

WESTERN RAILWAY

Headquarter Office,
Churchgate, Mumbai-20
Date :12/10/2010

No.T .202/5/(3), (4) & (8) (R)

DRMs BCT BRC ADI RTM RJT BVP
Advisor Safety Railway Board, New Delhi
Principal Railway Staff College Vadodara
Principal, Zonal Railway Training Institute Udaipur.
Principal, Zonal Electric Training Centre Vadodara.
Principal, Diesel Training Centre RTM/VTA
Principal, Signal & Telecom.Training Centre Sabarmati
Instructor-in-charge, Area Training School (Traffic) PL.
BL BRC UJN ATC SBI RJT JND
C/-CRS (Western Circle) CCG.
C/- CSO PCE CEE CME CSTE CSC CAO(C) CCM CPO FA&CAO
C/- CPM ADI CPM(RE) ST.
C/- PS/COM.
C/- Sr.DOMs- BCT BRC ADI RTM RJT BVP for notification to all concerned .

Sub : G&SR- Chapter –III, IV & VIII

An Advance Copy of Amendment Slip No.19 to the above mentioned chapter is reproduced below . This amendment should be brought into force with immediate effect, by notification to all concerned .

This has the approval of 'Authorized Officer' .

The Advance Amendment Slip No. 19, October 2010 to the G&SR- 2008 edition, is given below:

1. Substitute the following in place of existing SR 3.61(1), (3), (4), (5), (8), (12)-2nd para & (17) at page 80-83.
2. Add Note below existing SR 3.61(2) at page 80.
3. Read 'first stop signal of the station ' in place of 'Outer, Warner or Distant signals of the station, as the case may be' in SR 3.61(5) last line at page no. 80.
4. Read 'referred to SR. 3.61 (4)' in place of 'referred to SR. 3.61 (1)' in SR 3.61(7) first line at page 80.
5. Add No. (A) & (B) below the diagram of SR 3.61 (9) at page no. 81.
6. Read 'competent railway servant of station staff' in place of 'of the station Group 'D' staff' in SR 3.61(11) 3rd line at page 81.
7. Read 'competent railway servant of station staff' in place of 'of the station Group 'D' staff' in SR 3.61(12)(A)- 5th line at page 82.
8. Add new SR 3.61 (18) after SR 3.61 (17) at page 83.

SR 3.61 (1) The check of adequacy of visibility through the VTO is to guide the SM/ASM so as that he can decide when detonators are to be placed to warn the loco pilot of the location of an approach stop signal. Where detonators are not required to be placed under conditions prescribed below under para 3.61(17), the VTO has no relevance.

The VTO may be redefined in SWRs.

SR 3.61 (2)- Note : There shall be no prescribed VTO at stations provided with double distant signal and in Automatic Signalling Territory.

SR 3.61 (3) (A) The VTO may be a HS lamp of a type that correspond to the specific type of signal lamp on the signals provided at the station i.e. a K. oil lit HS lamp for K. oil lit signal, or an electrically lit with battery type HS lamp for LED or colour light signals respectively.

(B) (i) VTO for Semaphore Signalling and for Two Aspect CLS –the VTO may be the light (or arm by day) of a starter signal (where exists) or the back light of Home signal etc as defined in GR 3.61(2)(b). In such cases, the VTO is normally located 300-350 metres at a place from where it is to be seen by the SM. During foggy or tempestuous weather, when such a VTO is not seen by the SM, it shall determine that fog has set-in.

The Visibility Test Object to be defined in the SWRs of stations, which qualify for placement of detonators, should be on each end of a station (for junction stations there may be more than two VTOs)

(ii) Prescribed VTO for Multiple Aspect Colour Light Signalling - Stations with MACLS shall have a prescribed VTO located at a distance of 180 metres from a nominated location where the SM shall stand. There shall be no prescribed VTO for stations provided with Double Distant signal.

(iii) When a prescribed VTO is not visible from 180 metres or more during dense fog, the SM shall not use his discretion as per GR 3.61 (2) (a) but will arrange to place the detonators to warn the loco pilot.

There should be one Visibility Test Post in MACLS territory (at stations which qualify for placement of detonators) located at a distance of 180 metres from the place where at the SM shall normally stand to see the prescribed VTO.

SR 3.61 (4) When the VTO (or the prescribed VTO) provided under conditions laid down is not visible to the Station Master, he shall take action as under –

(A) Ensure that signals are lit during night as well as during day in Semaphore Signalling sections when visibility is impaired due to fog and VTO is also lit.

(B) Observe the VTO before granting Line Clear to a train.

(C) In case prescribed VTO is not visible take action as under –

(i) Depute Fog Signalman with detonators to place detonators in situation prescribed under para (D) below at 270-280 metres from the first stop signal to inform in advance location of this signal to the Loco Pilot of the approaching train

(ii) Engineering dept. will make all efforts to provide fog signalman

(iii) No shunting should be carried out on non-isolated lines after granting line clear to an approaching train.

