

(99)

**GOVERNMENT OF INDIA  
MINISTRY OF RAILWAYS  
(RAILWAY BOARD)**

No.2009/Safety(A&R)/19/24

New Delhi, dated 6.12.2010

The General Managers  
All Indian Railways,  
Konkan Railway Corp., Navi Mumbai  
Metro Railway, Kolkata  
Railway Electrification, Allahabad

**Sub : Publication of Gazette Notification amending Indian Railways (Open Lines) General Rules - 1976 - Amendment/Deletion/Addition/Substitution to General Rules 3.07 (Description of Distant Signals and their Indications), 9.02 (Duties of Loco pilot and Guard when an Automatic stop signal on double line is to be passed at 'on'), 9.07 (Duties of Loco pilot and Guard when an Automatic stop signal on single line is to be passed at 'on').**

Please find enclosed the Gazette Notification amending Indian Railways (Open Lines) General Rules, 1976 on the above subject published under Extra-Ordinary Gazette of India GSR 900(E) dated 10.11.2010 for information, necessary action and amendment accordingly in the relevant rules of Indian Railways (Open Lines) General Rules, 1976.

Please bring the contents of the above Gazette Notification to the notice of all concerned and obtain the acknowledgement from them.

Amendment to Rule 3.07 Description of Distant Signals and their Indications will be subject to change in aspect control circuit of Distant Signals on a particular section through change of circuitry and will come in force from the date this change is notified by the Railway Administration. Railways should systematically plan and carry out changes in aspect control circuit of the Distant Signals at the earliest sanctioning the work within General Manager's powers. The changes should be progressively done to cover the control section and should be notified in Station Working Rules, Working Time Table etc. The Loco Pilots/ Assistant Loco Pilots and Guards working in the section should be advised about the changes through lobbies, their signatures obtained for the same and monitored by LIs/TIs etc..

ZRTIs and other training centres while imparting training should emphasize on the change and strictly warn that the change shall be effective only after change of circuitry on the section is completed and notified.

6-12-10

हस्ताक्षर  
दिनांक  
6-12-10

Signature  
Date of Issue

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The compliance in this regard vis-a-vis the amendment slip issued may be intimated to Board.

This issues in consultation with Signal Directorate and approval of Board (ML and MT/CRB)

Receipt of this letter may please be acknowledged.



(J.S. Bindra)

Joint Director/Safety  
Railway Board

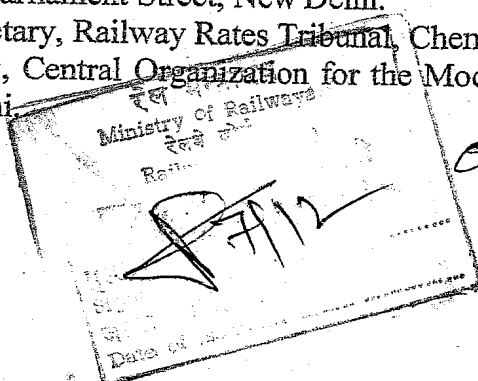
DA: As above.

No.2009/Safety(A&R)/19/24

New Delhi, dated 6.12.2010

Copy forwarded for information and necessary action to :-

1. The Chief Commissioner of Railway Safety/Lucknow
2. The Chief Operations Managers, All Indian Railways
3. The Chief Signalling & Telecommunication Engineers, All Indian Railways
4. The Chief Mechanical Engineer, All Indian Railways
5. The Chief Electrical Engineer, All Indian Railways
6. The Chief Safety Officers, All Indian Railways
7. The Director General, RDSO, Lucknow.
8. The Director, Railway Staff College, Vadodara.
9. The Director, Indian Railways Institute of Transport Management, Manak Nagar, Lucknow.
10. The Director, Indian Railways Institute of Civil Engineering, Pune.
11. The Director, Indian Railways Institute of Mechanical and Electrical Engineering, Jamalpur.
12. The Director, Indian Railways Institute of Signal, Engineering and Telecom, Secunderabad.
13. The Director, Indian Railways Institute of Electrical Engineering, Nasik.
14. The Chief Administrative Officer, Indian Railway Project Management Unit, Shivaji Bridge, New Delhi.
15. The Principals, Zonal Railway Training Institutes, Central Railway, **Bhusawal**, Eastern Railway, **Bhuli**, Northern Railway, **Chandausi**, North Eastern Railway, **Muzaffarpur**, Northeast Frontier Railway, **Alipurduar**, North Western Railway, **Udaipur**, Southern Railway, **Tiruchirapalli**, South Central Railway, **Maula Ali**, South Eastern Railway, **Sini**.
16. The Railway Liaison Officer, Gate No.3, 1<sup>st</sup> Floor, Jeevan Tara Bldg., Patel Chowk, Parliament Street, New Delhi.
17. The Secretary, Railway Rates Tribunal, Chennai
18. The CAO, Central Organization for the Modernisation of the Workshops, New Delhi.

