

EAST CENTRAL RAILWAY

Last Correction Slip No.09 dated 20.08.2024

CORRECTION SLIP No - 10

[GR & SR BOOK-2018]

The following corrections with 14 items have been made in GR & SR Book (English Edition- 2018) and being sent for necessary compliance.

ITEM NO. 01

On page No. 1, Delete the existing Sub-rule (1) and (2) of GR 1.01 and substitute the following in its place -

Short title and commencement -

(1) These rules may be called the Indian Railways (Open Lines) General (Amendment) Rules, 2024.

(2) They shall come into force on the date of their publication in the Official Gazette.

C/S No.10 to G&SR-2018/ECR, Dated- 30.08.2024

{Authority Railway Board's letter No. 2023/Safety (A & R)/19/09 dated. 12.03.2024} and Gazette notification No.148 dated 07.03.2024}

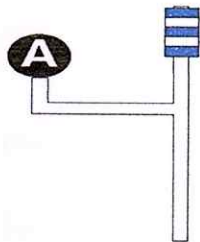
ITEM NO. 02

On page No. 36, Add the following as sub-rule (2), (3) and (4) of SR 3.17

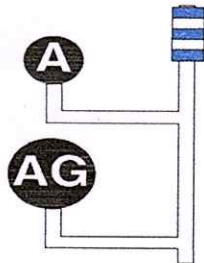
(2) Semi-Automatic Stop signal in station yard (i.e. Home, Starter and Advanced Starter signal) protecting gate should be provided with illuminated 'AG' marker in addition to illuminated 'A' marker.

(3) Modified Semi-Automatic Block signal protecting gate should be provided with illuminated 'AG' marker in addition to illuminated 'A' marker.

(4) (a) Indicative Appearance of Modified Semi-Automatic stop signal



(b) Indicative Appearance of Modified Semi-Automatic stop signal protecting gate.



C/S No.10 to G&SR-2018/ECR, Dated- 30.08.2024

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ITEM NO. 03

On page No. 114, correct item No (f) and Add the following as (g) to sub-rule (2) of SR 4.19

(f) First Aid Box-To be kept with Guard as personal equipment.

(g) Two number of Rope ladders with suitable hooks – To be loaded by JE/SE(C&W)

{Authority Railway Board's letter No. 98/Safety (A & R)/19/15 dated. 08.01.2024}

C/S No.10 to G&SR-2018/ECR, Dated- 30.08.2024

ITEM NO. 04

On page No. 181, Delete the existing words 'Divisional Operations Manager (DOM) and 'Divisional Signal & Telecommunication Engineer (DSTE)' in SR 5.06 [1(a),(b),f(1),(2),(3),(4),(6),(7),(9)] and substitute the words 'Divisional Operations Manager (In-charge)' and 'Divisional Signal & Telecommunication Engineer (In-charge)' respectively in its place.

C/S No.10 to G&SR-2018/ECR, Dated- 30.08.2024

Authority-{GM/ECR letter No ECR/ACM/SEC/Traffic/2018 dated 13.09.2018}

ITEM NO.05

On page No. 186, Add the following as new para (vii) to sub-rule (b) of SR 5.13

(vii) While pushing back in shunting movement, train must be stopped 50 meters before starter/load/trap/dead end etc. and then shall be pushed back further with great caution following other precautions.

C/S No.10 to G&SR-2018/ECR, Dated- 30.08.2024

{Authority:- Minutes of CRB VC }

ITEM NO.06

On page No. 191, Delete the existing sub-rule (5) (f) of SR 5.19 and substitute the following in its place –

(f) As soon as the obstructed line is cleared, the lever collar and slide collar/safety collar must be removed from the lever/slide/Panel concerned and kept under custody of the person using the same.

Where one Home Signal applies to more than one line, the safety collar shall be fixed on the point lever/button etc. concerned.

Whenever loads of trains are stabled on running lines suitable entries will be made in the Station Master's diary, TSR and Stabling Register.

