

Government of India
Ministry of Railways
(Railway Board)

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

New Delhi, dt. 19.10.2010

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

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

**Ref: (i) Board's two letters of even number both dated 01.06.2010 and
(ii) Your letter No.Q.21012/01/2010-T.W. dated 22.07.2010.**

Kindly refer Board's two letters both dated 01.06.2010 detailing the comments and the proposed amendments under General Rules 3.40 on the subject matter and also your letter under reference at (ii) mentioned above suggesting that the matter is under examination and the outcome to be advised in due course.

It is requested that the decision taken may kindly be intimated so that the position could be apprised to Board (MT/CRB).


(Sunil Kumar)
Adviser/Safety
Railway Board

कृपया जारी कीजिए
दीपचन्द
19-10-10

रेल्व
vs
F. Board
मु. क. त. वि. वि. वि.
Issue with Enclosure
हस्ताक्षर
Signature
जारी की तिथि
Date of Issue

0/L

8-10-9

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.

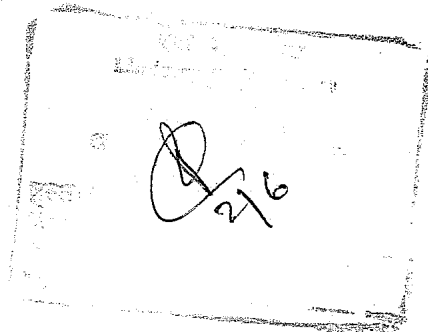
The existing as well as the proposed GR is placed below in juxtaposition for consideration (the changes are shown in bold italics):-

Existing	Proposed
<p>3.40. Conditions for taking 'off' Home signal.-</p> <p>(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-</p> <p>(a) on a double line, the line is clear for an adequate distance beyond the Starter; or</p> <p>(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.</p> <p>(2) Where a train has first been brought to a stand outside the Home signal, the signal may be taken 'off', if -</p> <p>(a) on a double line, the line is clear upto the Starter, or</p> <p>(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.</p>	<p>3.40 Conditions for taking 'off' Home signal.-</p> <p>(1) No Change.</p> <p>(a) No Change.</p> <p>(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.</p> <p>(2) No Change.</p> <p>(a) No Change.</p> <p>(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.</p>

<p>(3) Except under approved special instructions, the adequate distance referred to in sub-rule (1) shall never be less than-</p> <p>(a) 180 metres at stations equipped with two-aspect lower quadrant or two-aspect colour light signals, or</p>	<p>(3) No Change.</p> <p>(a) No Change.</p>
<p>(b) 120 metres in the case of stations provided with multiple-aspect signals or modified lower quadrant signals.</p> <p>(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).</p>	<p>(b) No Change.</p> <p>(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).</p>

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.

कुपडा जारिकेप
दीपचन्द
1-6-10



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

O/L

Government of India
Ministry of Railways
(Railway Board)

S.No. 8

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.

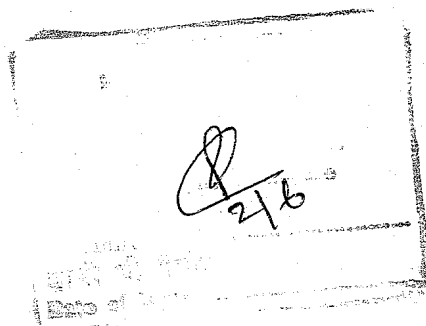
The diagrams indicating methods of Isolation under Method A & B (especially B) are more relevant to the issue under consideration. In the diagram of Isolation under Method B (in the third example) that a trap is provided beyond the adequate distance (180 metres in two aspects or 120 metres in multiple 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.

कुपुषा आरु कल
दीपनन्द
01-06-10



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

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).