

Government of India
Ministry of Railways
(Railway Board)

No.2010/Safety(A&R)/19/10

New Delhi, dt. 1.06.2010

Chief Commissioner of Railway Safety,
16-A, Ashok Marg,
Lucknow.

Sub: Simultaneous reception and dispatch facilities – withholding of permission by CRS/Western Circle as required under GR 3.40.

Ref: (i) GM/NWR's DO letter No.T-5/PLG./GC/RE/SDLP/HSR(183) dated 21.05.2010 addressed to Railway Board.

(ii) CRS/Western Circle's letter No.BKN/223 dated 05.05.2010 addressed to CSTE/NWR Jaipur.

GM/NWR in his letter under reference has mentioned that in connection with the simultaneous movements in Hissar Yard, a reference was made by CSTE/NWR to CRS/Western Circle to permit simultaneous movements by reckoning adequate distance beyond starter under approved Special Instructions as per GR 3.40 keeping trap located beyond adequate distance of 120 metres in open position.

In response to the above, CRS/Western Circle has advised NWR vide his letter under reference (ii) above quoting Rule 36(9) Method C of Railways, Opening for Public Carriage of Passengers, Rules, 2000 that a train must not be admitted on to the trapped line unless the trap has been closed, so that the train will not be derailed if the Driver overshoots the trap.

This condition will not allow simultaneous reception of trains in major yards. On a reference made by GM/NWR the matter has been examined at the level of Board (MT) in the light of a proposed amendment of GR 3.40. The view taken in Railway Board is that interpretation of Para 36 (9) of Rules (Railways, Opening for Public Carriage of Passengers, Rules, 2000) by CRS/Western Circle needs a review. Method C of this Rule prescribes that *"When a Trap is used, a train must not be admitted on to the trapped line unless the Trap is closed, so that the train will not be derailed if the driver overshoots the Trap."*

The view of CRS/Western Circle is that even a Trap provided beyond the length of the adequate distance, to be kept closed, will not permit simultaneous movements in the yard.

The provision in above mentioned Rules under para 36, sub-para 9 under sub-titles Method A, B & C have been gone into detail. It is stated in this Para

that "the various methods of Isolation are illustrated in the diagrams given in Appendix-A attached to these Rules."

The diagrams shown in Appendix-A for the lay out of a station as per Method C for Isolation indicates that Method C is applicable for conditions where the trap is provided without any over-run beyond. The trap is, therefore, provided to be used in such cases only for Isolation of the main line, i.e., for a movement to take place on the main line. Further, for reception of a train on the loop line (Trapped Line) the adequate distance has to be provided by closing the trap and setting cross-over onto the main line. Method C is, therefore, not applicable to the lay out under consideration.

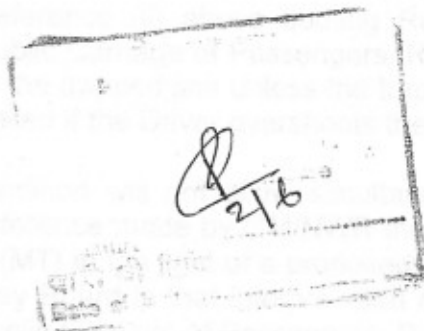
The diagrams indicating methods of Isolation under Method A & B (especially B) are more relevant to the issue under consideration. In the diagram of Isolation under Method B (in the third example) that a trap is provided beyond the adequate distance (180 metres in two aspects or 120 metres in multiple aspect signalling). In this case, the trap is kept in open condition while movement is taking place on the loop line (Trapped Line). It is this condition which the reference of NWR wants to apply in this case.

CRS/Western Circle has interpreted his view by conditions of Method 'c' rather than of Method 'b' which is the one applicable.

CCRS may, therefore consider the interpretation as referred above and give approval in principle. This will automatically also give clearance of the lay out plan of Hissar Yard of NWR without imposing any condition of keeping the trap closed thereby, permitting necessary simultaneous movements.

The above approval shall, inter-alia, mean that respective GRs 3.40(1)(b), 3.40 (2)(b) and 3.40(4), if amended will avoid any such confrontation in future. A proposal has separately been forwarded for the same to CCRS seeking his views on the subject.

कुपमाजारी कल
दीपचन्द
01-06-10



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Encl:

- (i) Proposed lay out plan of Hissar Station of NWR.
- (ii) GM/NWR's reference to Board.
- (iii) CRS/Western Circle's letter.
- (iv) Appendix-A of Rules (Railways, Opening for Public Carriage of Passengers, Rules 2000).