

CHAPTER I

PRELIMINARY

1.01. Short title and Commencement. -

(1) These rules may be called the Indian Railways (Open lines) General (Amendment) Rules, 2011.

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

SR 1.01(1).01.- The General Rules apply to all Indian Railways. The Subsidiary Rules are prefixed SR and apply only to East Coast Railway.

SR 1.01(1).02.- General Rules are liable to be revised by the Government of India and the Subsidiary Rules by the Authorised Officer of this Railway appointed by the General Manager and shall be duly notified.

1.02. Definitions.- In these rules, unless the context otherwise requires,-

(1) “**Act**” means the Indian Railways Act, 1989 (24 of 1989);

(2) “**adequate distance**” means the distance sufficient to ensure safety;

(3) “**approach lighting**” means an arrangement in which the lighting of signals is controlled automatically by the approach of a train ;

(4) “**approved special instructions**” means special instructions approved of or prescribed by the Commissioner of Railway Safety;

(5) “**authorised officer**” means the person who is duly empowered by general or special order of the Railway Administration, either by name or by virtue of his office, to issue instructions or to do any other thing ;

SR 1.02(5).01. -(a) The nomination of Authorised Officer under this Rule is notified from time to time in the Official Gazette or/ and circular of this Railway;

(b) Power to issue working instructions is also delegated to the Divisional Railway Managers within their own Divisions and to their Senior Divisional, Divisional and Assistant Operating Officers personally acting on behalf of the Divisional Railway Managers. No other official has authority to issue Working Instructions except when necessary in an emergency and then only on behalf of the Divisional Railway Manager.

(6) “**authority to proceed**” means the authority given to the Loco Pilot of a train, under the system of working, to enter the block section with his train ;

(7) “**axle counter**” means an electrical device which, when provided at two given points on the track, proves by counting axles in and counting axles out, whether the section of the track between the said two points is clear or occupied;

(8) “**block back**” means to despatch a message from a block station intimating to the block station immediately in rear on a double line, or to the next block station on either side on a single line, that the block section is obstructed or is to be obstructed ;

(9) “**block forward**” means to despatch a message from a block station on a double line intimating to the block station immediately in advance the fact that the block section in advance is obstructed or is to be obstructed;

(10) “**block section**” means that portion of the running line between two block stations on to which no running train may enter until Line Clear has been received from the block station at the other end of the block section;

SR 1.02 (10).01. Demarcation of block-section.-

Class of station	Points at the station in rear from which 'Block section' commences	Points at the Station in advance at which "Block Section" ends.
'A' Class at both Double & Single line sections.	At the last stop signal	At the Starter signal
'B' Class Double line in Two-Aspect Signalling Territory.	At the Last Stop signal	At the Home signal
'B' Class Double line in Multiple Aspect or Modified Lower quadrant Signalling Territory	At the Last Stop signal	At the Outermost facing points or at the Block Section Limit Board where there are no facing points or the outer most points are trailing.
'B' Class Single line provided in Two Aspect Signalling Territory.	(i) At the Advanced Starter, if one is provided	(i) At the Advanced Starter for opposite direction, if one is provided
	Or	Or
	(ii) At the Shunting Limit Board, if there is no Advanced Starter ;	(ii) At the Shunting Limit Board for the opposite direction, if there is no Advanced Starter:

Class of station	Points at the station in rear from which 'Block section' commences	Points at the Station in advance at which "Block Section" ends.
	Or	Or
	(iii) At the Home signal for the opposite direction, if there is no Advanced Starter or Shunting Limit Board :	(iii) At the Home signal, if there is no Advanced Starter or Shunting Limit Board for opposite direction:
	Or	Or
	(iv) At the outermost facing points, if there is no Advanced Starter, Shunting Limit Board or Home signal.	(iv) At the outermost facing points, if there is no Advanced Starter or Shunting Limit Board for opposite direction or Home signal.
'B' Class- Single line provided in Multiple aspect or Modified Lower quadrant Signalling Territory.	(i) At the Advanced Starter, if one is provided:	(i) At the Advanced Starter for the opposite direction, if one is provided;
	Or	Or
	(ii) At the Shunting Limit Board, if there is no Advanced Starter:	(ii) At the Shunting Limit Board for the opposite direction, if there is no Advanced Starter :
	Or	Or
	(iii) At the outermost facing points, if there is no Advanced Starter or	(iii) At the outermost most facing points, if there is no Advanced

Class of station	Points at the station in rear from which 'Block section' commences	Points at the Station in advance at which "Block Section" ends.
	Shunting Limit Board.	Starter or Shunting Limit Board for opposite direction.
At 'C' Class provided in Two Aspect or Multiple Aspect or Modified Lower quadrant signalling Territory both on Double line and Single line sections.	At the Home signal	At an adequate distance beyond the Home signal (the adequate distance shall not be less than 400 metres).

