

Amendment slip No. 12, DecemberJanuary-2009 to the G&SR-2006 Edition.

Replace G R 3.65, 3.66, 3.67, 3.78 and 4.16(1)(b) by the following paras-

G. SIGNALS TO WARN INCOMING TRAIN OF DANGER AHEAD.

3.65. DESCRIPTION. – The signals to be used to warn the incoming train of an obstruction shall be a red flashing hand signal lamp at night or a red flag during day.

3.66. USE OF WARNING SIGNALS. - When it becomes necessary to protect an obstruction in a block section, a signal may be used, as prescribed by special instructions under rule 3.65, while the railway servant proceeds to place detonators.

3.67. KNOWLEDGE AND POSSESSION OF WARNING SIGNALS. -

(1) (a) All concerned railway servant on whom this duty is laid by the Railway Administration shall keep a stock of such signals as may be prescribed by special instructions under rule 3.65;

(b) The Railway Administration shall be responsible for the supply, renewal and safe custody of such signals as may be prescribed by special instructions under rule 3.65 and for ensuring that their use is properly understood.

(c) The Railway administration shall supply every Guard, Loco Pilot, Patrol man and Gateman working on the double or Multiple line, Ghat, Suburban or Automatic Block territories with such signal as may be prescribed by special instructions under rule 3.65.

(2) Every railway servant concerned with the use of signals as prescribed by special instructions under rule 3.65 shall have a correct knowledge of their use and keep them ready for immediate use.

(3) Every railway servant shall see that the railway servants in his charge concerned with the use of warning signals as prescribed by special instructions under rule 3.65 have a correct knowledge of their use.

3.78. DUTIES OF ENGINE CREW IN RESPECT OF SIGNALS. -

(1) (a) The Loco Pilot shall pay immediate attention to and obey every signal whether the cause of the signal being shown is known to him or not.

(b) The Loco Pilot shall not, however, trust entirely to signals, but always be vigilant and cautious.

(2) (a) The Loco Pilot shall whistle intermittently when his engine explodes detonator(s) and take every possible caution including reduction of speed as necessary, so as to have the train well under control and be able to stop short of any obstruction on the line;

(b) after proceeding 1.5 kilometres from the place where his engine exploded detonator(s), if his engine does not explode any more detonator(s), he may then resume authorised speed, and

(c) report the incident to the next station or cabin.

(3) If in consequence of fog, storm or any other reason, the view of the signals is obstructed, the Loco Pilot shall take every possible precaution, so as to have the train well under control.

(4) When the Loco Pilot notices a signal warning of an obstruction, except detonator(s), he shall stop his train immediately and act on advice of the person exhibiting warning signal or on the basis of obstruction noticed by him.

(5) In case no further details of exhibition of warning signal are noticed, after stopping for one minute by day and two minutes by night to ascertain the location and/or cause of the warning, he shall proceed cautiously up to the next block station, keeping a sharp look out.

(6) The Loco Pilot shall acquaint himself with the system of working, location of signals and other local conditions affecting the running of trains on a section or sections of the railway over which he is to work and if he is not so acquainted with any portion of the railway over which he is to work, obtain the services of a qualified railway servant who is conversant with it to assist him.

4.16. TAIL BOARD OR TAIL LAMP.-

GR 4.16 (1)(b) by night, as well as in thick, foggy or tempestuous weather impairing visibility during day, a red tail lamp of approved design displaying a flashing red light to indicate last vehicle check device, or