

EAST COAST RAILWAY

285

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

No. ECoR/Optg/SC/88/C.Slip/G&SR/01/2019

Dated: 08.01.2019

To

The DRMs/KUR, WAT & SBP

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

Addendum/Corrigendum No.12 to G&SR (2012) and No. 17 to G&SR (2010) of East Coast Railway containing eight corrections is issued with the 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 book.

DA:Three Pages.

 8/1/19.
CPTM

For Principal Chief Operations Manager

Copy to:

1. Secy. to GM for information of GM please.
2. PS-I(Gaz) to AGM for information of AGM please.
3. Chief Commissioner of Railway Safety, Ashok Marg, Lucknow,
4. Commissioner of Railway Safety, SE. Circle, Kolkata,
5. OSD to MT/Railway Board/NDLS for information of MT,
6. Principal Executive Director(Safety), Railway Board, New Delhi,
7. Director/Safety-I & II, Railway Board, New Delhi.
8. PCOMs – All Indian Railways
9. Principal, Railway Staff College, Vadodara,
10. Principal, ZRTI/Sini, S.E. Railway,
11. Principal, Multi Disciplinary Training Centre, Marripalem, Visakhapatnam.
13. Principal, Zonal Multi disciplinary Traing Centre, Bhubaneswar
14. PCOM,SDGM, PCE, PCME, PCSTE, PCEE, PCCM, PCMD, PCMM,
CSO,CSC,CAO(C), CPM(RE)/ ECoR/BBS for further circulation within their
departments in HQ.
15. CPTM, CFTM, Secy. to PCOM, Dy.COM(P&P), Dy.COM(Frt), Dy.COM(Chg),
Dy.COM (FOIS), STM(Sfy)/ECoR/BBS.
16. Sr.DOM/KUR, WAT and SBP for further circulation to stations.

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A new SR.3.69.06 shall be added below SR.3.69.05 as follows.

SR.3.69.06: During failure of an approach stop signal at a station provided with Panel interlocking or Route relay interlocking or Electronic interlocking the following procedures shall be followed.

(a) If setting and locking of the route has been done through the Panel/VDU and yet the signal for that route does not take 'off' after pressing the relevant button or clicking on relevant menu even though it is clear and free from obstruction, the Station Master will cancel the route that has been set and try to set the route. If the signal does not take 'off' after setting the route again, alternative route, if any, shall be attempted which is considered suitable for the train operation. If the signal does not take 'off' for the alternate route, the Station Master on duty shall try to receive the train by taking 'off' Calling-on signal, if available. If the Calling-on signal is not available or it fails to take 'off' then the Station Master shall take the following action:-

(i) At stations, where point indication, lock indication and route indication are specifically provided on the Panel/VDU, if after the operation on the PI/RR/IE, the approach stop signal fails to take 'off' the Station Master shall personally ensure from the indications displayed in the Panel/VDU that the route is clear, the points are correctly set and the point indications are not flashing, point lock indications(including isolation point), crank handle 'IN' indication for the entire route and overlap portion(if any) are lit and remains steady and thereby fulfilling all the requirements of taking 'off' signal. SM's key provided in Panel/VDU is to be taken out and after that only reception of trains on defective signal may be arranged without clamping and padlocking of points of the concerned route. The loco pilot shall be issued form T/369(3b) or T/369(1) in accordance with GR.3.69.

No cancellation operations of the concerned route are to be initiated till the total completion of the train movement. The Station Master shall place button collars on the signal and point buttons of the concerned route and note down the point lock indication lit on the Panel/VDU in Train Signal Register in red ink.

(ii) At stations where point, lock and route indications are not specifically provided on the Panel/VDU or these fail to appear in the indication Panel/VDU or in the event of failure of PI/RR/IE, the Station Master on duty shall ensure the clearance of the nominated route, proper setting of all points through crank handle operation and get all the points whether facing or trailing clamped and padlocked before issuing written authority to Loco Pilot to pass the signal at 'ON' position. In this case also, SM's key should be taken out to prevent any unwanted operations.