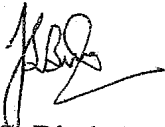


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कृपया नोट करें  
दीपचंद  
6.12.10

19. All Members, Departmental Council and National Council and Secretary Staff Side National Council, 13-C, Ferozeshah Road, New Delhi.
20. The General Secretary, NFIR, 3 Chelmsford Road, New Delhi.
21. The General Secretary, AIRF, 4 State Entry Road, New Delhi
22. The General Secretary, FROA, Room No.256-A, Rail Bhavan, New Delhi.
23. The General Secretary, IRPOF, Room No.268, Rail Bhavan, New Delhi.
24. The Indian Railways Conference Association, DRM's Building, Accounts Building, Chelmsford Road, New Delhi.

DA: As above.

  
(J.S. Bindra)  
Joint Director/Safety  
Railway Board

No.2009/Safety(A&R)/19/24

New Delhi, dated 6.12.2010

Copy to PSO/Sr.PPS/PPS for information of Board Members (CRB, FC, MT, ME, MM, ML and MS) and Secretary, Railway Board.

Copy to: DG/RPF, DG/RHS

AM(B), AM/CE, AM/Comml., AM(Fin.), AM/L, AM/Mech., AM/Plg., AM/PU, AM(RS), AM/Signal, AM/Staff, AM/Tele, AM/Traffic, AM/Works, AM/TT, AM/T&C

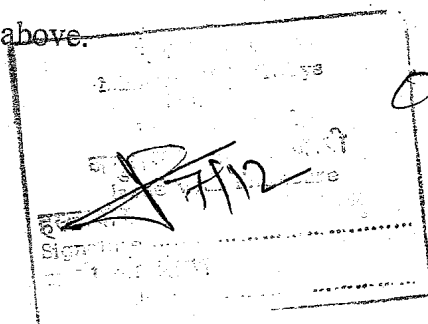
Adv.(Vig.), Adv. (Fin), Adv./(L&A), Adv./(IR), Adv./L(RS), Adv./Infra., Adv./TT(M), Adv.(RE), Adv./ME(Project), Adv./Sig., Adv./FM, Adv./Conf., Adv./Project

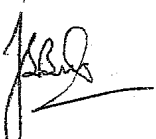
All Exec. Directors, Legal Adviser

DS-I, DS-III, DS-IV and DS-V

CE-I, II & III, Coaching, Elec.(G), Elec(TRS), Elec(TRS-I), Elec(TRS-II), F(E)-I, II, III, IV, V & F(E) Spl., Mech. (Chg.), Mech.(L), Mech.(N), Fuel, Dev. Cell, Health-I & II, ME(M&P), ME(W), PC-I, II, III, IV, V & VI, E(P&A)-I & II, Works-I & II, RE & RE(S), E(G), E(LL), E(LR-I), E(LR-II), E(NG-I), E(NG-II), E(Trg.), E(T&MPP), Infra, Legal Cell, Planning, RS(Signal), Security (Crime), Security (Spl.), Signal, Signal(Dev.), TC(FM), TC-CR, TG-I, II, III, IV & V, TT-I, TT-II, TT-III, TT-IV, T&C, Telecom., Track-I, II, III & (P), Safety-I, Safety(A&R)/CRS, Safety-III, Hindi (Spl.)-I and Library Branches of Railway Board.

6-12-10 DA: As above.



