

SOUTH CENTRAL RAILWAY

Headquarters Office,
Rules Section
Transportation Branch,
Secunderabad,
Date: 17.07.2012.

No.T.157/G&SR/ AM/Vol.IX

DRMs/SC, BZA, GTL, HYB, GNT & NED

Sub:- Amendment slip No.9 to G&SR – 2011.

The following modifications to SRs have been given for implementation.

This amendment supersedes advanced correction slip No.9 (item No.1&4) issued vide this office letter **No.T.157/G&SR/Advance AM/Vol.IX** dated 09.02.2012.
Page replacements to G&SR will follow.

Item No.1

The following to be added as New SR 3.04 to GR 3.04:

SR3.04: Under special instructions wherever any signal is located on right side of the track, that signal post shall have an arrow mark showing the line to which the signal is referred

Item No.2

The following to be added as SR 4.42.2.7

7: After clearance of the loop line cross-over points, when a train passes through loop lines at a station.

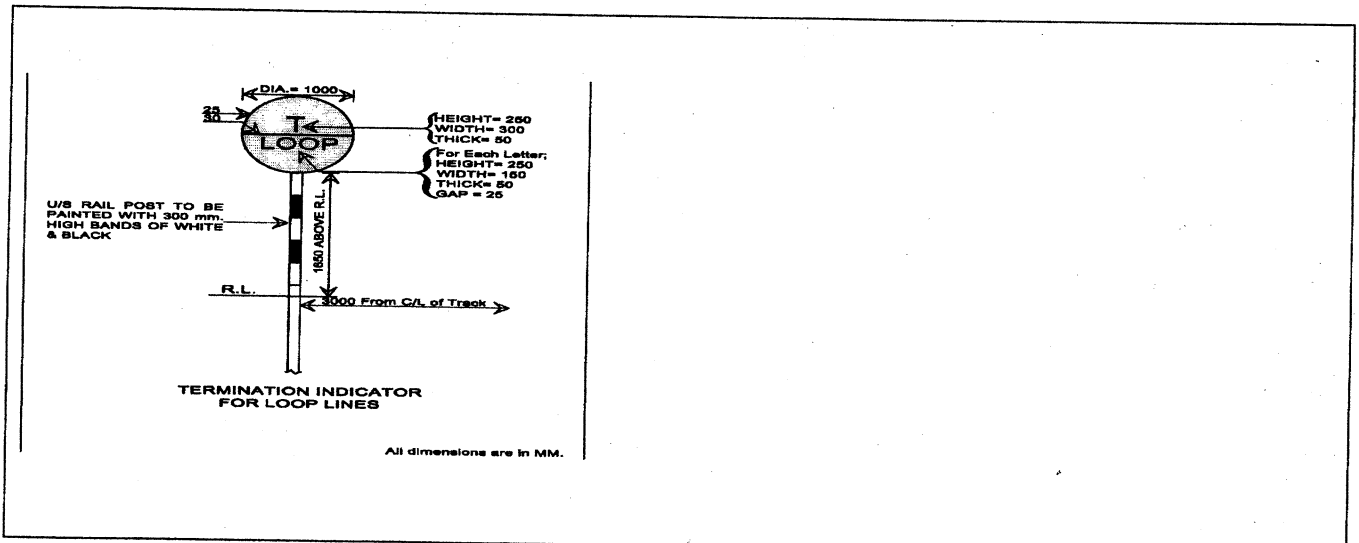
Item No.3

The following to be added as SR 15.09.1.2.5

5: Loop line clearance Board with legend "T/Loop" to be provided at stations at a distance of 720 meters after the loop line cross over point.

Item No.4

Add the following Diagram as 'E' in page No 267:



Item No.5

SR 5.23 is modified as follows:

S.R.5.23.1. Action by Station Master / Traffic Staff when vehicles /load/train is to be stabled at station:-

- 1.1. The vehicles/load/train shall be inside the fouling marks
 - 1.2 The vehicles/load/train be chained and padlocked using atleast two chains, one at either end. The padlock keys of the Safety Chains shall be in the personal custody of the Station Master.
 - 1.3 Atleast four wooden wedges/iron skids be used, two each below the outermost pair of wheels at either end;
 - 1.4 Hand brakes of atleast 6 wagons from either end must be fully tightened. If hand brakes of any of the first six wagons at each end cannot be applied, hand brakes of subsequent wagons should be applied till six wagons in total are achieved. In case coaching vehicles are stabled, Guard's hand brakes in SLR(s) must be applied. The hand brakes must be operated under the personal supervision of the Guard, and in the absence of Guard, by SM/ASM on duty;
 - 1.5 The vehicles of stabled load/train should be coupled together. In case the stabled load has to be split for any reason, each such split part should be treated as a separate load for the purpose of securing;
 - 1.6 The points must be set, clamped and padlocked against the blocked line and towards dead end or trap point (if available). Scotch blocks must be used, if available. The padlock keys shall be in the personal custody of the Station Master.
 - 1.7 Line Block Collars must be placed on relevant signal/ point buttons/slides/levers etc.,
 - 1.8 Remarks should be made in TSR and SM diary in Red ink to the effect that 'Line No.- _____ is blocked and all precautions for securing the load have been taken' as prescribed above;
 - 1.9 After any load/train/loco is stabled, the station master must inform the section controller supported by private number that all laid down precautions for stabling and securing the load/train/loco have been taken.
- 2. Additional precautions to be taken while stabling vehicles/load/train at a station with gradient steeper than 1 in 400 may have been prescribed under approved special instructions (by CRS) and mentioned in SWR of respective station. These should be followed scrupulously. In addition, following precautions must also be observed over and above those prescribed under approved special instructions:-**
- 2.1 Before vehicles are uncoupled, the hand brakes should be applied, wooden wedges/iron skids, should also be used to prevent vehicles from rolling down;
 - 2.2 As far as possible, the vehicles/load/train should be stabled on a line which is isolated from other lines, particularly running lines.

