफ्तार 8 कि. मी. प्रति घंटा से अधिक नहीं होनी चाहिए।

स.नि.घा. 20- लारी केवल ब्लाक किए गए खंड में या लाइन क्लियर पर ही चलाई जाएगी- लारी को किसी ब्लाक खंड में प्रवेश करने की अनुमति देने से पहले इंचार्ज इंजीनियरिंग अधिकारी द्वारा लाइन को ब्लाक कर दिया जाना चाहिए या लाइन क्लियर प्राप्त कर लिया जाना चाहिए। लारी पर, एक ब्रेकमैन और एक हैल्पर, इन दो व्यक्तियों से अधिक को यात्रा नहीं करनी चाहिए। अन्य व्यक्ति लारी के साथ पैदल चलेंगे।

स.नि.घा. 21- मोटर और पुश ट्रालियों का संचालन- कालका- शिमला और जोगिंदर नगर- वैजनाथ पापरौला खण्डो को छोड़कर, घाट खण्डो पर मोटर ट्रालियाँ सहायक नियम 15.25/ 4

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मे दिए गए अनुदेशों के अनुसार या तो लाइन क्लीयर या ट्राली परमिट पर चलाई जाएगी फिर भी, पुश ट्रालियाँ सहायक नियम 15.26/ 5 में उल्लिखित सावधानियों के अंतर्गत चलाई जाएगी जिनका कड़ाई से पालन किया जाना चाहिए। कालका- शिमला और जोगिंदर नगर- वैजनाथ पापरौला खण्डों पर मोटर ट्रालियाँ और पुश ट्रालियों को लाइन क्लीयर पर तब तक चलाया जाना चाहिए, जब तक कि वे उतराई वाले ढालो पर किसी गाड़ी के पीछे न चल रही हो। उस स्थिति में उन्हें (सहा- नियम 15.25/ 4 में यथानिर्दिष्ट) ट्राली परमिट पर चलाया जा सकता है। कालका- शिमला और कांगड़ा घाटी खंड पर किसी ट्राली की रफ्तार 25 कि.मी. प्रति घंटा से अधिक नहीं होने चाहिए।

स.नि.घा. 22- गिल्लियां, स्काच, लकड़ी के गुटके और जंजीरे :- हर गाड़ी प्रबंधक अपने साथ पर्याप्त संख्या में गिल्लियां, स्काच, लकड़ी के गुटके और जंजीरे ले कर चलेगा ताकि इन नियमों का पालन कर सके।

स.नि.घा. 23- शंटिंग के दौरान साधारण नियम 5.20 के साथ-साथ अन्य समस्त (जो लागू हो) दिए गए नियमों का पालन किया जाएगा।

मनोज अखौरी

(मनोज कृष्ण अखौरी)
प्रमुख मुख्य परिचालन प्रबंधक

403-टी/190/5/Optg/AS/21

दिनांक : 12.07.2023

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उत्तर रेलवे

प्रधान कार्यालय

बड़ौदा हाउस

नई दिल्ली

पत्र सं. 403-टी/190/5/एस आर/परि./21

दिनांक: 08/08/2023

मण्डल रेल प्रबन्धक,

उत्तर रेलवे,

दिल्ली, फिरोजपुर, मुरादाबाद, लखनऊ एवं अम्बाला।

विषय: सामान्य एवं सहायक नियम पुस्तक 1983 का संशोधन पत्र सं. 201 एवं 202 दिनांक 07.08.2023
(English & Hindi version)

सामान्य एवं सहायक नियम पुस्तक 1983 का संशोधन पत्र सं. 201 एवं 202 दिनांक 07.08.2023
(अंग्रेजी व हिन्दी) की प्रतिलिपि आपके सूचनार्थ एवं कार्यवाही हेतु भेजी जा रही है।

Ming Seh
08/08/23

मुख्य परिचालन प्रबन्धक/ सामान्य

प्रतिलिपि:-

1. प्रमुख मुख्य अभियन्ता, उत्तर रेलवे, बड़ौदा हाउस, नई दिल्ली। (Pr.CE)
2. प्रमुख मुख्य संरक्षा अधिकारी, उत्तर रेलवे, बड़ौदा हाउस, नई दिल्ली। (Pr. CSO)
3. प्रमुख मुख्य विद्युत अभियन्ता, उत्तर रेलवे, बड़ौदा हाउस, नई दिल्ली। (Pr. CEE)
4. प्रमुख मुख्य सिगनल एवं दूर संचार अभियन्ता, उत्तर रेलवे, बड़ौदा हाउस, नई दिल्ली। (Pr. CSTE)
5. प्रमुख मुख्य यांत्रिक अभियन्ता, उत्तर रेलवे, बड़ौदा हाउस, नई दिल्ली। (Pr. CME)
6. मुख्य चलस्टाक अभियन्ता, उत्तर रेलवे, बड़ौदा हाउस, नई दिल्ली। (CRSE)
7. वरिष्ठ मण्डल परिचालन प्रबंधक, उत्तर रेलवे, दिल्ली, फिरोजपुर, मुरादाबाद, लखनऊ एवं अम्बाला।
8. वरिष्ठ मण्डल परिचालन प्रबंधक/सा. उत्तर रेलवे, दिल्ली, फिरोजपुर, मुरादाबाद, अम्बाला एवं लखनऊ।
9. वरिष्ठ मण्डल अभियन्ता, (आर एस ओ) उत्तर रेलवे, दिल्ली, फिरोजपुर, मुरादाबाद, लखनऊ एवं अम्बाला।
10. वरिष्ठ मण्डल विद्युत अभियन्ता / समन्वय, उत्तर रेलवे, दिल्ली, फिरोजपुर, मुरादाबाद, लखनऊ एवं अम्बाला।
11. वरिष्ठ मण्डल सिगनल एवं दूर संचार अभियन्ता, उत्तर रेलवे, दिल्ली, फिरोजपुर, मुरादाबाद, लखनऊ एवं अम्बाला।
12. वरिष्ठ मण्डल संरक्षा अधिकारी, उत्तर रेलवे, दिल्ली, फिरोजपुर, मुरादाबाद, लखनऊ एवं अम्बाला।
13. वरिष्ठ मण्डल यांत्रिक अभियन्ता, उत्तर रेलवे, दिल्ली, फिरोजपुर, मुरादाबाद, लखनऊ एवं अम्बाला।
14. प्रधानाचार्य, क्षेत्रीय रेल प्रशिक्षण संस्थान, उत्तर रेलवे, चन्दौसी।
15. प्रभारी प्रशिक्षक, संरक्षा शिविर/मंडल परिचालन प्रशिक्षण केन्द्र, उत्तर रेलवे, फिरोजपुर, लखनऊ, धर्मपुर, कुरुक्षेत्र, कालका, शाहजहाँपुर एवं मुरादाबाद।
16. मुख्य मुद्रण एवं लेखन सामग्री प्रबन्धक, उत्तर रेलवे, शकूरबस्ती (दो प्रति) कृपया उपरोक्त संशोधन पत्र सं. 201 एवं 202 दिनांक 07.08.2023 को उत्तर रेलवे गजट में प्रकाशित करें।
17. प्रमुख मुख्य परिचालन प्रबंधक, उत्तर पश्चिम रेलवे NWR जयपुर, उत्तर मध्य रेलवे NCR सूबेदार गंज प्रयागराज, पश्चिम मध्य रेलवे WCR जबलपुर, उत्तर पूर्व रेलवे NER गोरखपुर, पूर्व मध्य रेलवे ECR हाजीपुर व पूर्व रेलवे ER कोलकाता।
18. Pr.COM प्रमुख मुख्य परिचालन प्रबंधक, CFTM, मुख्य माल भाड़ा यातायात प्रबंधक, CTPM मुख्य यातायात योजना प्रबंधक, COM/G मुख्य परिचालन प्रबंधक/सामान्य & CPTM मुख्य यात्री यातायात प्रबंधक।

Northern Railway

Headquarters Office,
Baroda House,
New Delhi – 110001

AMENDMENT SLIP TO GENERAL & SUBSIDIARY RULES

Sub: Amendment Slip No. 201 dated 07.08.2023 to G&SR Rule Book 1983, of Northern Railway.

Ref: 1. The Gazette of India, New Delhi, July 21st 2023, Notification No.420, Railway Board's notification dated 10.07.2023 and

2. Railway Board letter no. 2021/Safety/(A&R)/19/49 dated 25.07.2023.

[In exercise of the powers conferred by clause (g) of sub-section (2) of section 60, read with section 198 of the Railways Act, 1989 (24 of 1989), the Central Government hereby makes the following rules further to amend the Indian Railways (Open Lines) General Rules, 1976.]

1. Delete Existing sub rules (1) & (2) under GR 1.01 and Substitute as under:

G.R. 1.01: Short title and commencement:

(1) These rules may be called the Indian Railways (Open Lines) General (Amendment) Rules, 2023.

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

2. Delete Existing GR 5.16 and Substitute as under:

G.R. 5.16: "Shunting during reception of trains: When signals have been taken 'off' for an incoming train on to a line which is not isolated, no shunting movement shall be carried out towards points over which the incoming train is to pass except under special instructions for identified stations where frequent shunting movements take place, and where such points are protected by a Stop Signal or by a Shunt Signal with the precautions to be observed while performing shunting that:-

- a) shunting shall be carried out under supervision of authorised competent railway servant; and
- b) rake or load should be fully on air brake; and
- c) the maximum speed during shunting operations shall not exceed 15 kmph"

3. Delete Existing GR 8.05(3) and Substitute as under:

G.R. 8.05(3): "When signals have been taken 'off' for an incoming train on to a line which is not isolated, no shunting movement shall be carried out towards points over which the incoming train is to pass except as permitted by rule 5.16 of these rules."

4. Delete Existing GR 8.10(2) and Substitute as under:

G.R. 8.10(2): "When signals have been taken 'off' for an incoming train on to a line which is not isolated, no shunting movement shall be carried out towards points over which the incoming train is to pass except as permitted by rule 5.16 of these rules."

[F.No. 2021/Safety(A&R)/19/49]
JAYA VERMA SINHA, Member (O&BD) and Ex-Officio Secy.

Note: The rule GR 5.16 is to be read along with the following instructions:
Ref: Railway Board's letter No. 2021/Safety(A&R)/19/49 dated 25.07.2023.

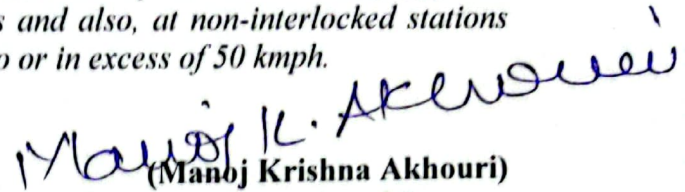
1. The relaxation of signaled shunting movements under provisos of 5.16 by PCOM may be done as an exception.
2. In such cases of shunting which are permitted by PCOM under special instructions under GR 5.16, the shunting is to be carried out with Loco in leading towards the point over which incoming train is to pass. Shunting with Loco in pushing should not normally be permitted for shunting movements permitted by PCOM under special instructions.
3. Additional precautions based on local conditions may be prescribed by PCOM to ensure safety wherever required.
4. The signaled shunting movements which are permitted under special instructions by PCOM should be clearly endorsed on the Signal Interlocking Plan and Station Working rule diagram.
5. Since the precautions stated in GR 5.16 are to be exercised by field staff, the details of such movements which have been permitted by PCOM under special instructions should be clearly mentioned in the Station Working Rules along with the list of precautions to be taken as follows:

S.No.	Signaled shunting movements permitted under special instructions		Precautions to be taken
	From Shunt Signal No.	Towards point no. (over which incoming train is to pass)	
1.			
2.			

6. The dispensation by PCOM under special instructions under GR 5.16 should be processed at the time of approval of Signalling Plans so that no rework is involved subsequently.

Delete the existing SR 5.16/1 and substitute as under:

SR 5.16/1: Shunting in face of an approaching train shall not be permitted in thick foggy and tempestuous weather in non-isolated lines and also, at non-interlocked stations where trains run through at speeds equal to or in excess of 50 kmph.


(Manoj Krishna Akhouri)
Pr. Chief Operations Manager

No.403-T/190/5/Optg/AS/21

Dated: 07.08.2023

उत्तर रेलवे

प्रधान कार्यालय
बड़ौदा हाउस
नई दिल्ली।

साधारण एवं सहायक नियम का संशोधन पत्र

विषय: उत्तर रेलवे, साधारण एवं सहायक नियम पुस्तक 1983 का संशोधन पत्र संख्या 201
दिनांक 07.08.2023

संदर्भ: 1. भारत का राजपत्र, नई दिल्ली, दिनांक 21 जुलाई 2023, अधिसूचना संख्या 420, रेलवे बोर्ड
अधिसूचना दिनांक 10.07.2023
2. रेलवे बोर्ड पत्र सं.-2021/सेफटी/(ए एंड आर)/19/49 दिनांक: 25.07.2023

[केन्द्रीय सरकार, रेल अधिनियम, 1989 (1989 का 24) की धारा 198 के साथ पठित धारा 60 की उपधारा (2) के खंड (छ) द्वारा प्रदत्त शक्तियों का प्रयोग करते हुए, भारतीय रेल (चालित लाइनें) साधारण नियम, 1976 का और संशोधन करने के लिए निम्नलिखित नियम बनाती है।]

1. वर्तमान सामान्य नियम 1.01 के उप नियम (1) एवं (2) को निम्नानुसार प्रतिस्थापित करें:-

1.01: संक्षिप्त नाम और प्रारंभ:

- (1) इन नियमों का संक्षिप्त नाम भारतीय रेल (चालित लाइनें) साधारण (संशोधन) नियम, 2023 है।
- (2) वे राजपत्र में उनके प्रकाशन की तारीख से प्रवृत्त होंगे।

2. वर्तमान साधारण नियम 5.16 को हटाए व निम्नलिखित से प्रतिस्थापित करें:

5.16: "गाड़ियों के आगमन के दौरान शंटिंग: ऐसे चिह्नानांकित स्टेशनों, जहां बार-बार शंटिंग की जाती है, और जहां शंटिंग करते समय बरती जाने वाली निम्नलिखित पूर्वावधानियों सहित ऐसे काँटों को रोक सिगनल या शंट सिगनल द्वारा संरक्षित किया गया हो, विशेष अनुदेशों के सिवाय जब कभी किसी ऐसी लाइन पर आने वाली गाड़ी के लिये सिगनल 'ऑफ' किये जायें जिसका पृथक्करण (आइसोलेट) नहीं किया गया है, तो उन काँटों की ओर कोई शंटिंग नहीं की जाएगी जिन पर आने वाली गाड़ी को पास होना है -

- क) शंटिंग, प्राधिकृत सक्षम रेल सेवक के पर्यवेक्षण में की जाएगी; और
- ख) रेक अथवा लदान पूर्णतः वात ब्रेक पर होने चाहिए; और
- ग) शंटिंग के दौरान अधिकतम गति 15 किमी. प्रतिघंटा से अधिक नहीं होगी।"

3. वर्तमान साधारण नियम 8.05 के उप-नियम (3) को हटायें व निम्नलिखित से प्रतिस्थापित करें:

8.05 (3): "इन नियमों के नियम 5.16 द्वारा यथा अनुज्ञाप्राप्त के सिवाय जब किसी लाइन पर जो पृथक नहीं की गई है पर आने वाली गाड़ी के लिए सिगनल 'ऑफ' किए जा चुके हैं तो शंटिंग उन काँटों की तरफ नहीं की जाएगी, जिन पर आने वाली गाड़ी को पास होना है।"

4. वर्तमान साधारण नियम 8.10 में, उप नियम (2) को हटायें व निम्नलिखित से प्रतिस्थापित करें:

8.10(2): "इन नियमों के नियम 5.16 द्वारा यथा अनुज्ञाप्राप्त के सिवाय जब किसी लाइन पर, जो पृथक नहीं की गई है, पर आने वाली गाड़ी के लिए सिगनल 'ऑफ' किये जा चुके हैं तो शंटिंग उन काँटों की तरफ नहीं की जाएगी, जिन पर आने वाली गाड़ी को पास होना है।"

[फा.सं. 2021/संरक्षा(ए एंड आर)/19/49]

जया वर्मा सिन्हा, सदस्य (परिचालन एवं व्यवसाय विकास) तथा पदेन सचिव

टिप्पणी:-

साधारण नियम 5.16 को निम्नलिखित अनुदेशों के साथ पढ़ा जाए:

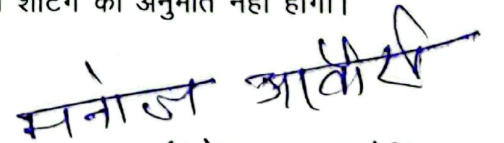
1. प्रधान मुख्य परिचालन प्रबंधक द्वारा 5.16 के परंतुक के तहत सिगनल शंटिंग संचलन की अपवाद स्वरूप छूट दी जा सकती है।
2. शंटिंग के ऐसे मामलों में, जहां जी.आर. 5.16 के तहत विशेष अनुदेशों के अंतर्गत प्रधान मुख्य परिचालन प्रबंधक द्वारा अनुमति दी गई है, लोको को आगे की ओर लगाकर शंटिंग उस पॉइंट की ओर की जाएगी जहां से आने वाली रेलगाड़ी को गुजरना है। विशेष अनुदेशों के तहत प्रधान मुख्य परिचालन प्रबंधक द्वारा अनुमत शंटिंग संचलन के लिए आमतौर पर पुशिंग लोको के साथ शंटिंग की अनुमति नहीं दी जानी चाहिए।
3. आवश्यकता होने पर संरक्षा सुनिश्चित करने के लिए प्रधान मुख्य परिचालन प्रबंधक द्वारा स्थानीय स्थितियों के आधार पर अतिरिक्त सावधानियाँ निर्धारित की जा सकती है।
4. प्रधान मुख्य परिचालन प्रबंधक द्वारा विशेष अनुदेशों के तहत अनुमत सिगनल शंटिंग संचलन को सिगनल इन्टरलॉकिंग योजना और स्टेशन संचालन नियम रूपरेखा में स्पष्ट रूप से पृष्ठांकित किया जाए।
5. चूंकि जी.आर. 5.16 में उल्लिखित सावधानियों का फील्ड कर्मचारियों द्वारा पालन किया जाना है, इसलिए प्रधान मुख्य परिचालन प्रबंधक द्वारा विशेष अनुदेशों के तहत अनुमत ऐसे संचलन का स्टेशन संचालन नियमों में सावधानियों की सूची सहित स्पष्ट रूप से उल्लेख किया जाए, जो निम्नानुसार है:

क्र. सं.	विशेष अनुदेशों के तहत अनुमत सिगनल शंटिंग संचलन		बरती जाने वाली सावधानियां
	शंट सिगनल सं.	पॉइंट नंबर की ओर (जहां से आने वाली रेलगाड़ी को गुजरना है)	
1			
2			

6. संशोधित जी.आर. 5.16 के अंतर्गत विशेष अनुदेशों के तहत प्रधान मुख्य परिचालन प्रबंधक द्वारा विशेषानुमति की कार्रवाई सिगनल योजना के अनुमोदन के समय करनी चाहिए ताकि तदुपरांत कोई पुनः कार्य शामिल न हो।

वर्तमान सहायक नियम 5.16/1 को हटायें व निम्नलिखित प्रतिस्थापित करें:-

धुंध व तूफानी मौसम में नॉन आइसोलेट लाइनों और नान इन्टरलॉक स्टेशनों पर जहां रन थ्रू गाड़ियों की गति 50 किमी प्रति घंटा के समतुल्य या अधिक है वहां पहुंचने वाली गाड़ियों के सामने शंटिंग की अनुमति नहीं होगी।


(मनोज कृष्ण अखौरी)
प्रमुख मुख्य परिचालन प्रबंधक

403-टी/190/5/Optg/AS/21

दिनांक: 07.08.2023

Northern Railway

Headquarters Office,
Baroda House,
New Delhi – 110001

AMENDMENT SLIP TO GENERAL & SUBSIDIARY RULES

Sub: Amendment Slip No. 202 dated 07.08.2023 to G&SR Rule Book 1983, of Northern Railway.

Ref: 1. The Gazette of India, New Delhi, July 25th 2023, Notification No.429, Railway Board notification dated 11.07.2023 and
2. Railway Board letter no. 2021/Safety/(A&R)/19/49 dated 31.07.2023.

