

রেজিস্টার্ড নং ডি এ-১

বাংলাদেশ



গেজেট

অতিরিক্ত সংখ্যা
কর্তৃপক্ষ কর্তৃক প্রকাশিত

রবিবার, জুলাই ১৬, ২০১৭

গণপ্রজাতন্ত্রী বাংলাদেশ সরকার
রেলপথ মন্ত্রণালয়
বাংলাদেশ রেলওয়ে
প্রজ্ঞাপন

তারিখ: ২২ জ্যৈষ্ঠ ১৪২৪ বঙ্গাব্দ/৫ জুন ২০১৭ খ্রিস্টাব্দ

এস, আর, ও নং ১৭৭-আইন/২০১৭।—Railway Act, 1890 (Act No. IX of 1890) এর section 47 এ প্রদত্ত ক্ষমতাবলে মহাপরিচালক, বাংলাদেশ রেলওয়ে General Rules এর নিম্নরূপ অধিকতর সংশোধন করিলেন, যথা :—

উপরি-উক্ত Rules এর—

(১) Chapter I এর Rule 1 এর—

(ক) Clause (6-a) এর পর নিম্নরূপ নূতন Clause (6-b) সন্নিবেশিত হইবে, যথা :—

“(6-b) **“Axle Counter”** means an electrical device which, when provided at two given points on the track, proves, by ‘counting axle in’ and ‘counting axles out’, whether the section of the track between the said two points is clear or occupied;”;

(খ) Clause (8-a) এর পরিবর্তে নিম্নরূপ Clause (8-a) প্রতিস্থাপিত হইবে, যথা :—

“(8-a) **“Centralized Traffic Control”** or **“CTC”** means the system of Railway operation by which the train movements on an entire line or section are directed from a Control Centre installed at a designated point. Under CTC system the working of trains over a route, to which the system applies, is governed by fixed signals remotely controlled from the CTC centre;”;

(৭৮০৫)
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- (গ) Clause (12) এর পরিবর্তে নিম্নরূপ Clause (12) প্রতিস্থাপিত হইবে, যথা :—

“(12) “Electric-speaking instrument” means a morse telegraph instrument or a fixed telephone or a mobile telephone or a wireless communication;”;

- (ঘ) Clause (14) এর পর নিম্নরূপ নূতন Clause (14-a) সন্নিবেশিত হইবে, যথা :—

“(14-a) “Form” means any Form to these Rules;”;

- (২) Chapter XIV এর—

- (ক) Rule 276 এবং Rule 277 এর পরিবর্তে নিম্নরূপ Rule 276 এবং Rule 277 প্রতিস্থাপিত হইবে, যথা :—

“276. Essentials of the CTC System.

- (i) Where trains are worked on the CTC System, the running line is divided into blocks and Station Sections Remotely Controlled, each provided with main signals for both directions. The block and station sections as demarcated and protected by the station signaling, automatic signaling or intermediate block signaling system will be used to control movement of trains in and out of station and block sections.
- (ii) The block sections under CTC coverage shall have continuous track circuits or axle counter system to detect complete arrival of trains. In case of failure of track circuit/axle counter or in absence of such device, the Station Master or the Guard of the train shall ascertain complete arrival and inform the CTC Operator with Private Number.
- (iii) Limits of CTC coverage will be specified in the time table or special instructions and will be supervised by the Divisional Train Controller.

277. Working of the CTC System.

- (i) The CTC Operator will be able to control, monitor and operate station signaling system and the level crossings from the CTC console. Position of all trains in the section, status of station yards and the level crossings will be displayed in the CTC panel.

- (ii) In case of failure of equipment at the CTC Centre or at the remote station, the Station Master shall take over the station signaling and block working system for local operation as per station working rules.
- (iii) **Telephonic Communication with the CTC Operator and Station Master:** Drivers and Guards operating in the CTC area shall be provided with dedicated closed loop mobile telephones for communicating with CTC operator and the Station Masters. The procedures related to the use of these telephones for CTC operation shall be circulated to all users.
- (iv) **Train Graph:** Train movements will automatically be recorded on Train Graphs in the CTC Operator's console. The movements of trains on the Up and Down Tracks on a double line section are marked in distinctive colors.”;

(খ) Rule 278 এর clause (i) এবং (ii) বিলুপ্ত হইবে;

(গ) Rule 280-A এর পরিবর্তে নিম্নরূপ Rule 280-A প্রতিস্থাপিত হইবে, যথা:—

“280-A. Local Operation of Points.