2	<p><u>A new SR.3.70.03 shall be added below SR.3.70.02 as follows.</u></p> <p>SR.3.70.03: In case of stations having RRI/PI/EI, the following procedures shall be followed for departure of trains: If the route setting can be done correctly, yet the signal does not take 'off', the Station Master shall try to allow movements by taking 'off' the calling-on signal in case it is available. If the calling-on signal is not available or fails to take 'off', then the SM shall take action as per procedures detailed in SR 3.69.06.</p> <p>(A & C no.12 to G&SR(2012) & 17 to G&SR(2010) Date-08.1.2019</p>
3	<p><u>GR.1.01(1) shall be substituted as under:</u></p> <p>1.01. Short title and commencement.- (1) These rules may be called the Indian Railways (Open lines) General (Amendment) Rules, 2018.</p> <p>(A&C no.12 to G&SR(2012) & 17 to G&SR(2010) Date-08.1.2019</p>
4	<p><u>Clause no.31 under GR.1.02(Definitions) shall be substituted as under:</u></p> <p>(31) "Intermediate Block Post" means a class 'C' station on a single line or double line or multiple line remotely controlled from the block station in rear."</p> <p>(A&C no.12 to G&SR(2012) & 17 to G&SR(2010) Date-08.1.2019</p>
5	<p><u>Clause no.32 under GR.1.02(Definitions) shall be substituted as under:</u></p> <p>(32)"Intermediate Block Signalling" means an arrangement of signalling on single line or double line or multiple line in which a long block section is split into two portions each constituting a separate block section by providing an Intermediate Block Post."</p> <p>(A & C no.12 to G&SR(2012) & 17 to G&SR(2010) Date-08.1.2019</p>
6	<p><u>GR.3.40(1) shall be substituted as under:</u></p> <p>3.40. Conditions for taking 'off' Home signal.- (1) When a train is approaching a Home Signal otherwise than at a terminal station, the signal shall not be taken 'off' until the train has first been brought to a stand outside it, unless-</p> <ul style="list-style-type: none"> (a) on a double line, the line is clear for an adequate distance beyond the Starter; or (b) on a single line, the line is clear for an adequate distance beyond the trailing points, or for an adequate distance beyond the place at which the train is required to come to a stand. <p>(A & C no.12 to G&SR(2012) & 17 to G&SR(2010) Date-08.1.2019</p>

7	<p><u>GR.3.42 shall be substituted as under:</u></p> <p>3.42: Conditions for taking 'off' last stop signal or Intermediate Block Stop signal-</p> <p>(1) On double line, the last stop signal or Intermediate Block Stop Signal shall not be taken 'off' for a train unless Line clear has been obtained from the block station in advance.</p> <p>(2) On single line-</p> <p>(a) the last stop signal shall not be taken 'off' for a train unless line clear has been obtain from the block station in advance;</p> <p>(b) for Intermediate block signaling-</p> <p>(i) first, the direction of traffic shall be established and then line clear shall be obtained from the block station in advance as per the established direction of traffic;</p> <p>(ii) only after establishing the direction of traffic the train movement in the 'Station controlled Intermediate Block section' shall be permitted; and</p> <p>(iii) the Intermediate Block Stop Signal shall not be taken 'off' unless the line clear has been obtained from block station in advance and direction of traffic is established.</p> <p>Explanation: On Single Line Intermediate Block signalling, the line between two adjacent block stations is divided into two subsections, the first section which shall be termed as 'station controlled intermediate block section' and the section between Intermediate Block signal to First Stop Signal of block station ahead shall be termed as 'block controlled Intermediate Block section'.</p> <p>(A & C no.12 to G&SR(2012) & 17 to G&SR(2010) Date-08.1.2019</p>
8	<p><u>SR.3.42.05 shall be substituted as under:</u></p> <p>SR.3.42.05: Working of Intermediate Block Stop Signals:-</p> <p>(a) On double line: The last stop signal of the station in rear shall be taken 'off' on the clearance of the line provided with track circuit or axle counters from the last stop signal of the station in rear upto 400 meters beyond the Intermediate Block Stop Signal. A train may be allowed to proceed upto the Intermediate Block Stop Signal even when 'Line Clear' has not been received from the station in advance. The Intermediate Block Stop Signal shall be taken 'off' by the station in rear, only when 'Line Clear' has been received on the Block instrument.</p> <p>(b) On single line: First 'direction of traffic' shall be established between 'station in rear' and 'station in advance' before allowing a train into the 'station controlled intermediate block section' by the station in rear. A train may be allowed to proceed to 'station controlled intermediate block section' even when 'Line Clear' has not been received from the station in advance on the block instrument. The last stop signal of the station in rear shall be taken 'off' on the clearance of the line provided with track circuit or axle counters from the last stop signal of the station in rear upto 400 meters beyond the Intermediate Block Stop Signal. The Intermediate Block Stop Signal shall be taken 'off' by the station in rear, only when 'Line Clear' has been received on the block instrument.</p> <p>(A & C no.12 to G&SR(2012) & 17 to G&SR(2010) Date-08.1.2019</p>

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(Debaraj Panda)
PCOM/ECOR