

GSR 705 (E) INDIAN RAILWAYS (OPEN LINES) GENERAL (AMENDMENT) RULES, 2011

N .D 004/99 Che Gazette of •tidia 5211 No. 5211 æ<1RA.ORDINARY PART II—Section 3—Sub-seMion (i) PUBUSHED nv AUTHORITY 21, 2011 NM 30, 1933 NEW DELHI, WEDNESDAY, SEPTEMBER21, 20111BHADRA 30, 1933 21 2011 705630.— 1989 (1989 24) 198 60 (2) 1976 æf«:- 1. Vltq-(l) 2011 2. 1976 li, TNTt) 3.12 as, u-•r (1) 3504 1 GALEITE OF INDIA : EXTRAORDINARY (2) Qi 9.01 Rzrr q-lgarr, q•fkt 3..t«T n—SIC. 3(i)] 3 fig (2) 9.03 GTIgiTT, arg qur-& CT) gsqi« agf•RiT 'g' Grr 'r'? gvr t (S) (q) qqfkT (2) 4 GAZEITE OF INDIA : EXTRAORDINARY fifü (ur) avr 2010MqT (q qr)/19/20] : qm-ll, 3, 445(q), T?re 21 •t, 1981 fisq grq (1) (2) (3) (5) (6) (1) (8) (9) (10) (11) (12) (13) 320, 16 +, 1983, 352, 30 1983, 27 -q, 1983, 476(3T), 28 1984, 245, 23 Vt, 1992, 83, 17 1996, 101, Tltq23 199b 47, 13 1999) 213(q), 18 1999, 283(q), 26 1999, 3 2000, , 6 2000, 8 2000, (14) (15) (16) (17) (18) (19) (20) (21) (22) (23) (24) (25) (26) 893(q), 2000, 12 20M), QTN5T.B. 394(q), rrr?ra 31 2002) 27 2002, 19 e, 2006, qrxrfi. 11 2006, 477g), 11 2006, 311@), 26 2007, 694(0, 7ü(, 2007, 29 2008, 847(q), 2008, 84807), 27 2009 10 2010 3(i)] 5 MINISTRY OF RAILWAYS (RAILWAY BOARD) NOTIFICATION New Delhi, the 21st September, 2011 GAR 7DS(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 Centml 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 (Amendrment) Rules, 2011. (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, 1976 (hereinafter referred to as the said rules), in rule 3.12, in sub-rule (1), after clause (b) the following clause shall be inserted, namely:- "(ba) a Modified Semi-Automatic Stop signal by converting one of the Automatic stop signal in mid-section under special instructions; when the 'A' marker is illuminated the signal works as Automatic stop signal, and when the 'A' marker is extinguished it works as modified Semi-Automatic stop signal and assumes 'off aspect automatically or is taken 'off' manually as required; and". In the said lilies, in rule 9.01, after sub-rule (2), the following sub-rules shall be inserted, namely:- "(3)(a)under special insü•uctions, one of the automatic stop signal between two stations in the automatic block signaling tenitory in each direction may be made as modified semi-automatic stop signal; (b) the mid-section modified semi-automatic stop signal so provided shall be interlocked with the signals of the station ahead frmugh track circuits or axle counters or both and shall be con&olled by the Station Master of 6 GAZETTE OF INDIA : EXTRAORDNARY [PART 11—SBC. 3(i)] the station ahead, the relevant indications whether the signal is in normal automatic mode or modified semi-automatic mode shall be available to the Station Masters at both the ends; (c) Advanced starter signat of the station in rear shall be interlocked with the mid-section modified semi-automatic stop signal in such a way that when working with 'A' sign extinguished, the Advanced starter shall assume 'off aspect or be taken 'off' only when the line is clear upto an adequate diStance beyond the mid-section modified semi-automatic stop signal; similarly die mid-section modified semi-automatic stop signal shalt assume 'of? aspect automatically or be taken 'off' only when the line is clear upto an adequate distance beyond the Home signal of the station ahead; (d) during abnormal conditions like fog, bad weather impairing visibility, the mid-section modified semi-automatic stop signal may be worked by extinguishing 'A' marker in the manner prescribed under special instructions and this action shall also ensure that the 'A' marker of the Advanced signal of tie station in rear and Home signal of the station in advance shall also be extinguished; (e) the adequate distance mentioned under clause (c) shall not be less than as prescribed under sub-rule (2); (f) during normal conditions, mid-section modified semi-automatic stop signal shall work as normal automatic stop signal. (4)(a) when the Loco Pilot finds mid-section modified semi-automatic stop signal with 'A' marker extinguished in 'on' position, he shall stop his train in the tear of the signal and inform this fact to the Station Master of the station ahead on approved Of communication as prescribed under special instructions; (b) the Station Master of the station ahead may authorise the Loco Pilot to pass the mid-section modified semi-automatic stop signal working with 'A' marker extinguished in 'on' position through approved means of communication after ensuring conditions and procedure under special instructions; 3(i)] (c) in case the Loco Pilot is unable to contact the Station

