

East Central Railway

Office of the  
General Manager/S&T  
Hajipur

No. ECR/S&T/

Date: 25/06/2024.

CSTE/Con/South & North/MHX,  
GM(S&T)/IRCON/PNBE,  
GM(S&T)/RVNL/PNBE,  
Sr.DSTEs-DDU/DHN/DNR/SEE & SPJ,  
Dy.CSTE/Works-HJP/DNR/DHN & DDU,  
East Central Railway.

**(Signal Policy No.14 /2024)**

**Sub:-Common minimum deficiencies/defects observed during the statutory inspection of New Line.**

**Ref:- Railway Board's letter No. 2024/GS/S&T/CRS/Inspection dt.12/06/2024.**

CCRS has reported to Board about the following S&T deficiencies while conducting inspection and has requested Board to ensure that these are addressed before CRS inspection.

1. Earthing of S&T equipment remains incomplete. Further, wire mesh arrangements found to be missing for signal coming within 2m vicinity of live OHE. (IRSEM 19.11.3).
2. ELD (Earth Leakage Detector) always found to be not calibrated properly till the date of inspection.
3. At many locations, Data logger not connected with relay room doors/ELD Fire alarms and SMS not getting generated through control.
4. At many locations, CTR writing work and its validation is not proper/completed till the time of CRS inspection. Loose and unused signaling wires lying behind the CTR in relay room.
5. Railways has issued the provision of ACs in EIS vide letter No. 2018/Trans Cell/AC of Panel and Relay rooms, dated 07/06/2019. However, it is observed that ACs In relay rooms are normally provided with inadequate capacity. Further, no mechanism is provided to intermittent shut down of AC, this may cause fire cases of AC in future.
6. The cabling work executed at the site is generally found to be improper according to the approved Cable Route Plan/Cable Core Plan. Furthermore, the diversion from the approved plan is not approved by competent authorities.
7. Automatic fire detection and alarm system normally consist of Smoke sensors, Linear Heat Sensing cable and Aspirating type smoke detector as mentioned in RDSO specification issued vide document No. RDSO/SPN/217/2021. It is found that at many places these are not provided as per the guidelines.
8. Violation of Railway Board's guidelines regarding integration of third line at a distance of 30 Kms or after 3-4 stations in terms of Railway Board's letter No. 2013/PL/19/1(Policy) dated 13/09/2023 leading to complexity in signaling arrangements in all yards.
9. Common mistakes noted in SIPs:
  - a) SIPs not prepared in standard scale.
  - b) Placement of Starters in violation of para 17.2.5(iii) of SEM.
  - c) Mistake in Aspect control chart in SIPs.
  - d) Merger of track circuits for different point zones, in violation of Railway Board's letter No. 2020/Sig/12-SFTYMTR/1/CCRS/CRS dated 19/01/2024.

All executing units are accordingly advised to ensure these before offering the system for CRS inspection. Compliance position of the same shall also be made part of application for NI approval by PCSTE.

This is issued with the approval of PCSTE.

**(D.K.Chand)**  
**Dy.CSTE/Signal**

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