[In exercise of the powers conferred by clause (g) of sub-section (2) of section 60, read with section 198 of the Railways Act, 1989 (24 of 1989), the Central Government hereby makes the following rules further to amend the Indian Railways (Open Lines) General Rules, 1976.]

1. Delete Existing sub rules (1) & (2) under GR 1.01 and substitute as under:

G.R. 1.01: Short title and commencement:

- (1) These rules may be called the Indian Railway (Open Lines) General (Second Amendment) Rules, 2023.
- (2) They shall come into force on the date of their publication in the Official Gazette.

2. Add the following sub-rule in GR 3.47:

GR 3.47: “(1) Taking ‘Off’ signals for more than one train at a time when two or more trains are approaching simultaneously from any direction may be permitted over non-isolated lines; under special instructions when requirements of adequate distance under Rule 3.40 are fulfilled; and under approved special instructions when requirements of adequate distance under Rule 3.40 are not fulfilled.”

3. Delete Sub Rule GR 3.13 (2) and Substitute with the following:

GR 3.13(2): A Calling-on signal, where provided, shall be fixed below a Stop signal governing the approach of a train. Under special instructions, a Calling-on signal may be provided below any other Stop signal except the last Stop signal.”

4. Delete Sub Rule GR 3.70(4) and Substitute with the following:

GR 3.70(4): Where under special instructions a Calling-on signal has been provided below a departure Stop signal, other than the last Stop signal, the Calling-on signal shall not be taken “off” unless the conditions for taking “off” the departure Stop signal above it have been fulfilled.

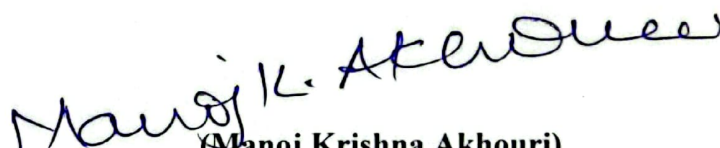
5. Delete Sub Rule GR 3.81(1)(b) and Substitute with the following:
GR 3.81(1)(b): by taking 'off' the Calling-on signal, if provided under special instructions, vide sub-rule(2) of Rule 3.13."

[F.No. 2021/Safety(A&R)/19/49]
JAYA VERMA SINHA, Member (O&BD) and Ex-Officio Secy.

Note: The rule GR 3.47 is to be read along with the following instructions:
(Ref: Railway Board's letter no. 2021/safety (A&R)/19/49 Pt. I dated 31.07.2023)

1. All such dispensations under GR 3.47(1) shall be separately listed under heading "Simultaneous Movements without Physical isolation" in the SIP & SWR Diagram.
2. All "Simultaneous Movements without Physical isolation" shall be included in Station Working Rules along-with instructions as approved under "special instructions" or under "approved special instructions".
3. Special precautions for allowing directly opposite movements may be considered by the Zonal Railways as per site requirements, if any.
4. Before permitting movements under GR 3.47(1), local conditions like gradients, speed, curvature, in the yards etc. may be considered.

Delete the existing SR 3.47/1.


(Manoj Krishna Akhouri)
Pr. Chief Operations Manager

No.403-T/190/5/Optg/AS/21
Dated: 07.08.2023

उत्तर रेलवे

प्रधान कार्यालय
बड़ौदा हाउस
नई दिल्ली।

साधारण एवं सहायक नियम का संशोधन पत्र

विषय: उत्तर रेलवे, साधारण एवं सहायक नियम पुस्तक 1983 का संशोधन पत्र संख्या 202

दिनांक: 07.08.2023

- संदर्भ: 1. भारत का राजपत्र, नई दिल्ली, दिनांक 25 जुलाई 2023, अधिसूचना संख्या 429, रेलवे बोर्ड अधिसूचना दिनांक 11.07.2023
2. रेलवे बोर्ड पत्र सं.-2021/सेपटी/(ए एंड आर)/19/49/पार्ट(1) दिनांक: 31.07.2023

[केन्द्रीय सरकार, रेल अधिनियम, 1989 (1989 का 24) की धारा 198 के साथ पारित धारा 60 की उपधारा (2) के खंड (छ) द्वारा प्रदत्त शक्तियों का प्रयोग करते हुए, भारतीय रेल (चालित लाइनें) साधारण नियम, 1976 का और संशोधन करने के लिए निम्नलिखित नियम बनाती है।]

1. वर्तमान साधारण नियम 1.01 के उप नियम (1) एवं (2) को निम्नानुसार प्रतिस्थापित करें:-

1.01: संक्षिप्त नाम और प्रारंभ:

(1) इन नियमों का संक्षिप्त नाम भारतीय रेल (चालित लाइनें) साधारण (दूसरा संशोधन) नियम, 2023 है।

(2) ये राजपत्र में उनके प्रकाशन की तारीख से प्रवृत्त होंगे।

2. साधारण नियम 3.47 में निम्नलिखित उप नियम जोड़ें:

3.47: "(1) जब दो या दो से अधिक रेलें किसी भी दिशा से एक साथ आ रही हों तो एक से अधिक रेलों के लिए सिगनल 'ऑफ' करने के लिए उन्हें गैर पृथक् लाइनों पर अनुमति दी जा सकेगी; विशेष अनुदेशों के अधीन, जब नियम 3.40 के अधीन पर्याप्त दूरी की आवश्यकता पूरी हो जाती है; और अनुमोदित विशेष अनुदेशों के अधीन, जब नियम 3.40 के अधीन पर्याप्त दूरी की आवश्यकता पूरी नहीं होती है।"

3. साधारण नियम 3.13 उपनियम (2) को हटायें व निम्नलिखित से प्रतिस्थापित करें:

3.13(2): "यदि बुलावा (कॉलिंग-ऑन) सिगनल लगाया जाता है तो वह आने वाली गाड़ी का नियंत्रण करने वाले रोक (स्टॉप) सिगनल के नीचे लगाया जाएगा। विशेष अनुदेशों के अनुसार बुलावा (कॉलिंग-ऑन) सिगनल अंतिम रोक (स्टॉप) सिगनल के सिवाय किसी भी अन्य रोक (स्टॉप) सिगनल के नीचे लगाया जा सकता है।"

4. साधारण नियम 3.70 के उपनियम (4) को हटाए व निम्नलिखित से प्रतिस्थापित करें:

3.70(4): "जहाँ विशेष अनुदेशों के अधीन कोई बुलावा (कॉलिंग ऑन) सिगनल किसी ऐसे प्रस्थान रोक (स्टॉप) सिगनल, जो अंतिम रोक (स्टॉप) सिगनल नहीं है, के नीचे लगाया गया है तो उस बुलावा (कॉलिंग ऑन) सिगनल को तब तक 'ऑफ' नहीं किया जायेगा जब तक कि उसके ऊपर के प्रस्थान रोक (स्टॉप) सिगनल को 'ऑफ' करने की सभी शर्तें पूरी नहीं हो जाती है।"

5. साधारण नियम 3.81 में, उपनियम (1)(ख) को हटाए व निम्नलिखित से प्रतिस्थापित करें:

3.81(1)(ख): "यदि नियम 3.13 के उपनियम (2) के अनुसार विशेष अनुदेशों के अधीन बुलावा (कौलिंग- ऑन) सिगनल की व्यवस्था है, तो उसे 'ऑफ' करके;"

[फा.सं. 2021/संरक्षा(ए एंड आर)/19/49]

जया वर्मा सिन्हा, सदस्य (परिचालन एवं व्यवसाय विकास) तथा पदेन सचिव

टिप्पणी: नियम जी.आर. 3.47 को निम्नलिखित अनुदेशों के साथ पढ़ा जाए:

(संदर्भ: रेलवे बोर्ड पत्र सं.- 2021/सेफटी/ए एंड आर/19/49 पार्ट 1 दिनांक: 31.07.2023)

1. जीआर 3.47 (1) के अंतर्गत ऐसी सभी विशेषानुमतियों को एस.आई.पी. (SIP) और एस.डब्ल्यू.आर. (SWR) आरेख में "भौतिक अलगाव के बिना एकसाथ संचलन" शीर्ष के तहत अलग से सूचीबद्ध किया जाएगा।
2. सभी "भौतिक अलगाव के बिना एकसाथ संचलन" को "विशेष अनुदेशों" या "अनुमोदित विशेष अनुदेशों" के तहत अनुमोदित अनुदेशों के साथ स्टेशन संचालन नियमों में शामिल किया जाएगा।
3. साइट संबंधी आवश्यकताओं, यदि कोई हों, के अनुसार क्षेत्रीय रेलों द्वारा सीधे ही विपरीत दिशा में संचलन की अनुमति देने के लिए विशेष सावधानियों पर विचार किया जाए।
4. जी.आर. 3.47(1) के अंतर्गत संचलन की अनुमति देने से पहले, स्थानीय स्थितियों जैसे ग्रेडिएंट, गति, घुमावदार मोड़, यार्ड आदि के संबंध में विचार किया जाए।

वर्तमान सहायक नियम 3.47/1 को हटायें।

मनोज अखौरी

(मनोज कृष्ण अखौरी)
प्रमुख मुख्य परिचालन प्रबंधक

403-टी/190/5/Optg/AS/21

दिनांक: 07.08.2023

उत्तर रेलवे

प्रधान कार्यालय
बड़ौदा हाउस
नई दिल्ली

पत्र सं. 403-टी/190/5/एस आर/परि./21

दिनांक: 17/11/2023

मण्डल रेल प्रबन्धक,
उत्तर रेलवे,
दिल्ली, फिरोजपुर, मुरादाबाद, लखनऊ एवं अम्बाला।

विषय: सामान्य एवं सहायक नियम पुस्तक 1983 का संशोधन पत्र सं. 203 दिनांक 15.11.2023 (English & Hindi version) सामान्य एवं सहायक नियम पुस्तक 1983 का संशोधन पत्र सं. 203 दिनांक 15.11.2023 (अंग्रेजी व हिन्दी) की प्रतिलिपि आपके सूचनार्थ एवं कार्यवाही हेतु भेजी जा रही है।

उप0 मुख्य परिचालन प्रबन्धक/सामान्य

प्रतिलिपि:-

1. प्रमुख मुख्य अभियन्ता, उत्तर रेलवे, बड़ौदा हाउस, नई दिल्ली। (Pr. CE)
2. प्रमुख मुख्य संरक्षा अधिकारी, उत्तर रेलवे, बड़ौदा हाउस, नई दिल्ली। (Pr. CSO)
3. प्रमुख मुख्य विद्युत अभियन्ता, उत्तर रेलवे, बड़ौदा हाउस, नई दिल्ली। (Pr. CEE)
4. प्रमुख मुख्य सिगनल एवं दूर संचार अभियन्ता, उत्तर रेलवे, बड़ौदा हाउस, नई दिल्ली। (Pr. CSTE)
5. प्रमुख मुख्य यांत्रिक अभियन्ता, उत्तर रेलवे, बड़ौदा हाउस, नई दिल्ली। (Pr. CME)
6. मुख्य चलस्टाक अभियन्ता, उत्तर रेलवे, बड़ौदा हाउस, नई दिल्ली। (CRSE)
7. वरिष्ठ मण्डल परिचालन प्रबंधक, उत्तर रेलवे, दिल्ली, फिरोजपुर, मुरादाबाद, लखनऊ एवं अम्बाला।
8. वरिष्ठ मण्डल परिचालन प्रबंधक/सा. उत्तर रेलवे, दिल्ली, फिरोजपुर, मुरादाबाद, अम्बाला एवं लखनऊ।
9. वरिष्ठ मण्डल अभियन्ता, (आर एस ओ) उत्तर रेलवे, दिल्ली, फिरोजपुर, मुरादाबाद, लखनऊ एवं अम्बाला।
10. वरिष्ठ मण्डल विद्युत अभियन्ता / समन्वय, उत्तर रेलवे, दिल्ली, फिरोजपुर, मुरादाबाद, लखनऊ एवं अम्बाला।
11. वरिष्ठ मण्डल सिगनल एवं दूर संचार अभियन्ता, उत्तर रेलवे, दिल्ली, फिरोजपुर, मुरादाबाद, लखनऊ एवं अम्बाला।
12. वरिष्ठ मण्डल संरक्षा अधिकारी, उत्तर रेलवे, दिल्ली, फिरोजपुर, मुरादाबाद, लखनऊ एवं अम्बाला।
13. वरिष्ठ मण्डल यांत्रिक अभियन्ता, उत्तर रेलवे, दिल्ली, फिरोजपुर, मुरादाबाद, लखनऊ एवं अम्बाला।
14. प्रधानाचार्य, क्षेत्रीय रेल प्रशिक्षण संस्थान, उत्तर रेलवे, चन्दौसी।
15. प्रभारी प्रशिक्षक, संरक्षा शिविर/मंडल परिचालन प्रशिक्षण केन्द्र, उत्तर रेलवे, फिरोजपुर, लखनऊ, धर्मपुर, कुरुक्षेत्र, कालका, शाहजहाँपुर एवं मुरादाबाद।
16. मुख्य मुद्रण एवं लेखन सामग्री प्रबन्धक, उत्तर रेलवे, शकूरबस्ती (दो प्रति) कृपया उपरोक्त संशोधन पत्र सं. 203 दिनांक 15.11.2023 को उत्तर रेलवे गजट में प्रकाशित करें।
17. प्रमुख मुख्य परिचालन प्रबंधक, उत्तर पश्चिम रेलवे NWR जयपुर, उत्तर मध्य रेलवे NCR सूबेदार गंज प्रयागराज, पश्चिम मध्य रेलवे WCR जबलपुर, उत्तर पूर्व रेलवे NER गोरखपुर, पूर्व मध्य रेलवे ECR हाजीपुर व पूर्व रेलवे ER कोलकाता।
18. Pr.COM प्रमुख मुख्य परिचालन प्रबंधक, CFTM, मुख्य, माल भाड़ा यातायात प्रबंधक, CTPM मुख्य यातायात योजना प्रबंधक, COM/G मुख्य परिचालन प्रबंधक/सामान्य & CPTM मुख्य यात्री यातायात प्रबंधक।

Northern Railway

Headquarters Office,
Baroda House,
New Delhi – 110001

AMENDMENT SLIP TO GENERAL & SUBSIDIARY RULES

Sub: Amendment Slip No. 203 dated 15.11.2023 to G&SR Rule Book 1983, of Northern Railway.

1. Delete Existing S.R. 4.42/5(a)(i) and Substitute as under:

S.R. 4.42/5(a)(i): In case of a train running through a station, the Station Master shall show an all right signal to the train if all is right for the train to continue the journey otherwise he shall show Danger signal or other prescribed indication. While running through station, the Loco Pilot and the Train Manager shall be on the lookout for such signals which shall be duly acknowledged by the Train Manager. For Train Manager's compartment having sealed window panes of rakes in trains like Rajdhani, Shatabdi, Duranto, Garib Rath etc., the Train Manager shall, while passing through a station exchange "all right" signal with Station Master by switching on his green flashing light of tri-colour torch through the window/door window and Train Manager shall watch the signal from station and be extra vigilant. In case of Vande Bharat, while passing through a station, Train Manager and Loco Pilot shall keep pressed signal exchange button to display signal exchange light provided at both sides of train set. This will serve the purpose of exchange the signal with station staff as well as exchange of signal with passing train on adjacent line. In case the Loco Pilot and the Train Manager do not receive such signals, they shall exercise extra caution to ensure that all is right for the train to proceed on. Failure on the part of Station Master to display signals shall be reported in the Train Manager's Journal and also to the Station Master on duty at the next stopping station. On controlled sections, the same will be relayed to the Section Controller for taking suitable action by the Station Master receiving the report under exchange of Private Numbers.

2. Add the following as SR 4.19/2(b)(vi):

S.No.	Item	Quantity	Maintained/supplied by
(vi)	Rope ladders	02 (01 each in both end SLR/Power cars)	JE (C&W)

(Sanjay Kumar Jain)
Principal Chief Operations Manager
Northern Railway

No. 403-T/190/5/Optg/AS/21

Dated: 15.11.2023

उत्तर रेलवे

प्रधान कार्यालय
बड़ौदा हाउस
नई दिल्ली-110001

सामान्य एवं सहायक नियमों में संशोधन पत्र

विषय: सामान्य एवं सहायक नियम पुस्तक 1983, उत्तर रेलवे में संशोधन पत्र संख्या 203, दिनांक
15/11/2023.

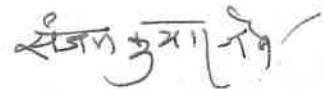
1. सहा. नियम 4.42/5 (क)(1) को हटायें व निम्नलिखित से प्रतिस्थापित करें:

स.नि. 4.42/5

(क) (i) स्टेशन से रन थू जाने वाली गाड़ी के मामले में, यदि गाड़ी को यात्रा जारी रखने के लिए सभी सही है तो, स्टेशन मास्टर गाड़ी को ऑल राइट संकेत दिखायेगा अन्यथा वह खतरे का संकेत या अन्य निर्धारित संकेत दिखाएगा। स्टेशन से रन थू जाते समय, लोको पायलट और गाड़ी प्रबंधक ऐसे संकेतों का ध्यान रखेंगे, जिसका गाड़ी प्रबंधक द्वारा विधिवत पावती सुनिश्चित किया जायेगा। राजधानी, शताब्दी, दुरंतो, गरीब रथ इत्यादि जैसी गाड़ियों के रैक जिनमें गाड़ी प्रबंधक कंपार्टमेंट की खिड़कियां सीलबंद है, गाड़ी प्रबंधक स्टेशन से गुजरते समय खिड़की/दरवाजे के माध्यम से तीन रंग वाले टार्च की हरी बत्ती को चालू करके स्टेशन मास्टर के साथ "आल राइट" संकेत का आदान-प्रदान करेगा और गाड़ी प्रबंधक, स्टेशन के संकेत को देखेगा और अधिक सतर्क रहेगा। वंदे भारत गाड़ी के मामले में, किसी स्टेशन से थू गुजरते समय, गाड़ी प्रबंधक व लोको पायलट सिगनल एक्सचेंज लाइट को प्रदर्शित करने के लिए गाड़ी के दोनों ओर प्रदान किए गए सिगनल एक्सचेंज बटन को दबा कर रखेंगे। इससे स्टेशन स्टाफ के साथ-साथ निकटवर्ती लाइन पर गुजरने वाली गाड़ी के साथ संकेत के आदान-प्रदान का उद्देश्य पूरा हो जाएगा। यदि लोको पायलट और गाड़ी प्रबंधक को ऐसे संकेत नहीं मिलते हैं, तो उन्हें यह सुनिश्चित करने के लिए अतिरिक्त सावधानी बरतनी होगी कि गाड़ी आगे प्रस्थान के लिए सबकुछ ठीक है। स्टेशन मास्टर की ओर से संकेत प्रदर्शित करने में विफलता की सूचना गाड़ी प्रबंधक के रजिस्टर(जरनल) में और अगले ठहराव वाले स्टेशन पर ड्यूटी पर मौजूद स्टेशन मास्टर को भी दी जाएगी। नियंत्रित खंडों पर, रिपोर्ट प्राप्त करने वाले स्टेशन मास्टर द्वारा उचित कार्रवाई करने के लिए इसे अनुभाग नियंत्रक को गुप्तांकों के आदान प्रदान के तहत प्रेषित किया जाएगा।

2. निम्नलिखित को स.नि. 4.19/2(ख)(vi) के रूप में जोड़े:

क्र.सं.	मद	मात्रा	निम्नलिखित के द्वारा अनुरक्षण/सप्लाई
(vi)	रस्सी की सीढ़ियां	02 (दोनों सिरों पर SLR/पावर कारों में एक-एक)	जे.ई.(सी. एंड डब्ल्यू.)