3. Action by Loco Pilot/Assistant Loco Pilot before leaving the loco in case load/train is stabled with locomotive attached or light engine(s) is/are shut down or stabled:-

- 3.1 Application of both SA-9 and A-9 brakes;
- 3.2 Application of hand brake and parking brake;
- 3.3 Secure the loco with wooden wedges/iron skids provided on the loco;

- 4.1 Loco Pilot while on duty should not leave loco unmanned. In case he is required to leave the locomotive unmanned, he should do so only after receiving written authority from the Station Master/Yard Master and ensuring 3 (3.1), (3.2) & (3.3) above;
- 4.2 Before leaving the Station/Yard, the Loco Pilot and Guard should jointly sign record in the stabled train register to be maintained with Station Master that the load & loco has been secured as prescribed above. If the Loco is not stabled with the formation only guard has to sign in the stabled load register.

Item No.6

SR . 3.64.5.3 is modified as follows :

S. R. 3.64. 5.3. The normal life of detonators manufactured during 2010 and thereafter is 5 years reckoned from the year of manufacture. The life of the detonators can be extended further for a maximum of 3 more years, provided that detonators which are more than 5 years old are effective. For this purpose, 2 detonators of each batch/lot should be tested at the end of 5 years and if the result of these tests are satisfactory, life of the detonators of that batch should be extended by one more year, on expiry of which similar tests should be conducted annually to extend the life of the detonators of that particular batch/lot upto a maximum of 8 years from the year of manufacture. In case the results are not satisfactory, they should be destroyed. (The normal life of detonators manufactured prior to the year 2010 to be reckoned as 7 years and can be extended thereafter by conducting the tests for their effectiveness).

Item No.7

SR 6.07.1 is modified as follows :

SR 6.07.1.(a) Stop his train **at the home signal of the next block station** 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 IBS and automatic block territories, the Loco Pilot must inform the Station Master and Loco Pilot of trains already left station in rear through available means of communications to stop movement of trains;

Item No.8

SR . 4.31.5. is modified as follows

4.31.5 At the stations after loading/unloading, or tripling(when there is no TXR), or while clearing stabled stock from a station or in case of invalid BPC, the GLP check shall be conducted as per the check list given below. Other instructions as contained in JPO on freight train examination issued from time to time shall be followed.

When a train is ordered without guard and GLP check is necessary the Loco Pilot is completely responsible for conducting GLP check. However, one Pointsman from the station shall be deputed to assist the Loco Pilot in conducting GLP check.

Note.— The time prescribed for Guard and Loco Pilot (GLP) check of train consisting of 60 units is 30 minutes

When the train is ordered without guard, if GLP check is necessary and Loco Pilot is alone conducting GLP check, 60 minutes time is allowed for a rake consisting of 60 units. (Unit may be a 4 wheeler or 8 wheeler).

Item No.9

The following to be added to Para No.2 of Annexure III of Appendix-II

(v) The opening and closing timings to be recorded in the gate PN exchange register by the gateman on duty.

Item No.10

The following to be added to Para No.2 of Annexure V of Appendix-II

(v) The opening and closing timings to be recorded in the gate PN exchange register by the gateman on duty.

This is issued with the approval of the Competent Authority. All concerned may please be notified.



for Chief Operations Manager

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Sr.DOM/ DOMs/ SC, BZA, GTL, GNT, HYB & NED

Sr.DSO/ DSOs/ SC, BZA, GTL, GNT, HYB & NED

Sr.DEN(Co-ord)s/ Sr.DENs/ DENs/ SC, BZA, GTL, GNT, HYB & NED

Sr.DME/ DMEs/ DMEs (P)/ SC, BZA, GTL, GNT, HYB & NED

Sr.DSTE/ DSTES/ SC, BZA, GTL, GNT, HYB & NED

Sr.DEE/ Tr.D/SC, BZA, GTL & GNT

Sr.DEE/TRSO/ SC, BZA, GTL & GNT Director, IRISSET/ LGD

Principal: ZRTI/MLY, STTC/MLY, ETTC/BZA, STC/LGD & ZCETC/KCG

Instructor in-charge : ATC/KCG, DTTC/BZA & GTL, DCETC/MRGA, GTL, RJY & NED



for Chief Operations Manager