

WESTERN RAILWAY

Headquarter Office,
Churchgate, Mumbai-20

No.T .202/5/(3)(R)

Date :28/12/2010

DRMs BCT BRC ADI RTM RJT BVP
Advisor Safety Railway Board, New Delhi
Director General, 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/- Secy to COM.
C/- Sr. DOMs- BCT BRC ADI RTM RJT BVP for notification to all concerned.

Sub: G&SR- Chapter –III - SIGNALS

An Advance Copy of Amendment Slip No.24 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. 24, December 2010 to the G&SR- 2008 edition, is given below:

(This is in connection with partial modification of instructions issued vide Advance Amendment Slip No. 19)

Substitute the following in place of existing SR 3.61(1), (2) & (3) at page 80 and add Note at the end of SR 3.61(18) at page 83.

SR 3.61(1) The visibility test object must be specified in the Station Working Rules.

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.

SR 3.61(2) Visibility test post shall be provided at all stations, except where Station Working Rules specify a particular signal or the light or the back light of a signal to serve as visibility test object. At stations, situated in localities where fog or dust storms or heavy rains are generally prevalent such posts must be provided separately.

...2/-

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, 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.

(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 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 (18)

Note: G&SR 3.61 do not apply at stations on Churchgate-Virar section.

For COM-CCG