(संजय कुमार जैन)
प्रमुख मुख्य परिचालन प्रबंधक
उत्तर रेलवे

संख्या: 403-टी./190/5/परि./सं.पत्र/21
दिनांक: 15.11.2023

उत्तर रेलवे

प्रधान कार्यालय

बड़ौदा हाउस

नई दिल्ली

पत्र सं. 403-टी/190/5/एस आर/परि./21

दिनांक: 20/11/2023

मण्डल रेल प्रबन्धक,

उत्तर रेलवे,

दिल्ली, फिरोजपुर, मुरादाबाद, लखनऊ एवं अम्बाला।

विषय: सामान्य एवं सहायक नियम पुस्तक 1983 का संशोधन पत्र सं. 204 दिनांक 20.11.2023 (English & Hindi version)

सामान्य एवं सहायक नियम पुस्तक 1983 का संशोधन पत्र सं. 204 दिनांक 20.11.2023 (अंग्रेजी व हिन्दी) की प्रतिलिपि आपके सूचनार्थ एवं कार्यवाही हेतु भेजी जा रही है।



Amreena
20/11/23
कृते महाप्रबंधक/परिचालन
O/C

प्रतिलिपि:-

1. प्रमुख मुख्य अभियन्ता, उत्तर रेलवे, बड़ौदा हाउस, नई दिल्ली। (Pr.CE)
2. प्रमुख मुख्य संरक्षा अधिकारी, उत्तर रेलवे, बड़ौदा हाउस, नई दिल्ली। (Pr. CSO)
3. प्रमुख मुख्य विद्युत अभियन्ता, उत्तर रेलवे, बड़ौदा हाउस, नई दिल्ली। (Pr. CEE)
4. प्रमुख मुख्य सिगनल एवं दूर संचार अभियन्ता, उत्तर रेलवे, बड़ौदा हाउस, नई दिल्ली। (Pr. CSTE)
5. प्रमुख मुख्ययांत्रिक अभियन्ता, उत्तर रेलवे, बड़ौदा हाउस, नई दिल्ली। (Pr. CME)
6. मुख्य चलस्टाक अभियन्ता, उत्तर रेलवे, बड़ौदा हाउस, नई दिल्ली। (CRSE)
7. वरिष्ठ मण्डल परिचालन प्रबंधक, उत्तर रेलवे, दिल्ली, फिरोजपुर, मुरादाबाद, लखनऊ एवं अम्बाला।
8. वरिष्ठ मण्डल परिचालन प्रबंधक/सा. उत्तर रेलवे, दिल्ली, फिरोजपुर, मुरादाबाद, अम्बाला एवं लखनऊ।
9. वरिष्ठ मण्डल अभियन्ता, (आर एस ओ) उत्तर रेलवे, दिल्ली, फिरोजपुर, मुरादाबाद, लखनऊ एवं अम्बाला।
10. वरिष्ठ मण्डल विद्युत अभियन्ता / समन्वय, उत्तर रेलवे, दिल्ली, फिरोजपुर, मुरादाबाद, लखनऊ एवं अम्बाला।
11. वरिष्ठ मण्डल सिगनल एवं दूर संचार अभियन्ता, उत्तर रेलवे, दिल्ली, फिरोजपुर, मुरादाबाद, लखनऊ एवं अम्बाला।
12. वरिष्ठ मण्डल संरक्षा अधिकारी, उत्तर रेलवे, दिल्ली, फिरोजपुर, मुरादाबाद, लखनऊ एवं अम्बाला।
13. वरिष्ठ मण्डल यांत्रिक अभियन्ता, उत्तर रेलवे, दिल्ली, फिरोजपुर, मुरादाबाद, लखनऊ एवं अम्बाला।
14. प्रधानाचार्य, क्षेत्रीय रेल प्रशिक्षण संस्थान, उत्तर रेलवे, चन्दौसी।
15. प्रभारी प्रशिक्षक, संरक्षा शिविर/मंडल परिचालन प्रशिक्षण केन्द्र, उत्तर रेलवे, फिरोजपुर, लखनऊ, धर्मपुर, कुरुक्षेत्र, कालका, शाहजहाँपुर एवं मुरादाबाद।
16. मुख्य मुद्रण एवं लेखन सामग्री प्रबन्धक, उत्तर रेलवे, शकूरबस्ती (दो प्रति) कृपया उपरोक्त संशोधन पत्र सं. 204 दिनांक 20.11.2023 को उत्तर रेलवे गजट में प्रकाशित करें।
17. प्रमुख मुख्य परिचालन प्रबंधक, उत्तर पश्चिम रेलवे NWR जयपुर, उत्तर मध्य रेलवे NCR सूबेदार गंज प्रयागराज, पश्चिम मध्य रेलवे WCR जबलपुर, उत्तर पूर्व रेलवे NER गोरखपुर, पूर्व मध्य रेलवे ECR हाजीपुर व पूर्व रेलवे ER कोलकाता।
18. Pr.COM प्रमुख मुख्य परिचालन प्रबंधक, CFTM, मुख्य माल भाड़ा यातायात प्रबंधक, CTPM मुख्य यातायात योजना प्रबंधक, COM/G मुख्य परिचालन प्रबंधक/सामान्य & CPTM मुख्य यात्री यातायात प्रबंधक।

Northern Railway

Headquarters Office,
Baroda House,
New Delhi – 110001

AMENDMENT SLIP TO GENERAL & SUBSIDIARY RULES

Sub: Amendment Slip No. 204 dated 20.11.2023 to G&SR Rule Book 1983, of Northern Railway.

Delete Existing S.R. 3.78/3(a) and Substitute as under:

SR 3.78/3(a): *Every Loco Pilot/Assist. Loco Pilot should be given three trips(Up & Dn direction separately) for learning road out of which one must be by night to familiarize himself with the section(s) on which he is rostered for duty. On Ghat section and in Automatic territories minimum six trips of road learning shall be provided in both the directions. If more than one line is available in a section, atleast one trip of road learning in each line shall be provided. However, no separate road learning is required for Loco Pilot/Assistant Loco Pilot who are already having road learning in the section, in case the existing section/yard is being added with 2nd, 3rd, 4th line or IBS. In such cases, running staff may move train in such sections with maximum speed of 40 KMPH during day and 15 KMPH by night for the first two trips to acquaint themselves.*

This has the approval of the Authorized Officer.

Please acknowledge receipt of the same.

All concerned may please be notified.



(Satya Narayan Meena)

**Assistant Transportation Manager/Rules
Northern Railway**

No. 403-T/190/5/Optg/AS/21

Dated: 20.11.2023

उत्तर रेलवे

प्रधान कार्यालय
बड़ौदा हाउस
नई दिल्ली -110001

सामान्य एवं सहायक नियम में संशोधन पत्र

विषय: सामान्य एवं सहायक नियम पुस्तक 1983, उत्तर रेलवे का संशोधित पत्र संख्या 204,
दिनांक 20.11.2023

मौजूदा स.नि. 3.78/3 (a) को हटाएं और निम्नानुसार प्रतिस्थापित करें

स.नि. 3.78/3 (a): प्रत्येक लोको पायलट/ सहायक लोको पायलट को जिस सेक्शन/सेक्शनों पर कार्य करना है उससे स्वयं को सुपरिचित करने के लिए तीन फेरे लर्निंग रोड (अप व डाउन दिशा के अलग-अलग) दिए जायेंगे जिसमें से एक रात्रि में अवश्य होगा। घाट सेक्शन और स्वचालित सेक्शनों में दोनों दिशाओं में न्यूनतम छः फेरे रोड लर्निंग दी जाएगी। यदि सेक्शन में एक से अधिक लाइने हैं तो प्रत्येक लाइन के लिए कम से कम एक फेरा लर्निंग रोड दिया जाएगा। यद्यपि लोको पायलट/ सहायक लोको पायलट जो पहले से ही सेक्शन में रोड लर्निंग कर चुके हैं, के लिए अलग से रोड लर्निंग की आवश्यकता नहीं है, यदि मौजूदा सेक्शन/यार्ड में 2nd, 3rd, व 4th लाइन अथवा आई बी एस को जोड़ा जा रहा है तो रनिंग स्टाफ पहले दो फेरों के लिए दिन के दौरान 40 किलोमीटर प्रति घंटा और रात में 15 किलोमीटर प्रति घंटा की अधिकतम गति के साथ ट्रेन चला कर स्वयं को सेक्शन से परिचित कर सकता है।

इसे प्राधिकृत अधिकारी की मंजूरी प्राप्त है।

कृपया इसकी पावती स्वीकार करें।

कृपया सभी संबंधितों को सूचित किया जाए।

21.11.23
(सत्य नारायण मीमा)
सहायक परिचालन प्रबंधक/नियम
उत्तर रेलवे

संख्या: 403-टी. /190/5/परि. /स. पत्र/21

दिनांक : 20.11.2023

उत्तर रेलवे

पत्र सं. 403-टी/190/5/एस आर/परि./21

मण्डल रेल प्रबन्धक,

उत्तर रेलवे,

दिल्ली, फिरोजपुर, मुरादाबाद, लखनऊ एवं अम्बाला।



प्रधान कार्यालय

बड़ीदा हाउस

नई दिल्ली

दिनांक: 14/12/2023

विषय: सामान्य एवं सहायक नियम पुस्तक 1983 का संशोधन पत्र सं. 205 दिनांक 14.12.2023 (English & Hindi version)

सामान्य एवं सहायक नियम पुस्तक 1983 का संशोधन पत्र सं. 205 दिनांक 14.12.2023 (अंग्रेजी व हिन्दी) की प्रतिलिपि आपके सूचनार्थ एवं कार्यवाही हेतु भेजी जा रही है।

इसके लिए सक्षम प्राधिकारी का अनुमोदन प्राप्त है।

14/12/23
कृते महाप्रबंधक/परिचालन

प्रतिलिपि:-

1. प्रमुख मुख्य अभियन्ता, उत्तर रेलवे, बड़ीदा हाउस, नई दिल्ली। (Pr. CE)
2. प्रमुख मुख्य संरक्षा अधिकारी, उत्तर रेलवे, बड़ीदा हाउस, नई दिल्ली। (Pr. CSO)
3. प्रमुख मुख्य विद्युत अभियन्ता, उत्तर रेलवे, बड़ीदा हाउस, नई दिल्ली। (Pr. GEE)
4. प्रमुख मुख्य सिगनल एवं दूर संचार अभियन्ता, उत्तर रेलवे, बड़ीदा हाउस, नई दिल्ली। (Pr. CSTE)
5. प्रमुख मुख्य यांत्रिक अभियन्ता, उत्तर रेलवे, बड़ीदा हाउस, नई दिल्ली। (Pr. CME)
6. मुख्य चलस्टाक अभियन्ता, उत्तर रेलवे, बड़ीदा हाउस, नई दिल्ली। (CRSE)
7. वरिष्ठ मण्डल परिचालन प्रबंधक, उत्तर रेलवे, दिल्ली, फिरोजपुर, मुरादाबाद, लखनऊ एवं अम्बाला।
8. वरिष्ठ मण्डल परिचालन प्रबंधक/सा. उत्तर रेलवे, दिल्ली, फिरोजपुर, मुरादाबाद, अम्बाला एवं लखनऊ।
9. वरिष्ठ मण्डल अभियन्ता, (आर एस ओ) उत्तर रेलवे, दिल्ली, फिरोजपुर, मुरादाबाद, लखनऊ एवं अम्बाला।
10. वरिष्ठ मण्डल विद्युत अभियन्ता / समन्वय, उत्तर रेलवे, दिल्ली, फिरोजपुर, मुरादाबाद, लखनऊ एवं अम्बाला।
11. वरिष्ठ मण्डल सिगनल एवं दूर संचार अभियन्ता, उत्तर रेलवे, दिल्ली, फिरोजपुर, मुरादाबाद, लखनऊ एवं अम्बाला।
12. वरिष्ठ मण्डल संरक्षा अधिकारी, उत्तर रेलवे, दिल्ली, फिरोजपुर, मुरादाबाद, लखनऊ एवं अम्बाला।
13. वरिष्ठ मण्डल यांत्रिक अभियन्ता, उत्तर रेलवे, दिल्ली, फिरोजपुर, मुरादाबाद, लखनऊ एवं अम्बाला।
14. प्रधानाचार्य, क्षेत्रीय रेल प्रशिक्षण संस्थान, उत्तर रेलवे, चन्दाँसी।
15. प्रभारी प्रशिक्षक, संरक्षा विवर/मंडल परिचालन प्रशिक्षण केन्द्र, उत्तर रेलवे, फिरोजपुर, लखनऊ, धर्मपुर, कुम्हौन, कालका, शाहजहाँपुर एवं मुसदाबाद।
16. मुख्य मुद्रण एवं लेखन सामग्री प्रबन्धक, उत्तर रेलवे, शकूरबस्ती (दो प्रति) कृपया उपरोक्त संशोधन पत्र सं. 205 दिनांक 14.12.2023 को उत्तर रेलवे गजट में प्रकाशित करें।
17. प्रमुख मुख्य परिचालन प्रबंधक, उत्तर पश्चिम रेलवे NWR जयपुर, उत्तर मध्य रेलवे NCR सूबेदार गंज प्रयागराज, पश्चिम मध्य रेलवे WCR जबलपुर, उत्तर पूर्व रेलवे NER गोरखपुर, पूर्व मध्य रेलवे ECR हाजीपुर व पूर्व रेलवे ER कोलकाता।
18. Pr.COM प्रमुख मुख्य परिचालन प्रबंधक, CFTM, मुख्य माल भाड़ा यातायात प्रबंधक, CTPM मुख्य यातायात योजना प्रबंधक, COM/G मुख्य परिचालन प्रबंधक/सामान्य & CPTM मुख्य यानी यातायात प्रबंधक।

Northern Railway

Headquarters Office
Baroda House,
New Delhi-110001

AMENDMENT SLIP TO GENERAL & SUBSIDIARY RULES

Sub: Amendment Slip No.205 dated .12.2023 to G&SR Rule Book 1983 of Northern Railway.

- Ref: 1. The Gazette of India, New Delhi, November 30th 2023, Notification No. 687, Railway Board notification dated 29.11.2023 and**
2. Railway Board letter no. 2023/Safety (A&R)/19/12 dated 04.12.2023.

[In exercise of the powers conferred by clause (g) of sub-section (2) of section 60, read with section 198 of the Railways Act. 1989 (24 of 1989), the Central Government hereby makes the following rules further to amend the Indian Railway (Open Lines) General Rules, 1976]

- 1. Delete existing sub rules (1) and (2) under GR 1.01 & substitute as under:**

G.R.1.01 Short title and commencement:

- (1) These rules may be called the Indian Railways (Open Lines) General (Third Amendment) Rules, 2023.
 (2) They shall come into force on the date of their publication in the Official Gazette.

- 2. Add the following as sub rule 'c' under sub rule 'b' of GR 15.02:**

- (c) Planned maintenance and asset repair or replacement or creation work shall be executed in accordance with the "Rolling Block Programme".**

Explanation:- For the purpose of this clause, "Rolling Block Programme" means advance planning of traffic blocks or disconnections (civil or electrical or signal & telecommunication etc., including non-interlocked work) over a specified duration upto 52 weeks, required for maintenance and asset repair or replacement or creation work, to be prepared on a rolling basis by adding one week plan every week by reviewing the output of the immediate preceding week and planning for the remaining weeks ahead.'

[F.No 2023/Safety(A&R)/19/12]
JAYA VARMA SINHA, Member (O&BD)
 and Ex-Officio Secy.

उत्तर रेलवे

प्रधान कार्यालय
बड़ौदा हाउस
नयी दिल्ली।

साधारण एवं सहायक नियम पुस्तक 1983 का संशोधन पत्र

विषय: उत्तर रेलवे, साधारण एवं सहायक नियम पुस्तक 1983 का संशोधन पत्र संख्या 205 दिनांक 12.2023

संदर्भ: 1. भारत का राजपत्र, नई दिल्ली, दिनांक नवम्बर 30, 2023, अधिसूचना संख्या 687, रेलवे बोर्ड अधिसूचना दिनांक नवम्बर 29, 2023।
2. रेलवे बोर्ड पत्र सं. 2023/सेफ्टी/(ए एंड आर)/19/12 दिनांक 04.12.2023

सा.का.नि. 870(अ)- केंद्रीय सरकार, रेल अधिनियम, 1989 (1989 का 24) की धारा 198 के साथ पठित धारा 60 की उपधारा (2) के खंड (छ) द्वारा प्रदत्त शक्तियों का प्रयोग करते हुए, भारतीय रेल (चालित लाइनें) साधारण नियम, 1976 का और संशोधन करने के लिए निम्नलिखित नियम बनाती है:-

1. वर्तमान साधारण नियम 1.01 के उपनियम (1) एवं (2) को निम्नानुसार प्रतिस्थापित करें :-

सा. नि.1.01 संक्षिप्त नाम और प्रारम्भ:

- (1) इन नियमों का संक्षिप्त नाम भारतीय रेल (चालित लाइनें) साधारण (तीसरा संशोधन) नियम, 2023 है।
(2) ये राजपत्र में उनके प्रकाशन की तारीख से प्रवृत्त होंगे।

2. निम्नलिखित उप नियम 'ग' को उप नियम 'ख' के नीचे साधारण नियम 15.02 में जोड़े :

(ग) योजनबद्ध रख-रखाव और आस्ति मरम्मत या प्रतिस्थापन या निर्माण कार्य "रोलिंग ब्लॉक कार्यक्रम" के अनुसार निष्पादित किया जाएगा।

स्पष्टीकरण:- इस खंड के प्रयोजनों के लिए, "रोलिंग ब्लॉक कार्यक्रम" से रखरखाव और आस्ति मरम्मत या प्रतिस्थापन या निर्माण कार्य के लिए अपेक्षित 52 सप्ताह तक की विनिर्दिष्ट अवधि में यातायात ब्लॉकों या वियोजनों (सिविल या विधुत या सिग्नल और दूरसंचार आदि, जिसके अंतर्गत गैर-अंतर्प्राप्ति कार्य भी हैं) की अग्रिम योजना अभिप्रेत है, जिसे तत्काल पूर्ववर्ती, सप्ताहों के उत्पादन का पुनर्विलोकन करते हुए और आगे आने वाले शेष सप्ताहों के लिए योजना बनाते हुए प्रत्येक सप्ताह एक-एक सप्ताह की योजना को जोड़कर रोलिंग आधार पर तैयार किया जाना है।

[फा.सं. 2023/सुरक्षा (ए एंड आर)/19/12]
जया वर्मा सिन्हा, सदस्य (परिचालन एवं व्यवसाय विकास)
और पदेन सचिव

उत्तर रेलवे

प्रधान कार्यालय

बड़ीदा हाउस

नई दिल्ली

पत्र सं. 403-टी/190/5/एस आर/परि./21

दिनांक: 25 /01/2024

मण्डल रेल प्रबन्धक,


उत्तर रेलवे,

दिल्ली, फिरोजपुर, मुरादाबाद, लखनऊ एवं अम्बाला।

विषय: सामान्य एवं सहायक नियम पुस्तक 1983 का संशोधन पत्र सं. 206 दिनांक 25 .01.2024 (English version).