  
(J.S. Bindra)  
Joint Director/Safety  
Railway Board



# भारत का राजपत्र The Gazette of India

असाधारण

EXTRAORDINARY

भाग II—खण्ड 3—उप-खण्ड (i)

PART II—Section 3—Sub-section (i)

प्राधिकार से प्रकाशित

PUBLISHED BY AUTHORITY

सं. 621]

नई दिल्ली, बुधवार, नवम्बर 10, 2010/कार्तिक 19, 1932

No. 621]

NEW DELHI, WEDNESDAY, NOVEMBER 10, 2010/KARTIKA 19, 1932

रेल मंत्रालय

(रेलवे बोर्ड)

अधिसूचना

नई दिल्ली, 9 नवम्बर, 2010

सा.का.नि. 900(अ).—केंद्रीय सरकार, रेल अधिनियम, 1989 (1989 का 24) की धारा 198 के साथ पठित धारा 60 की उप-धारा (2) के खंड (छ) द्वारा प्रदत्त शक्तियों का प्रयोग करते हुए, भारतीय रेल (चालित लाइन) साधारण नियम, 1976 का और संशोधन करने के लिए निम्नलिखित नियम बनाती है, अर्थात् :—

1. संक्षिप्त नाम और प्रारम्भ.—(1) इन नियमों का संक्षिप्त नाम भारतीय रेल (चालित लाइन) साधारण (संशोधन) नियम, 2010 है।

(2) ये नियम राजपत्र में प्रकाशन की तारीख को प्रवृत्त होंगे।

2. भारतीय रेल (चालित लाइन) साधारण नियम में,—

(i) नियम 3.07 में,—

(क) उप-नियम (3) में, उप-शीर्ष के 'सावधान' और 'आगे बढ़ो' के नीचे क्रमशः निम्नलिखित रखा जाएगा, अर्थात् :—

“सावधान

आगे बढ़ो और अगले सिगनल को ऐसी प्रतिबंधित गति से पास करने को तैयार रहो जो विशेष अनुदेशों द्वारा निर्धारित की जाए। गाड़ी को या तो मुख्य (मेन) लाइन पर लिया जाएगा और स्टार्टर सिगनल पर रुकना है; या इसे लूप लाइन पर स्टार्टर सिगनल पर रुकना है या लूप लाइन के रास्ते रन थ्रू गुजरना है।”

“आगे बढ़ो

आगे बढ़ो, आगे वाला ब्लॉक सेक्शन क्लियर है, गाड़ी को मुख्य (मेन) लाइन के रास्ते स्टेशन से रन थ्रू गुजरना है।”

(ख) उप-नियम (4) में, उक्त उप-शीर्ष के 'सावधान' और 'आगे बढ़ो' के नीचे क्रमशः निम्नलिखित रखा जाएगा, अर्थात् :—

“सावधान

आगे बढ़ो और अगले सिगनल को ऐसी प्रतिबंधित गति से पास करने को तैयार रहो जो विशेष अनुदेशों द्वारा निर्धारित की जाए। गाड़ी को या तो मुख्य (मेन) लाइन पर लिया जाएगा और स्टार्टर सिगनल पर रुकना है; या इसे लूप लाइन पर स्टार्टर सिगनल पर रुकना है या लूप लाइन के रास्ते रन थ्रू गुजरना है।”

“आगे बढ़ो

आगे बढ़ो, आगे वाला ब्लॉक सेक्शन क्लियर है, गाड़ी को मुख्य (मेन) लाइन के रास्ते स्टेशन से रन थ्रू गुजरना है।”

(ii) नियम 9.02 में, उप-नियम (3) के स्थान पर निम्नलिखित रखा जाएगा, अर्थात् :—

“(3) यदि लाइन पर गोलाई, धुंध, वर्षा या आंधी या इंजन द्वारा गाड़ी ढकेली जाने के कारण अथवा अन्य कारणों से, आगे की लाइन स्पष्ट रूप से देखी नहीं जा सकती है तो लोको पायलट बहुत धीमी गति से आगे बढ़ेगा, जो किसी भी दशा में 10 किलोमीटर प्रति घंटे से अधिक नहीं होगी। इन परिस्थितियों में, जब लोको पायलट के साथ सहायक लोको पायलट नहीं है, और यदि वह आवश्यक समझता है, तो निर्धारित कोड में सीटी बजाकर गार्ड से सहायता मांग सकता है।”