Master of station ahead, he shall pass the signal at 'on' after waiting for five minutes at the signal and proceed cautiously and be prepared to stop short of any obstruction, at a speed not exceeding ten kilometres an hour upto the next Signal and act as per aspect of this signal; and (d) the Loco Pilot shall report the failure of mid-section modified semi- automatic stop signal to the Station Master of the station ahead." the said rules, in rule 9.03, after sub-rule (2), the following sub-rules shall be inserted, namely:-

under special instructions, one of the automatic stop signal between two stations in the automatic block signaling territory in each direction may be made as modified semi-automatic stop signal; (b) the mid-section modified semi-automatic stop signal so provided shall be interlocked with the signals of the station ahead through track circuits or axle counters or both and shall be controlled by the Station Master of the station ahead, the relevant indications whether the signal is in normal automatic mode or semi-automatic mode shall be available to the Station Masters at both the ends; (c) Advanced starter signal of the station in rear shall be interlocked with the mid-section modified semi-automatic stop signal in such a way that when working with 'A' sign extinguished, the Advanced starter shall assume 'off' aspect or be taken 'off' only when the line is clear upto an adequate distance beyond the mid-section modified semi-automatic stop signal; similarly the mid-section modified semi-automatic stop signal shall assume 'off' aspect automatically or be taken 'off' only when the line is clear upto an adequate distance beyond the Home signal of the station ahead; (d) during abnormal conditions like fog, bad weather impairing visibility, the mid-section modified semi-automatic stop signal may be worked by extinguishing 'A' marker in the manner prescribed under special instructions and this action shall also ensure that the 'A' marker of the Advanced starter signal of the station in rear and Home Signal of the station in advance shall also be extinguished; 8 GAZETTE OF INDIA : EXTRAORDINARY II—SEC. 3(i)] (e) the adequate distance mentioned under clause (c) shall not be less than as prescribed under sub-rule (2); (f) during normal conditions, midsection modified semi-automatic stop shall work as normal automatic stop signal. (4)(a) when the Loco Pilot finds mid-section modified semi-automatic stop signal with 'A' marker extinguished in 'on' position, he shall stop his train in the rear of the signal and inform this fact to the Station Master of the station ahead on approved means of communication as prescribed under special instructions; (b) the Station Master of the station ahead may authorize the Loco Pilot to pass the mid-section modified semi-automatic stop signal working with 'A' marker extinguished in 'on' position through approved means of communication after ensuring conditions and procedure prescribed under special instructions; (c) in case the Loco Pilot is unable to contact the Station Master of station ahead, he shall pass the signal at 'on' after waiting for five minutes at the signal and proceed cautiously and be prepared to stop short of any obstruction, at a speed not exceeding ten kilometres an hour upto the next Signal and act as per aspect of this signal; and (d) the Loco Pilot shall report the failure of modified semi- automatic stop signal to the Master of the station ahead." VINAY MITTAL, Chairman, Railway Board as Member, and Ex-Officio Secy. Note : The principal rules were published in the Gazette of India, Extraordinary, Part (I, 3 , Sub-section (i), vide number GS.R-445(E), dated 21 st July, 1981 and subsequently amended vide number : (1) 1983, (2) GS.R.352, dated the 30th April, 1983, (3) GS.R. 514(E), dated the 27th June, 1983, (4) (5) (6) as.R. 476(E), dated the 28th June, 1984, GS.R. 245, 1992, GS.R. 83, dated the 1996, (7) (8) (9) (10) (12) (13) (14) (15) (19 30)] GS.R. 101, 1998, GS.R.47, dated the 13th February, 1999, GS.R. 2130, dated the 1999, GS.R. 2830, dated 1999, GS.R 708(E), dated the 6th 2000, GSR 8520, dated 2000, GS.R. 893(E), dated 24th November, 2000, GSR. 9130, dated the 2000, GS.R. 9 (17) (18) (19) (20 (21) (22) (23) (24) (26) GS.R., 8420, dated 2002, 2006, 470), dated the 1 2006, GS.R. 4770, dated the 11th August 2006, GS.R. dated 2007, GS.R. 694(E), dated the 7th 2007, GSR. 116(E), dated the 29th February; 2008, GS.R 847(E), dated 2008, GSR 848(E), dated the 27th November, 2009 GS.R. 900(E), 2010 Printed by the Ministry of India Ring Road, Mayapuri, and Published by the Controller of Publications, Delhi-110054.