सामान्य एवं सहायक नियम पुस्तक 1983 का संशोधन पत्र सं. 206 दिनांक 25.01.2024 (अंग्रेजी) की प्रतिलिपि आपके सूचनार्थ एवं कार्यवाही हेतु भेजी जा रही है।

इसके लिए सक्षम प्राधिकारी का अनुमोदन प्राप्त है।


25/1/24
कृते महाप्रबंधक/परिचालन

प्रतिलिपि:-

1. प्रमुख मुख्य अभियन्ता, उत्तर रेलवे , बड़ीदा हाउस, नई दिल्ली । (Pr.CE)
2. प्रमुख मुख्य संरक्षा अधिकारी, उत्तर रेलवे, बड़ीदा हाउस, नई दिल्ली । (Pr. CSO)
3. प्रमुख मुख्य विद्युत अभियन्ता, उत्तर रेलवे , बड़ीदा हाउस, नई दिल्ली । (Pr. CEE)
4. प्रमुख मुख्य सिगनल एवं दूर संचार अभियन्ता, उत्तर रेलवे, बड़ीदा हाउस, नई दिल्ली । (Pr. CSTE)
5. प्रमुख मुख्ययांत्रिक अभियन्ता, उत्तर रेलवे, बड़ीदा हाउस, नई दिल्ली । (Pr. CME)
6. मुख्य चलस्टाक अभियन्ता, उत्तर रेलवे, बड़ीदा हाउस, नई दिल्ली । (CRSE)
7. वरिष्ठ मण्डल परिचालन प्रबंधक, उत्तर रेलवे, दिल्ली, फिरोजपुर, मुरादाबाद, लखनऊ एवं अम्बाला ।
8. वरिष्ठ मण्डल परिचालन प्रबंधक/सा. उत्तर रेलवे,, दिल्ली, फिरोजपुर, मुरादाबाद, अम्बाला एवं लखनऊ ।
9. वरिष्ठ मण्डल अभियन्ता, (आर एस ओ) उत्तर रेलवे, दिल्ली, फिरोजपुर, मुरादाबाद, लखनऊ एवं अम्बाला ।
10. वरिष्ठ मण्डल विद्युत अभियन्ता / समन्वय, उत्तर रेलवे, दिल्ली, फिरोजपुर, मुरादाबाद, लखनऊ एवं अम्बाला ।
11. वरिष्ठ मण्डल सिगनल एवं दूर संचार अभियन्ता, उत्तर रेलवे, दिल्ली, फिरोजपुर, मुरादाबाद, लखनऊ एवं अम्बाला ।
12. वरिष्ठ मण्डल संरक्षा अधिकारी, उत्तर रेलवे, दिल्ली, फिरोजपुर, मुरादाबाद, लखनऊ एवं अम्बाला ।
13. वरिष्ठ मण्डल यांत्रिक अभियन्ता, उत्तर रेलवे, दिल्ली, फिरोजपुर, मुरादाबाद, लखनऊ एवं अम्बाला ।
14. प्रधानाचार्य, क्षेत्रीय रेल प्रशिक्षण संस्थान, उत्तर रेलवे, चन्दाँसी ।
15. प्रभारी प्रशिक्षक, संरक्षा शिविर/मंडल परिचालन प्रशिक्षण केन्द्र, उत्तर रेलवे, फिरोजपुर, लखनऊ, धर्मपुर, कुरुक्षेत्र, कालका, शाहजहाँपुर एवं मुरादाबाद ।
16. मुख्य मुद्रण एवं लेखन सामग्री प्रबन्धक, उत्तर रेलवे, शकूरबस्ती (दो प्रति) कृपया उपरोक्त संशोधन पत्र सं. 206 दिनांक 25.01.2024 को उत्तर रेलवे गजट में प्रकाशित करें ।
17. प्रमुख मुख्य परिचालन प्रबंधक, उत्तर पश्चिम रेलवे NWR जयपुर, उत्तर मध्य रेलवे NCR सूबेदार गंज प्रयागराज, पश्चिम मध्य रेलवे WCR जबलपुर, उत्तर पूर्व रेलवे NER गोरखपुर, पूर्व मध्य रेलवे ECR हाजीपुर व पूर्व रेलवे ER कोलकाता ।
18. Pr.COM प्रमुख मुख्य परिचालन प्रबंधक, CFTM, मुख्य माल भाड़ा यातायात प्रबंधक, CTPM मुख्य यातायात योजना प्रबंधक, COM/G मुख्य परिचालन प्रबंधक/सामान्य & CPTM मुख्य यात्री यातायात प्रबंधक ।

Northern Railway

AMENDMENT SLIP TO GENERAL & SUBSIDIARY RULES

Sub: Amendment slip no. 206 dated 25.01.2024 to G&SR Rule Book 1983 of Northern Railways

1. Delete the existing SR 16.3/4 and substitute as the following:

SR 16.03/4: In case of level crossing gate not protected by gate signals, the following procedure will be followed:

- (A) NON-INTERLOCKED ENGINEERING GATES, CLOSED TO ROAD TRAFFIC:
 1. Single Line:
 - (i) Normal position of gate is closed to road traffic and permission of controlling SM, under exchange of private numbers, will be required to be obtained by Gateman before opening of Gate.
 - (ii) When there will be requirement of opening the LC gate for passing road traffic, the gateman, after ensuring complete passage of the train from the gate by observing tail board/tail lamp, shall exchange private number with SM and confirm to him that the train has passed completely from his gate, thereafter the Station Master shall allow the gateman to open the gate.
 - (iii) Once Station Master has permitted the Gateman to open the gate, Gateman will make entry of private number of controlling SM and timing in private number book and Gate log register in red ink.
 - (iv) After getting the permission from controlling SM and making entries of private number as per above, Gateman will first fix the Red banner flags across the track on both sides of LC gate during day time and will fix the Red Lamps on metal staffs on both side of LC gates during Night to open the level crossing gate for passing the road traffic. Red Banner Flag/Red Lamp will remain in position as far as gate is kept opened for passing road traffic.

- (v) After fixing red banner flags/Red Lamps during Day/Night as per above, Gateman will open the LC gate for clearance of road traffic.
- (vi) After clearance of road traffic, the Gateman shall first close the gate, remove the red banner flag/red lamp and confirm this to Station Master. For this confirmation, Gateman will give his private number and timing to Controlling SM. After this, controlling SM will give his private number and timing as confirmation of gate closure. Gateman will enter both private numbers and timing in private number book and Gate log register.
- (vii) Suitable entries shall be made by the station master/switch man/cabin man in the Train Signal Register/Cabin Operation Register, Private Number book and Log Book in red ink.
- (viii) Before any train is allowed to enter the block section again, the station master/switch man/cabin man must ensure that private number from the Gate man has been received for closure of the gate.
- (ix) Gate once closed for the road traffic must on no account be opened unless this is authorized by the Station Master by giving his private number.

2. Double Line:

- (i) Normal position of gate is CLOSED to road traffic and permission of controlling SM, under exchange of private number, will required to be obtained by Gateman before opening of Gate.
- (ii) When there will be requirement of opening the LC gate for passing road traffic, Gateman will make the request to controlling SM. The station master after ensuring that there is no train in the block section in both the direction (Up & Dn), will permit the gateman to open the gate through exchange of private number.
- (iii) Once Station Master has permitted the Gateman to open the gate, Gateman will make entry of private number of controlling SM and timing in private number book and Gate log register.
- (iv) After getting the permission from controlling SM and making entries of private number as per above, Gateman will first fix the Red banner flags across on both tracks (Up & Dn Lines) on both sides of LC gates during day time and will fix the Red Lamps on metal staffs on both tracks (Up & Dn Lines) on both sides of LC gates during Night to open

the level crossing gate for passing the road traffic. Red Banner Flag/Red Lamp will remain in position on both the tracks (Up & Dn line) as far as gate is kept opened for passing road traffic.

- (v) After fixing red banner flags/Red Lamps on both tracks (Up & Dn Lines) on both sides of LC gates during Day/Night as per above, Gateman will open the LC gate for passing the road traffic.
 - (vi) After passage of road traffic, the Gateman shall first close the gate, remove the red banner flag/red lamp from both tracks (Up & Dn Lines) on both sides of LC gate and confirm this to Station Master. For this confirmation, Gateman will give his private number and timing to Controlling SM. After this, controlling SM will give his private number and timing as acknowledgment of confirmation of gate closure. Gateman will enter both private numbers and timing in private number book and Gate log register.
 - (vii) Suitable entries shall be made by the Station Master/switch man/cabin man in the Train Signal Register/Cabin Operation Register, Private Number Book and Log Book in red ink.
 - (viii) Before any train is allowed from any of the direction to enter the block section again, the Station Master/switch man/cabin man must ensure that private number from the Gate man has been received against closure of the gate.
 - (ix) Gate once closed for the road traffic must on no account be opened unless this is authorized by the Station Master by giving his private number.
- (B) NON-INTERLOCKED ENGINEERING GATES, OPEN TO ROAD TRAFFIC:**
- 1. Single Line:**
 - (i) Normal position of gate is OPEN to road traffic & Gate will be required to close for passage of the train.
 - (ii) Before opening the gate for road traffic, Gate man will always put the red banner flag across the track during day and red lamp during night on the metal staff. Banner flag/HS lamp will always remain in position as far as gate is open to road traffic.
 - (iii) For passing the train, Controlling SM will give intimation regarding train no., direction and will give his private number to Gateman.

- (iv) Such advice shall be given by the controlling SM before taking OFF departure signals or giving an authority to proceed to the Loco Pilot.
- (v) Gateman will acknowledge the intimation from controlling SM and make entries i.e. private number of SM, Time, train details in private number book and Gate log register.
- (vi) As confirmation of acknowledgement, Gatemen will give his private number and time to Controlling SM and will also record the same in private number book and Gate log register.
- (vii) Gateman will close the gate for road traffic and ensure that gate is closed and locked.
- (viii) Gateman will inform the controlling SM regarding closure of gate and will give his private number to Station Master and make the entry regarding private number and time in private number book and gate log book.
- (ix) Gatemen will obtain the private number from controlling SM and record it along with time in private number book and Gate log register.
- (x) Controlling SM will lower the departure signals after getting the private number from the Gateman.
- (xi) Gateman will authorize to open the gate after complete passage of train from the gate by observing tail board/tail lamp of the train.
- (xii) After ensuring complete passage of train, Gateman will first fix the Banner Flag/Red Lamp on track and then open the LC for road traffic.

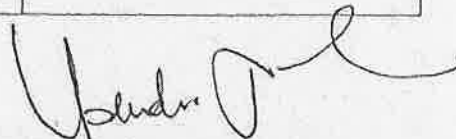
2 Double Line:

- (i) Normal position of gate is OPEN to road traffic & Gate will be required to close for passing the train.
- (ii) Before opening the gate for road traffic, Gateman will always put the red banner flag across the track during day and red lamp during night on the metal staff. Banner flag/HS lamp will always remain in position as far as gate is open to road traffic.
- (iii) For passing the train, Controlling SM will give intimation regarding train no., direction and will give his private number to Gateman.

-
- (iv) Such advice shall be given by the controlling SM before taking OFF departure signals or giving an authority to proceed to the Loco Pilot.
 - (v) Gateman will acknowledge the intimation from controlling SM and make entries i.e. private number of SM, Time, train details in private number book and gate log book.
 - (vi) As confirmation of acknowledgement, Gateman will give his private number and time to Controlling SM and will also record the same in private number book and detailed log book.
 - (vii) Gatemen will close the gate for road traffic and ensure that gate is closed and locked.
 - (viii) Gateman will inform the controlling SM regarding closure of gate and will give his private number to station master and make the entry regarding private number and time in private number book and Gate log register.
 - (ix) Gatemen will obtain the private number from controlling SM and record it along with time in private number book and gate log book.
 - (x) Controlling SM will lower the departure signals after getting the private number from the Gateman.
 - (xi) On double line, Gateman will be authorized to open the gate after complete passage of train from the gate by observing tail board/tail lamp of the train, only if the Station Master has not advised the Gateman to keep the gate closed for any other train from the other direction under exchange of private number.
 - (xii) After ensuring complete passage of train, Gateman will first fix the Banner Flag/Red Lamp on track and then open the LC for road traffic.

2. Replace the following as SR 4.19/2(b)(vi)

S. No.	Item	Quantity	Maintained/supplied by
(vi)	Rope ladders with suitable hooks	2*	Jr. Engg. (C&W)



(Upendra Chandra Joshi)
Principal Chief Operations Manager
Northern Railway

No. 403-T/190/5/Optg/AS/21

Dated: .01.2024

उत्तर रेलवे



प्रधान कार्यालय

बड़ौदा हाउस

नई दिल्ली

दिनांक: 04/03/2024

पत्र सं. 403-टी/190/5/एस आर/परि./21

मण्डल रेल प्रबन्धक,

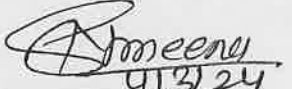
उत्तर रेलवे,

दिल्ली, फिरोजपुर, मुरादाबाद, लखनऊ एवं अम्बाला।

विषय: सामान्य एवं सहायक नियम पुस्तक 1983 का संशोधन पत्र सं. 206 दिनांक 25.01.2024 (English) का शुद्धि पत्र दिनांक 04.03.2024.

सामान्य एवं सहायक नियम पुस्तक 1983 का संशोधन पत्र सं. 206 दिनांक 25.01.2024 (अंग्रेजी) का शुद्धि पत्र दिनांक 04.03.2024 की प्रतिलिपि आपके सूचनार्थ एवं कार्यवाही हेतु भेजी जा रही है।

इसके लिए सक्षम प्राधिकारी का अनुमोदन प्राप्त है।


04/3/24
कृते महाप्रबन्धक/परिचालन

प्रतिलिपि:-

1. प्रमुख मुख्य अभियन्ता, उत्तर रेलवे, बड़ौदा हाउस, नई दिल्ली। (Pr.CE)
2. प्रमुख मुख्य संरक्षा अधिकारी, उत्तर रेलवे, बड़ौदा हाउस, नई दिल्ली। (Pr. CSO)
3. प्रमुख मुख्य विद्युत अभियन्ता, उत्तर रेलवे, बड़ौदा हाउस, नई दिल्ली। (Pr. CEE)
4. प्रमुख मुख्य सिगनल एवं दूर संचार अभियन्ता, उत्तर रेलवे, बड़ौदा हाउस, नई दिल्ली। (Pr. CSTE)
5. प्रमुख मुख्ययांत्रिक अभियन्ता, उत्तर रेलवे, बड़ौदा हाउस, नई दिल्ली। (Pr. CME)
6. मुख्य चमस्टाक अभियन्ता, उत्तर रेलवे, बड़ौदा हाउस, नई दिल्ली। (CRSE)
7. वरिष्ठ मण्डल परिचालन प्रबंधक, उत्तर रेलवे, दिल्ली, फिरोजपुर, मुरादाबाद, लखनऊ एवं अम्बाला।
8. वरिष्ठ मण्डल परिचालन प्रबंधक/सा. उत्तर रेलवे, दिल्ली, फिरोजपुर, मुरादाबाद, अम्बाला एवं लखनऊ।
9. वरिष्ठ मण्डल अभियन्ता, (आर एस ओ) उत्तर रेलवे, दिल्ली, फिरोजपुर, मुरादाबाद, लखनऊ एवं अम्बाला।
10. वरिष्ठ मण्डल विद्युत अभियन्ता / समन्वय, उत्तर रेलवे, दिल्ली, फिरोजपुर, मुरादाबाद, लखनऊ एवं अम्बाला।
11. वरिष्ठ मण्डल सिगनल एवं दूर संचार अभियन्ता, उत्तर रेलवे, दिल्ली, फिरोजपुर, मुरादाबाद, लखनऊ एवं अम्बाला।
12. वरिष्ठ मण्डल संरक्षा अधिकारी, उत्तर रेलवे, दिल्ली, फिरोजपुर, मुरादाबाद, लखनऊ एवं अम्बाला।
13. वरिष्ठ मण्डल यांत्रिक अभियन्ता, उत्तर रेलवे, दिल्ली, फिरोजपुर, मुरादाबाद, लखनऊ एवं अम्बाला।
14. प्रधानाचार्य, क्षेत्रीय रेल प्रशिक्षण संस्थान, उत्तर रेलवे, चन्दौसी।
15. प्रभारी प्रशिक्षक, संरक्षा शिविर/मंडल परिचालन प्रशिक्षण केन्द्र, उत्तर रेलवे, फिरोजपुर, लखनऊ, धर्मपुर, कुरुक्षेत्र, काजका, शाहमहोपुर एवं मुरादाबाद।
16. मुख्य मूद्रण एवं लेखन सामग्री प्रबन्धक, उत्तर रेलवे, शकूरबस्ती (दो प्रति) कृपया उपरोक्त संशोधन पत्र सं. 206 दिनांक 25.01.2024 का शुद्धि पत्र दिनांक 04.03.2024 को उत्तर रेलवे गजट में प्रकाशित करें।
17. प्रमुख मुख्य परिचालन प्रबंधक, उत्तर पश्चिम रेलवे NWR जयपुर, उत्तर मध्य रेलवे NCR सूबेदार गंज प्रयागराज, पश्चिम मध्य रेलवे WCR जबलपुर, उत्तर पूर्व रेलवे NER गोखपुर, पूर्व मध्य रेलवे ECR हाजीपुर व पूर्व रेलवे ER कोलकाता।
18. Pr.COM प्रमुख मुख्य परिचालन प्रबंधक, CFTM, मुख्य मास भाडा यातायात प्रबंधक, CTPM मुख्य यातायात योजना प्रबंधक, COM/G मुख्य परिचालन प्रबंधक/सामान्य & CPTM मुख्य यात्री यातायात प्रबंधक।

0/c

Northern Railway

AMENDMENT SLIP TO GENERAL & SUBSIDIARY RULES

(CORRIGENDUM)

Sub: Delete the existing Para no. A.1(ii), A.2 (ii) & (B) 2 (xi) of SR 16.03/4 and substitute as under:

A.1 (ii) of Single Line:

- (ii) When there will be requirement of opening the LC gate for passing road traffic, gateman will make the request to controlling Station Master:
- In case there is no train in the section: The Station Master after ensuring that there is no train in the block section in both the direction (Up & Dn), will permit the gateman to open the gate through exchange of private numbers.
 - In case there is train in the section: The gateman, after ensuring complete passage of the train from the gate by observing tail board/tail lamp, shall first exchange private number with SM and confirm to him that the train has passed completely from his gate. Thereafter the Station Master shall allow the gateman to open the gate under exchange of private numbers.

A.2 (ii) of Double Line:

- (ii) When there will be requirement of opening the LC gate for passing road traffic, the gateman will make the request to controlling Station Master:
- In case there is no train in the section: The Station Master after ensuring that there is no train in the block section in the both directions (Up & Dn), will permit the gateman to open the gate through exchange of private numbers.
 - In case there is/are train/trains in the section: The gateman, after ensuring complete passage of the train/trains from the gate by observing tail board/tail lamp, shall first exchange private number with Station Master and confirm to him that the train/trains has/have passed completely from his gate. Thereafter, the Station Master shall allow the gateman to open the gate under exchange of private numbers.

- (B) 2. (xi) On double line, Gateman will be authorized to open the gate after complete passage of train from the gate by observing tail board/tail lamp of the train, only with the permission of Station Master under exchange of private number.


(Upendra Chandra Joshi)

Principal Chief Operations Manager
Northern Railway

No. 403-T/190/5/Optg/AS/21

Dated: 04.03.2024

उत्तर रेलवे

प्रधान कार्यालय
बड़ौदा हाउस
नई दिल्ली

पत्र सं. 403-टी/190/5/एस आर/परि./21

दिनांक: 05.04.2024

मण्डल रेल प्रबन्धक,

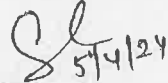
उत्तर रेलवे,

दिल्ली, फिरोजपुर, मुरादाबाद, लखनऊ एवं अम्बाला।

विषय: सामान्य एवं सहायक नियम पुस्तक 1983 का संशोधन पत्र सं. 207 दिनांक 04.04.2024 (English & Hindi version)

सामान्य एवं सहायक नियम पुस्तक 1983 का संशोधन पत्र सं. 207 दिनांक 04.04.2024 (अंग्रेजी व हिन्दी) की प्रतिलिपि आपके सूचनार्थ एवं कार्यवाही हेतु भेजी जा रही है।

यह सक्षम अधिकारी द्वारा अनुमोदित है।


(शुभम कुमार)

उप मुख्य परिचालन प्रबन्धक/ ट्रेफिक सैफ्टी

प्रतिलिपि:-

1. प्रमुख मुख्य अभियन्ता, उत्तर रेलवे, बड़ौदा हाउस, नई दिल्ली। (Pr.CE)
2. प्रमुख मुख्य संरक्षा अधिकारी, उत्तर रेलवे, बड़ौदा हाउस, नई दिल्ली। (Pr. CSO)
3. प्रमुख मुख्य विद्युत अभियन्ता, उत्तर रेलवे, बड़ौदा हाउस, नई दिल्ली। (Pr. CEE)
4. प्रमुख मुख्य सिगनल एवं दूर संचार अभियन्ता, उत्तर रेलवे, बड़ौदा हाउस, नई दिल्ली। (Pr. CSTE)
5. प्रमुख मुख्य यांत्रिक अभियन्ता, उत्तर रेलवे, बड़ौदा हाउस, नई दिल्ली। (Pr. CME)
6. मुख्य चलस्टाक अभियन्ता, उत्तर रेलवे, बड़ौदा हाउस, नई दिल्ली। (CRSE)
7. वरिष्ठ मण्डल परिचालन प्रबंधक, उत्तर रेलवे, दिल्ली, फिरोजपुर, मुरादाबाद, लखनऊ एवं अम्बाला। Sr. DOM
8. वरिष्ठ मण्डल परिचालन प्रबंधक/सा. उत्तर रेलवे, दिल्ली, फिरोजपुर, मुरादाबाद, लखनऊ एवं अम्बाला। (Sr. DOM/G)
9. वरिष्ठ मण्डल अभियन्ता, (आर एस ओ) उत्तर रेलवे, दिल्ली, फिरोजपुर, मुरादाबाद, लखनऊ एवं अम्बाला Sr.DE (RSO)
10. वरिष्ठ मण्डल विद्युत अभियन्ता / समन्वय, उत्तर रेलवे, दिल्ली, फिरोजपुर, मुरादाबाद, लखनऊ एवं अम्बाला। (Sr.DEE/Cord.)
11. वरिष्ठ मण्डल सिगनल एवं दूर संचार अभियन्ता, उत्तर रेलवे, दिल्ली, फिरोजपुर, मुरादाबाद, लखनऊ एवं अम्बाला। (Sr.DE/S&T)
12. वरिष्ठ मण्डल संरक्षा अधिकारी, उत्तर रेलवे, दिल्ली, फिरोजपुर, मुरादाबाद, लखनऊ एवं अम्बाला। (Sr. DSO)
13. वरिष्ठ मण्डल यांत्रिक अभियन्ता, उत्तर रेलवे, दिल्ली, फिरोजपुर, मुरादाबाद, लखनऊ एवं अम्बाला। (Sr. DME)
14. प्रधानाचार्य, क्षेत्रीय रेल प्रशिक्षण संस्थान, उत्तर रेलवे, चन्दीसी। (Principal/ZRTI/Chandausi)
15. प्रभारी प्रशिक्षक, संरक्षा शिविर/मंडल परिचालन प्रशिक्षण केन्द्र, उत्तर रेलवे, फिरोजपुर, लखनऊ, धर्मपुर, कुशोत्र, कालका, शाहजहाँपुर एवं मुरादाबाद।
16. उप मुख्य सामग्री प्रबंधक / मुद्रण एवं लेखन सामग्री, उत्तर रेलवे, शकूरबस्ती (दो प्रति) कृपया उपरोक्त संशोधन पत्र सं. 207 दिनांक 04.04.2024 को उत्तर रेलवे गजट में प्रकाशित करें।
17. प्रमुख मुख्य परिचालन प्रबंधक, उत्तर पश्चिम रेलवे NWR जयपुर, उत्तर मध्य रेलवे NCR सूबेदार गंज प्रयागराज, पश्चिम मध्य रेलवे WCR जबलपुर, उत्तर पूर्व रेलवे NER गोरखपुर, पूर्व मध्य रेलवे ECR हाजीपुर व पूर्व रेलवे ER कोलकाता।
18. Pr.COM प्रमुख मुख्य परिचालन प्रबंधक, CFTM, मुख्य माल भाड़ा यातायात प्रबंधक, CTPM मुख्य यातायात योजना प्रबंधक, COM/G मुख्य परिचालन प्रबंधक/सामान्य & CPTM मुख्य यात्री यातायात प्रबंधक।

Northern Railway

Headquarters Office
Baroda House,
New Delhi-110001

AMENDMENT SLIP TO GENERAL & SUBSIDIARY RULES

Sub: Amendment Slip No.207 dated 04.04.2024 to G&SR Rule Book 1983 of Northern Railway.