(iii) नियम 9.07 में, उप-नियम (5) के स्थान पर निम्नलिखित रखा जाएगा, अर्थात् :—

“(5) यदि लाइन पर गोलाई, धुंध, वर्षा या ओंधी या इंजन द्वारा गाड़ी टक्केली जाने के कारण अथवा अन्य कारणों से, आगे की लाइन स्पष्ट रूप से देखी नहीं जा सकती है तो लोको पायलट बहुत धीमी गति से आगे बढ़ेगा, जो किसी भी दशा में 10 किलोमीटर प्रति घंटे से अधिक नहीं होगी इन परिस्थितियों में, जब लोको पायलट के साथ सहायक लोको पायलट नहीं है, और यदि वह आवश्यक समझता है तो निर्धारित कोड में सीटी बजाकर गार्ड से सहायता मांग सकता है।”

[सं. 2009/सेप्टी. (ए एंड आर)/19/24]

विवेक सहाय, सदस्य सातयात के रूप में अध्यक्ष, रेलवे बोर्ड तथा भारत सरकार के प्रदेश सचिव

पाद टिप्पणी : मूल नियम, भारत के राजपत्र, असाधारण, भाग II, खंड 3, उप-खंड (ii) में अधिसूचना संख्या सा.का.नि. 445(अ), तारीख 21 जुलाई, 1981 द्वारा प्रकाशित किए गए थे और उनमें निम्नलिखित द्वारा पश्चात्तवर्ती संशोधन किए गए :—

- (1) सा.का.नि. 320, तारीख 16 अप्रैल, 1983,
- (2) सा.का.नि. 352, तारीख 30 अप्रैल, 1983,
- (3) सा.का.नि. 514(अ), तारीख 27 जून, 1983,
- (4) सा.का.नि. 476(अ), तारीख 28 जून, 1984,
- (5) सा.का.नि. 245, तारीख 23 मई, 1992,
- (6) सा.का.नि. 83, तारीख 17 फरवरी, 1996,
- (7) सा.का.नि. 101, तारीख 23 मई, 1998,
- (8) सा.का.नि. 47, तारीख 13 फरवरी, 1999,
- (9) सा.का.नि. 213(अ), तारीख 18 मार्च, 1999,
- (10) सा.का.नि. 283(अ), तारीख 26 अप्रैल, 1999,
- (11) सा.का.नि. 581(अ), तारीख 3 जुलाई, 2000,
- (12) सा.का.नि. 708(अ), तारीख 6 सितंबर, 2000,
- (13) सा.का.नि. 852(अ), तारीख 8 नवंबर, 2000,
- (14) सा.का.नि. 893(अ), तारीख 24 नवंबर, 2000,
- (15) सा.का.नि. 913(अ), तारीख 12 दिसंबर, 2000,
- (16) सा.का.नि. 394(अ), तारीख 31 मई, 2002,
- (17) सा.का.नि. 842(अ), तारीख 27 दिसंबर, 2002,
- (18) सा.का.नि. 221(अ), तारीख 19 अप्रैल, 2006,
- (19) सा.का.नि. 476(अ), तारीख 11 अगस्त, 2006,
- (20) सा.का.नि. 477(अ), तारीख 11 अगस्त, 2006,
- (21) सा.का.नि. 311(अ), तारीख 26 अप्रैल, 2007,
- (22) सा.का.नि. 694(अ), तारीख 7 नवंबर, 2007,
- (23) सा.का.नि. 116(अ), तारीख 29 फरवरी, 2008,
- (24) सा.का.नि. 847(अ), तारीख 10 दिसंबर, 2008, और
- (25) सा.का.नि. 848(अ), तारीख 27 नवंबर, 2009

## MINISTRY OF RAILWAYS

(RAILWAY BOARD)

### NOTIFICATION

New Delhi, the 9th November, 2010

**G.S.R. 900(E).**—In exercise of the powers conferred by clause (g) of sub-section (2) of section 60 read with section 198 of the Railways Act, 1989 (24 of 1989), the Central Government hereby makes the following rules further to amend the Indian Railways (Open Lines) General Rules, 1976, namely :—

**1. Short title and commencement.**—(1) These rules may be called the Indian Railways (Open Lines) General (Amendment) Rules, 2010.

(2) They shall come into force on the date of their publication in the Official Gazette.