Local operation of points either by emergency handle of Point Machines or Key locked mechanical point can be done by the Station Master only when station is operated in Local Mode.”;

(ঘ) Rule 280-A এর—

(অ) Clause B বিলুপ্ত হইবে;

(আ) Clause C এর পরিবর্তে নিম্নরূপ Clause C প্রতিস্থাপিত হইবে, যথা:—

“C. Shunting at a Remote Controlled Station.

Shunting at a Remote Controlled Station can only be done by the Station Master only when station is operated in Local Mode.”;

- (ঙ) Rule 281-A এবং 281-B বিলুপ্ত হইবে;
- (চ) Rule 283-B এ উল্লিখিত “SR-89/4” অক্ষরগুলি, চিহ্নগুলি এবং সংখ্যাগুলির পরিবর্তে “S.R.89a” অক্ষরগুলি, চিহ্নগুলি এবং সংখ্যাগুলি প্রতিস্থাপিত হইবে;
- (ছ) Rule 287 এর Clause (a) এর পরিবর্তে নিম্নরূপ Clause (a) প্রতিস্থাপিত হইবে, যথা:—
- “(a) When CTC working is suspended, the CTC Operator shall order the Station Master or the Station Masters concerned to introduce ‘Local Operation’ with the help of the Local Control Panel. The Order shall state that trains shall be worked in accordance with the essentials of the absolute Block system detailed in the Station working Rules.”;
- (জ) Rule 289 এর পর নিম্নরূপ ছয়টি নূতন Rule 289-A, 289-B, 289-C, 289-D, 289-E ও 289-F সংযোজিত হইবে, যথা :—

“289-A. Driver to report failure.

- (i) When a Driver has to pass a signal at ‘on’, he shall stop his train at the next reporting station or cabin as prescribed by special instructions and report particulars of signal passed at ‘on’ by him.
- (ii) The Station Master or the person in charge of the reporting station or cabin shall promptly report the fact to CTC Operator and the signal and operating officials concerned.

289-B. Procedure during failure of CTC Signaling.

When a failure of CTC signaling is likely to last for some time or cause serious delay, trains shall be worked from station to station over the section or sections concerned following the provisions of the station working rules.

289-C. Duties of Driver and Guard when the Outer Signal (First Stop Signal) is to be passed at ‘on’.

- (i) When a Driver finds the Outer Signal (First Stop Signal) at ‘on’, he shall bring his train to a stop in the rear of the signal. After bringing his train to a stop in the rear of the signal, the Driver shall wait there for one minute by day and two minutes by night.

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- (ii) If after waiting for that period, the signal continues to remain at 'on', the driver shall seek the assistance of the Guard as per provision of S.R. 130a (iv) and exchange signals with the Guard and then proceed ahead, as far as the line is clear, towards the next Stop Signal in advance exercising great caution so as to stop short of any obstruction.
 - (iii) The Guard shall show a stop hand signal towards the rear when the train has been so stopped at a CTC Stop Signal, except as provided for in clauses (a) and (b) of Rules 56.
 - (iv) 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 Driver shall proceed at a vary slow speed, which shall under no circumstances, exceed 8 (eight) kilometers an hour. Under these circumstances, the Driver, when not accompanied by a fireman or an Assistant Driver and if he considers necessary, may seek the assistance of the Guard as per provision of S.R.130a (iv).
 - (v) When the driver seek assistance under clause (iv), the Guard shall accompany him on the engine cab to assist the Driver in keeping a sharp look-out.
 - (vi) When the Outer Signal has been passed at 'on', the Driver shall proceed with great caution until the next Stop Signal is reached. Even if this signal is 'off', the Driver shall continue to look out for any possible obstruction short of the same. He shall proceed cautiously up to that signal and shall act upon its indication only after he has reached it.
 - (vii) The 'on' position of the Outer Signal may be due to the presence of a train in the CTC section ahead including the overlap or due to an obstruction on the track or broken or a displaced or any other causes.