Ref: 1. The Gazette of India, New Delhi, March 5th 2023, Notification No. 148, Railway Board notification dated 12.03.2024 and

2. Railway Board letter no. 2023/Safety (A&R)/19/09 dated 12.03.2024.

[In exercise of the powers conferred by clause (g) of sub-section (2) of section 60, read with section 198 of the Railways Act, 1989 (24 of 1989), the Central Government hereby makes the following rules further to amend the Indian Railway (Open Lines) General Rules, 1976]

- 1. Delete existing sub rules (1) and (2) under GR 1.01 & substitute as under:**

G.R.1.01 Short title and commencement:

- (1) These rules may be called the Indian Railways (Open Lines) General (Amendment) Rules, 2024.**
- (2) They shall come into force on the date of their publication in the Official Gazette.**

- 2. Delete existing sub rule (a) of GR 9.04 and substitute as under:**

GR 9.04 (a): "Manual or Semi-Automatic Stop Signals" at a station-

- (i) a Home**
- (ii) a Starter,**

- 3. Delete the existing marginal heading of GR 9.06, sub rule (1) & (2) and substitute as under:**

"Conditions for taking 'off' Manual Stop signal or Semi-Automatic Stop Signal, in Automatic Block territory on single line."

- "(1) Home signal: When a train is approaching a Home signal, otherwise than at a terminal station, the signal shall not be taken 'off' unless the line is clear not only upto the Starter but also for an adequate distance beyond**

it and in addition for automatic working, direction of the block section ahead is not set in opposite.

- (2) **Last Stop signal:** The last stop signal shall not be taken 'off' for a train unless the direction of traffic has been established and the line is clear upto the next Automatic Stop signal, or when the next Stop signal is a Manual or Semi Automatic Stop signal for an adequate distance beyond it."

(F. No. 2023/Safety(A&R)/19/09

SEEMA KUMAR, Member (O&BD) and Ex-Officio Secy.

उत्तर रेलवे

प्रधान कार्यालय

बड़ीदा हाउस

नई दिल्ली

दिनांक: 01/05/2024

पत्र सं. 403-टी/190/5/एस आर/परि./21

मण्डल रेल प्रबन्धक,

उत्तर रेलवे,

दिल्ली, फिरोजपुर, मुरादाबाद, लखनऊ एवं अम्बाला।

विषय: सामान्य एवं सहायक नियम पुस्तक 1983 का संशोधन पत्र सं. 208 दिनांक 30.04.2024 (English version)

सामान्य एवं सहायक नियम पुस्तक 1983 का संशोधन पत्र सं. 208 दिनांक 30.04.2024 (अंग्रेजी) की प्रतिलिपि आपके सूचनार्थ एवं कार्यवाही हेतु भेजी जा रही है।

इसके लिए सक्षम प्राधिकारी का अनुमोदन प्राप्त है।

(शुभम कुमार) 15/5/24

उप मुख्य परिचालन प्रबन्धक/ यातायात संरक्षा

प्रतिलिपि:-

1. प्रमुख मुख्य अभियन्ता, उत्तर रेलवे, बड़ीदा हाउस, नई दिल्ली। (Pr.CE)
2. प्रमुख मुख्य संरक्षा अधिकारी, उत्तर रेलवे, बड़ीदा हाउस, नई दिल्ली। (Pr. CSO)
3. प्रमुख मुख्य विद्युत अभियन्ता, उत्तर रेलवे, बड़ीदा हाउस, नई दिल्ली। (Pr. CEE)
4. प्रमुख मुख्य सिगनल एवं दूर संचार अभियन्ता, उत्तर रेलवे, बड़ीदा हाउस, नई दिल्ली। (Pr. CSTE)
5. प्रमुख मुख्य यांत्रिक अभियन्ता, उत्तर रेलवे, बड़ीदा हाउस, नई दिल्ली। (Pr. CME)
6. मुख्य चनस्टाक अभियन्ता, उत्तर रेलवे, बड़ीदा हाउस, नई दिल्ली। (CRSE)
7. वरिष्ठ मण्डल परिचालन प्रबंधक, उत्तर रेलवे, दिल्ली, फिरोजपुर, मुरादाबाद, लखनऊ एवं अम्बाला।
8. वरिष्ठ मण्डल परिचालन प्रबंधक/सा. उत्तर रेलवे, दिल्ली, फिरोजपुर, मुरादाबाद, अम्बाला एवं लखनऊ।
9. वरिष्ठ मण्डल अभियन्ता, (आर एस ओ) उत्तर रेलवे, दिल्ली, फिरोजपुर, मुरादाबाद, लखनऊ एवं अम्बाला।
10. वरिष्ठ मण्डल विद्युत अभियन्ता / समन्वय, उत्तर रेलवे, दिल्ली, फिरोजपुर, मुरादाबाद, लखनऊ एवं अम्बाला।
11. वरिष्ठ मण्डल सिगनल एवं दूर संचार अभियन्ता, उत्तर रेलवे, दिल्ली, फिरोजपुर, मुरादाबाद, लखनऊ एवं अम्बाला।
12. वरिष्ठ मण्डल संरक्षा अधिकारी, उत्तर रेलवे, दिल्ली, फिरोजपुर, मुरादाबाद, लखनऊ एवं अम्बाला।
13. वरिष्ठ मण्डल यांत्रिक अभियन्ता, उत्तर रेलवे, दिल्ली, फिरोजपुर, मुरादाबाद, लखनऊ एवं अम्बाला।
14. प्रधानाचार्य, क्षेत्रीय रेल प्रशिक्षण संस्थान, उत्तर रेलवे, चन्दौसी।
15. प्रभावी प्रशिक्षक, संरक्षा शिविर/मंडल परिचालन प्रशिक्षण केन्द्र, उत्तर रेलवे, फिरोजपुर, लखनऊ, धर्मपुर, कुरुक्षेत्र, कानका, शहजहाँपुर एवं मुरादाबाद।
16. मुख्य मुद्रण एवं लेखन सामग्री प्रबन्धक, उत्तर रेलवे, शकूरबस्ती (दो प्रति) कृपया उपरोक्त संशोधन पत्र सं. 208 दिनांक 30.04.2024 (English Version) को उत्तर रेलवे गजट में प्रकाशित करें।
17. प्रमुख मुख्य परिचालन प्रबंधक, उत्तर पश्चिम रेलवे NWR जयपुर, उत्तर मध्य रेलवे NCR सूबेदार गंज प्रयागराज, पश्चिम मध्य रेलवे WCR जबलपुर, उत्तर पूर्व रेलवे NER गोरखपुर, पूर्व मध्य रेलवे ECR हाजीपुर व पूर्व रेलवे ER कोलकाता।
18. Pr.COM प्रमुख मुख्य परिचालन प्रबंधक, CFTM, मुख्य मान भाडा यातायात प्रबंधक, CTPM मुख्य यातायात योजना प्रबंधक, COM/G मुख्य परिचालन प्रबंधक/सामान्य & CPTM मुख्य यानी यातायात प्रबंधक।

Northern Railway

**Headquarters Office
Baroda House
New Delhi**

AMENDMENT SLIP TO GENERAL & SUBSIDIARY RULES

Sub: Amendment Slip No. 208 dated 30.04.2024 to G&SR Rule Book 1983 of Northern Railway.

Delete the existing SR 5.23/2(a) (iii) and substitute as the following:

SR 5.23/2(a) (iii): *Hand brakes of at least 6 wagons from either end must be fully tightened by ALP in the front and by the Train Manager in the rear of the train and in absence of Train Manager, by the Pointsman. The hand brakes must be operated under the personal supervision of the Train Manager, and in the absence of Train Manager, under supervision of on duty SM. In case coaching vehicles are stabled, Train Manager's hand brakes in SLR(s) must be applied.*

SR 5.23/3(a)(iii): *Application of hand brakes of at least 6 wagons at either end in the front of the train by ALP and for rear portion as stated in SR 5.23/2(a)(iii).*


(U.C. Joshi)
Pr. Chief Operations Manager

30/4/2024

उत्तर रेलवे

प्रधान कार्यालय

बड़ीदा हाउस

नई दिल्ली

दिनांक: 12/09/2024

पत्र सं. 403-टी/190/5/एस आर/परि./21

मण्डल रेल प्रबन्धक,

उत्तर रेलवे,

दिल्ली, फिरोजपुर, मुरादाबाद, लखनऊ एवं अम्बाला।

विषय: सामान्य एवं सहायक नियम पुस्तक 1983 का संशोधन पत्र सं. 209 दिनांक 12.09.2024 (English version)

सामान्य एवं सहायक नियम पुस्तक 1983 का संशोधन पत्र सं. 209 दिनांक 12.09.2024 (अंग्रेजी) की प्रतिलिपि आपके सूचनार्थ एवं कार्यवाही हेतु भेजी जा रही है।

इसके लिए सक्षम प्राधिकारी का अनुमोदन प्राप्त है।

21/9/24
कृते महाप्रबंधक/परिचालन

प्रतिलिपि:-

1. प्रमुख मुख्य अभियन्ता, उत्तर रेलवे, बड़ीदा हाउस, नई दिल्ली। (Pr.CE)
2. प्रमुख मुख्य संरक्षा अधिकारी, उत्तर रेलवे, बड़ीदा हाउस, नई दिल्ली। (Pr. GSO)
3. प्रमुख मुख्य विद्युत अभियन्ता, उत्तर रेलवे, बड़ीदा हाउस, नई दिल्ली। (Pr. CEE)
4. प्रमुख मुख्य सिगनल एवं दूर संचार अभियन्ता, उत्तर रेलवे, बड़ीदा हाउस, नई दिल्ली। (Pr. CSTE)
5. प्रमुख मुख्ययांत्रिक अभियन्ता, उत्तर रेलवे, बड़ीदा हाउस, नई दिल्ली। (Pr. CME)
6. मुख्य चनस्टाक अभियन्ता, उत्तर रेलवे, बड़ीदा हाउस, नई दिल्ली। (CRSE)
7. वरिष्ठ मण्डल परिचालन प्रबंधक, उत्तर रेलवे, दिल्ली, फिरोजपुर, मुरादाबाद, लखनऊ एवं अम्बाला।
8. वरिष्ठ मण्डल परिचालन प्रबंधक/सा. उत्तर रेलवे, दिल्ली, फिरोजपुर, मुरादाबाद, अम्बाला एवं लखनऊ।
9. वरिष्ठ मण्डल अभियन्ता, (आर एस ओ) उत्तर रेलवे, दिल्ली, फिरोजपुर, मुरादाबाद, लखनऊ एवं अम्बाला।
10. वरिष्ठ मण्डल विद्युत अभियन्ता / समन्वय, उत्तर रेलवे, दिल्ली, फिरोजपुर, मुरादाबाद, लखनऊ एवं अम्बाला।
11. वरिष्ठ मण्डल सिगनल एवं दूर संचार अभियन्ता, उत्तर रेलवे, दिल्ली, फिरोजपुर, मुरादाबाद, लखनऊ एवं अम्बाला।
12. वरिष्ठ मण्डल संरक्षा अधिकारी, उत्तर रेलवे, दिल्ली, फिरोजपुर, मुरादाबाद, लखनऊ एवं अम्बाला।
13. वरिष्ठ मण्डल यांत्रिक अभियन्ता, उत्तर रेलवे, दिल्ली, फिरोजपुर, मुरादाबाद, लखनऊ एवं अम्बाला।
14. प्रधानाचार्य, क्षेत्रीय रेल प्रशिक्षण संस्थान, उत्तर रेलवे, चन्दासी।
15. प्रभारी प्रशिक्षक, संरक्षा शिविर/मंडल परिचालन प्रशिक्षण केन्द्र, उत्तर रेलवे, फिरोजपुर, लखनऊ, धर्मपुर, कुरुक्षेत्र, कालका, शाहजहाँपुर एवं मुरादाबाद।
16. मुख्य मुद्रण एवं लेखन सामग्री प्रबन्धक, उत्तर रेलवे, शकूरबस्ती (दो प्रति) कृपया उपरोक्त संशोधन पत्र सं. 209 दिनांक 12.09.2024 (English Version) को उत्तर रेलवे गजट में प्रकाशित करें।
17. प्रमुख मुख्य परिचालन प्रबंधक, उत्तर पश्चिम रेलवे NWR जयपुर, उत्तर मध्य रेलवे NCR सूबेदार गंज प्रयागराज, पश्चिम मध्य रेलवे WCR जबलपुर, उत्तर पूर्व रेलवे NER गोरखपुर, पूर्व मध्य रेलवे ECR हाजीपुर व पूर्व रेलवे ER कोलकाता।
18. Pr.COM प्रमुख मुख्य परिचालन प्रबंधक, CFTM, मुख्य माल भाड़ा यातायात प्रबंधक, CTPM मुख्य यातायात योजना प्रबंधक, COM/G मुख्य परिचालन प्रबंधक/सामान्य & CPTM मुख्य यात्री यातायात प्रबंधक।

S.N. - 132

Northern Railway

Headquarters Office,
Baroda House,
New Delhi – 110001

AMENDMENT SLIP TO GENERAL & SUBSIDIARY RULES

Sub: Amendment Slip No. 209 dated .08.2024 to G&SR Rule Book 1983, of Northern Railway.

Ref: Railway Board's letter no. 2024/TT-IV/12/10 dated 16.08.2024.

1. Delete Existing SR 9.12/1 of GR 9.12 and substitute as under:

S.R. 9.12/1: In case of failure of signal or signals between two or more block stations in Automatic block system. The train working should normally be done in accordance with the provisions of Rule 9.02 or 9.07 as the case may be.

2. Add SR 9.12/2, 9.12/3, 9.12/4, 9.12/5 & 9.12/6 of GR 9.12 under SR 9.12/1 and authorities T/D-912, T/B-912, T/E-912, T/A-912, T/C-912, T/369(3b), T/B-602 & T/510:

S.R. 9.12/2:

(A) *Failure of signal/s between two or more block stations in Automatic block system likely to last for some time or cause serious delay when means of communications are available:-*

In the event of conditions mentioned in sub-Para (i) or (ii) below, the decision whether to consider a failure of signal/s as a prolonged failure should be taken by Sr. Divisional Operations Manager / Divisional Operations Manager (in-charge).

- i. Failure of signal/s occurring in an area consisting of two or more block stations worked under Automatic Block system which is likely to last for some time as advised in writing by the officials of S&T department, with the approval of Sr. DSTE/ DSTE concerned, to the section controller of the division; or*
- ii. In case of the failure of signal/s causing or expected to cause serious delay in train operations on account of working during such failure in accordance with rule 9.12/1.*

The following procedure shall be adopted for train working in case of prolonged failure of signal/s.

- 1. (a)** *The intimation of prolonged failure shall be given to concerned duty Station Master by Section Controller, under exchange of private number.*
- (b)** *Before any train is allowed to enter the affected section, it shall be brought to a stand and the Loco Pilot/Motorman and Train Manager of the train shall be advised of the circumstances by the Station Master. Section Controller and Station Master concerned ahead of the affected section shall also be informed.*

- (c) The section between the two block stations will be treated as a Single Block Section & train movement in Block Section shall be controlled by the Station Master of either side.
- (d) Before introduction of such working, it shall be ensured that all the trains dispatched in the affected section have completely arrived at the station in advance. Additionally, it shall be ensured that, the Semi-Automatic/ Manual Dispatch Stop signal of all stations dispatching trains in the affected section and the Semi-Automatic/ Manual Reception Stop signals of all stations receiving trains in the affected section, shall be put in manual mode and in ON position initially.
- (e) The Station Master shall advise the Station Master at the other end regarding suspension of Automatic working in the following format.

From Station Master/X	To Station Master/Y
No. _____ Automatic Block working suspended between _____ and _____ stations at _____ Hours _____ minutes due to _____ (Reasons) Train signaling shall be done through Station-to-Station fixed telephone/Railway Auto Phone/ BSNL phone/Fixed Telephone with CUG sim or Control Telephone/ Very High Frequency set. Private Number (In figures) _____ (In words) _____	
From Station Master/Y	To Station Master/X
No. _____ Your No. _____ understood that Automatic Block working suspended between _____ and _____ stations at _____ Hours _____ minutes due to _____ (Reasons) Train signaling shall be done through Station-to-Station fixed telephone/Railway Auto Phone/ BSNL phone/Fixed Telephone with CUG sim or Control Telephone/ Very High Frequency set. Private Number (In figures) _____ (In words) _____	

2. **The Station Master on duty at the Station in rear of the affected section shall obtain 'Line Clear' for the train by one of the following means of communications viz.**

- (a) Station to Station fixed telephones wherever available.
- (b) Fixed telephone such as Railway auto phone & BSNL/MTNL phone with caller ID.
- (c) Control Telephone.
- (d) VHF set under special instructions, but not as the sole means of communication on sections where passenger trains run.

- (e) Fixed Telephone with CUG sim which have been provided to the station only for official use by the on-duty Station Master.

NOTE: -In all cases where line clear is obtained/granted by a means of communication other than Track circuit/Axle counter, the system of calling station name, followed by establishing identity of the Station Master on duty by cross checking Private numbers given for the last Preceding train shall be adopted.

