

EAST COAST RAILWAY

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

No. ECoR/Optg/SC/88/C.Slip/G&SR/2015/5

Dated: 16.11.2015

To

The DRMs/KUR, SBP & WAT

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

Addendum/Corrigendum No.6 to G&SR (2012) and No. 11 to G&SR (2010) by East Coast Railway containing 03 corrections 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: 02 page.


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, Mairipalem, 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(Frt), Secy. to COM, Dy.COM(Chg), STM(Fois), ,
STM(Chg), STM(Sfy)/ECoR/BBS.
14. Sr.DOM/KUR, WAT and SBP for further circulation to stations.

Addendum & Corrigendum No.6 to G & SR (2012) and 11 to G&SR (2010) published by E.Co.Railway

1. SR 3.47.01 and SR 3.47.02 are to be replaced as under:

SR 3.47.01: Simultaneous reception of trains:

When two or more trains are approaching simultaneously from any direction, Station Master shall decide the sequence of reception of trains & the line(s) on which these trains are to be received, taking into consideration the importance of train, availability of line and platform, restrictions of gradients either in the yard or on approach, subsequent train(s) movements, detention to train, etc. However, following points shall be kept in view while arranging simultaneous reception of trains.

(a) If the layout of the yard or interlocking permits, signal for more than one train may be taken off simultaneously in compliance to the provision of GR 3.40 & 3.41. This working procedure along with preferences in reception of trains, if any shall be incorporated in the Station Working Rules of the station, in conformity with approved special instructions obtained. While receiving trains simultaneously, stopping passenger carrying trains must be received on platform line. Through passenger carrying trains may be received on platform lines wherever possible except in case of SR 3.47.02(c).

(b) On single line sections, following procedures shall be adopted for crossing of trains:

(i) At stations, where simultaneous reception facility is not available or facility of simultaneous reception cannot be utilised due to operational reasons, the Station Master shall admit the first train on loop line by setting the route for any signal overlap substitute, if provided. In case of non availability of substitute signal overlap or if it cannot be utilised, signal can be taken off by setting points for main line duly following the instructions mentioned at para (ii) below.

(ii) If the Station Master intends to admit the first train on main line due to operational reasons or on loop line setting points to the main line, he can admit that train directly, if the distance between Home signal and outermost facing point at other end in MACL or MLQ signaling system or the distance between Outer Signal and outermost facing point at other end in TALQ signaling system is not less than the sum-total of the adequate distance prescribed in GR 3.40(3) and GR.8.01(2). If the sum-total of adequate distance is less, direct admission of the first train in the above situation either on main line or loop line is prohibited and it shall be specifically mentioned in Station Working Rules.

SR.3.47.02: Procedure for crossing of trains involving passenger carrying trains at stations having one platform on single line sections: –

(a) Crossing of two passenger carrying trains having halt at the station: Crossing of two passenger carrying trains having halt at such stations is prohibited.

(b) Crossing of one passenger carrying train having halt and a goods train or a non stopping passenger carrying train: The passenger carrying train having halt should be admitted on platform line irrespective of arriving first or later.

(c) Crossing of two through passenger carrying trains or one through passenger carrying train and a goods train or between two goods trains: First expected train is to be received on loop line irrespective of having platform or not and the other train shall be passed through on main line.

NOTE : These rules shall also be followed when crossing or precedence of more than two trains are arranged.

2. SR 7.01.01(iv) shall be replaced as under:

(iv) Cuttack-Khurda Road (All lines)

Automatic Block System

3. SR 14.04.01 shall be modified as under:

The Principal, Zonal Railway Training Institute, Sini is authorized to examine and to issue the certificate of competency on prescribed form no.OP/T1B referred to in sub-rule(1) of GR 14.04 to the Station Managers(Non-Gaz), Station Superintendents, Station Masters and Assistant Station Masters and Cabin Master who are imparted refresher course training at ZRTI, Sini and the certificate shall be valid for a period of three years from the date of test as shown in the certificate. DOM(G)/AOM(Chg) of Waltair division are authorized to examine and to issue certificate of competency as above to the Station Managers(Non-Gaz), Station Superintendents, Station Masters and Assistant Station Masters imparted refresher course training at MDTC,VSKP and the certificate shall be valid for a period of three years from the date of test as shown in the certificate. However, in exceptional circumstances, the validity of a competency certificate issued by the Principal, Zonal Railway Training Institute, Sini and DOM(G)/AOM(Chg)/Waltair division, may be extended locally by an officer not below the rank of an AOM for a period not exceeding six months.

Sd/-
(G.C.Ray)
Chief Operations Manager