C/S No.10 to G&SR-2018/ECR, Dated- 30.08.2024

ITEM NO. 07

(i) On page No. 192, Delete the existing para (d) to sub-rule (1) SR 5.23 and substitute the following in its place –

(d) Before detaching or shut down the Locomotive, hand brakes of at least 6 wagons from either end must be fully tightened, by ALP in the front and by the Guard in the rear, of the train and in absence of Guard by the Pointsman. In case, coaching vehicles are stabled, Guard's hand brakes in SLR(s) must be applied, in front by ALP, and in rear by Guard.

C/S No.10 to G&SR-2018/ECR, Dated- 30.08.2024

ITEM NO. 08

On page No. 194, in Stabling Register proforma to sub-rule (6) of SR 5.23, delete the wordings of proforma column No. 8 and 10 and substitute the following in its place. Also, add the following column as column No 17 and a NOTE to be added at the end of proforma.

<i>Whether wooden wedges/sprags are placed under the loco wheels and hand brakes applied in at least six wagons from front including BV and of front SLR for coaching trains by LP/ALP.</i>
8

<i>Whether wooden wedges/sprags are placed under the wheels of rearmost wagon/coach and hand brakes applied in at least six wagons from rear by Guard.</i>
10

<i>Detail of stabled load departure</i>			
<i>Date</i>	<i>Engine No.</i>	<i>Departure Time</i>	<i>Signature of SM</i>
17			

NOTE:- Station Master on duty will ensure that Pointsman/Shunting staff have been deputed to remove the chains/wooden wedges and release of hand brakes of wagons/SLR/BV before allowing the train to move.

LP and Guard will ensure before moving that chains/wooden wedges have been removed and hand brakes of wagons/ BV/SLR are released.

C/S No.10 to G&SR-2018/ECR, Dated- 30.08.2024

ITEM NO.09

On page No. 248, Add the following as SR 9.01

SR 9.01:

1. *One of the automatic stop signal between two stations in the automatic block signaling territory in each direction may be made as Modified Semi-Automatic stop signal. This signal is provided with illuminated 'A' marker and five strips alternatively, Blue and White (3 Blue and 2 White) are placed on the Signal Post.*
2. *Selection of mode of operation of the mid-section modified semi-automatic stop signal will be done by the Station Masters at both ends by operation of a set of modified automatic block signaling (MABS) hard/soft switch provided at each end and this signal can be operated as normal automatic stop signal or as modified semi-automatic stop signal with 'A' marker extinguished. Relevant indications are available to Station Masters of the stations at both ends to indicate whether the signal is in automatic or modified semi-automatic mode. Such gate signal, which has been converted as mid-section modified Semi-Automatic Signal, is provided with illuminated 'A' & 'AG' markers. During modified Automatic Block Signaling working, these markers will be extinguished when modified automatic block signaling Switch/Button is operated.*
3. *In normal circumstances, the specified signal works in the auto mode with 'A' marker of the semi-automatic signal lit. In abnormal circumstances, like fog, bad weather impairing visibility, when the modified system is to be introduced, the Station Master of train dispatching station will talk to the Station Master of the receiving end station and exchange private numbers; and thereafter, both the SMs shall operate the modified automatic block signaling (MABS) switch to MABS position. By this action of both Station Masters, the 'A' marker of all the three signals is extinguished i.e. Advanced Starter Signal of the dispatching station, mid-section modified semi-automatic stop signal and Home Signal of receiving station. Then train working shall start under the new modified system in either direction. The indication or aspect of mid-section modified semi-automatic stop signal (i.e. 'On'/'Off' aspect and 'A' marker lit or extinguished) shall be depicted on the VDU/Panel of both the stations, along with the aspect of Advanced Starter Signal or Home Signal, as the case may be.*
4. *Thus, after introduction of this system, interlocking will be such that when the mid-section modified semi-automatic stop signal is working with 'A' marker extinguished, not more than two trains, one on either side of this modified stop signal, will be ensured by the signaling system between two stations in any given direction at any given point of time. The mid-section modified semi-automatic stop signal shall when 'Off' depict the aspect (Green or Double Yellow etc.) based on the aspects and number of Automatic Signals (including any other signal) between this signal and the Home Signal of the receiving station.*
5. *Once this system is introduced by the two Station Masters of the dispatching and receiving stations at a nominated time after taking action simultaneously and train working is started as per new modified system, it will continue to operate automatically in the manner prescribed above and the process of taking 'Off' Advanced starter signal and mid-section modified semi-automatic stop signal need not be repeated for every train by the Station Masters of respective stations. Facility shall however exist to work the Advanced Starter Signal and Home Signal as manual signal as and when considered necessary by the controlling Station Masters. However, during the time modified system is in force, Home Signal shall work in manual mode only.*