3. **The Station Master on duty at the station in advance shall not give such "Line Clear" unless:-**
- (i) The whole of the last preceding train has arrived complete.
 - (ii) The Semi-Automatic/Manual Reception stop signal has been put back to 'ON' behind the last preceding train.
 - (iii) The line is clear not only up to the Semi-Automatic/Manual Reception stop signal but also for the adequate distance beyond the Semi-Automatic/Manual Reception stop signal.
 - (iv) The private number/s shall be exchanged with on duty gatemen, for closure of the level crossing gate/s under his control.
 - (v) The points of outlying sidings/ turnouts under his control are correctly set and locked.
4. (a) The Loco Pilot/Motorman of the first trains entering the affected section on authority form T/D 912 as prescribed in SR 9.12/2 (A) (5) below shall proceed with utmost caution and must not run at a speed exceeding 25 KMPH under any circumstances, subject to other speed restrictions in force. If the view is restricted due to fog, curve or any other reason, speed shall not exceed 10 KMPH. The speed over facing points, if any, being restricted to 15 KMPH. The Loco Pilot/Motorman shall continue to look out for any obstruction until he reaches the station ahead.
- (b) Before any train is allowed to enter the block section by handing over the authority T/D 912, the station master shall ensure that private number/s has been received from the gatemen for closure of the gate/s under his control. It shall also be ensured that all points under control of train dispatching station over which the train will pass are correctly set, clamped and padlocked.
5. The Station Master shall give the Loco Pilot/Motorman and Train Manager of each train entering the affected section on Automatic block system, an Authority in form T/D 912, during prolonged failure of signals. Distinguishing numbers of departure, Automatic, Semi-Automatic/ Manual and Gate signal/signals required to be passed, shall also be indicated on the Authority authorising the Loco Pilot/motorman to pass them at 'ON' position. For a Starter/ Manual/Midsection Gate signal, the loco pilot/Motorman shall pass the signal only when he receives a proceed hand signal from a railway servant in uniform. In the case of mid-section gate signals the loco pilot/Motorman shall cautiously pass the level crossing only after ensuring that the gates are closed and locked for road traffic.
6. When approaching the train receiving Station, the Loco Pilot/Motorman of the train shall act upon the aspect of the Semi-Automatic/ Manual Reception Stop Signal/ Calling-on signal of the receiving station. In case the Semi-Automatic/ Manual Reception Stop Signal/ Calling-on signal is not in working condition then the Station Master shall depute a railway servant in proper uniform and issue authority on form no. T/369(3b) for receiving the train, after

ensuring that conditions to take OFF Semi-Automatic/ Manual Reception Stop signal have been fulfilled.

7. After ensuring that the first train has arrived safely at the station ahead of the affected section, The Loco Pilots/Motorman of all subsequent trains may be permitted to run at their Sectional Speed subject to other speed restrictions in force. The speed over facing points, if any, being restricted to 15 KMPH.
8. Clearance of the section by each train shall be intimated to the station in rear under exchange of Private Number. Train Signal Register shall be brought into use and all entries regarding train working recorded there-in. Section Controller shall be kept advised of all train movements taking place in the affected section.
9. As soon as the signals are put right by the S&T officials in writing, section controller's Permission should be obtained for resuming normal working of trains on Automatic Block System. A message shall be exchanged with Private Numbers by the Station Master on duty concerned in Train Signal Register, assuring that the last train dispatched during the failure has arrived completely at the station in advance and the section is clear. Intimation of restoration shall be given to section controller under exchange of private number.

From Station Master/X	To Station Master/Y
No. _____ Last Train (Number and description) _____ dispatched during failure from your station at _____ hours _____ mins has arrived completely at my station at _____ hours _____ mins. Cancel the present method of working of trains.	
Private Number (In figures) _____ (In words) _____	
From Station Master/Y	To Station Master/X
No. _____ Your No. _____ understood Last Train (Number and description) _____ dispatched during failure from my station at _____ hours _____ mins has arrived completely at your station at _____ hours _____ mins. Cancel the present method of working of trains.	
Private Number (In figures) _____ (In words) _____	

10. All the records in connection with train working on this system shall be retained at the station and the Transportation Inspector of the section must scrutinize them and submit his report to the Sr. Divisional Operations Manager / Divisional Operations Manager (in-charge) within 7 days of the resumption of normal working.

S.R. 9.12/2 (B): Failure of all signals likely to last for some time and cause serious delay when no Means of communications are available in Double line:-

N.R.V.
In the event of failure of automatic signalling occurring in an area consisting of two or more Stations in Automatic Block System and when line clear cannot be taken by any of the following means, viz.

- (i) Track circuit and Axle counter where indication of the section between two stations is available on VDU panel.
- (ii) Station to Station fixed telephone wherever available.
- (iii) Fixed telephone such as Railway auto phone & BSNL/MTNL phone.
- (iv) Control Telephone.
- (v) VHF set under special instructions, but not as the sole means of communication on Sections where passenger trains run.
- (vi) Fixed Telephone with CUG sim which have been provided to the station only for official use to the on-duty Station Master.

The following procedure shall be adopted for train working:-

- (i) The movement between the two block stations shall be controlled by the Station Master of either side.
- (ii) All the points over which the trains will run within the affected area shall be correctly set and locked before the movement of any train is authorized over them.
- (iii) Before any train is allowed to leave the station as prescribed in S.R. 9.12/ 2(B), it shall be brought to a stand and the Loco Pilot/Motorman and the Train Manager of the train shall be advised of the circumstances by the Station Master.
- (iv) The Station Master shall give the Loco Pilot/Motorman and Train Manager of each train:-

An Authority on form T/B 912 shall be handed over to the Loco Pilot/Motorman and Train Manager and record copy shall be retained by the Station Master as a record which shall consist of-

- a) An authority to proceed without line clear.
- b) An authority to the Loco Pilot/Motorman Indicating the distinguishing numbers of Departure, Automatic, Semi-Automatic, Manual and Gate signal/signals required to be passed, shall also be indicated on the Authority authorising the Loco Pilot/Motorman to pass them at 'ON' position. For a Starter Signal/ Manual/ Midsection Gate Signal, the loco pilot/Motorman shall pass the signal only when he receives a proceed Hand signal from a railway servant in uniform. In the case of Mid-section gate signals the loco pilot/motorman shall cautiously pass the level Crossing only after ensuring that the gates are closed and locked for road traffic.
- c) A Caution Order restricting the speed to 15 Kmph over the straight line when view is Clear and 10 kmph when approaching or passing any portion of the line where the view ahead is not clear due to curve, obstruction, rain, fog or any other cause subject to the observance of other speed restrictions imposed. Loco Pilot/Motorman must also ascertain that the points of the outlying siding/ turnouts, if any, are correctly set and locked before passing over them. Speed over facing points being restricted to 15 KMPH.
- (v) No train shall be allowed to enter an affected section unless there is a clear interval of 25 minutes between the train about to leave and the preceding train.

(vi) (a) In the event of a Loco Pilot/Motorman approaching or passing any portion of a line where view ahead is not clear, the Assistant Loco Pilot or the Train Manager with hand signals must be sent in advance to guide the further movement of the train. A sharp look out ahead should be kept and the engine whistle freely used.

(b) A tunnel shall be entered only after it has been ascertained that it is clear. If there is any doubt on this point, the train shall be piloted by a railway employee equipped with hand signals and detonators.

(vii) The Train Manager shall keep a sharp look out in the rear and be prepared to exhibit a danger signal to prevent the approach of a train from rear side and to protect it, if necessary, as per extant rules. Before entering a section where there are tunnels, he shall also switch on the side and tail lights/lamps on EMUs etc.

(viii) If the train is unable to move further due to any reason, then the train manager should protect the train in rear by placing one detonator of 250 meters from the train on the way out and 2 detonators, 10 meters apart, at 500 meters from the train.

(ix) When approaching the next station the Loco Pilot/Motorman shall bring his train to a stand outside the Semi-Automatic/ Manual Reception Stop Signal and sound one long whistle. The Station Master will arrange to depute a railway servant in proper uniform and issue authority on form no. T/369 (3b) for receiving the train, after ensuring that conditions to take OFF Semi-Automatic/ Manual Reception Stop Signal have been fulfilled. On arrival, the Motorman/Loco Pilot of all trains shall make over the form T/B 912 to the Station Master of the receiving station.

(x) Trains must continue to work on this system until either the signals are put right or any one of the means of communications is restored by the S&T officials in writing.

(xi) As soon as the signals and communication are put right, normal working of trains shall be resumed.

(xii) However, where signals continue to remain in-operative but any of the means of communication is restored, the Station Masters at both ends shall immediately exchange a message in the following format-

From Station Master/X	To Station Master/Y
No. _____ Train (Number and description) _____ arrived complete at _____ hours. Last Train (Number and description) _____ despatched to your station at _____ hours. Cancel the present method of working of trains. Line Clear shall be obtained by means of _____ Acknowledge.	
Private Number (In figures) _____ (In words) _____	

From
Station Master/Y

To
Station Master/X

No. _____ Your No. _____ Understood that Train (Number and understand description) _____ which was the last train to leave my station has arrived complete at your station. Train No. _____ which left your station has arrived complete at my station at _____ Hours/not arrived. Present system of train working is being/ shall be cancelled immediately after the complete arrival of train No _____ Line Clear for the next train shall be obtained by means of _____.

Private Number (In figures) _____ (In words) _____

- (xiii) In case of any of the means of communication is restored as per condition in Para (xii) above, working shall be done in accordance with S.R. 9.12/2 (A). Line Clear shall not be obtained or given by any means of communications which has been restored until both the Station Masters are satisfied that all trains despatched from their stations have arrived complete at the other station. When the trains referred above arrived complete at the stations, their numbers and arrival time will be communicated to the other Station Master concerned under exchange of Private Numbers. There after intimation to this effect shall be given to the Section Controller.
- (xiv) All the records in connection with train working on this system shall be retained at the station and the Transportation Inspector of the section must scrutinize them and submit his report to the Sr. Divisional Operations Manager / Divisional Operations Manager (in-charge) within 7 days of the resumption of normal working.

S.R. 9.12/3:-Rules and Regulations for working of trains under the Automatic Block System during obstruction of one line when signals are operative and communication are available (on Double Line Sections) :-

1. When it is desired to introduce temporary single line working on double line on electric communication instruments, the Station Master at one end of the affected section shall on receipt of reliable information in writing that one line is clear, take steps to introduce temporary single line working on that line in consultation with the Section Controller and the Station Master of the Station at the other end of the section. The decision to introduce temporary single line working should be taken by Sr. Divisional Operations Manager / Divisional Operations Manager (in-charge). Temporary Single Line Working shall be introduced between the nearest stations provided with cross-over between Up and Down lines on either side of obstructions. Nomination of stations at both the ends of such stations shall be done by Sr. Divisional Operations Manager / Divisional Operations Manager (in-charge) of the division as mentioned in above.
2. If there is reason to suspect that the line over which temporary single line working is to be Introduced is also fouled or damaged, temporary single line working shall not be introduced until a responsible engineering official not below the rank of a SSE/JE (P.Way) has inspected that section and certified that the track is safe for the passage of trains.
3. The movement of trains on the affected section shall be controlled by such stations and on such lines as are nominated.
4. The Semi-Automatic/ Manual Despatch Stop signals of the Stations at both the ends of the section where temporary single line is being introduced shall be put in manual mode in ON condition for the entire duration of temporary single line working. The concerned Semi-

Automatic/ Manual Reception Stop Signals of the stations at both the ends shall also be put in manual mode and in ON position initially, before introduction of temporary single line working.

5. *All trains running in the wrong line shall be worked in accordance with the rules for the use of electric communication instruments on single line. Line clear shall be obtained on the following:*
 - a) *Station to Station fixed telephones wherever available.*
 - b) *Fixed telephone such as Railway auto phone & BSNL/MTNL phone with caller ID.*
 - c) *Control Telephone.*
 - d) *VHF set under special instructions, but not as the sole means of communication on sections where passenger trains run.*
 - e) *Fixed Telephone with CUG sim which have been provided to the station only for official use to the on-duty Station Master.*

NOTE:- In all cases where line clear is obtained/granted by a means of communication other than Track circuit/ Axle Counter, the system of calling station name, followed by establishing identity of the Station Master on duty by cross checking Private numbers given for the last Preceding train shall be adopted.

6. *Train Signal Register, shall be introduced at stations on affected section.*

7. *After ascertaining that one of the lines is clear for the passage of traffic, the Station Master proposing single line working shall issue a message under exchange of private Number, containing the following information, to the Station Master at the other end of the affected section :-*

- (a) *Cause of introduction of single line working;*
- (b) *Place of obstruction;*
- (c) *The line by which single line working is proposed;*
- (d) *The source of information that the said line is clear;*
- (e) *Restriction of speed, if any, on the line;*
- (f) *The number and timings of the last train which arrived/left the station nominated.*

8. *On receipt of acknowledgement from the Station Master at the other end and confirmed by a private number single line working may be introduced. Line clear shall be obtained on available means of communications as mentioned at para-5 above.*
9. *The Station Master on duty at the station in advance shall not give such "Line Clear" unless:-*

- a) *The Line is clear not only up to the Semi-Automatic/ Manual Reception Stop Signal but also for the adequate distance beyond the Semi-Automatic/ Manual Reception Stop Signal.*
- b) *The private number/s has been exchanged with on duty gatemen, for closure of the level crossing gate/s under his control.*
- c) *The points of outlying sidings/ turnouts under his control are correctly set and locked.*
- d) *For each first train running in the wrong line clear shall neither be asked nor given unless the two Station Masters have assured under exchange of private numbers that all*

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the trains running in the right line have already arrived completely at the Station in advance.

10. A written authority (form T/E 912) shall be given to Loco pilot/Motorman and Train Manager of all trains in right and wrong line which includes.
 - a) A 'line clear ticket' on Automatic block system during temporary single line working on double line.
 - b) Distinguishing numbers of departure, Automatic, modified Semi-automatic/Semi-Automatic/ Manual and Gate stop signals required to be passed (including non-governing signals), shall also be indicated on the authority authorising the Loco Pilot/Motorman to pass them at 'ON' position. For a Starter/ Manual and gate stop signal, the loco pilot/Motorman shall pass the signal only when he receives proceed hand signal from a railway servant in uniform. In the case of mid-section gate stop signals the loco pilot/Motorman shall cautiously pass the level crossing only after ensuring that the gates are closed and locked for road traffic.
 - c) A caution order which shall clearly state:-
 - (i) The line on which the train or light engine is to run;
 - (ii) The kilometers between which the obstruction exists.
 - (iii) Any restriction of speed which may have been imposed; and
 - (iv) The instruction that Automatic signals in the wrong line should be considered as out of use even though they may be showing 'Proceed' or 'Caution' aspect.
 - (v) The train started on the wrong line shall be piloted out of the station after all the concerning points have been correctly set and locked.
 - (vi) Location of the Neutral section if any.
11. Before any train in the wrong line is allowed to enter the block section by handing over the authority T/E 912, the station master shall ensure that private number/s has been received from the gatemen for closure of the gate/s under his control. It shall also be ensured that all points under control of train dispatching station over which the train will pass are correctly set and locked.
12. For every first train in the right line the procedure laid down for the trains running in the wrong line shall be followed and the authority T/E 912 shall be issued.
13. The subsequent trains running in the right line may be allowed to follow each other as per the signal aspect in Automatic Block System, provided that the station in rear has intimated the station in advance about the fact that he is permitting particular train/trains to follow and has ascertained the readiness of station in advance to receive, if following them. Private numbers shall be exchanged for every such movement.

The written authority (T/E 912) shall also be given to the subsequent trains following the first train running in the right line, after ensuring that the line is clear not only up to the first signaling section beyond the Semi-Automatic/ Manual Despatch Stop Signal but also for an adequate distance beyond it. The station master shall however strike out the line clear ticket portion in the authority T/E 912.
14. An endorsement shall also be made on the form T/E 912 given to the Loco Pilot/Motorman of the first train introducing temporary single line working in the wrong line to stop and inform all Gatemen and Gangmen on the way about the introduction of temporary single line

working. The line, on which the trains shall run, also be specified. The Loco Pilot should switch "ON" the flasher light of the train engine while running on the wrong line on proper authority to proceed. In case, the train engine running on the wrong line without switching on the flasher light is noticed by the station staff, Gatemen and Gangmen they shall stop the train immediately.

15. (a) The speed of every first train running in the wrong line shall not exceed 25 kmph subject to other speed restrictions. The subsequent trains in the wrong line, which would be dispatched on line clear, may be permitted to run on sectional speed subject to other speed restrictions.
- (b) The speed of every first train running in the right line shall not exceed 25 kmph subject to other speed restrictions. The trains which are following the first train in the right line on the aspects of the signals may be permitted to run at sectional speed, subject to other speed restrictions in force. However, the speed over facing points, if any, being restricted to 15 KMPH.
- 16.(a) When approaching the next station nominated under S.R. 9.12/3, the Loco Pilot/Motorman of the train running in the wrong line shall bring his train to a stand before the point opposite the Semi-Automatic/Manual Reception Stop Signal pertaining to the correct line or the Semi-Automatic/Manual Despatch Stop Signal pertaining to the wrong line on which he is running or any Shunt signal protecting the outer most Cross-over, whichever he comes across first, and sound one long whistle. The Station Master after satisfying himself that all points have been correctly set and locked, shall arrange for a man in uniform, to pilot the train from this signal, who shall obey hand signals, if any, relayed from the station platform. Manual/Semi-Automatic signals, if any, shall, however, be passed on a written authority on the prescribed form T/510 to be issued by the Station Master.
- (b) When approaching the next station nominated under S.R. 9.12/3, the Loco Pilot/Motorman of all the trains running in the right line shall be guided by the aspect of the Semi-Automatic/Manual Reception Stop Signal of the receiving station. In case the Semi-Automatic/Manual Reception Stop Signal/Calling-on is not in working condition then the Station Master will arrange to depute a railway servant in proper uniform and issue authority on form no. T /369 (3b) for receiving the train, after ensuring that conditions for taking OFF Semi-Automatic/Manual Reception Stop Signal have been fulfilled.
17. **Resumption of normal working:**
 - (a) On receipt of written certificate from a responsible engineering official that the obstruction on affected line is removed and obstructed line is free for passage of trains, the Station Master will issue a message to the other station/s, as the case may be under exchange of private numbers and decide, in consultation with Section Controller the train after the passage of which the normal working has to be introduced.

From Station Master/X	To Station Master/Y
No. _____ Last Train (Number and description) _____ which left from your station at _____ hours arrived completely at my station at _____ Hrs _____ mins. Cancel the present method of working of trains. Private Number (In figures) _____ (In words) _____	
From Station Master/Y	To Station Master/X
No. _____ Your No. _____ Understood, that Train No. _____ which left my station has arrived complete at your station at _____ Hours. Present system of train working is cancelled Private Number (In figures) _____ (In words) _____	

(b) An entry shall also be made in the Train Signal Register of all stations concerned showing the time at which double line working was suspended, single line working was introduced and the time at which normal working was resumed.

18. All the records in connection with the temporary single line working shall be retained at the station and the Transportation Inspector of the section must scrutinize them and submit his report to the Sr. Divisional Operations Manager / Divisional Operations Manager (in-charge) within seven days of the resumption of normal working.

S.R. 9.12/4: Rules and Regulations for Single line sections in Automatic Block System when no means of communications are available in case of failure of Automatic signaling:

(A) In the event of failure of all automatic signals occurring in an area consisting of two or more stations worked under Automatic Block System in single line and when line clear cannot be taken by any of the following means, viz.

- (i) Track circuiting or Axle Counters;
- (ii) Station to station fixed telephones wherever available;
- (iii) Fixed telephone such as Railway Auto-phones & BSNL phones.
- (iv) Control Telephone;
- (v) VHF sets; (under special instructions, but not as the sole means of communication on section where passenger trains run).
- (vi) Fixed Telephone CUG sim which have been provided to the station only for official use to the on-duty Station Master.

