

S.M.F

**Addendum & Corrigendum No. 01 to General and Subsidiary Rule Book 2013  
of S. E. C. Railway.**

(1) The existing SR 3.64.07 (j) (ii) (4) in Station Detonator Register format in part (IV) heading is replaced by following:-

SOUTH EAST CENTRAL RAILWAY ——— OP/T.124 Register  
PART IV  
TESTING OF DETONATORS  
(----- Station, Loco shed, Depot etc.)

Sr. No.	Name	Designation	Ticket No. & PF No.	Date of Issue	No. of Detonators	Year & Month of Manufacturing	Number used	Date Used	Month & Year of manufacturing of the replaced detonators	No. of detonators tested	Date of test	Month & Year of the detonators tested

(2) The existing SR 4.43.02 (a) is replaced by the following:-

The Guard and/or the Loco Pilot of any train shall be responsible to watch any train passing on the adjacent line, and to attract the attention of the Guard or the Loco Pilot of the latter train by exhibiting stop hand signal, should any condition be noticed on that train which may endanger its safety. In case of trains in the opposite direction, the LP and /or the Guard of the two trains shall examine each other's train but when trains run in same direction, the LP and/or the Guard of one train shall observe/watch the other train which overtakes his train. The LPs and/or the Guards of these two trains shall exchange green hand signal between themselves when the engines/brake-vans are opposite to each other. Similarly the Guard and/or LP of the train which overtakes another train shall observe/watch the train so over taken and exchange green hand signal with the Loco Pilot and/or the Guard of such train. In all cases green hand signals shall be exchanged only if the condition of the train so examined, is found in order.

(3) The existing SR 4.50.01 Sri. No. (5) is replaced by following:-

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- a) Train cannot proceed on account of accident, failure, obstruction or other exceptional cause.
  - b) Protect train in rear.

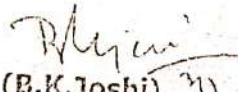
(4) The existing SR 5.23.01 (d) (i) is replaced by following:-

(a) SR 5.23.01(d)(i)- At least two safety chains shall be used *one at each end* and locked. The safety chains shall be passed twice round the wheels and after tying the ends together they shall be locked so that no strain falls on the padlocks. In addition the skids/wooden wedges shall be put by station staff at both ends.

(b) The existing SR 5.23.01 (d) (vii) is replaced and renumbered by following:-

SR 5.23.01(d)(vi)- Particular care must be taken to remove the chains, wooden wedges and skids before wagons are moved by the person responsible to conduct shunting.

(c) The existing SR 5.23.01 (d) (iii) is deleted and existing SR 5.23.01(d)(iv),(v),(vi) &(viii) are renumbered as SR 5.23.01(d)(iii),(iv),(v) & (vii).

  
 (B.K. Joshi)  
 Chief Operations Manager  
 SECR/ BSP

No. SEC/TRA/GSR/425/01/14

Dt. 03.01.14