

पूर्व रेलवे
Eastern Railway.

Kolkata, Dated: 25.02.2025.

No. TG.202/CS/G&SR/Pt.XVII.

Divisional Railway Manager,
Eastern Railway,
Howrah, Sealdah, Malda, Asansol.

Sub: 24th Addendum and Corrigendum (Revised and Reprinted 2020) / 54th Addendum and Corrigendum (Revised and Reprinted 2012) to the General & Subsidiary Rules' Book.

Please find enclosed. 01 (One) copy of 24th Addendum and Corrigendum (Revised and Reprinted 2020) / 54th Addendum and Corrigendum (Revised and Reprinted 2012) to the General & Subsidiary Rules' Book along with Notification of Even Number and dated on the captioned subject is attached for kind information and appropriate action on the same.

D.A.: As Above.


(Rupesh Kumar)
Chief Transportations Planning Manager.

Copy for information to:

1. Principal Executive Director (Safety)/Rly. Board/New Delhi.
2. Commissioner of Railway Safety/EC/Kolkata.
3. PCOMs/All Zonal Railway.
4. CAO/Con/ER, PCE/ER, PCSO/ER, PCSTE/ER, PCEE/ER, PCME/ER.
5. CSE/ER, CFTM/ER, CTPM/ER, CPTM/ER, CELE/ER, CSTE/Con/ER.
6. Dy.COM (Goods)/ER, Dy.COM (Genl)/ER, Dy.COM (Coaching)/ER, Dy.COM/HQ cum Secy. to PCOM/ER, Dy.COM (Planning)/ER, Dy.CSO (Operating)/ER.
7. Principal MDZTI/Bhuli/DHN.
8. Sr. DOM/ER- Howrah, Sealdah, Malda, Asansol.
9. Sr. DSTE/DSTE- Howrah, Sealdah, Asansol, Malda.
10. Sr.DEN/Cord- Howrah, Sealdah, Malda, Asansol.
11. Sr. DSO/DSO/ER- Howrah, Sealdah, Malda, Asansol.
12. Sr. DEE (OP)- Howrah, Sealdah, Asansol.


(Rupesh Kumar)
Chief Transportations Planning Manager.

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Kolkata, Dated: 25.02.2025.

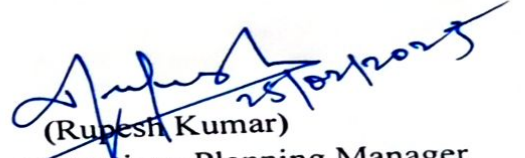
No. TG.202/CS/G&SR/Pt. XVII.

अधिसूचना
NOTIFICATION.

Sub: 24th Addendum and Corrigendum (Revised and Reprinted 2020) / 54th Addendum and Corrigendum (Revised and Reprinted 2012) to the General & Subsidiary Rules' Book.

24th Addendum and Corrigendum (Revised and Reprinted 2020) / 54th Addendum and Corrigendum (Revised and Reprinted 2012) to the General and Subsidiary Rules Book is approved and signed by Principal Chief Operations Manager/ER on 25/02/2025, shall be brought into in force over Eastern Railway System with immediate effect.

All concerned Staff, Supervisor of all disciplines, In-charge of Crew Booking Lobby, Depot - in - Charge, Running Staff, concerned staff of Engg. S&T, Electrical, Mechanical, Operating etc should carefully note and act accordingly. Thorough counsel should be carried out on the above subject matter by Divisions to all concerned Operating Staff, Supervisors, Crew Controlling Staff, Crew & Running Staff. Safety Category Staff & others staff rigidly.


(Rupesh Kumar)

