CHAPTER 1

PRELIMINARY

1.01 Short title and commencement.-

(1) These rules may be called the Indian Railways (Open Lines) General (Amendment) Rules 2002.

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

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

(1) *"Act"* means the 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 instruction"* 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) 1. The Chief Operations Manager is empowered by name as the authorised officer under this rule by a special order of the General Manager to issue subsidiary rules and amendments there to or to issue instructions.

(6) *"authority to proceed"* means the authority given to the Driver 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 station 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)(i) At stations equipped with two-aspect signals :

	Block Section	
	Commences And	*Ends*
On Double Line		
At an 'A' class station	*From the last Stop Signal.*	*At the Starter Signal.*
At a 'B' class station	*From the last Stop Signal.*	*At the Home Signal.*
At a 'C' class station ..	*From the Home Signal or at the Starter Signal where one is provided.*	*At an adequate distance(400metres) beyond the Home or at the Starter Signal where one is provided*
On Single Line		
At an 'A' class station	*From the Starter Signal.*	*At the Starter Signal.*
At a 'B' class station	*(i) From the Advanced Starter if one is provided, or*	*At the Advanced Starter for the opposite direction if one is provided, or*
	(ii) From the Shunting Limit Board if there is no Advanced Starter, or	*At the Shunting Limit Board if there is no Advanced Starter, or*
	(iii) From the Home Signal of the opposite direction, if there is no Advanced Starter or Shunting Limit Board, or	*At the Home Signal if there is no Advanced Starter or Shunting Limit Board, or*
	(iv) From the outermost Facing Points, if there is no Advanced Starter, Shunting Limit Board or Home Signal.	*At the outermost Facing Points, if there is no Advanced Starter, Shunting Limit Board or Home Signal.*
At a 'C' class station	*From the Home Signal or at the Starter Signal where one is provided.*	*At an adequate distance (400metres) beyond the Home Signal or at the Starter Signal where one is provided.*

(ii) At stations equipped with manually operated Multiple-aspect Colour Light/Upper quadrant signals:

	Block Section	
	Commences And	*Ends*
On Double Line		
At an 'B' class station	*From the Last Stop Signal*	*At the Block Section Limit Board or at the outermost Facing Points..*
At a 'C' class station	*From the Home Signal or at the Starter Signal where one is provided.*	*At a distance of 400metres beyond the Home Signal or at the Starter*

		Signal where one is provided.
<u>On Single Line</u> *At a 'B' class station*	*(i) From the Advanced Starter,* *or,* *(ii) From the Shunting Limit Board if there is no Advanced Starter, or,* *(iii) From the outermost facing Points if there is no Advanced Starter or Shunting Limit Board.*	*At the Advanced Starter for the opposite direction, or,* *At the Shunting Limit Board if there is no Advanced Starter, or,* *At the outermost Facing Points, if there is no Advanced Starter or Shunting Limit Board.*
At a 'C' class station	*From the Home Signal or at the Starter Signal where one is provided.*	*At a distance of 400metres beyond the Home Signal or at the Starter Signal where one is provided.*

(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 'Commissioner of Railway Safety' appointed to exercise any functions under the Act, and includes the Chief 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;

SR1.02(17)(i) 'Sunrise' means the time at which signals or other objects can be seen without the aid of light.

(ii) 'Sunset' means the time at which signals or other objects can not be seen without the aid of light.

(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) *"Driver"* means the engine driver 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;

SR.1.02(22) (i) Colour light signal is a fixed signal, day and night aspects of which are the night aspect of the semaphore arm signal in both Two Aspect and Multiple-Aspect signalling territory. It shows the same aspect by day and 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;

(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 Brakesman 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 signalling 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;

SR 1.02(36) (i) Traffic gates – Level crossing gates which are located within the outer most stop signals in either direction of a block station are termed as traffic gates. The manning and operation of traffic gates shall be under the control of operating department.

(ii) Engineering gates – The level crossing gates other than traffic gates are termed as engineering gates.

(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 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;

SR 1.02(46)(i) When Trap indicators are provided at trap points or derailing switches, they show a red target by day and a red light by night in both directions when the trap is open, and a green target by day and a green light by night in both directions when it is closed.

(ii) Point indicators show a white target by day and a white light by night in both directions when the points are set for the straight line, and a green target by day and a green light by night in both directions when the points are set for the cross-over.

(47) *"running line"* means the line governed by one or more signals and includes connections , if any, used by a 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 authorised 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 is 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) (i) In case of double line stations, station limits should be taken to mean that portion of the track which lies between the outer most signals of the station on each line separately.In case of Single line stations, Station limit means the portion of track which lies between the outermost signals.

(ii) In the case of class 'D' or flag stations, station limits include all lines and premises within a distance of 400 metres on either side of station building.

(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 inforce;

(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 boards, 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;

(56) *"system of working"* means the system adopted for the time being for the working of trains on 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 ;

SR (58) The following are the names given to the different kinds of working engines –

(i) ***Train engine*** *– is an engine which works a train, ordinary or special over some section of railway.*

(ii) ***Shunting engine*** *– is an engine which is employed in shunting and marshalling of trains and vehicles instation yard. This engine must not be called a 'pilot' engine. If a shunting engine is taken away to run a train, it then becomes a train engine.*

(iii ***Assisting engine*** *– is an engine which, because of a train being too heavy to be hauled by one engine, is used to assist the Train engine either by pulling in front or pushing behind. When an Assisting engine pushes a train from the rear on a rising gradient, it is termed as Banking engine.*

(iv) ***Light engine*** *– is an engine running by itself.*

(v) ***Relief engine*** *– is an engine sent to relieve another engine which has broken down.*

(vi ***Pilot engine*** *– is an engine which runs by itself in advance of and to "Pilot" a special or ordinary train.*

An engine used to draw/send a load from/to siding is also a pilot engine.

The above terms and no other must be used in all train messages, advices, reports and correspondence.

(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 be 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 two aspects.

1.03. Classification of stations.-

(1) Station 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 Driver 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 consist 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 (60) (i) Class 'D' stations are of two types:-

(a) Those stations at which there is out – lying siding are termed as 'DK' stations.

(b) Those stations at which there is no siding are termed as "Flag or Halt" stations.

(ii) Any station which cannot be worked solely under 'A', 'B', 'C' or 'D' class conditions, is termed as 'Special class.

(iii) The classification of each station will be given in the Working Time Table.

…….……..