6. To restore the normal automatic signaling system at a pre-fixed nominated time, the Station Masters of the train dispatching and train receiving stations will talk to each other under exchange of private numbers and will re-introduce the normal system by operating the modified automatic block signaling (MABS) switch to Automatic Block Signaling (ABS) position, which will restore the 'A' marker on the mid-section modified semi-automatic stop signal to lit condition. The condition of 'A' marker of Home Signal and Advanced Starter Signal will continue to be determined by the Station Masters of the controlling stations based on local conditions.
7. (i) At the time of introducing the modified automatic signaling, the Station Masters concerned controlling the mid-section modified semi-automatic stop signal should, as far as possible, take care that the aspect of this signal is 'On' to avoid sudden braking by the Loco Pilot of the approaching train. In addition, the Advanced Starter Signal and Home Signal shall normally be put in manual mode before introducing the changeover.
(ii) During the change-over from normal automatic signaling to modified automatic signaling, it may so happen that a Loco Pilot may encounter a situation when the 'A' marker gets extinguished and aspect of the signal turns into 'On' aspect while approaching the mid-section modified semi-automatic stop signal. In such a situation, the Loco Pilot will stop his train and, if this signal does not assume 'Off' aspect within 5 minutes, contact the Station Master of the station ahead on Mobile Train Radio Communication (MTRC)/Signal Post Telephone (SPT) and after obtaining SM's verbal authority with private number proceed ahead at a speed not exceeding 10 kmph till the foot of the next automatic signal and be guided by the aspect of this signal.
In case the Loco Pilot has passed the signal, he shall stop and proceed cautiously so as to be prepared to stop short of any obstruction until next automatic stop signal is reached and shall act upon its indication.
8. Even with the change in the signaling arrangement, for the Loco Pilot, all existing Rules/instructions for train passing in automatic signaling will be applicable. Thus all automatic signals in the sections shall work normally and Loco Pilot will follow existing GRs/SRs while passing these signals.
9. **System of working during failure of signals and modified automatic block signaling switch (MABS).**
 - (a) **Failure of Advanced Starter Signal:** When 'A' marker is extinguished, and the Advanced Starter Signal of the train dispatching station has failed, the Station Master shall issue written authority T/369 (3b), dispensing with endorsement of private number, to the Loco Pilot to pass the signal at 'On' after ensuring that the last preceding train has passed the mid-section modified semi-automatic stop signal and adequate distance beyond it. If the clearance of section between Advanced Starter Signal and mid-section modified semi-automatic stop signal cannot be ascertained by the dispatching Station Master, he will talk to the Station Master of the receiving station and after confirming under exchange of private numbers that the last preceding train has arrived complete at the station ahead, he will authorize the Loco Pilot on T/369 (3b) to pass the defective Advanced Starter Signal in 'On' position. In both the above cases, the Loco Pilot shall proceed at a speed not exceeding 10 kmph till the foot of the next automatic signal and thereafter be guided by the aspect of this signal observing GR 9.02 and SR 3.61(F).

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(b) Failure of Mid-section Modified Semi-Automatic Stop Signal:

(i) If the mid-section modified semi-automatic stop signal with 'A' marker extinguished becomes defective and/or shows 'On' aspect due to any reason, the Loco Pilot will contact the Station Master of the receiving station on Mobile Train Radio Communication (MTRC)/Signal Post Telephone (SPT) provided on mid-section modified semi-automatic stop signal, and inform him about the same. The Station Master shall authorize the Loco Pilot with private number to proceed ahead only after the last preceding train has arrived complete at his station. The Loco Pilot shall proceed at a speed not exceeding 10 kmph till the foot of the next automatic signal and thereafter be guided by the aspect of this signal observing GR 9.02 and SR 3.61(F) after recording the private number in his working diary. In case telephone is not available or defective and Loco Pilot is not able to contact the Station Master concerned and the signal remains in 'On' position, he shall wait for 5 minutes and, if the signal remains 'On', will proceed ahead up to the next signal observing GR 9.02 and SR 3.61(F), report the same to the SM of the station ahead by written memo.