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- (viii) After passing a Permissive Stop Signal (such as Gate Signals) at 'on', either on double line or single line the Driver shall proceed with great caution at a speed never exceeding 15 (fifteen) kilometer per hour (kmph) even if the visibility may be quite clear. He shall go on proceeding with such caution, looking out for any possible obstruction and be prepared to stop short of the same until he reaches near the obstruction or near the Stop Signal, as the case may be, even if the signal may from some distance be seen exhibiting 'off' aspect.
- (xi) The display of the 'off' aspect by the Advanced Starter Signal ensures that all conditions necessary for granting line clear by the station in advance have been fulfilled.
- (x) When the Advanced Starter Signal is 'on' the Driver must not pass the signal until he receives the Line Clear (Authority to Proceed) from the CTC Operator/Station Master.

289-D. Procedure when Home Signal is 'on' in CTC territory.

- (i) If a Driver finds a Home Signal at 'on', he shall bring his train to a stop short of the signal and if there are no visible reasons for the signal being 'on', such as, shunting or reception of a train from the opposite direction, he shall contact the CTC Operator over telephone and ask for instructions.
- (ii) If the Driver is not in a position to contact the CTC Operator, he shall depute an Assistant Driver to proceed to the Station to inform the Station Master of the signal being 'on'. If in the meantime the signal is taken 'off', the Driver shall give a long whistle, exchange signal with the Guard and proceed slowly picking up the Assistant Driver on the way.
- (iii) The Station Master, on getting information about the Home Signal being at 'on' from the Assistant Driver, shall inform the CTC Operator about the signal being at 'on', and ask for instructions. If he fails to contact the CTC Operator, he shall take over emergency control of the station panel.

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- (iv) The CTC Operator, on being informed by the Driver of the Station Master about the Home Signal on being at 'on', shall ascertain the cause and if the signal has not been taken 'off' by him, he shall advise the Driver to wait for the signal to assume 'off'. If the CTC Operator finds that the signal has failed to come 'off', he should authorize the Station Master concerned to take the emergency control of the Station Panel and arrange for the reception of the train by taking 'off' the Home Signal.
- (v) After taking over emergency control, the Station Master shall try to take 'off' the Home Signal after setting and locking the points to the required line. If the signal comes 'off', the Driver shall proceed in the normal manner. If, however, the signal does not come 'off' and the points are indicated as correctly set and locked on the Station Panel, he shall issue a written authority to the Driver to pass the signal at 'on' on the authority issued to him in Form as per station working rule of that station.
- (vi) If the points cannot be set and locked through the station panel and proper indication as to is correct setting and locking is not available, the Station Master on duty shall personally operate the points by Emergency Crank Handle provided for this purpose. After the points have been correctly set, clamped and padlocked, the train shall be received on written authority in Form.

289-E. Procedure during total failure of communication.

- (i) When there is total failure of communications between the Station Master and the CTC Operator and also with the Station Master of the station at the other end of the block section, trains shall be worked in accordance with S.R. 163f/163g.
- (ii) If, however, there is sudden interruption in communication and the Station Master does not receive any information from the CTC Operator, the Station Master will take over the control of the station section and act according to the provisions of these Rules.

289-F. Protection of train stopped in a CTC signaling territory.

- (i) When a train stopped in a CTC signaling territory, the Guard shall immediately exhibit a stop hand signal towards the rear and checkup that the tail board or tail lamp/light is correctly exhibited.
- (ii) If the stoppage is on account of accident, failure, or obstruction and the train cannot proceed, the Driver shall sound the prescribed code of whistle and the train shall be immediately protected as per Rule 164 & S.R. 164a.”.

মোঃ আমজাদ হোসেন
মহাপরিচালক।