

**Addendum & Corrigendum No. 51 to General and Subsidiary Rule Book
2013 of S. E. C. Railway.**

In the General & Subsidiary Rule Book/SECR edition 2013 –

The following SRs are revised/added with the approval of the competent authority (PCOM/SECR):-

(1) SR 3.85.01 is revised as follows:-

SR 3.85.01- Loco pilot on observing any signal imperfectly showing its aspect or on noticing any defect with a signal shall record the matter in the Loco Pilot's Diary and also in the register maintained for this purpose in the Loco Shed/Lobby. The SSE/SE Loco /traction shall bring the fact to the notice of Station Master, SSE/SE(Signal/P.Way) and Divisional branch officers concerned.

(2) NOTE (i) below SR 4.19.03 is revised as follows:-

NOTE (i) of SR 4.19.03 - All brake-van equipment shall be supplied at the station and shall be carried through to destination unless otherwise prescribed. The equipment issued shall be entered in the Guard Memo Book.

(3) SR 4.34.02 is revised as follows:-

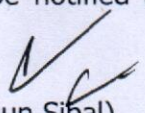
SR 4.34.02 - Guards before starting, must try their hand brakes. The proper way of doing this is to apply the hand brake of the brake-van hard, and then attempt to shift the brake block off the wheel tyres, pressing them outward with the foot. Unless they be found binding the tyres hard, the SSE/SE/JE(C&W) should be asked to adjust the brake gear suitably. The matter should also be reported to the Station Master/Yard Master and a suitable remark made in Guard Memo Book.

(4) SR 9.11.04 is revised as follows:-

SR 9.11.04. – Whenever any Automatic Signal is passed at 'ON' the Guard shall record in Guard Memo Book the time of passing the next signal. All such cases of passing the Automatic Stop signal at 'on' together with the timings of passing the two signals, shall be recorded in a special Register to be maintained in Control Office, and this shall be periodically scrutinized by the Operating Officers to ensure that the Loco Pilots take not less than the minimum running time required for observing the speed restrictions and cautious driving.

(5) New item no. (31) is added in SR 4.09.01 as follows:-

SR 4.09.01(31) - Caution Order is to be served from Notice Station to the crew of longest beat freight trains for full beat so as to avoid the need for serving caution order en-route. Whenever any new Crew lobby is opened, then it is to be notified as Notice Station for freight trains.


(Arjun Sibal)

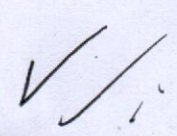
Dy.Chief Operation Manager/Frt. & Plg.
For Principal Chief Operations Manager
SECR/Bilaspur

No. SEC/TRA/GSR/425/22

Dt. 27.12.2022

Circulations:

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


Dy.Chief Operation Manager/Frt. & Plg.