(B) The Station Master who has a train to despatch through the affected section shall open communications by establishing contact with the Station Master of the block station at the

other end of the affected section by sending an engine or self-propelled vehicle or any other vehicle, enumerated below, in the order of preference laid down: —

- (a) Light engine;
 - (b) Train engine, after it is detached from the train by the Loco Pilot on instructions from the Station Master on duty;
 - (c) Motor Trolley/Tower Wagon/Trolley/Cycle Trolley/Moped Trolley duly accompanied by a Train Manager or by a Station Master other than the Station Master on duty;
 - (d) Diesel car/Rail Motor Car/EMU Rake after ensuring that all passengers have detrained.
- (C) Before the Light Engine/Train Engine/Motor Trolley/Tower Wagon/Trolley/Cycle Trolley/Moped Trolley/Diesel Car/Rail Motor Car/EMU Rake is sent into the affected section to open communications, the Loco Pilot/Motorman/ Train Manager/Station Master being sent to do so shall be advised by the Station Master on duty of the circumstances in which and the purpose for which he is being sent. The Station Master on duty shall also satisfy himself that the Loco Pilot/Motorman/Train Manager/Station Master being sent to open communications thoroughly understands the rules for working of trains during total failure of communications on the single line. If the Loco Pilot/Motorman/ Train Manager/ Station Master who is being sent to open communications, is not conversant with the Rules for working of trains during total failure of communications on single line, the Station Master on duty shall explain these rules to such staff. The Station Master on duty shall also obtain the signature of the Loco Pilot/Motorman/ Train Manager/Station Master on form no. T/B 602 'Authority for opening communication during total interruption of communication on single line section', in token of such staff having fully understood the circumstances in which and the purposes for which he is being sent and the Rules for Working of Trains during total failure of communications on single line. The Authority T/A 912 to pass Automatic signals in 'ON' position as prescribed in the authority shall also be given to the Loco Pilot and Train Manager.
- (D) (i) Before despatching the Light Engine/Train Engine / Motor Trolley / Tower Wagon/ Trolley/Cycle Trolley/ Moped Trolley/ Diesel Car/ Rail Motor Car/ EMU Rake, the Station Master on duty shall hand over Authority T/A 912 to pass station dispatch stop signals as well as intervening Automatic/Semi-Automatic/ Manual/ Gate stop signals in 'ON' position and form no. T/B 602 an 'Authority for opening of communication during total interruption of communication on single line section' to the Loco Pilot / Motorman / Train Manager/Station Master who is being sent to open communications, which includes:
- (a) An 'Authority to Proceed Without Line Clear'.
 - (b) A Caution Order, specifying the speed up to which the engine or self-propelled vehicle or other vehicle referred to in para (B) above may run through the affected section.
 - (c) A Line Clear Enquiry Message addressed to the Station Master of the block station at the other end of the affected section asking for Line Clear for the train waiting to be despatched to his station.
 - (d) A Conditional Line Clear Message to the Station Master of the block station at the other end of the affected section permitting him —
- (1) To return the Light Engine/Train Engine, either light or attached to a train waiting to be despatched from his station, or attached with another engine; or

- (2) To return Tower Wagon/Diesel Car/Rail Motor Car/EMU Rake running by itself; or
 (3) To return Motor Trolley/ Trolley/ Cycle Trolley/ Moped Trolley either running by itself or loaded in a train waiting to be despatched from his station.

- (ii) The Loco Pilot/ Motorman/ Train Manager/ Station Master going to open communications shall, on receipt of form no. T/B 602 'Authority for opening communication during total interruption of communication on single line section and Authority T/A 912 to pass station dispatch stop signals as well as intervening Automatic/Semi-Automatic/ Manual/ Gate Stop Signals in 'ON' position shall sign on its original and carbon copy in token of his having understood its contents. In such a situation, the vehicle will be permitted to run with a speed as mentioned on Form No. T/B-602.
- (iii) In case a light engine or an engine and brake van is to be despatched to proceed to the next block station and then continue its journey onward after arrival at the next block station and is not meant for opening communications, the Loco Pilot/ Motorman of engine or the engine and brake van, shall be given with the 'Authority for opening communication during total interruption of communication on single line section' and the items 'Line Clear Enquiry Message and Conditional Line Clear Message' for its return journey mentioned in para (i) (c) & (d) above, shall be struck out in form. Such engines or engine and brake van shall be issued only the 'Authority to Proceed without Line Clear' and Caution Order referred to in para (i) (a) & (b) above where necessary. When it is necessary to despatch another light engine or another engine and brake van in the same direction, an interval of at least 30 minutes shall be allowed to elapse before it is despatched.
- (iv) The Semi-Automatic/ Manual Despatch Stop Signal shall not be taken 'OFF', while permitting an engine or self-propelled vehicle or other vehicle to proceed to the next station on 'Authority for opening communication during total interruption of communication on single line section'.
- (E) After an engine or self-propelled vehicle or other vehicle is despatched to the next station to open communications with Line Clear Enquiry Message and a Conditional Line Clear Message to the next station for the return journey of the engine or self-propelled vehicle or other vehicle, no other train or engine or self-propelled vehicle or other vehicle shall be allowed to leave the station and proceed in the same direction until the engine or self-propelled vehicle or other vehicle sent to open communications returns.
- (F) (i) The engine or self-propelled vehicle or other vehicle proceeding on 'Authority for opening communication during total interruption of communication on single line section' shall switch on the Flasher light, wherever provided and shall proceed at a speed not exceeding 15 kilometers per hour by day when the view is clear and 10 kilometers per hour during night or when the view is obstructed, making free use of engine whistle or horn of the self-propelled vehicle, where provided.
 In thick, foggy or tempestuous weather or in dust storm etc., when visibility is impaired, the engine or self propelled vehicle, or other vehicle proceeding on 'Authority for opening communication during total interruption of communication on single line section' shall proceed at walking pace only making repeated use of the engine whistle or horn of self propelled vehicle, where provided, preceded at an adequate distance by two men on foot, one displaying a red light and the other carrying fog signals ready for immediate use. Normally one of these men will be provided by the Station Master from pointsman/ gateman and the other from the crew of the engine or the person whose

Motor Trolley/Trolley/Cycle Trolley/Moped Trolley is being used. In case of single manned self-propelled vehicle, both these men shall be provided by the Station Master. The Station Master on Duty shall explain to both of them their duties, in the presence of the Loco Pilot/ Motorman/ Train Manager/ Station Master in charge of the self-propelled vehicle or other vehicle being sent to the next station and satisfy himself that they understand the same.

(ii) Both by day and night, a tunnel must not be entered until the Loco Pilot/Motorman/Train Manager/ Station Master has ascertained that it is clear. Should there be any doubt on this point, the engine or other vehicle etc. should be piloted by a railway servant equipped with hand signal and detonators. Before entering the tunnel the head lights, side and tail lights and other lights (where provided) shall also be lit.

(iii) No obstruction of the line beyond the outermost facing points shall be allowed until the return of the Engine/ Tower Wagon/ Diesel Car/Rail Motor Car/ EMU Rake/ Motor Trolley/ Trolley/ Cycle Trolley/Moped Trolley.

(G) In the event of an engine/self-propelled vehicle/other vehicle, proceeding on 'Authority for opening communication during total interruption of communication on single line section' meeting in the mid-section, an engine/self-propelled vehicle/other vehicle sent from the other end, the Loco Pilots/Motormen/Train Managers/Station Masters, as the case may be, shall, taking into consideration the importance of the train for which they are proceeding to get Line Clear, the distance from the nearest station, gradients to be encountered, the presence of catch sidings etc., decide to which of the two stations, the engines/self-propelled vehicle/vehicles should proceed. Before proceeding, the engines or self-propelled vehicles shall, if possible, be coupled up. If the engines/self-propelled vehicles cannot be coupled up they should run at a safe speed and adequate distance apart. In the case of Motor Trolley/Push Trolley/Cycle Trolley/Moped Trolley, meeting an Engine and brake van/Diesel Car/Rail Motor Car/EMU Rake, the Motor Trolley/Push Trolley/Cycle Trolley/Moped Trolley shall, if possible, be loaded in the Brake Van/Diesel Car/ Rail Motor Car/EMU Rake.

(H) On sighting the station to which the engine/self-propelled vehicle/ other vehicle running by itself or with another similar unit coupled together or separately, to which it is/they are proceeding, the leading engine/self-propelled vehicle/other vehicle shall stop outside (i.e. In rear of) the Semi-Automatic/Manual Reception Stop Signal of the station. The engine or self-propelled vehicle or other vehicle following the leading engine/self-propelled vehicle/other vehicle, shall stop at a safe distance behind the leading engine/self-propelled vehicle/other vehicle. The Station Master shall be advised of the stoppage outside the Semi-Automatic/ Manual Reception Stop Signal either by using the engine whistle/horn of the self-propelled vehicle, if provided, or by sending a man if necessary. They shall not enter the station till permitted by the Station Master to do so either by taking 'OFF' the relevant signals or otherwise.

(I) When the engine or engines/self-propelled vehicle or self-propelled vehicles/other vehicle or vehicles have been admitted into the Station, the 'Authority for opening communication during total interruption of communication on single line section' shall be delivered to the Station Master on duty, who shall keep this document in his safe custody and also post the Line Clear Enquiry Message and the Conditional Line Clear Message in his Line Clear Books. On the authority of the Conditional Line Clear Message for the return journey, the

Station Master on duty shall make out a Conditional Line Clear Ticket on form no. T/G 602(UP) or T/H 602(DOWN) as the case may be and hand over it to the Loco Pilot/Motorman/Train Manager/ Station Master to return to the block station from where he came with his engine either light or attached to a train or another engine or a self-propelled vehicle if one is waiting to proceed in that direction.

- (J) In case of the engine or self-propelled vehicle or other vehicle returning to the station from which he was sent without reaching the next station, the 'Authority for opening communication during total interruption of communication on single line section' shall be taken back by the Station Master on duty of the station from which this was issued and cancelled. The original entries shall also be cancelled.
- (K) Station Master on duty before despatching the engine either light or attached to a train/self-propelled vehicle/other vehicle, on the return journey shall hand over to the Loco Pilot/Motorman/ Train Manager/ Station Master, 'Conditional Line Clear Reply Message' on form no. T/F 602 for the 'Line Clear Enquiry Message', giving Line Clear for the train waiting at the other station, thereby authorising the Station Master at that station to start the train waiting there on complete arrival of the engine, either light or attached to a train/self-propelled vehicle/other vehicle at his end. The Authority T/A 912 to pass signals in 'ON' position as prescribed in the authority shall also be given to the loco pilot and Train Manager.
- (L) The particulars of the engine either returning light or attached to a train or attached to another Engine/ Tower Wagon/Diesel Car/Rail Motor Car/EMU Rake/Motor Trolley or Trolley/ Cycle Trolley or Moped Trolley running by itself or loaded in a train as may be applicable shall be correctly filled in on form no. T/F 602 'Conditional Line Clear Reply Message'.
- (M) On the return journey, the engine either light or attached to a Train/ Diesel Car/Rail Motor Car/EMU Rake/Train loaded with Motor Trolley/Push Trolley/Cycle Trolley/Moped Trolley may run at sectional speed observing speed limits in the Working Time Table and other relevant rules. The Motor Trolley /Push Trolley/Cycle Trolley/Moped Trolley returning by itself may run at their Normal speed observing the rules governing their running on Line Clear.
- (N) On reaching the station, the engine either light or attached to a train/self-propelled vehicle/ other vehicle shall again stop outside (i.e. in rear of) the Semi-Automatic/Manual Reception Stop signal of the station and thereafter be guided by the instructions from the Station Master, who may arrange to receive it by taking 'OFF' the relevant signals or otherwise.
- (O) On arrival at the station the 'Conditional Line Clear Reply Message' shall be handed over to the Station Master who shall record it in the Line Clear Message Book and on its authority issue a Conditional Line Clear Ticket on form no. T/G 602 or T/H 602 (as the case may be) for the waiting train.
- (P) If there be an even flow of trains in both directions, Line Clear Enquiry Message on form no. T/E 602 and Conditional Line Clear Messages for each succeeding train may be sent through the Train Manager of the preceding train.

- (Q) *The arrival and departure time of all trains, engines, Trolleys etc. which are passed under the above rules must be carefully recorded in the Line Clear Enquiry and Reply Books and also in the record copy of the 'Authority for opening communication during total interruption of communication on single line section' and in the Train Signal Register.*
- (R) *If the Station Master at one end of the interrupted section has more than one train to despatch in the same direction before another train is normally expected from the opposite direction, he shall, in such cases, send the first available engine of a train to obtain 'Line Clear' not only for that train but also for the following trains which may be waiting or expected at his station. In the Line Clear Enquiry Message, it shall be stated that these latter trains will be despatched after the first train at intervals of 30 minutes. After the Loco Pilot returns with the Line Clear for the required number of trains to the station at which he had left the train, the Station Master shall despatch the first train on the authority of the Line Clear for the trains and shall also endorse on that Line Clear that a particular train (giving its number and description in full) shall follow at a specified interval. The Station Master shall give similar information to the Train Manager also in writing. The Loco Pilots of the second and subsequent following trains shall be given a caution order restricting the speed to 25 kilometers per hour over the straight when the view ahead is clear and to 10 kilometers per hour when approaching or passing any portion of the line where the view ahead is not clear due to curve, obstruction, rain, fog, or any other cause. When despatching a second and subsequent trains, the particulars of the last preceding train along with its time of departure will be endorsed on the Line Clear as also the particulars of the train that would follow. The Line Clear for the last train of the series should be endorsed with the particulars of the proceeding train together with its time of departure. While adopting this procedure, the Train Manager and the Loco Pilot should be instructed to keep a sharp look out and be prepared to stop short of any obstruction.*
- (S) *When a train is stopped in the affected section the Train Manager shall immediately exhibit a hand danger signal towards the rear and checkup that the tailboard or the taillight is correctly exhibited. If the stoppage is on account of accident, failure, obstructions or other exceptional cause and the train cannot proceed, the Loco Pilot shall sound the prescribed code of whistle to apprise the Train Manager of the fact, where upon the Train Manager shall protect the train by placing one detonator at 250 meters from the train on the way out and 2 detonators, 10 meters apart, at 500 meters from the train, irrespective of the gauge. When a train is detained outside signals and if the detention exceeds or is likely to exceed 10 minutes it shall also be protected accordingly. In the absence of the Train Manager, the duty of protecting the train shall devolve on the Loco Pilot.*
- (T) *When trains follow one another, no train shall be backed. In exceptional circumstances when it may be unavoidable to back a train, the train shall be backed only after providing protection by placing one detonator at 250 meters and 2 detonators, 10 meters apart, at 500 meters from the point upto which the train is to be backed.*
- (U) *Trains must continue to work on this system until anyone of the means of communications, mentioned in rule (4)(A) of SR 9.12 is restored by the S&T officials.*
- (V) *As soon as anyone of the means of communications has been restored, the Station Master must send a message to the Station Master at the other end of the section, on the form no.*

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T/I 602. On receipt of the above message, the Station Master at the other end of the section must acknowledge in the form no. T/I 602.

- (W) Normal working shall not be restored, until both the Station Masters are satisfied that all trains and engines, etc. despatched from their stations have arrived complete at the other station. Even if the communication is restored immediately after the departure of the light engine/self-propelled vehicle/any other vehicle referred to in Rule (A) above, sent under 'Authority for opening communication during total interruption of communication on single line section', normal working should not be resumed until the light engine/self-propelled vehicle/any other vehicle reaches the next station and both the Station Masters are satisfied under exchange of Private Numbers that no light engine/self-propelled vehicle/any other vehicle is on the section. Thereafter intimation about this shall be given to Section Controller also, on controlled sections, if communication with Section Controller has also got restored and normal working resumed. If, however, communication with Section Controller has not got restored along with restoration of communication between two stations, the Section Controller shall be advised of the position immediately on restoration of communication with him.
- (X) On the section where total interruption of communications occurs, the Transportation Inspector of the section, must scrutinize the train passing records of the station and submit his report to the Senior Divisional Operations Manager/ Divisional Operations Manager (incharge) within seven days of the resumption of communication.

S.R. 9.12/5: Rules and Regulations for single line working on double line sections in Automatic Block System due to obstruction of one line when no means of communications are available in case of failure of automatic signalling.

The following rules must, in addition to the rules prescribed in SR 9.12 (4), be observed by the Staff.

- (A) Whenever an accident to a train or track or other obstruction, precludes the use of one line on a double line section during total interruption of communications, single line working shall be introduced only after a responsible official of the Engineering Department, not less than SSE/JE(P.Way) in rank, has certified that the other line on which single line working is to be introduced is free and safe for passage of trains. Such engineering official shall give the certificate only to the Station Master of the station at that end of the affected section for which the unobstructed line shall be the right line for despatching trains. On receipt of this certificate only the Station Master at the end of the affected station for which the unobstructed line shall be the right line for dispatching trains will follow the rules prescribed in SR 9.12(4) for opening of communications.
- (B) Loco Pilots of trains, including light engines, shall be given a Caution Order on which, and shall be stated clearly.
- (i) The line on which the train is to run;
 - (ii) Location where the obstruction exists;
 - (iii) Any restriction of speed, which may be imposed by Way & Works Staff;
 - (iv) An assurance to the effect that any trap points on the line in question have been spiked and clamped.

(C) All the cross over points, over which the train shall proceed, while temporary single line working is in force, shall be clamped and padlocked.

(D) In the case of a train proceeding on the right line:

- (i) The Semi-Automatic/ Manual Despatch Stop Signal of the station in rear of the affected section may be passed in the 'ON' position in the prescribed form T/A 912 and hand signals shall also be shown at the foot of this signal.
- (ii) The approach Stop signals, if any, of the station in advance of the affected section, may be taken 'OFF'.

(E) In the case of a train proceeding in the wrong line:

- (i) The train shall be piloted out of the station on a written authority T/511 in addition to T/A 912 issued by the Station Master after all the facing points have been correctly set, clamped and pad locked and trailing points correctly set over which the train will pass.
- (ii) On reaching the next station, the Loco Pilot shall bring his train to a stop opposite the first Stop signal pertaining to the right line or at the last Stop signal pertaining to the wrong line (on which his train is running), whichever he comes across first.
- (iii) The Station Master of the station in advance shall depute a railway servant in uniform at the foot of the signal (whichever the train would encounter first) who shall stop the train on hand danger signal and thereafter pilot it into the station on a written authority T/510 issued by the Station Master.

(F) It will be the responsibility of the person in charge of the first engine or self-propelled vehicle or other vehicle, sent under 'Authority for Opening Communication during total interruption of communication on single line section' to inform all the Gatemen and Gangmen en-route about the introduction of temporary single line working as also the line on which it is proposed to run the train. This information shall be conveyed through the Loco Pilot of a subsequent train also, if necessary.

(G) Resumption of normal working: —

- (i) If after the introduction of single line working, communications are restored between two affected stations, the trains will continue to run under special rules until action is taken in accordance with the instructions contained in these rules for the cancellation of the procedure. Thereafter, trains will be run in accordance with the instructions for the movement of traffic during temporary introduction of single line working on double line.
- (ii) If, however, before communications are restored, the other line is released for the passage of traffic, trains shall be worked, in accordance with the instructions for running of trains on double line section during total interruption of communications.

S.R. 9.12/6: Rules and Regulations for Single line sections in Automatic Block System when means of communications are available but direction of traffic cannot be established.

In such cases the procedure laid down under SR 9.12/2 (A) shall be followed.

NOTE: New revised authorities in connection with unified SR 9.12 are as under:

NORTHERN RAILWAY

Form No, T/ D 912
Serial No. _____

**AUTHORITY FOR WORKING OF TRAINS
DURING PROLONGED FAILURE IN AUTOMATIC BLOCK SYSTEM
(Loco Pilot/ Train manager/ Station Master's Record)**

Station _____

Time: _____ hours _____ mins

Date _____

To _____

The Motorman/ Loco Pilot of Engine/ Train/ Unit No. _____ UP/ DOWN.

AUTHORITY TO PROCEED

1. All signals between _____ station and _____ station have failed.
2. Line clear has been received from _____ station under his private No.(in words) _____ (in figures) _____.
3. You are authorized to work your Train/ Engine/ Unit No. _____ up to the Semi-Automatic/ Manual First Reception Stop Signal of _____ station and thereafter be guided by the aspect of the Semi-Automatic/ Manual First Reception Stop Signal or the instructions from the Station Master of the _____ station.

AUTHORITY TO PASS SIGNALS IN 'ON' POSITION

You are also authorized to pass

1. Departure signals and all intervening Automatic signals between _____ station and _____ station at 'ON'.
2. Starter/ Manual Stop Signal/ Gate stop signals on being hand signalled past such signals by a railway servant in uniform.
3. You shall cautiously pass the level crossing gates only after ensuring that the gates are closed.
4. Here indicate distinguishing Numbers _____ of all signals to be thus passed _____

CAUTION ORDER

Your train is the +First train to pass over the UP/DOWN line during prolonged failure of Automatic signaling from _____ station to _____ Station. **Speed shall be restricted to 25 kmph when the view is clear and 10 kmph when view ahead is impaired subject to other speed restrictions.**

*Your train is NOT the First and is authorized to pass over the UP/DOWN line from _____ station to _____ Station with the **Sectional speed** subject to other speed restrictions.

The speed over facing points, if any, being restricted to 15 KMPH.

*Strike out whichever is not applicable.

Signature and Stamp of Station Master

I have understood the contents of this authority.