(11) “**Centralised Traffic Control**” means a system by which the working of trains over a route, to which the system applies, is governed by fixed signals remotely controlled from a designated place ;

(12) “**Centralised Traffic Control Operator**” means the person on duty who may for the time being be responsible for the working of trains on the Centralised Traffic Control ;

(13) “**Commissioner of Railway Safety**” means an Inspector appointed to exercise any functions under the Act, and includes an Additional Commissioner of Railway Safety ;

(14) “**Competent railway servant**” means a railway servant duly qualified to undertake and perform the duties entrusted to him ;

(15) “**Connections**” when used with reference to a running line, means the points and crossings or other appliances

used to connect such line with other lines or to cross it ;

(16) “**Controller**” means a railway servant on duty who may for the time being be responsible for regulating the working of traffic on a section of a railway provided with the system of speech communication ;

(17) “**day**” means from sunrise to sunset ;

(18) “**direction of traffic**” means-

(a) on a double line the direction for which the line is signalled ;

(b) on a single line, the direction for the time being established under the system of working, to allow trains to move in that direction ;

(19) “**Loco Pilot**” means the engine Loco Pilot or any other competent railway servant for the time being in charge of driving a train ;

(20) “**electrical communication instrument**” means either a telephone or a Morse telegraph instrument ;

(21) “**facing and trailing points**”: points are facing or trailing in accordance with the direction a train or vehicle moves over them. Points are said to be facing points when by their operation a train approaching them can be directly diverted from the line upon which it is running;

(22) “**fixed signal**” means a signal of fixed location indicating a condition affecting the movement of a train and includes a semaphore arm or disc or fixed light for use by day and fixed light for use by night;

(23) “**fouling mark**” means the mark at which the infringement of fixed Standard Dimensions occurs, where two lines cross or join one another;

SR 1.02(23).01.- Train or vehicle placed on either of the two lines must stand inside this “fouling mark” in order to avoid the risk of collision with a train or vehicle moving on the other line.

(24) “**Gangman**” means a railway servant employed on permanent way or work connected therewith;

(25) “**Gangmate**” means the person in charge of a gang of workmen employed on permanent way or work connected therewith;

(26) “**Gateman**” means a competent railway servant posted at a level crossing for working the gates;

(27) “**Goods train**” means a train (other than a material train) intended solely or mainly for the carriage of animals or goods;

(28) “**Guard**” means the railway servant in charge of a train and includes a Assistant Guard or any other railway servant who may for the time being be performing the duties of a Guard;

(29) “**Inspector of Way or Works**” means any Inspector or Assistant Inspector responsible for the construction or maintenance of permanent way, points and signals, bridges or other works connected therewith;

(30) “**Interlocking**” means an arrangement of signals, points and other appliances, operated from a panel or lever frame, so interconnected by mechanical locking or electrical locking or both that their operation must take place in proper sequence to ensure safety;

(31) “**Intermediate Block Post**” means a class “C” station on a double line, remotely controlled from the block station in rear;

(32) “**Intermediate Block Signalling**” means an arrangement of signaling on double line in which a long block section is split into two portions each constituting a separate block section by providing an Intermediate Block Post;

(33) “**Isolation**” means an arrangement, secured by the setting of points or other approved means, to protect the line so isolated from the danger of obstruction from other connected line or lines;

(34) “**Last Stop signal**” means the fixed Stop signal of a station controlling the entry of trains into the next block section;

(35) “**Level crossing**” means the intersection of road with railway track at the same level;

(36) “**Level crossing gate**” means any form of movable barrier, including a chain, capable of being closed across the road at the level crossing, but does not include a wicket or a turnstile for the use of pedestrians;

(37) “**Line Clear**” means the permission given from a block station to a block station in rear for a train to leave the latter and approach the former; or the permission obtained by a block station from a block station in advance for a train to leave the former and proceed towards the latter;

(38) “**Main line**” means the line ordinarily used for running trains through and between stations;

(39) “**Material train**” means a departmental train intended solely or mainly for carriage of railway material when picked up or put down or for execution of works, either between stations or within station limits;

(40) “**Mixed train**” means a train intended for the carriage of passengers and goods, or of passengers, animals and goods;

(41) “**Multiple-aspect signalling**” means a signalling arrangement in which signals display at any one time any one of the three or more aspects and in which the aspect of the every signal is pre-warned by the aspect of the previous signal or signals;

(42) “**Night**” means from sunset to sunrise;

(43) “**Obstruction**” and its cognate expressions includes a train, vehicle or obstacle on or fouling a line, or any condition which is dangerous to trains;

(44) “**Overhead equipment**” means the electrical conductors over the tracks together with their associated fittings, insulators and other attachments, by means of which they are suspended and registered in position for the purpose of electric traction;

(45) “**Passenger train**” means a train intended solely or mainly for the carriage of passengers and other coaching traffic, and includes a troop train ;

(46) “**Point and trap indicators**” are not signals, but are appliances fitted to and working with points to indicate by day or by night the position in which the points are set;

(47) “**Running line**” means the line governed by one or more signals and includes connections, if any used by train when entering or leaving a station or when passing through a station or between stations;

