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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/2015/2

Dated: 05.03.2015

To

The DRMs/KUR, SBP & WAT

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

Addendum/Corrigendum No.3 to G&SR (2012) and No. 8 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.

Kindly acknowledge.

DA: One page

GSM
5/3/15

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(Pig), STM/EA to COM, STM(Chg), ATM(Ft)/ECoR/BBS.
14. Sr.DOM/KUR, WAT and SBP for further circulation to stations.

Addendum & Corrigendum No.3 to G & SR(2012) and 08 to G&SR(2010) published by E.Co.Railway

(1) Para (a) & (b) of SR 3.36.02 shall be replaced as under:

- (a) If in an emergency, a signal has to be put back to the 'ON' position before the movement of the train for which it was taken 'OFF', no points or lock shall be moved until the train has come to stand except to prevent accident.
- (b) In case Starter and Advanced Starter taken 'OFF' for departing trains i.e trains starting from station after coming to stop are required to be put back for purpose of movement of another train (precedence or crossing), the following precautions must be taken:
 - (i) On single line section, before changing the route or allowing any other movements, the "Authority to Proceed" if any, handed over to the Loco Pilot must be withdrawn.
 - (ii) At a station on double line section or on single line section having token less working, the relevant Starter and Advanced Starter may be replaced to 'ON' position. Then, the Loco Pilot of the train for which the Signal had been taken 'OFF' should be advised by on duty station master through any of the following secured means of communication to the effect that his signal has been replaced to 'ON' and should not start.
 - GSM-R based Mobile Train Radio Communication (MTRC) System.
 - TETRA based Mobile Communication System; and
 - Trunking Radio (MPT-1327) and CTCSS VHF system.
 - (iii) Wherever any of the above secured means of communication is not available and in case of diesel long hood leading loco, the Loco Pilot shall be advised through a written memo that his signal has been replaced to 'ON' and should not start.
 - (iv) Till the Loco Pilot has been advised through a secured means of communication or through a written memo and his acknowledgement received, the route set should not altered except to avert an accident.

Authority: Railway Board letter No.2012/Safety(A&R)/19/5, Dt-13.6.2013