

Government of India
Ministry of Railways
(Railway Board)

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

New Delhi, dt. 10.10.2010

Chief Operations manager,
Western Railway,
Churchgate, Mumbai.

Sub: Provision for isolation at stations.

Ref: Your letter No. T.427/1/BCT/CRS/BVI dated 27.08.2010.

Kindly refer to your letter on the subject matter mentioned above. The issue raised has been examined in the Board.

I understand that the earlier CRS had raised a doubt on this issue on a preliminary examination of the matter. Now that the CRS has changed, the matter needs to be further followed-up with the new incumbent. When the Railway discusses the matter with the CRS/Western circle following major points may be kept in view and apprised to him, detailed as under:-

(i) First Issue:-

The reference is applicable to both Automatic Signalling as also to Absolute Block System of working. The Zonal Railways has quoted GR 9.01 (1) (c) as it is relevant for Automatic Signalling. However, a similar situation exists even for GR 3.40 as relevant for Absolute Block System.

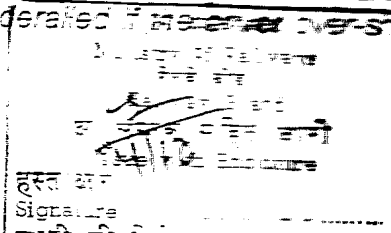
(ii) Second Issue:

In Para 36 of the "Railways (Opening for Public Carriage and passengers) Rules 2000", the means of Isolation have been laid down. In sub para 8, it is mentioned that Isolation may be accomplished by the provision of a Trap.

It is clear from the explanation given below that 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 a substitute for adequate distance. However GR 3.40 4 defines a pre-condition, that this is permitted only under the approved special instructions.

The provision in above mentioned rules in Para 36 Sub-Para 9, under sub-titles - Method A, B and C have been gone into detail. It is stated in para 36 that "The various methods of isolation are illustrated in the diagrams given in Appendix A attached to these rules."

The CRS, Western Circle has applied in this case the portion of Rules (Railway, Opening for Public Carriage of Passengers) Rules 2000 in Para 36, Sub-Para 9, under title - **Method C** which says down - "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 it ~~passes~~ over-stops the Trap." As per the



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view of the CRS even if a Trap is provided beyond the length of the adequate distance, then it has to be kept closed. Once the Trap is closed, it precludes the possibility of simultaneous movements in the yard. This interpretation has been rightly objected to in the reference made by WR.

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 meters (120 meters in case of stations provided with multi aspect signaling) from the starter signal where provided or from points leading to the main or through line."*

It is clear that the above mentioned rules (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 lowering the Home Signal is permitted when the adequate distance **beyond starter** is clear for the specified distance.

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 line 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 a reception of a train on the loop line (Trapped Line) the adequate distance has to be provided by closing the trap and setting the cross-over on to the main line. As per our interpretation, Method C is, therefore, not applicable to the lay-out under consideration.

The diagrams indicating methods of providing Isolation under Method A & B (especially B) are more relevant to the issue under consideration. In the diagram of Isolation under Method B it is shown (in the third example) that a trap is provided beyond the adequate distance (180 meters or 120 meters in multi aspect signaling). In this case, the trap is kept in open condition while movement is taking place on the loop line (Trapped Line).

From the above it is clear that CRS, Western Circle has to be apprised again of this interpretation of the relevant provisions of the rules (Railways, Opening for Public Carriage of Passengers) Rules, 2000 which may be read along with the provisions of GR 3.40 mentioned above.

The outcome of the discussion may be furnished to arrive at a decision by the Board.

Kamlesh Gupta 11/10/2010
(Kamlesh Gupta)
Adviser/Safety
Railway Board