(ii) On becoming aware that the mid-section modified semi-automatic stop signal with 'A' marker extinguished has failed, the Station Master of the train receiving station shall inform the Station Master of the train dispatching station about the same who shall, before dispatching a train, treat the entire section up to the block station ahead as one block section and obtain 'Line Clear' from the Station Master of the train receiving station under exchange of private number. The Station Master of the receiving station will grant 'Line Clear' only after the last preceding train has arrived complete at his station. The dispatching SM shall then issue a written authority T/369 (1) to the Loco Pilot to pass the defective mid-section semi-automatic stop signal at 'On' without stopping at the signal. An endorsement shall be made on such an authority that the 'Line Clear' for the block section up to the next station has been obtained under private number, quoting the same on this authority. The Loco Pilot shall proceed as per GR 9.02 and SR 3.61(F) in respect of all other automatic signals in the section. If, however, the mid-section modified semi-automatic stop signal is protecting a level crossing, the controlling Station Master shall ensure that the level crossing gate is closed to road traffic before granting 'Line Clear' or permitting the train to enter in the block section, as the case may be. This system of dispatching only one train in the block section shall continue till the mid-section modified semi-automatic stop signal is rectified.

(c) Failure of Home Signal:- If the Home Signal becomes defective, the Station Master of the receiving station will admit the train by taking Off Calling On signal (if provided) or, if the Calling On signal is also defective, by issuing written authority T/369 (3b).

(d) Failure of modified automatic block signaling switch :- If by operation of modified automatic block signaling switch (MABS), 'A' marker on mid-section modified semi-automatic stop signal of a particular section does not get extinguished, the modified automatic block signaling system shall be treated as failed in between the two adjacent stations in relevant direction. The Station Masters will then extinguish the 'A' marker of Advanced Starter Signal and Home Signal by means of facility available on the VDU/Panel to convert these signals in manual mode. Moreover, the modified automatic signaling system between any two adjacent stations may fail any time due to any reason after the same has been introduced and working successfully for some time. In both the cases above, the Station Master of the train dispatching station of the affected section will not dispatch a train in the section until the last preceding train has arrived complete at the receiving station, which shall be confirmed by the exchange of private numbers between the two Station Masters.

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NOTE:

(1) The Loco Pilots and LIs concerned will be informed through shed notice well in advance about the likely period of introduction of modified automatic signaling system, which normally shall be from 20th December to 31st January and from 20.00 hrs. to 08.00hrs. which may get shifted as per prevalence of fog. A register will be maintained at the stations by the Station Masters to record the time at which the modified automatic signaling system is introduced and when the same is cancelled. A decision to continue or discontinue the system will be taken by the Sr. DOM of the division and will be advised to the Station Masters and the Section Controllers through control message and Loco Pilots/Guards through Crew/Guard Lobbies.

(2) The Modified system will be introduced and cancelled depending upon abnormal conditions like fog, bad weather impairing visibility under the direction of Sr. DOM in a particular section/sections or between stations.

10. During clear weather, when the Loco Pilot finds the 'A' marker of mid-section modified semi-automatic stop signal extinguished and the aspect of the signal remains 'On', he shall bring his train to stop at the foot of this modified semi-automatic stop signal and shall contact the Station Master ahead on MTRC/SPT and inform him about the same. The Station Master shall, after ascertaining that the system of modified semi-automatic signaling is not in operation, give a private number to the Loco Pilot. After receiving the private number the Loco Pilot shall record it on his diary and will proceed ahead as per GR 9.02. In case the telephone is available or defective and Loco Pilot is not able to contact the Station Master concerned and the signal remains in 'On' position, he shall wait for 5 minutes and, if the signal remains in 'On' position, will proceed ahead as per GR 9.02 and report the same to the SM of the station ahead by written memo.
11. In automatic block signaling sections, where modified semi-automatic stop signal cannot be provided between the two adjacent stations, for any reason, only one train shall be permitted to enter the section at a time by means of suitable interlocking of Advanced Starter Signal of the train dispatching station and Home Signal of the station ahead in such a way that the Advanced Starter Signal cannot assume 'Off' aspect unless and until line is clear up to the adequate distance beyond the Home Signal of station ahead. This shall be ensured by operation of modified automatic block signaling switch (MABS) by adjacent Station Masters.

