

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 – Approved
Special Instructions prescribed under GR 3.40.**

GR 3.40- Conditions for taking 'off' Home signal provides that on a single line station, the line should be clear for an adequate distance **beyond the trailing points**, or *under approved special instructions for an adequate distance beyond the place at which the train is required to come to a stand.*

For a double line the conditions for taking 'off' Home signal, however, provide that the line to be clear for an adequate distance beyond the starter (and not beyond the trailing points as in case of a single line).

The conditions required for reception of a train at the station, on a single or double line stations are almost the same. The conditions, therefore, for taking 'off' Home signal should be the same.

In the Rules (Railways, Opening for Public Carriage of Passengers, Rules, 2000) it is provided in para 36 sub item (9) – Method B – *"the above rules shall not apply unless an open trap is provided on the dead end siding at a distance of not less than 180 metres (120 metres in case of stations provided with multiple aspect signaling) from the starter signal where provided or from the points leading to the main or through line."*

It is clear that the above mentioned rule (Railways, Opening for Public Carriage of Passengers, Rules, 2000) provide for the lay out of a yard/station in such a way that the adequate distance beyond the starter for reception of a train by taking 'off' Home signal is permitted when the adequate distance **beyond starter** is clear for the specified distance. The condition, however, imposed in the GR for stations (on a single line) by which the adequate distance to be kept clear is reckoned **from the trailing points** under normal circumstances, and from the starter signal under approved special instructions, therefore, requires a review. The provision under General Rules and under Railways, Opening for Public Carriage of Passengers, Rules, 2000 have to be in conformity with each other.

General Rule 3.40(4) provides that a Sand Hump of approved design shall be a substitute for adequate distance mentioned under sub-rule (3). *However, under approved special instructions a derailing switch shall (in lieu of a Sand Hump) be deemed to be a substitute for the adequate distance.*

The Rules (Railways, Opening for Public Carriage of Passengers, Rules, 2000) provide under normal circumstances for a derailing switch (trap) beyond the laid down distance to be substitute for adequate distance. However, GR 3.40 (4) defines a pre-condition, that this is permitted only under approved Special Instructions. The restriction imposed by the GR of seeking for CRS's approval, therefore, requires a review.

Accordingly, a proposal to amend GR 3.40 is proposed to remove the discrepancies between GR and Railways, Opening for Public Carriage of Passengers, Rules, 2000.

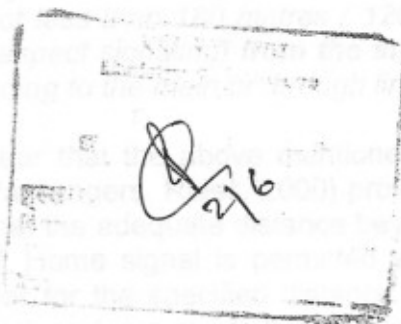
The existing as well as the proposed GR is placed below in juxtaposition for consideration (the changes are shown in bold italics):-

Existing	Proposed
3.40. Conditions for taking 'off' Home signal.- (1) When a train is approaching a Home signal otherwise than at a terminal station, the signal shall not be taken 'off' until the train has first been brought to a stand outside it, unless- (a) on a double line, the line is clear for an adequate distance beyond the Starter; or (b) on a single line, the line is clear for an adequate distance beyond the trailing points, or under approved special instructions for an adequate distance beyond the place at which the train is required to come to a stand. (2) Where a train has first been brought to a stand outside the Home signal, the signal may be taken 'off', if - (a) on a double line, the line is clear upto the Starter, or (b) on a single line, the line is clear upto the trailing points or under approved special instructions upto the place at which the train is required to come to a stand.	3.40 Conditions for taking 'off' Home signal.- (1) No Change. (a) No Change. (b) on a single line, the line is clear for an adequate distance beyond the <i>Starter signal (where provided) or fouling mark or under special instructions</i> for an adequate distance beyond the place at which the train is required to come to a stand. (2) No Change. (a) No Change. (b) on a single line, the line is clear upto the <i>Starter signal (where provided) or fouling mark or under special instructions</i> upto the place at which the train is required to come to a stand.

(3) Except under approved special instructions, the adequate distance referred to in sub-rule (1) shall never be less than-	(3) No Change.
(a) 180 metres at stations equipped with two-aspect lower quadrant or two-aspect colour light signals, or	(a) No Change.
(b) 120 metres in the case of stations provided with multiple-aspect signals or modified lower quadrant signals.	(b) No Change.
(4) Where a sand hump of approved design, or under approved special instructions a derailing switch, has been provided for the line on which a train is to be received, they shall be deemed to be efficient substitutes for the adequate distance referred to in sub-rule (3).	(4) Where a sand hump of approved design, or under special instructions a derailing switch, has been provided for the line on which a train is to be received, they shall be deemed to be efficient substitutes for the adequate distance referred to in sub-rule (3).

Board (MT) while agreeing in principle to this proposal has advised that we may also seek the views of the CCRS on the proposed amendment.

कृपया जारी कीजिए
दीपक
1-6-10



K Gupta 1/6/2010
(Kamlesh Gupta)
Adviser/Safety
Railway Board

O/L