Chief Transportations Planning Manager

24th Addendum and Corrigendum (Revised and Reprinted 2020) / 54th Addendum and Corrigendum (Revised and Reprinted 2012) to the General & Subsidiary Rules' Book.	
SL	Content
Renumber the existing SR as SR 3.26 (i) and the following SR shall be incorporated under GR 3.26 "Commissioning of fixed signals" - as SR 3.26 (ii):	
01.	SR 3.26 (ii) In IR-ATP (Kavach) territory, when a new signal is erected or existing signal is shifted/modified, the Signal Sighting Committee shall also inspect and certify the signal position in correspondence of the line side signal with the on-board signal and its aspect on the DMI (Driver Machine Interface) display in IR-ATP fitted loco before it is brought into use. Kavach fitted loco shall be used for conducting sighting committee inspection, at least once in quarter. (Ref : Rly Bd's letter no. 2022/Safety(A&R)/19/05, dated 20.01.25.)
Incorporate the following SR as SR 3.78 [ii] (h)	
02.	SR 3.78 [ii] (h) Assistant Loco Pilot and Loco Pilot / Motorman will proceed in new line in multiple line section / upgraded signaling section of the existing section with the following precautions during their first trip, when LI/SLI/CLI is not available, except in a steep gradient 1 in 260 or steeper. ALP and LP/Motorman will work the train in the section with restrictive speed not exceeding 40 kmph during day, when visibility ahead is clear and 15 kmph during night or when visibility ahead is impaired due to thick foggy/ tempestuous weather subject to observance of other speed restrictions for first trip only.
The following SR shall be incorporated under GR 4.08 "Limits of speed generally" - as SR: 4.08 (c) & (d) :	
03	SR 4.08 (c) In case Loco is not equipped with Kavach or Loco Kavach become defective, the maximum speed of train shall not exceed 140 kmph, subject to other speed restrictions. (Ref : Rly Bd's letter no. 2022/Safety(A&R)/19/05, dated 20.01.25.)
04	SR 4.08 (d) In IR-ATP fitted loco, as soon as the defective speedometers are noticed, message should be given by the LP to the nearest power controller for arranging attention to the defective speedometer or change of Loco at the next crew changing point or earlier, as the case may be. However, in IR-ATP (Kavach) territory, the speed reduction prescribed for coaching trains, when speedometer of loco is defective, need to be followed in case Loco is provided with IR-ATP (Kavach) and the speedometer in DMI (Driver Machine Interface) in the respective cab is working (Ref : Rly Bd's letter no. 2022/Safety(A&R)/19/05, dated 20.01.25.)
The following sub-rule should replace the existing SR.4.23[i]	
05	SR.4.23[i] A crew rest van, an Inspection Carriage or a Departmental Vehicle not fitted with hand brake attached behind an engine may be despatched from a station without a Guard or a Brake-van in rear, provided the vehicles are equipped with active vacuum brake/ Air Brake system.
06	Delete SR.4.23 [iii].
The following sub-rule should replace the existing SR.4.24 [c]	
07.	SR.4.24 [c] In the event of there already being two bogies or four 4-wheeler vehicles behind the rear brake-van on a train carrying passengers, an Inspection Carriage having vacuum brake/Air pressure

	brake in working order may be attached in rear in addition, provided the type of Braking System is matching with the train.
	The following Subsidiary Rule shall be incorporated under GR 4.32: "Examination of train by Loco Pilot" – as SR 4.32 [vi].
08.	SR 4.32 [vi]. Before commencement of journey in IR-ATP (Kavach) territory, the Loco Pilot shall boot up on-board kavach, enter configuration as per the train consist and see whether all parameters are being indicated properly. IR-ATP on-board Loco kavach will be effective only after passing first kavach fitted signal in "OFF" condition. (Ref : Rly Bd's letter no. 2022/Safety(A&R)/19/05, dated 20.01.25.) The following SR shall substitute the existing SR 5.23.
09.	SR 5.23: Securing and release of Vehicles /Load/Train/Loco in Station/Yard or in block section. 1. Action by SM/Train Manager (TM)/ ALP/Traffic Staff when vehicles/load/train is to be stabled at Station:- a) The vehicles/load/train shall be stabled inside the fouling marks. TM should ensure that train is stopped after clearing fouling mark. b) The vehicles/load/train must be chained and padlocked using atleast 02 chains, one at either end; c) Atleast 04 Sprags/ Wooden Wedges/Skids be used, two each below the outermost pair of wheels at either end. d) Hand brakes of atleast 6 wagons from either end of train and in case of coaching train, hand brakes of SLRs of both ends must be fully tightened by ALP/ TM/Pointsman. In absence of TM, hand brakes will be applied by Pointsman. e) The vehicles of stabled load/train should be coupled together. In case the stabled load has to be split for any reason, each such split part should be treated as a separate load for the purpose of securing. f) The points must be set, clamped and padlocked against the blocked line and towards dead end or trap point (if available). Scotch blocks must be used, if available. If a station is equipped with SSI/EI, blocking of point, route and signals to be done through Control Panel/VDU. It is not necessary to clamp and pad lock the point in such case. g) Stop Collars must be placed on relevant point buttons/slides/levers etc. h) Remarks should be made in Line Block Register, TSR and SM diary in Red ink to the effect that "<i>Line No. __ is blocked and all the precautions for securing the load have been taken</i>" as prescribed above. i) After any load/train/loco is stabled, SM must inform the Section Controller supported by a private number that all laid down precautions for stabling and securing the load/train/loco have been taken. 2. Additional precautions to be taken while stabling vehicles/load/train at a station with gradient of 1 in 400 or steeper may have been prescribed under Approved Special Instructions (by CRS) and mentioned in SWR of respective station. These should be followed scrupulously. In addition, following precautions must also be observed over and above those prescribed under Approved Special Instructions:- a) Before vehicles are uncoupled, the hand brakes should be applied, sprags/wooden wedges /skids, should also be used to prevent vehicles from rolling down. b) As far as possible, the vehicles/load/train should be stabled on a line which is isolated from other lines, particularly running lines. 3. Action by LP/ALP before leaving the loco in case load/train is stabled with locomotive attached or light engine(s) is/are stabled:-