(48) “**Running train**” means a train which has started under an authority to proceed and has not completed its journey;

(49) “**Shunting**” means the movement of a vehicle or vehicles with or without an engine or of any engine or any other self-propelled vehicle, for the purpose of attaching, detaching or transfer or for any other purpose;

(50) “**Special instructions**” means instructions issued from time to time by the authorized officer in respect to particular cases or special circumstances;

(51) “**Station**” means any place on a line of railway at which traffic is dealt with, or at which an authority to proceed is given under the system of working;

(52) “**Station limits**” means the portion of a railway which is under the control of a Station Master and is situated

between the outermost signals of the station or as may be specified by special instructions;

SR 1.02(52).01.- The demarcation of station limits at the stations shall be as follows :-

Section - Signalling arrangement

On Single line - The portion of the railway which lies between the –

(a) (i) Outers in Two-Aspect Lower quadrant signaling territory ; and

(ii) Distant signals in Multiple-Aspect/Modified Lower quadrant signalling territory.

(b) between the Up and Down first Stop signals in Automatic signalling territory.

On Double line -The portion of the railway which lies between the –

(a) Outermost signals on each direction (i.e. up or Down) separately, except on the section where there is more than one Distant Signal, this will be reckoned between the Inner Distant and the last Stop signal on each direction; and

(b) On Automatic signalling section the station limits shall be the portion of the railway which lies between the first Automatic signal in rear of the Home and the Advanced Starter or upto the Outermost points at the trailing end where no Advanced Starter is provided ;

(c) At station where the Automatic signal falls within the jurisdiction of the station in rear, the station limits shall be reckoned from the Home signal.

(53) “**Station Master**” means the person on duty who is for the time being responsible for the working of the traffic within station limits, and includes any person who is for the time being in independent charge of the working of any signals

and responsible for the working of trains under the system of working in force ;

(54) “**Station section**” means that section of station limits –

(1) at a class ‘B’ station provided with two aspect signals, which is included-

(a) on a double line, between the Home signal and the last Stop signal of the station in either direction ; or

(b) on a single line-

(i) between the Shunting Limit Boards or Advanced Starters (if any), or

(ii) between the Home signals if there are no Shunting Limit Boards or Advanced Starters, or

(iii) between the outermost facing points, if there are no Home signals or Shunting Limit Boards or Advanced Starters;

(2) at a class ‘B’ station provided with manually operated multiple-aspect or modified lower quadrant signals, which is included-

(a) on a double line-

(i) between the outermost facing points and the last stop signal of the station in either direction, or

(ii) between the Block Section Limit Board, where provided, and the last stop signal of the station in either direction; or

(b) on a single line-

(i) between the Shunting Limit Boards or Advanced Starters (if any), or

(ii) between the outermost facing points, if there are no Shunting Limit Boards or Advanced Starters ;

(55) “**Subsidiary Rule**” means a special instruction which is subservient to the General Rule to which it relates and shall not be at variance with any General Rule;

SR 1.02(55).01.-Subsidiary Rules binding on staff :- The Subsidiary Rules in this book shall be read in conjunction with the General Rules and are equally binding on the staff. Also, working rules and instructions issued in the form of Manuals or otherwise shall be read in conjunction with General and Subsidiary Rules and be binding on the staff.

(56) “**System of working**” means the system adopted for the time being for the working of trains of any portion of a railway;

(57) “**Track circuit**” means an electrical circuit provided to detect the presence of a vehicle on a portion of track, the rails of the track forming part of the circuit ;

(58) “**Train**” means an engine with or without vehicles attached, or any self-propelled vehicle with or without a trailer, which cannot be readily lifted off the track;

(59) “**Train Examiner**” means a railway servant duly qualified to examine trains and certify their fitness for safe running and includes any other railway servant who may for the time being performing the duties of a Train Examiner;

(60) “**Two-aspect signalling**” means a signalling arrangement in which each signal displays at any one time either of the two aspects.

1.03. Classification of stations.-

(1) Stations shall, for the purpose of these rules, be divided into two categories-block stations and non-block stations.

(2) Block stations are those at which the Loco Pilot must obtain an authority to proceed under the system of working to enter the block section with his train; and under the Absolute Block System consists of three classes-

Class ‘A’ stations- where Line Clear may not be given for a train unless the line on which it is intended to receive the train is clear for at least 400 metres beyond the Home signal, or upto the Starter;

Class ‘B’ stations- where Line Clear may be given for a train before the line has been cleared for the reception of the train within the station section; and

Class ‘C’ stations- block huts, where line clear may not be given for a train, unless the whole of the last preceding train has passed complete at least 400 metres beyond the Home signal, and is continuing its journey. This will also include an Intermediate Block Post.

(3) **Non-block stations or Class ‘D’ stations** are stopping places which are situated between two consecutive block stations, and do not form the boundary of any block section.

SR 1.03.01. - (a) Special Class station- Any station which cannot be worked under A,B,C or D class conditions is termed as “Special” class.

(b) The classification of each station on East Coast Railway shall be shown in the working Time Table.

