GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS
(Railway Board)

No.2021/Safety (A&R)/19/26 New Delhi.Dated 24.05.2021

The General Manager (Operations)
W.C. Railway,
Jabalpur

Sub: Reckoning of adequate distance for signal overlap for bi-directional lines
Ref: W.C. Railway's letter No. WCR-JBP/T-1202 dated 26.03.2021

W.C. Railway has referred following cases in which CRS/CC has imposed restrictions/conditions based on the ground that adequate distance is not available for safe running.

(i) At Gangapur City of Kota division of WCR, CRS/CC has imposed a Permanent Speed Restriction (PSR) of 30 KMPH on Home Signal for stopping trains on UP main line/Loop line (bi-directional lines), if LC Gate (Traffic gate) is open, by reckoning signal overlap (adequate distance) to 300 mtrs treating the bi-directional lines as single lines, thereby requiring the LC Gate to be closed for receiving a train or SR of 30 kmph if received with LC open.

(ii) CRS/CC has imposed condition for closure of LC gate No.16 at Bhonra station and closure of LC gate No.21 & 22 at Antah station of Kota Division for reception of stopping train on main line as well as common loop line.

2. W.C. Railway have submitted that as per GR 3.40 - **Conditions for taking 'Off' Home Signal-**

(1) When a train is approaching a Home Signal otherwise than at a terminal station, the signal shall not be taken off until the train has first been brought to a stand outside it, unless-

a. On a double line, the line is clear for an adequate distance beyond the starter.

b. On a single line the line is clear for an adequate distance beyond trailing points, **OR for an adequate distance beyond the place at which the train is required to come to a stand.**

3. WC Railway has further submitted that GR 3.40 does not stipulate any PSR for taking off Home Signal for direct reception of train on Main/Loop line if adequate distance is available.

4. WC Railway has also mentioned that as per SR 16.03.2 -

a. Position of Gate - The normal position of all interlocked gates shall be open to road traffic generally.

Thus normally LC gate will be open for road traffic if it is interlocked and there is no provision of any restriction either in form of PSR or closure of the gates in GR 3.40 or SR 16.03.

Issue with Endorsement
Signature
Date of Issue

5. WC Railway has submitted that as per provision of GR 3.40 (1) (b), on a single line, the line is clear for an adequate distance beyond trailing points, **OR for an adequate distance beyond the place at which the train is required to come to a stand.** All three stations have adequate distance from the Starter Signal, which is the place at which the train is required to come to a stand.

(a) In Gangapur city, the distance between Starter signal and interlocked LC Gate No 179 'Spl' is 420 metres.
(b) At Bhonra station, the distance between Starter Signal and LC Gate No.16 is 361 metres.
(c) At Antah station, the distance between Starter Signal and LC Gate No.21 & 22 are 394 metres and 206 metres respectively. LC Gate No.21 & 22 are located in the UP and DN direction respectively.

6. The UP Main Line at Gangapur City (GGC) is a platform line where 28 pairs of M/Exp/Pass. Trains and 25 goods trains (for crew changing) stop daily. If a PSR of 30 KMPH is imposed, every stopping train will lose 1.2 minutes, thereby a total of 33.6 minutes will be lost daily. This will badly affect the punctuality, mobility and fluidity of traffic on trunk route in addition to monetary loss.

7. WCR has also submitted that the condition imposed by CRS/CC in above cases is not based on the provision of old GR 3.40 (1) (b) which has been revised by Railway Board. Moreover, sanction of CRS is not required, if adequate distance is available.

8. Accordingly, W.C. Railway has requested Railway Board to take a decision on the restrictions imposed by CRS/CC regarding PSR of 30 KMPH on UP main line/loop line for stopping trains at Gangapur City and closure of LC gates at Bhonra and Antah and permit the Railway to remove conditions imposed by CRS/CC at these stations and similar other stations which do not compromise with safety &. issue necessary guidelines so that PSR/Closure of LC gate cannot be imposed in such cases.

9. The matter has been examined in the Board in consultation with Signal Directorate and it is observed that restrictions imposed by CRS are beyond the provisions of GRs. As per provision of GR 3.40(1)(b), adequate distance calculated from the Starter Signal by WC Railway is correct, as such there is no need for any restriction/conditions imposed by CRS/CC.

10. In view of the facts mentioned above, the restriction/conditions imposed at Gangapur City, Bhonra and Antah stations of Kota Division are not acceptable as it is not on the basis of provisions of GR/SR. WC Railway is permitted to carry out operation as per provisions of GR/SR and by taking adequate safety precautions at these stations.

This issued with the approval of Board (Member / O&BD).

(K.P. Yadav)
Executive Director /Safety-II
Railway Board

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(2) PCOMs of all the Zonal Railways