

Northern Railway

Headquarters Office,
Baroda House,
New Delhi – 110001

AMENDMENT SLIP TO GENERAL & SUBSIDIARY RULES

Sub: Amendment Slip No. 210 dated 20.01.2025 to G&SR Rule Book 1983, of Northern Railway.

- 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 (Third Amendment) Rules, 2024.**
- (2) They shall come into force the date of their publication in the Official Gazette.**

- 2. Insert the following as (28A) under GR 1.02 below (28): ‘(28A) Indian Railway Automatic Protection System (IR-ATP) (Kavach), means a radio communication based control system, provided as an additional aid to Loco Pilots of functional Kavach fitted locomotives, in Kavach territory, the use of which shall in no way infringe or override the provisions (codes and manuals) of regular train operation required to be followed by Loco Pilot’.**

- 3. Insert the following below GR 3.07(7): “Provided that, a colour light Distant signal may be permitted to be combined with the last Stop signal of a station in rear or with an Intermediate Block signal or with a Stop signal protecting a level crossing with arrangements as above, by the Sanctioning Authority (in case of item (a) below- Principal Chief Signal and Telecom Engineer of the concerned Zonal Railway, and in case of item (b), (c) and (d) below-General Manager of the concerned Railway) for the purpose of-**

- (a) Interlocking of level crossings outside limits;**
- (b) Double Distant signaling alongwith corresponding changes at adjacent stations without yard remodelling;**
- (c) Intermediate Block signaling except in section with Slip siding and Catch siding, alongwith corresponding changes at adjacent stations without yard remodelling; and**
- (d) Automatic Block signaling except in section with Slip siding and Catch siding, alongwith corresponding changes at adjacent stations without yard remodelling”.**

4. Insert the following below GR 3.26: "Provided that fixed signals can be brought into use if they have been passed by the Sanctioning Authority (in case of item (a) below-Principal Chief Signal and Telecom Engineer of the concerned Zonal Railway, and in case of item (b), (c) and (d) below-General Manager of the concerned Railway) as being sufficient to secure the safe working of trains, for the purpose of-

- (a) Interlocking of level crossings outside limits;
- (b) Double Distant signaling alongwith corresponding changes at adjacent stations without yard remodelling;
- (c) Intermediate Block signaling except in section with Slip siding and Catch siding, alongwith corresponding changes at adjacent stations without yard remodelling; and
- (d) Automatic Block signaling except in section with Slip siding and Catch siding, alongwith corresponding changes at adjacent stations without yard remodelling".

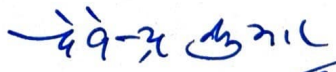
HITENDRA MALHOTRA,
Member (O&BD) and Ex-Officio Secy.

5. Delete Existing sub rules (v) of SR 5.19/5(a) and Substitute as under:

SR 5.19/5(a)(v): At night, a red light/Fluorescent L/V board should be exhibited at each end of the vehicles or group of vehicles.

6. Delete Existing SRG-2 Ghat section's Definition and Substitute as under:

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 grades steeper than 1 in 80 which requires special precautions to be observed from the point of view of safety, during train working".


20/1/25
(Devendra Kumar)
Pr. Chief Operations Manager

No.403-T/190/5/Optg/AS/21
Dated: 20.01.2025