(D) Where it is necessary to place detonators – The detonators should be placed at 270 metres short of the first stop signal at stations as under –

(i) At 'A' class station where Warner exists – detonators to be placed short of Home signal and not the Warner.

(ii) At 'B' class station equipped with Lower Quadrant Signals- detonators to be placed short of Outer signal.

(iii) In Multiple Aspect Signalling, where single Distant Signal is provided detonators to be placed short of Home signal.

SR 3.61 (5) Adequate supply of detonators to be ensured. The Fog signalman shall be provided with 20 detonating (fog) signals or such lesser number as may be prescribed under special instructions. The fog signalman shall place two detonators on the centre of the head of the rail, with the label or brand upwards, which shall be securely fastened to the rail by bending the clasp round the upper flanges of the rail, about 10 metres apart from each other, which on explosion under the wheels of an engine, will warn the Loco Pilot of his proximity to the first stop signal of the station.

SR 3.61 (8) The Fog signalman must see that the first stop signal which has been taken off for a train to pass is replaced to danger after the passage of the train.

SR 3.61(9)(A) The fog signal post be erected at 270 metres from the first stop signal. No fog signal post are to be provided at stations with Double Distant Signal and at stations which do not qualify for placement of detonators.

(B) The fog signal post will be provided only at a station where there may be requirement for placing detonators as indicated in SR 3.61(4).

SR 3.61 (12) The procedure in SR 3.61(11) refers to action to be taken by the Station Master on duty in an emergency.

Divisional Railway Manager will notify the names of stations at which fog prevails persistently. At each such station, four competent railway servant of station staff(or if this number is not available it may be made up by one or a maximum of two Gangmen per station being deputed by the Section Engineer (P.Way) shall be posted and detailed to act as a fog signalman. All four men be fully trained in fog signal duties and must be regular employees of the Railway and not 'substitutes'.

SR 3.61 (17) Where not necessary to place detonators – It is not necessary to place detonators to indicate "location of a stop signal" to the loco pilot in the following circumstances -

- (A) In sections where reliable fog safe device has been provided on locomotives; (sections shall be duly notified by administration separately)
- (B) where adequate pre-warning is provided; i.e. at a stations where double distant signals are provided;
- (C) where maximum speed allowed in the station section is upto 15 kmph. even at stations where pre-warning signal is not available, but a Warning Board exists;
- (D) where speed of the section is less than 50 kmph (but more than 15 kmph) and the first signal of a station is not a stop signal;
- (E) In automatic signalling territory;
- (F) On gate signals;
- (G) On departure signal;
- (H) At the site (s) of temporary speed restrictions imposed due to maintenance of track / OHE / signal.

SR 3.61 (18) Provisions given as per GR 5.18 to be followed strictly and no train to be advanced beyond the starter, or beyond intermediate starter signal where these exist, upto the Advance Starter at stations which do not have track circuiting in this zone.

Following amendment should be carried out in place of existing Sr. No. 3 of Appendix 'B' of Ch. 3 at page no.106.

1. Read ' the first stop signal' in place of 'the outermost signal' in Appendix 'B' Sr.no. 3 (B) last line.
2. Read ' SR 3.61 (9)' in place of ' SR 3.61 (1)' in sr.no. 3 (D) last line.
3. Delete existing Sr. no. (3) (E).
4. Substitute the following in place of existing Sr. No.3(F) as Sr. No.3 (E).

(E) Fog signalmen must never leave their posts until relived by another trained Fog signalman.

5. Read 'while' in place of 'whilst' in existing Sr. No. (3) (G).
 6. Renumbered Sr. No. (E), (F) & (G) in place of existing (F), (G) & (H).
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Substitute the following in place of existing SR 8.02(6) at page 262, SR 8.03(7) at page 265 & SR 8.04(6) at page 266.

SR 8.02 (6) When it is not possible due to thick, foggy, tempestuous weather or dust storm for the Station Master to see the VTO, line Clear must not be granted unless a competent railway servant appointed by Station Master is stationed at least 270 metres outside the first stop signal. Also see SR 3.61 (4).

SR 8.03 (7) When it is not possible due to thick, foggy, tempestuous weather or dust storm for the Station Master to see the VTO, line Clear must not be granted unless a competent railway servant appointed by Station Master is stationed at least 270 metres outside the first stop signal. Also see SR 3.61 (4).

SR 8.04 (6) When it is not possible due to thick, foggy, tempestuous weather or dust storm for the Station Master to see the VTO, line Clear must not be granted unless a competent railway servant appointed by Station Master is stationed at least 270 metres outside the first stop signal. Also see SR 3.61 (4).

Ch- 4 - Delete SR 4.09(1) (F) and further serial no. should be changed accordingly at page 120 & 121.

For COM-CCG