
1. The following shall be substituted for existing GR 1.01-

GR 1.01 Short title and commencement:-

1. These rules may be called the Indian Railways (Open Lines) General (Third Amendment) Rules, 2024.
2. They shall come into force on the date of their publication in the Official Gazette (01.01.25).

(Authority: Railway Board's letter no. 2022/Safety (A&R)/19/05, dated 31st December, 2024 & G.S.R. 01(E), dated 31st December, 2024).

2. In the Indian Railways (Open Lines) General Rules, 1976, (hereinafter referred to as said rules) in rule 3.07, in sub-rule (7) the following shall be inserted, namely: -

Provided that, a colour light Distant signal may be permitted to be combined with the last Stop signal of a station in rear or with an Intermediate Block signal or with a Stop signal protecting a level crossing with arrangements as above, by the Sanctioning Authority (in case of item (a) below – Principal Chief Signal and Telecom Engineer of the concerned Zonal Railway, and in case of item (b), (c) and (d) below – General Manager of the concerned Railway) for the purpose of –

- (a) Interlocking of level crossings outside station limits;
- (b) Double Distant signalling alongwith corresponding changes at adjacent stations without yard remodeling;
- (c) Intermediate Block Signalling except in section with Slip siding and Catch siding, along with corresponding changes at adjacent stations without yard remodeling.
- (d) Automatic Block signalling except in section with Slip siding and Catch siding, alongwith corresponding changes at adjacent stations without yard remodeling.

(Authority :- Railway Board's letter no. 2022/Safety (A & R) /19/26, dated-13.01.25 and G S R 778(E) dated-23.12.24)

3. In the said rules, in rule 3.26, the following shall be inserted namely :-

Provided that fixed signals can be brought into use if they have been passed by the Sanctioning Authority (in case of item (a) below – Principal Chief Signal and Telecom Engineer of the concerned Zonal Railway, and in case of item (b), (c) and (d) below – General Manager of the concerned Railway) as being sufficient to secure the safe working of trains, for the purpose of -

- a) Interlocking of level crossings outside station limits;
- b) Double Distant signalling alongwith corresponding changes at adjacent stations without yard remodeling;

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- c) Intermediate Block signalling except in section with Slip siding and Catch siding, alongwith corresponding changes at adjacent stations without yard remodeling; and
- d) Automatic Block signalling except in section with Slip siding and Catch siding, alongwith corresponding changes at adjacent stations without yard remodeling.

(Authority :- Railway Board's letter no. 2022/Safety (A & R) /19/26, dated-13.01.25 and G.S.R 778(E) dated-23.12.24 & G.S.R 21(A) dated 06.01.25)

4. **In the Indian Railways (Open Lines) General Rules, 1976, in rule 1.02, the following clause shall be inserted, namely: -**

'(28A) Indian Railway Automatic Train Protection System (IR-ATP) (Kavach), means a radio communication based control system, provided as an additional aid to Loco Pilots of function: Kavach fitted locomotives, in Kavach territory, the use of which shall in no way infringe or override the provisions (codes and manuals) of regular train operation required to be followed by Loco Pilot;'

(Authority: Railway Board's letter no. 2022/Safety (A&R)/19/05, dated 31st December, 2024 & G.S.R. 01(E), dated 01.01. 2025).

5. **Incorporate the following note under SR 5.06 :**

Note: Detailed instructions and working procedure for operation of KAVACH (Train Collision Avoidance System/TCAS) should be incorporated in Appendix- C of the concerned SWR

Kolkata

Dated: 24/ 01 /2025.

(Saumitra Biswas)

Principal Chief Operations Manager.