C/S No.10 to G&SR-2018/ECR, Dated- 30.08.2024

ITEM NO. 10

On page No. 249, Add the following as third paragraph to SR 9.02(i) and second paragraph to SR 9.02 (iii) –

The Loco Pilot shall proceed with great caution and speed will never exceed 10 KMPH when the view ahead is not clear due to curve, rain, fog, dust storm or any other reason or in case of engine pushing.

C/S No.10 to G&SR-2018/ECR, Dated- 30.08.2024

ITEM NO.11

On page No. 251, Delete the existing words "Manual Stop Signals" in clause (a) of GR 9.04 and substitute the words "Manual or Semi-Automatic Stop Signals" in its place .

C/S No.10 to G&SR-2018/ECR, Dated- 30.08.2024

{Authority Railway Board letter No. 2023/Safety (A & R)/19/09 dated. 12.03.2024} and Gazette notification No.148 dated 07.03.2024}

ITEM NO.12

(i) On page No. 252, Delete the existing marginal heading of GR 9.06 and substitute the following marginal heading in its place –

CONDITION FOR TAKING 'OFF' MANUAL STOP SIGNAL OR SEMI-AUTOMATIC STOP SIGNAL, IN AUTOMATIC BLOCK TERRITORY ON SINGLE LINE –

(ii) On page No. 252, Delete the existing Sub-rule (1) and (2) of GR 9.06 and substitute the following in its place-

(1) Home signal- When a train is approaching a Home signal, otherwise than at a terminal station, the signal shall not be taken 'off' unless the line is clear not only upto the Starter but also for an adequate distance beyond it and in addition for automatic working, direction of the block section ahead is not set in opposite.

(2) Last Stop signal- The Last Stop signal shall not be taken 'OFF' for a train unless the direction of traffic has been established and the line is clear up to the next Automatic Stop signal, or when the next Stop signal is a Manual or Semi-Automatic Stop signal for an adequate distance beyond it."

C/S No.10 to G&SR-2018/ECR, Dated- 30.08.2024

{Authority Railway Board letter No. 2023/Safety (A & R)/19/09 dated. 12.03.2024} and Gazette notification No. 148 dated 07.03.2024}

ITEM NO.13

On page No. 292, Add the following as new sub-rule (c) of GR 15.02

(c) Planned maintenance and asset repair or replacement or creation work shall be executed in accordance with the "Rolling Block Programme".

Explanation:- For the purpose of this clause, "Rolling Block Programme" means advance planning of traffic blocks or disconnections (Civil or Electrical or Signal and Telecommunication etc., including Non- Interlocked work) over a specified duration up to 52 weeks, required for maintenance and asset repair or replacement or creation work, to be prepared on a rolling basis by adding one week plan every week by reviewing the output of the immediate preceding week and planning for remaining weeks ahead.

C/S No.10 to G&SR-2018/ECR, Dated- 30.08.2024

{Authority Railway Board letter No. 2023/Safety (A & R)/19/12 dated. 04.12.2023} and Gazette notification No. 687 dated 30.11.2023}

ITEM NO.14

The word 'ASM' or 'Assistant Station Master' to be deleted where ever appear in Subsidiary Rules of ECR and it should be replaced by word 'SM' or 'Station Master'.

C/S No.10 to G&SR-2018/ECR, Dated- 30.08.2024

All concerned to correct GR & SR book of East Central Railway (English Edition 2018) accordingly and the same to be brought to the notice of all the officials concerned for suitable action.


(Manoj Singh) 30/8/24

Principal Chief Operations Manager
East Central Railway/ Hajipur

Dated 30.08.2024

No. ECR/Optg.safety /G&SR/24/505