**2. In the Indian Railways (Open Lines) General Rules,—**

(i) in rule 3.07,—

(a) in sub-rule (3), under the sub-headings ‘Attention’ and ‘Proceed’, the following shall be substituted, respectively, namely :—

#### “Attention

Proceed and be prepared to pass next signal at such restricted speed as may be prescribed by Special Instructions. Train is being received either on Main line and is required to stop at the Starter signal; or on a Loop line required to stop at the Starter signal or to pass run through via Loop Line”;

#### “Proceed

Proceed, Block Section ahead is clear, train is to pass run through the station via Main Line.”

(b) in sub-rule (4), under the sub-headings ‘Attention’ and ‘Proceed’, the following shall be substituted, respectively, namely :—

#### “Attention

Proceed and be prepared to pass next signal at such restricted speed as may be prescribed by Special Instructions. Train is being received either on Main line and is required to stop at the Starter signal; or on a Loop line required to stop at the Starter signal or to pass run through via Loop Line”;

#### “Proceed

Proceed, Block Section ahead is clear, train is to pass run through the station via Main Line”;

(ii) in rule 9.02, for sub-rule (3), the following shall be substituted, namely :—

“(3) Where owing to the curvature of the line, fog, rain or dust storm, engine working the train pushing it, or other causes, the line ahead cannot be seen clearly, the Loco Pilot shall proceed at a very slow speed, which shall under no circumstances exceed **10 kilometres** an hour. Under these circumstances, the Loco Pilot, when not accompanied by an Assistant Loco Pilot, and if he considers necessary, may seek the assistance of the Guard by giving the prescribed code of whistle”;

(iii) in rule 9.07, for sub-rule (5), the following shall be substituted, namely :—

“(5) Where owing to the curvature of the line, fog, rain or dust storm, engine working the train pushing it, or other causes, the line ahead cannot be seen clearly, the Loco Pilot shall proceed at a very slow speed, which shall under no circumstances exceed **10 kilometres** an hour. Under these circumstances, the Loco Pilot, when not accompanied by an Assistant Loco Pilot, and if he considers it necessary, may seek the assistance of the Guard by giving the prescribed code of whistle.”

[No. 2009/Safety(A&R)/19/24]

VIVEK SAHAI, Chairman, Railway Board as Member  
Traffic and ex officio Secy.

Note :— The principal rules were published in the Gazette of India, Extraordinary, Part-II, Section-3, Sub-section (i), *vide* number G.S.R. 445(E), dated the

21st July, 1981 and subsequently amended *vide* number :—

- (1) G.S.R. 320, dated the 16th April, 1983,
- (2) G.S.R. 352, dated the 30th April, 1983,
- (3) G.S.R. 514(E), dated the 27th June, 1983,
- (4) G.S.R. 476(E), dated the 28th June, 1984,
- (5) G.S.R. 245, dated the 23rd May, 1992,
- (6) G.S.R. 83, dated the 17th February, 1996,
- (7) G.S.R. 101, dated the 23rd May, 1998,
- (8) G.S.R. 47, dated the 13th February, 1999,
- (9) G.S.R. 213(E), dated the 18th March, 1999,
- (10) G.S.R. 283(E), dated the 26th April, 1999,
- (11) G.S.R. 581(E), dated the 3rd July, 2000,
- (12) G.S.R. 708(E), dated the 6th September, 2000,
- (13) G.S.R. 852(E), dated the 8th November, 2000,
- (14) G.S.R. 893(E), dated the 24th November, 2000,
- (15) G.S.R. 913(E), dated the 12th December, 2000,
- (16) G.S.R. 394(E), dated the 31st May, 2002,
- (17) G.S.R. 842(E), dated the 27th December, 2002,
- (18) G.S.R. 221(E), dated the 19th April, 2006,
- (19) G.S.R. 476(E), dated the 11th August, 2006,
- (20) G.S.R. 477(E), dated the 11th August, 2006,
- (21) G.S.R. 311(E), dated the 26th April, 2007,
- (22) G.S.R. 694(E), dated the 7th November, 2007,
- (23) G.S.R. 116(E), dated the 29th February, 2008,
- (24) G.S.R. 847(E), dated the 10th December, 2008 and
- (25) G.S.R. 848(E), dated the 27th November, 2009.