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Sub: Addendum & Corrigendum No.22 to G&SR
Book(2012) and 27 to G&SR Book(2010) published by
East Coast Railway

(1) Sub-rule (a) under SR.6.07.01 is modified as under:

(a) Stop his train at next block station without clearing the block section and inform the Station Master through available means of communication not to permit any train from either end of the affected block section in case of single line and from the rear in case of double line. In case of Intermediate Block Signalling section and Automatic Block Territories, the Loco pilot and Guard must inform the Station Master, Section Controller, Traction Loco Controller and if possible Loco pilot of trains already left station in rear through available means of communications to stop movement of trains in the manner as prescribed in SR.6.07.04.

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(2) A new SR.6.07.04 is added below SR.6.07.03 as under:

SR.6.07.04: In the IBS section and Automatic Block Signalling territory, in the event of the Loco Pilot and/or Guard experiencing any abnormal condition in the track over which his train has passed which they feel is detrimental for safe running of subsequent trains shall take action as under.

(i) In IBS section, in case the Loco Pilot/ Guard experienced any abnormal condition in the track before passing the IB Stop Signal completely, he shall stop the train and inform the circumstances to the Station Master in rear through the Telephone provided at the IB stop signal or if there is no telephone or if it is defective, then inform the station master in rear through CUG phones/Walkie-Talkie advising not to despatch any trains in rear of it. After ensuring that the station master has clearly understood the circumstances then only they shall proceed further. In case the Loco Pilot/Guard experienced any abnormalities after passing the IB stop signal, they shall take action in the manner as prescribed in SR.6.07.01.

In the above cases, Station Master of the station in rear shall take action in the manner prescribed in SR.6.07.01(d) or (e).

(ii) In Automatic Block Signalling section, in case the Loco Pilot/Guard experienced any abnormality in the track which they feel is detrimental for safe running of subsequent trains, they/he shall stop their train immediately, so that automatic signal behind their train would not be taken 'off' for next train which may already be in the section.

(a) Loco Pilot and Guard of the train shall then inform the Station Masters at both ends of the section through CUG Phone/Walkie-Talkie regarding the abnormality(ies) along with its location. They will also intimate the fact to the TLC/ SCR as the case may be. After ensuring that the Station Master/TLC/SCR have understood the circumstances, the Loco Pilot and Guard shall proceed further and report the abnormalities at the next block station.

(b) If there is no train in the section in rear of the said train, the station master shall take action as per SR.6.07.01(d) or SR.6.07.01(e).

(c) If there is any train(s) in rear of the said train in the section, Traction Loco Controller/Section Controller on duty shall inform the Loco Pilot/Guard of the first train in rear supported by a private number to proceed further and stop dead short of the affected location and after satisfying himself about condition of the track pass over the track in question at 10 kilometers per hour or if they find the line is unsafe to pass, then stop at the location till the line is certified fit by an Engineering official. Guard of the train shall protect the train as per GR.9.10. Subsequent trains if any shall follow the GR.9.02, 9.07 and SRs thereto while passing the Auto signals in rear at 'ON'.

If the Loco Pilot/Guard of the first train are not able to detect any thing doubtful, it shall be intimated to Traction Loco Controller /Section Controller. Subsequent trains detained in the section shall be allowed to move further and stopped before the affected location and proceed further at 10 kmph speed till track is certified fit by an engineering official.

(iii) Engineering officials after getting information of abnormalities in the permanent way from Station Masters shall immediately proceed to the site by first available train/by road, whichever facility is readily available. The Engineering official will inspect the track and shall allow the train to pass only after satisfying that the track is safe for the passage of train. He will also advise the condition of the track and any speed restriction to be imposed to the station masters at both ends. He shall pilot out all the trains detained in the section till caution order to that effect is issued by the Station in rear.

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(1) SR.2.11.01(a) is replaced as under:

(a) In all cases of bad riding attributable to any defect in the permanenet way, the Loco Pilots and other staff concerned shall act in the manner indicated in SR.6.07.01, 6.07.02, 6.07.03, 6.07.04 and as below.

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Sd/-
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