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EAST COAST RAILWAY

Office of the C.O.M
Rail Sadan: Chandrasekharpur
Bhubaneswar-17

No. ECoR/Optg/SC/88/C.Slip/G&SR/2015/3 **Dated**: 26.03.2015

To

The DRMs/KUR, SBP & WAT

Sub: Amendments to G&SR published in 2012 & 2010 by E.Co.Rly.

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Addendum/Corrigendum No.4 to G&SR (2012) and No. 9 to G&SR (2010) by East Coast Railway is issued with approval of Competent Authority. You are requested to arrange for further circulation among all concerned departments in the division to incorporate these corrections in G&SR manual.

The amendments to SR.3.64.04 (e) & 3.64.05(a) is applicable to detonators manufactured in the year 2010 & thereafter. However, the life span of detonators manufactured in the year 2009 and before is 7 years from the year of manufacture and their effectiveness shall be tested once in 12 months as per existing procedure. Further, it is mentioned that GR.4.21 which is applicable to electric engine shall also be applicable for working of trains by diesel engine having twin cab as per Board's letter no.2014/Safety(A&R)/19/20, dt-15.01.2015.

Kindly acknowledge.

DA: 03 pages

CPTM
For Chief Operations Manager

Copy to:

1. Secy. to GM for kind information of GM.
2. Chief Commissioner of Railway Safety, Ashok Marg, Lucknow,
3. Commissioner of Railway Safety, SE. Circle, Kolkata,
4. OSD to MT/Railway Board/NDLS for information of MT,
5 ED(T), Annex:II, 4th floor, RDSO, Lucknow-226 001,
6. Adviser(Safety), Railway Board, New Delhi,
7. Director/Safety-I & II, Railway Board, New Delhi.
8. COMs – All Indian Railways
9. Principal, Railway Staff College, Vadodara,
10. Principal, ZRTI/Sini, S.E. Railway,
11. Principal, Multi Disciplinary Training Centre, Marripalem, Visakhapatnam.
12. COM, SDGM, PCE, CME, CSTE, CEE, CSO, CCM, CMD, CSC, COS, CAO(C), CPM(RE)/ ECoR/BBS for further circulation among their departments in HQ
13. CTPM, CFTM, Dy.COM (FOIS), Dy,.COM(Fr), Dy.COM(P&P), Dy.COM(Chg), STM(Safety), STM(Plg), STM/EA to COM, STM(Chg), ATM(Ft)/ECoR/BBS.
14. Sr.DOM/KUR, WAT and SBP for further circulation to stations.

Correction Slip No.4 to G & SR (2012)
and
Correction slip no. 9 to G&SR (2010) published by E.Co.Railway

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1. (i) SR.4.21.01(a) shall be modified as under:
"When an electric engine or a diesel engine having twin cab cannot be driven from the leading driving compartment or in case of EMU trains, if the driving apparatus in the leading driving compartment becomes defective, the Loco Pilot/Motorman shall arrange to inform the fact to the Traction Loco Controller or Diesel Power Controller and the Deputy Chief Controller and the train shall be worked in the manner prescribed under sub rule 2 of GR 4.21."

(ii) SR.4.21.01(b)(ii) shall be modified as under:
"The train shall be moved in the manner as prescribed in sub-rule (i) above, till such time a relief engine is arranged by the Traction Loco Controller/Diesel Power Controller in consultation with the Deputy Chief Controller."

Authority Railway Board Letter No.2014/Safety(A&R)/19/20, Dt-15.1.2015

2. SR. 7.01.01 :
Item no.(iv) shall be replaced by Retang-Barang(All lines).

3. SR.15.26.01(b):
The form no. (E.D 9-15, 9-16 or 9-17) mentioned in line no.4 & 5 of SR.15.26.01 (b) shall be replaced by T-1518.

4. 17.04.14(b): The last sentence of SR.17.04.14(b) shall be modified as under:
"In case of emergency, he may, however, ask the Station Master or Cabin Master or Pointsman to operate such isolator switches. The Station Master or Cabin Master or Pointsman shall not operate the isolators unless they are in possession of a Competency cum authorised certificate jointly issued by SSE/SE(Trd) and DTI. The certificate shall be valid for a period of three years from the date of issue and shall be renewed before the expiry of the period of validity."

5. SR.17.08.01(b) and (c) shall be deleted.

6. SR.17.08.03: Shall be substituted as under:
"Normally a Tower Wagon should not be attached to any train. In case of absolute necessity it may be attached in rear of a Goods train, if permitted by an official of the Operating Department not below the rank of Chief Controller. However, an 8 wheeler Tower Wagon may be attached to a passenger carrying train other than Mail/Express train with the approval of Sr.DOM/DOM. It shall be marshalled as a rearmost vehicle and the speed of the train must not exceed the permissible speed of the Tower Wagon. Whenever a 4 wheeler tower wagon is attached to a Goods train, the speed of the train shall not exceed 40 kmph.

Whenever, a Tower Wagon is attached to a train, it should be escorted by a competent traction staff and a fit to run certificate with permissible speed shall be issued by SSE(C&W)."

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7. SR 5.10.01 shall be modified as follows:
"The train shall be piloted in accordance with the procedure detailed in SR.3.69.03/3.69.04."

8. (i) SR 3.64.04(e) shall be substituted as under:

"The life span of detonators is 5 years reckoned from the year of its manufacture. However, its life span can be extended for a maximum of 3 more years subject to its effectiveness, tested after expiry of 5,6 and 7 years reckoned from the year of manufacture, in the manner prescribed under SR 3.64.05(a)."

Present SR SR 3.64.04(e): ***The life span of detonators is 7 years from the year of manufacture.***

(ii) SR 3.64.05(a) shall be substituted as under:

"Station Masters, Crew Controllers, Loco Inspectors, SE/SSE(Pway) and SE/SSE(S&T) and other officials holding stocks of detonators supplied to them for issuing to staff under their control as well as for their own use shall be responsible for testing of effectiveness of detonators after expiry of 5 years, to extend its life span. For this purpose, two detonators drawn at random from each batch received by them should be tested at the end of 5 years and if the result of these tests is satisfactory, life of detonators of that batch should be extended by one more year. Similar tests should be conducted after expiry of 6 and 7 years to extend the life of detonators of that particular batch upto a maximum of 8 years from the year of manufacture."

Present SR 3.64.05(a): ***Station Masters, Crew Controllers, Loco Inspectors, SE/SSE(P way) and SE/SSE(S&T) and other officials holding stocks of detonators supplied to them for issuing to staff under their control as well as for their own use shall be responsible for testing, once in 12 months, at least 2 detonators drawn at random from each batch of detonators received by them. Particulars care shall be taken to ensure that the oldest detonators remaining unused with the staff to whom they were issued are tested without fail.***

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