Signature of Train Manager _____ Date _____ Time _____ Hours _____ mins _____
Signature of Loco Pilot/Motorman _____ Date _____ Time _____ Hours _____ mins _____

**AUTHORITY FOR WORKING OF TRAINS DURING TOTAL INTERRUPTION OF
COMMUNICATION/OBSTRUCTION ON LINE, IN AUTOMATIC BLOCK SYSTEM
(Loco Pilot/ Train Manager/ Station Master's Record)**

Station _____
Date _____

Time: _____ hours _____ mins

To
The Motorman/ Loco Pilot of Engine/ Train/ Unit No. _____ UP/ DOWN.

AUTHORITY TO PROCEED WITHOUT LINE CLEAR

1. You are here by authorised to proceed cautiously without line clear from _____ station to _____ station on UP/DOWN* Line.
2. You shall bring your Train/ Engine/ Unit No. _____ to stand outside (i) Semi-Automatic/ Manual First Reception Stop Signal pertaining to right line OR (ii) Semi-Automatic/Manual Last Dispatch Stop Signal pertaining to wrong line* of _____ station and thereafter be guided by the instructions from the Station Master of _____ station.
3. Train No. _____ was the last train over the section. It left/arrived* here at _____ hours _____ minutes.

CIRCUMSTANCES UNDER WHICH THIS AUTHORITY IS GIVEN

*(A) Failure of signals and communications.

*(B) Blocking of line/ obstruction on line at km _____ between _____ station and _____ station and failure of means of communication.

*(C) _____ (any other)

*Strike out whichever is not applicable.

AUTHORITY TO PASS SIGNALS IN 'ON' POSITION

1. You are also authorized to pass Departure signals and all intervening Automatic signals between _____ station and _____ station at 'ON' on this authority.
2. In addition, you are also authorized to pass Starter/ manual Stop Signal/Gate stop signals on being hand signalled past such signals by a railway servant in uniform.
3. You shall cautiously pass the level crossing only after ensuring that the gates are locked.
4. Here indicate distinguishing numbers of all signals to be thus passed: _____

CAUTION ORDER

You are permitted to run your Engine/ Train/ Unit No. from _____ station to _____ Station with the speed not exceeding 15 kmph when the view is clear and 10 kmph when view ahead is impaired subject to other speed restrictions.

The speed over facing points, if any, being restricted to 15 KMPH.

Trains starting on wrong line shall be piloted out of the station after all concerning points are correctly set and locked.

Signature and Stamp of Station Master

I have understood the contents of this authority.

Signature of Train Manager _____ Date _____ Time _____ Hours _____ mins _____
Signature of Loco Pilot/Motorman _____ Date _____ Time _____ Hours _____ mins _____

Loco Pilot/Motorman/Train Manager proceeding on this authority must observe instructions mentioned at the back of this form .

IMPORTANT INSTRUCTIONS

Motorman/ Loco Pilot/Train Manager proceeding on this authority must observe the following precautions:-

1. Speed must not exceed 15 kmph over the straight with clear view and 10 kmph when approaching or passing any portion of the line where the view ahead is not clear due to curve, obstruction, rain, fog or any other cause subject to the observance of speed restriction imposed and speed over facing points restricted to 15 kmph.
2. Both by day or by night, tunnel must not be entered until the Loco Pilot has ascertained that it is clear. Should there be any doubt on this point, the train should be piloted by a Railway Employee equipped with lighted hand signals and detonators.
3. A sharp look out must be kept at all times and Loco Pilot must be prepared to stop clear and short of any obstruction which may exist or crop up on the line. Engine whistle must be freely used.
4. When approaching the nominated station ahead, the Loco Pilot must bring his train engine to stand outside the Semi-Automatic/ Manual Reception Stop Signal pertaining to right line and outside the Semi-Automatic/ Manual Despatch Stop Signal pertaining to wrong line and sound one long whistle and act to the instructions of the Station Master.
5. The form should be handed over to the Station Master of the nominated station at the end of the authorized journey for record.

NORTHERN RAILWAY

Form No. T/ E 912

Sr.No. _____

AUTHORITY FOR TEMPORARY SINGLE LINE WORKING ON DOUBLE LINE AUTOMATIC BLOCK SYSTEM

(Loco Pilot/ Train Manager/Station Master's Record)

Station _____

Time: _____ hours _____ mins

Date _____

To _____

The Motorman/ Loco Pilot of Engine/ Train/ Unit No. _____ UP/ DOWN.

The obstruction exists at km. _____.

****LINE CLEAR TICKET**

1. Due to _____ single line working is introduced on _____ line between _____ and _____ stations.
2. Line clear has been received from _____ station under his Private No.(in words) _____ (in figures) _____.
3. You shall bring your Train/ Engine/ Unit No. _____ to stand outside first Stop Signal/ Last Stop Signal pertaining to wrong line* of the station and thereafter be guided by the instructions from the Station Master of _____ station.

***AUTHORITY TO PASS SIGNALS IN 'ON' POSITION ON WRONG LINE WITH CAUTION ORDER**

On wrong line- When running in wrong line the train shall be piloted out of the station after all the concerning points have been correctly set and locked. The loco pilot/ motorman shall ascertain:

- (i) That points of outlying sidings, where provided, are correctly set and locked and/ or the level crossing gate No.s _____ are locked and;
- (ii) Hand signals are displayed by the railway servant in uniform at the points, level crossing gates before passing them. You shall cautiously pass the level crossing only after ensuring that the gates are locked.

Here indicate distinguishing Nos. of all Non-governing signals to be thus passed: _____

*Your Train is First Train going on Wrong line to pass over the Temporary Single Line. **Speed shall be restricted to 25 KMPH subject to observance of other speed restriction in force.** Loco Pilot should switch "ON" the flasher light of the train engine and inform all Gatemen and Gangmen.

*Your Train is NOT the First train on Wrong line to pass over the Temporary Single Line. **Train is permitted to work at sectional speed, subject to other speed restriction in force.**

Following are the additional Caution Orders in force in Block Section (For trains going in wrong line)

Sr No	Station between		Kilometer		Speed (KMPH)	Cause/Remarks
	From	To	From	To		
1.						
2.						

***AUTHORITY TO PASS SIGNALS IN 'ON' POSITION ON RIGHT LINE WITH CAUTION ORDER**

* **First train on right line-** You are, hereby authorized to pass Departure signals and all intervening Automatic signals between _____ station and _____ station at 'ON' on this authority. In addition, you are also authorized to pass Semi-Automatic/ manual Stop Signal/ gate stop signals on being hand signalled past such signals by a railway servant in uniform. You shall cautiously pass the level crossing only after ensuring that the gates are Closed.

Speed shall be restricted to 25 KMPH subject to observance of other speed restriction in force.

Here indicate distinguishing Nos of all signals to be thus passed : _____

* **Subsequent trains following First train on right line -** You are, hereby authorized to pass Departure signals No. _____ of _____ station at 'ON' on this authority and thereafter be guided by the aspect of the intervening Signals. **Train is permitted to work at sectional speed, subject to other speed restriction in force.**

Signature and Stamp of Station Master

I have understood the contents of this authority.

Signature of Train Manager _____ Date _____ Time _____ Hours _____ minute _____

Signature of Loco Pilot/Motorman _____ Date _____ Time _____ Hours _____ minute _____

* **Strike out whichever is not applicable. **Strike out whenever is not applicable**

IMPORTANT INSTRUCTIONS

Motorman/ Loco Pilot/Train Manager proceeding on this authority must observe the following precautions.

1. You are expressly warned to observe "Neutral section" (only in Electrified section) if your Train is going on wrong line.
2. There are no Trap Points on the line in question/ Trap points have been clamped/ spiked.
3. The instruction that Automatic signals in the wrong line should be considered as out of use even though they may be showing 'Proceed' or 'Caution' aspect.
4. The speed over facing points shall be restricted to 15 kmph.
5. Loco Pilot should switch "ON" the flasher light of the train engine while running on the wrong line on proper authority to proceed. In case, the train engine running on the wrong line without switching on the flasher light is noticed by the station staff, Gatemen and Gangmen they shall stop the train immediately.
6. Line clear ticket to be struck out in case of subsequent trains following the first train on the right line.



NORTHERN RAILWAY

Form No. T/ A 912

Sr.No. _____

**AUTHORITY TO PASS AUTOMATIC/SEMI-AUTOMATIC/MANUAL STOP SIGNAL/ GATE
STOP SIGNALS**

(Loco Pilot/ Train Manager/ Station Master's Record)

Station _____

Time _____ hours _____ minutes

Date _____

To _____

The Motorman/Loco Pilot of Engine/Train/Unit No. _____ Up/Down.

(a) Automatic Signalling has failed and you are, hereby authorized to pass all Automatic signals between _____ station and _____ station. In addition, you are also authorized to pass Semi-Automatic/Manual Stop Signal/gate stop signals on being hand signalled past such signals by a railway servant in uniform, the hand signals being displayed except as provided for in clause 'b'.

(b) When running in wrong line (i) you must ascertain that points of outlying sidings, where provided, are correctly set and locked and/or the level crossing gates Nos. _____ are closed and (ii) hand signals are displayed by the railway servant in uniform at the points/level crossing gates before passing them.

Here _____ indicate _____ distinguishing _____ Number _____ of _____ all _____ signals _____ to _____ be _____ thus
passed _____

CAUTION ORDER

Your Train is going to pass signal/s at ON, Speed shall be restricted to 25 kmph* when view is clear and 10kmph when approaching or passing any portion of the line where the view ahead is not clear due to curve, obstruction, rain, fog subject to observance of other speed restriction in force.
The Speed over facing points restricted to 15 kmph.

Signature and Stamp of Station Master _____

I have understood the contents of this authority.

Signature of Train Manager _____ Date _____ Time _____ Hours _____ minute _____

Signature of Loco Pilot/Motorman _____ Date _____ Time _____ Hours _____ minute _____

*Note- If Form no. T/A-912 is served to LP alongwith Form no. T/B-602, then in that case speed limit mentioned in T/B-602 i.e. 15kmph shall be followed.

NORTHEN RAILWAY

Form No. T/ C 912
Sr.No. _____

**AUTHORITY TO PROCEED FOR RELIEF ENGINE/TRAIN INTO AN AUTOMATIC
BLOCK SIGNALLING SECTION
(Loco Pilot/ Train Manager/Station Master's Record)**

Station _____

Time _____ hours _____ minutes.

Date _____

To _____

The Motorman / Loco Pilot of Engine / Train / Unit No. _____ Up/Down.

Authority to proceed into obstructed block section

You are here by authorized to proceed cautiously without line clear from station to up to Km..... with your Relief Engine/Train on UP/DOWN Line. You shall bring your Relief Train/Engine to a stand at Km..... and thereafter be guided by the instructions from the Competent Authority.

This order is given due to obstruction on UP/DOWN line at KM _____. But communication is available between..... Station and..... Station. Train No. _____ was the last train over the section. It left/arrived * here at _____ hrs. _____ minutes.

CAUTION ORDER

You are permitted to run your Relief Engine Train from station to km with the speed not exceeding **15 kmph over the straight with clear view and 10 kmph** when view ahead is impaired due to tunnel, curve, obstruction, rain, fog or any other cause.

Signature and Stamp of Station Master _____

I have understood the contents of this authority.

Signature of Train Manager _____ Date _____ Time _____ Hours _____ minute _____

Signature of Loco Pilot/Motorman _____ Date _____ Time _____ Hours _____ minute _____

उ. रेलवे

फार्म सं. टी/369-(3-बी) Form No. T/369-(3b)
क्रम सं. / Sr. No.

उत्तर रेलवे/NORTHERN RAILWAY

"ऑन" या खराब स्थिति में सिगनलों को पार करने के लिए प्राधिकार
AUTHORITY TO PASS SIGNALS IN 'ON' OR DEFECTIVE POSITION
(रिकार्ड / चालक Record/ Loco Pilot)

Station.....स्टेशन

दिनांक Date.....

समय Time.....

To,

The Loco Pilot of Train No. गाड़ी नं. Up/Down अप / डाउन के चालक को
सिगनल का नं. और विवरण AT STATION..... स्टेशन पर सिगनल
Description and No. of Signals

खराब हो गया है/ गए हैं is/are OUT OF ORDER

आपको "ऑन" स्थिति में खराब बाहरी / होम/इनर होम/मार्ग सूचक/स्टार्टर/अग्रिम स्टार्टर/आई.बी.एस.

सिगनल / सिगनलों स्वचालित ब्लॉक प्रणाली में मैनुअल स्टॉप सिगनल/स्वचालित ब्लॉक प्रणाली में अर्ध-स्वचालित सिगनल (मैनुअल स्टॉप सिगनल के रूप में कार्य करना) को ऐसी रफ्तार से पार करने के लिए प्राधिकृत किया जाता है जो 15 कि.मी.प्र.चं. से अधिक न हो।

You are hereby authorized to pass the defective Outer/ Home/ Inner Home/ Routing/ Starter/ Intermediate Starter/Advanced Starter/IBS Signal/s Manual stop signals in Automatic Block System/ Semi- Automatic Signal (working as a Manual stop signal) in Automatic Block System at 'ON' position at a speed not EXCEEDING 15 KMPH.

*गाड़ी लाइन नं. (अंकों में) एवं (शब्दों में) and (in words).....पर प्रवेश करेगी।

*The train will be admitted on line no. (In figures) and (in words)

**अग्रिम स्टार्टर सिगनल / अंतिम रोक सिगनल से खराबी होने पर, अंतिम गाड़ी संख्या (अंतिम वाहन सहित) स्टेशन पर प्राप्त हुआ। लाइन क्लियर..... स्टेशन से बिजली संप्रेषण यंत्र पर प्राप्त की जा चुकी है। प्राप्त किया गया प्राद्वत नं. (अंकों में) (शब्दों में)

**In case of failure of Advanced Starter Signal/ Last Stop Signal, Last Train No. (with its Last Vehicle) cleared section at..... Station and Line clear has been obtained on Electrical Communication Instrument from.....station, Private No. received (in figures)(in words)

चालक के हस्ताक्षर / Signature of Loco Pilot

स्टेशन मास्टर के हस्ताक्षर Signature of Station Master

स्टेशन मास्टर की मोहर
Station Master's Stamp

दिनांक Date

दिनांक Date

यदि मार्ग सूचक / इनर होम / होम सिगनल खराब हो जाता है/ In case of Routing/Inner Home/Home Signal is defective.

**यदि दोहरी लाइन वाले क्षेत्र में अग्रिम स्टार्टर / अंतिम रोक सिगनल में खराबी आ जाती है/ In case of failure of Advance Starter/Last Stop Signal on Double Line Territory.

अनुदेश/INSTRUCTIONS

*जो लागू न हो उसे काट दें / Strike out whichever is not applicable.

इस प्राधिकार पर चलने वाले चालक इस फार्म के पीछे उल्लिखित अनुदेशों का पालन अवश्य करें / Loco Pilot proceeding on this authority must observe instructions mentioned at the back of this form.

(कु.प.उ./PTO)

16
N.R.V.

N.Ry.

IMPORTANT INSTRUCTIONS

1. For approach signal Loco Pilot is authorized to pass the defective signal at 'ON', on the Authority delivered through competent railway servant at the foot of the Defective signal.
2. For Starter Signal, The Loco Pilot to pass such signal on the Authority handed over at the station and in addition thereto, a competent railway servant shall show hand signals to departing train in accordance with the instructions of Station Master.
3. In case of defective Advanced Starter Signal, hand signals may be dispensed with and Loco Pilot to pass such signal by a written authority handed over at the station. Except in case of an Advanced Starter Signal protects any points, hand signals shall not be dispensed with.

UP/DOWN

NORTHERN RAILWAY

Form No. T/ B 502

Sr.No. _____

**AUTHORITY FOR OPENING COMMUNICATION DURING TOTAL INTERRUPTION OF
COMMUNICATION ON SINGLE LINE SECTION**
(Loco Pilot/ Train Manager/Station Master's Record)

Station _____

Time.....Hours.....Min.

Date: _____

To

The Loco Pilot/Motorman of Engine/Self propelled Vehicle _____

AUTHORITY TO PROCEED WITHOUT LINE CLEAR

1. You are hereby authorised to proceed cautiously without Line clear from station _____ to station _____ with your Engine/Self-propelled Vehicle.
2. You shall bring your Engine/ Vehicle to a stand outside the first stop signal of the next block station thereafter be guided by the instructions from the Station Master of that Station.
3. Train No. _____ was the Last Train over the section. It left/arrived* here at _____ hours _____ minutes.
4. This authority is given due to:
(a) Total interruption of communication with Station _____ from _____ Hours _____ min of Date _____
(b) _____

***AUTHORITY TO PASS SIGNALS IN 'ON' POSITION**

You are authorised to pass the Signal/s No. & description _____ in 'ON' position, speed NOT exceeding 15 kmph observing hand signals at the foot of the signal post/s, if it protects points.

***Strike out for Automatic Block Signalling**

CAUTION ORDER

1. You are permitted to run your Engine/ Self propelled Vehicle between Station _____ to _____ station _____ with the speed of 15 kmph in day and when view ahead is clear and 10kmph in night or when view ahead is not clear.
2. You are expressly warned to observe every caution while approaching level crossing gate/s situated between block section and whistle frequently.
3. In addition following caution orders are in force in block section:

Sr No	Station between		Kilometer		Speed kmph	Cause/Remarks
	From	To	From	To		
1.						
2.						
3.						
4.						

LINE CLEAR ENQUIRY MESSAGE

To

The Station Master _____ Message No _____

On return of _____ will line be clear and kept clear for train no. _____ waiting to proceed?

CONDITIONAL LINE CLEAR MESSAGE

To,

The Station Master _____ Message No _____

On arrival of _____ train at your station, line will be clear and kept clear for _____ Train Engine to return with/without attached to a Train or Another Engine or Self Propelled Vehicle/ Trolley etc. (Complete particulars.)

Private Number (in words) _____ (in figures) _____

I have understood the contents of this. _____

Signature of Loco Pilot/Motorman

Signature of Train Manager

Signature & stamp of Station Master

Time _____ Hours _____ Minutes

Instructions: 1. Strike out whichever is not applicable.

2. Loco Pilot proceeding on this Authority must observe instructions mentioned at the back of this form.

IMPORTANT INSTRUCTIONS

Loco Pilot/Motorman proceeding on this authority must observe the following instructions.

(1) Speed must not exceed a. Day b. Night or when view is obstructed. c. In thick, foggy or tempestuous weather or dust storm.	Single Line 15KMPH 10 KMPH Walking pace preceded by two men on foot with Red Light and Fog Signals.
--	--

(2) Both by day and night, a Tunnel must not be entered until the Loco Pilot has ascertained that it is clear. Should, there be any doubt on this point; the train should be piloted by a Railway Employee equipped with Hand Signals and Detonators.

(3) During night if engine is not fitted with the Electric Head Light or if Electric Head Light is not in working order the Train or the Light Engine must be preceded at an adequate distance by a Railway Servant carrying Detonators and exhibiting Red Light ahead to Stop any other approaching train. The precautions must be taken in case of self-propelled vehicle/ other vehicle also.

(4) A sharp look out must be kept at all times and the Loco Pilot must be prepared to Stop clear and short of any obstruction which may exist or crop up on the road.

(5) When approaching the station ahead, Loco Pilot must Stop his train engine/ light engine/ trolley/ tower wagon/ diesel rail car/ self-propelled vehicle/ other vehicle outside First Stop Signal and sound whistle continuously or by sounding the horn of self propelled vehicle, if provided, as per special instructions. If no one turns up from the station within 10 minutes, Assistant Loco Pilot/ Station Master/ Train Manager shall be immediately sent to the station to inform Station Master of the arrival of the train/ light engine/ self propelled vehicle/ other vehicle or make contact with Station Master through Signal Post Telephone, if provided or by other means of communications of provided.

NORTHERN RAILWAY

Form No. T/ 510

Sr. No. _____

AUTHORITY TO RECEIVE A TRAIN ON A NON SIGNALLED LINE

(Record/Loco Pilot)

Station _____

Time _____ hours _____ min.

Date: _____

To,

The Loco Pilot/ Motorman of Train No. _____ Description _____ Up/Down.

You are authorized to enter cautiously not exceeding 15kmph speed being piloted by the bearer of this Authority And you should bring your train to a stand at the facing points leading to Line No. (in words) _____ (in Figures) _____, until Hand Signalled forward as you are being received on a non signalled line.

Signature and Stamp of Station Master

Signature of Loco Pilot/ Motorman _____ Date _____ Time _____ Hours _____ min.



— २९-३ ३०६

(Devendra Kumar)

12/9/2024

Pr. Chief Operations Manager/N.R.

