“आगे बढ़ो
आगे बढ़ो, आगे बढ़ो व्यापार व्यवसाय किस्मत है, गाड़ी को मुख्य (मेन) लाइन के साथ स्टेशन से रावू गुजरात है।”

(ख) उप-नियम (4) में, उप शौर्य के "सावधान" और "आगे बढ़ो" के नीचे क्रमशः: निम्नलिखित रखा जाएगा, अथवा:—

“सावधान
आगे बढ़ो और अगले गिरावट को ऐसी प्रतिबंधित गति से पास करने को तैयार रहो जो विशेष अनुरोधों द्वारा निरीक्षित की जाए। गाड़ी को या तो मुख्य (मेन) लाइन पर रिवर्ज जाएगा और स्टैडर्ड सिम्यूलेशन पर रुकना है या लुप्त लाइन के यात्री र यात्री मुक्त है।”

“आगे बढ़ो
आगे बढ़ो, आगे बढ़ो व्यापार व्यवसाय किस्मत है, गाड़ी को मुख्य (मेन) लाइन के साथ स्टेशन से रावू गुजरात है।”

(२) उप-नियम 9.02 में, उप-नियम (3) के स्थान पर निम्नलिखित रखा जाएगा, अथवा:—

“(३) यदि लाइन पर गोलाई, पहुंच, वर्षा या अंध या इंजन द्वारा गाड़ी को जाने के कारण अनुरोध के अनुसार आय प्रारंभ हो, आगे की लाइन स्टैडर्ड रूप से देखी नहीं जा सकती है जो लोगों पालन बुन्दल धीमी गति से आगे करना, जो कि समी बदल पर 10 किलोमीटर प्रति घंटा में अंध नहीं होगी। इन परिस्थितियों में, जब लोगों पालन के साथ सावधान लोगों पालन नहीं हैं, और यदि वह अवधारणा संभव है, तो निरीक्षित कोड में सीटी व्यापक गाड़ी से साहचर्य मान संभव है।”

(३) उप-नियम 9.07 में, उप-नियम (५) के स्थान पर निम्नलिखित रखा जाएगा, अथवा:—
New Delhi, the 9th November, 2010

G.S.R. 900(E).—In exercise of the powers conferred by clause (g) of sub-section (2) of section 60 read with section 198 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. Short title and commencement.—(1) These rules may be called the Indian Railways (Open Lines) General (Amendment) Rules, 2010.

(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,—

(i) in rule 3.07,—

(a) in sub-rule (3), under the sub-headings 'Attention' and 'Proceed', the following shall be substituted, respectively, namely:

"Attention
Proceed and be prepared to pass next signal at such restricted speed as may be prescribed by Special Instructions. Train is being received either on Main line and is required to stop at the Starter signal; or on a Loop line required to stop at the Starter signal or to pass run through via Loop Line";

"Proceed
Proceed, Block Section ahead is clear, train is to pass run through the station via Main Line."

(b) in sub-rule (4), under the sub-headings 'Attention' and 'Proceed', the following shall be substituted, respectively, namely:—

"Attention
Proceed and be prepared to pass next signal at such restricted speed as may be prescribed by Special Instructions. Train is being received either on Main line and is required to stop at the Starter signal; or on a Loop line required to stop at the Starter signal or to pass run through via Loop Line";

"Proceed
Proceed, Block Section ahead is clear, train is to pass run through the station via Main Line";
(ii) in rule 9.02, for sub-rule (3), the following shall be substituted, namely:

"(3) Where owing to the curvature of the line, fog, rain or dust storm, engine working the train, pushing it, or other causes, the line ahead cannot be seen clearly, the Loco Pilot shall proceed at a very slow speed, which shall under no circumstances exceed 10 kilometres an hour. Under these circumstances, the Loco Pilot, when not accompanied by an Assistant Loco Pilot, and if he considers necessary, may seek the assistance of the Guard by giving the prescribed code of whistle";

(iii) in rule 9.07, for sub-rule (5), the following shall be substituted, namely:

"(5) Where owing to the curvature of the line, fog, rain or dust storm, engine working the train, pushing it, or other causes, the line ahead cannot be seen clearly, the Loco Pilot shall proceed at a very slow speed, which shall under no circumstances exceed 10 kilometres an hour. Under these circumstances, the Loco Pilot, when not accompanied by an Assistant Loco Pilot, and if he considers necessary, may seek the assistance of the Guard by giving the prescribed code of whistle."

[No. 2009/Safety(A&R)/19/24]

VIVEK SAHAI, Chairman, Railway Board as Member Traffic and ex officio Secy.

Note:— The principal rules were published in the Gazette of India, Extraordinary, Part-II, Section-3, Subsection (i), vide number G.S.R. 445(E), dated the 21st July, 1981 and subsequently amended vide number:

(1) G.S.R. 320, dated the 16th April, 1983,
(2) G.S.R. 352, dated the 30th April, 1983,
(3) G.S.R. 514(E), dated the 27th June, 1983,
(4) G.S.R. 476(E), dated the 28th June, 1984,
(5) G.S.R. 245, dated the 23rd May, 1992,
(6) G.S.R. 83, dated the 17th February, 1996,
(7) G.S.R. 101, dated the 23rd March, 1998,
(8) G.S.R. 47, dated the 13th February, 1999,
(9) G.S.R. 213(E), dated the 18th March, 1999,
(10) G.S.R. 283(E), dated the 26th April, 1999,
(11) G.S.R. 581(E), dated the 3rd July, 2000,
(12) G.S.R. 708(E), dated the 6th September, 2000,
(13) G.S.R. 852(E), dated the 8th November, 2000,
(14) G.S.R. 895(E), dated the 24th November, 2000,
(15) G.S.R. 913(E), dated the 12th December, 2000,
(16) G.S.R. 594(E), dated the 31st May, 2002,
(17) G.S.R. 842(E), dated the 27th December, 2002,
(18) G.S.R. 221(E), dated the 19th April, 2006,
(19) G.S.R. 476(E), dated the 11th August, 2006,
(20) G.S.R. 477(E), dated the 11th August, 2006,
(21) G.S.R. 311(E), dated the 26th April, 2007,
(22) G.S.R. 694(E), dated the 7th November, 2007,
(23) G.S.R. 116(E), dated the 29th February, 2008,
(24) G.S.R. 847(E), dated the 10th December, 2008 and