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भारत का राजपत्र

PART II—Section 3—Sub-section (1)

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New Delhi, Thursday, March 18, 1999

भारतीय रेल (थल्लफ झुकन) सरकारी निपटान, 1976 के अधिन 4 के नियम 16 में तथा नियम (1) के स्थान पर निम्नलिखित वाक्य रखा जाएगा, अतः——

"इन राष्ट्र में, जो कोई हार या पूरी मास्म में जब दिन में स्थान तिलाल हाथी देता, रेलखान पर भारी को संपत्ति करने के लिए फिरिंग, आयन काल और अधिन वायन काल दुष्कर्म जो गम ओ यहाँ के लिए अनुमति प्रदान की एक हाल होने सही बीच बयान बताया, अन्यथा"——

[स. 98/99(2° एल ऑस)/19/2]

राष्ट्रीय सरकार, स्थान वायुवाद और स्थान संस्थान विभाग : नूतन विध 21-7-81 की राज. प्रम. स. 448(४) द्वारा अधिकृत होने पर यह तथा संस्थान निम्नलिखित वाक्य संयमित लिखा गया था।

(1) स.का.प्रि. 320 वि. 16-4-83
(2) स.का.प्रि. 352 वि. 50-4-85
(3) स.का.प्रि. 514 (२)
(4) स.का.प्रि. 476 (२)
(5) स.का.प्रि. 245 वि. 23-5-92
(6) स.का.प्रि. 83 वि. 17-2-98
(7) स.का.प्रि. 101 वि. 23-5-98
(8) स.का.प्रि. 47 वि. 13-2-99
MINISTRY OF RAILWAYS
(Railway Board)

NOTIFICATION

New Delhi, the 17th March, 1999

G.S.R. 213(E).—In exercise of the powers conferred by clause (g) of sub-section (2) of section 60 read with section 198 and clause (a) of sub-section (2) of section 200 of the Railways Act, 1989 (24 of 1989), the Central Government hereby makes the following rules further to amend the Indian Railways (Open Lines) General Rules, 1976, namely :

1. (1) These rules may be called the Indian Railways (Open Lines) General (Amendment) Rules, 1999.

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

2. In the Indian Railways (Open Lines) General Rules, 1976, in Chapter IV, in rule 14,—

(a) In the Heading—for the words “Head light and marker lights”, the words “Head light, marker lights and speedometer” shall be substituted,

(b) After sub-rule 4, the following shall be inserted, namely :

“(5) In case of defective electric head light of locomotive running in a section provided with reflective type of engineering fixed signal, during night or thick foggy weather impairing visibility, on BG and MG, the driver shall run the train cautiously at a speed not exceeding the severest temporary speed restriction imposed in the block section or 40 kmph, whichever is less.

(6) Coaching locos should not be turned out from home shed if the speedometers/recorders are in defective condition. In case of speedometer/ recorder becoming defective during the run, the train should run at a speed prescribed by special instructions”.

[No. 98/Safety (A&R)/19/10]

3. In the Indian Railways (Open Lines) General Rules, 1976, in Chapter IV, in rule 16, in sub-rule (1) for clause (b), the following clause shall be substituted, namely :

“(b) By night, as well as in thick, foggy or tempestuous weather impairing visibility during day, a red tail lamp of approved design displaying either a steady or flashing red light to indicate last vehicle check device and flashing amber light to exhibit obstruction on track shall be lit, or”

[No. 98/Safety (A&R)/19/2]

SHANTI NARAIN, Member Traffic, and Ex-Officio Secy.

Note: The principal rules were notified vide No. GSR 445(E) dated the 21st July, 1981 and were subsequently amended vide No.

1. GSR 320 dated the 16th April, 1983,
2. GSR 352 dated the 20th April, 1983,
3. GSR 514(E) dated the 27th June, 1983,
4. GSR 476 (E) dated the 28th June, 1984,
5. GSR 245 dated the 23rd May, 1992,
6. GSR 83 dated the 17th February, 1996,
7. GSR 101 dated the 23rd May, 1998, and
8. GSR 47 dated the 13th February, 1999.