

Spare

Addendum & Corrigendum No. 04 to General and Subsidiary Rule Book 2013 of  
S. E. C. Railway.

In the General & Subsidiary Rule Book- 2013,

The Rule no. SR 5.04.01(a) & (b) may be replaced by the following:-

SR 5.04.01 (a) :- Station Master shall see that the Safety equipment in the signal cabins/stations as described in the Station Working Rules is supplied in full and they are in good working order and readily available.

At interlocked stations, adequate number of lever collars/button collars, according to the size of the lever frame at each cabin and button collars for control panel are provided. These lever collars should be placed on the spare levers and button collars to be placed on the specific space on the control panel when not actually required for use.

The collars must be placed on the handles of the levers/buttons working the signals and slots for a line which is otherwise obstructed for any reason. The collars shall be taken off when such obstruction from lines has been cleared.

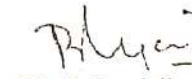
In case of VDU, the Station Master should click the option for blocking the line. The option deblocking for line to be clicked when the obstruction has been cleared.

Where there is a common reception signal or slot for two or more lines of which if one line is occupied, the lever collar shall be put on the concerned signal/slot lever(s) and button collars on the route/slot button of the control panel. The collars shall also be put on the lever/point button operating points on such line(s) provided the interlocking permits to keep the points set against the line occupied. In case of VDU, the Station Master should click on the option available in VDU for blocking the line.

(b) In case the over head line staff are working on an electrified portion of the line for any reason, the lever/levers/buttons controlling the line under repair shall be protected in signal cabins by means of lever collars/button collars. In case of signals operated through VDU, the Station Master should click on the option for blocking the line available in VDU. The overhead line staff shall be responsible for ensuring through Station Master that protection is provided by using lever collars/button collars /blocking option clicked on VDU.

Lever collars/button collars shall also be used whenever the S&T Staff work in interlocking gears or signals after issuing the prescribed memo to the Station Master who in turn must ensure that the lever collars/button collars/ are placed on the relevant lever/levers/button before he acknowledge the memo. However, in this case, the points & signals operated through VDU, the line blocked option to be ensured.

The Inspecting officials shall test the Cabin Master/SM in their knowledge of rules, efficiently conducting shunting operations, use of lever collars/button collars etc.. in the course of their inspections.



(B.K. Joshi)

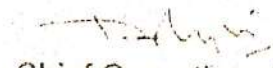
Chief Operations Manager  
S.E.C. Railway, Bilaspur

Dt. 10.07.2014

No. SEC/TRA/GSR/425/04/14

Circulations:

1. DRM/BSP, R & NGP.
2. Sr. DSO, Sr. DSTE, Sr. DEN (Co-ord) /BSP, R & NGP.
3. Sr. DOM, Sr. DME, Sr. DEE (OP)/ BSP, R & NGP.
4. CFTM, CPTM, CTPM, CSO, CSTE, CEE, CE, CME, PCE/SECR/BSP.
5. Principal- ZRTI/SINI, MDTC/BSP, ELTC/USL, STC/BIA & DTTC/DGG.
6. Secy./SECR for kind information of GM.
7. Advisor (Safety)/ Rly. Bd., New Delhi

  
Chief Operations Manager