- a) Stop train on A-9 and bring A-9 to Emergency position (i.e., BP pressure = 0) and the SA-9 to Applied position. Physically ensure that trains brakes are applied.
 - b) Apply the Hand Brake/Parking Brake on the locomotive. In case of multi / consist locomotives, hand brake of all the locomotives should be applied. Physically verify that hand brake's chain is tightened/parking brake(s) are applied.
 - c) Place 4 wooden blocks on the outmost wheels of locomotive(s). Record this action in the loco log book, noting the wheel numbers clearly. If less than 04 wooden wedges are available on the locomotive(s), inform SM for requisite wedges, and then secure the loco.
 - d) Shut down the locomotive, turn off the battery switch, and submit the loco keys and the locomotive log book at the SM office.
4. a) Loco Pilot while on duty should not leave loco unmanned. In case he is required to leave the locomotive unmanned, he should do so only after receiving written authority from the SM/YM and ensuring actions mentioned at para 3 above.
- b) Before leaving the station/yard, the LP and TM should jointly record the detail of securing Load in the Load Stable & Securing Register available at SM office.
- 5. Action to be taken by LP/ALP and TM when the train is stalled in block section due to accident, failure, obstruction or any other reasons:-**
- a) LP/ALP and TM should protect the train as per provisions of G&SR 6.03.
 - b) The train should be secured by applying Loco brakes (SA-9, A-9 & hand brake) and hand brakes of atleast 06 wagons at either end of the train. The hand brake should be operated by ALP from leading end and by the TM from the rear end. In case the train is being worked without TM, the duties of the TM shall be performed by ALP. In case of coaching trains, the TM should apply hand brakes of the rear SLR and ALP of front SLR (if not locked).
 - c) If MR pressure starts dropping while train is stationary, loco pilot has to secure the loco with the wedges. Since MR pressure cannot be noticed by Train Manager as there is no such gauge in SLR unlike engine therefore, the Loco Pilot shall immediately inform the Train Manager regarding dropping of MR pressure and thereafter the Train Manager will secure the train with wedges in the last vehicle.
- 6. Action by SM/ TM/ LP/ ALP/ Traffic Staff for clearing of stable vehicle/ load/ train/ locomotives from station/yard:**
- a) LP and ALP shall collect loco keys, logbook, etc from the SM office. Check the loco log book for any irregularities. If any are found, inform the TLC and act according to their advice.
 - b) Then LP and ALP to Energize the loco, bring A-9 on release position and build BP pressure to 5 kg/cm², keeping SA-9 applied.
 - c) Perform a BP Continuity Test to ensure BP pressure continuity in the load/formation.
 - d) Apply train brake i.e. keep the A-9 at full service application position, and check a few wagons to confirm that the brakes are applied (excluding those with hand brakes applied).
 - e) ALP to release the Hand Brake/Parking Brake in the loco(s) with assistance of LP, (if required). Then remove the wooden wedges from the loco wheels, returning wedges taken over from station, (if any).
 - f) Securing arrangements of load with applied brake shall be removed as per following sequence - removal of chain, followed by removal of wooden wedges/ skids and then hand brakes. Safety Chain, Wooden Wedges/Skids to be removed by Pointsman and Hand Brakes of SLRs/Brake vans/Wagons to be removed by ALP/TM/Pointsman. In absence of TM, hand brake will be released by Pointsman.
 - g) In case of difficulty in release of Hand Brakes, TM shall advise LP for partial release of Train Brake (A-9) till hand brakes are released.
 - h) If it is necessary to make a TMLP Report (Train Manager & LP), inspect the load as per rules. In case of any irregularities, report them to SM. During the preparation of the TMLP Report,

either LP or ALP must be present in the loco cab.

- i) After the above steps if everything is in order, TM upon consulting LP shall inform SM that the train is ready.
 - j) Once the signal is taken off for the train, release A-9 and then SA-9. On gradients, release A-9 & take traction and as it rolls forward release SA-9 to avoid roll down.
 - k) Before starting the train, ensure BP is at 5.0 kg/cm² and that Air Flow Indicator (AFI) is in its predefined position.
 - l) After starting the train, check for free movement of the load. If it feels jammed, notify SM or TLC.
 - m) Immediately after starting the train, perform Brake Feel Test (BFT).
- 7. Station Staff, TM, Crew and Section Controller should be aware of gradients at Stations/Yards/ Sidings and block sections.**
- 8. Frequent counseling in this regard should be done by concerned Supervisors.**
- 9. The Divisions must ensure availability of adequate number of sprags/ wooden wedges (with retro reflective strip) & chains of approved design at stations and wooden wedges on Locos.**
- 10. Action to be taken by Motorman/Shunter of EMU/MEMU before leaving cab when rake is stabled in Yard/Siding/Station running or non-running line:-**
- a) Switch "Off" the lights (50%) and fans.
 - b) Apply auto brake, ensure BP drops to "0 Kg/Cm²" and BC raise to "1.6Kg/Cm²"
 - c) Turn off BIVS.
 - d) Return Brake controller to the 'release' position.
 - e) Apply the parking brake (if provided).
 - f) Lock the equipment compartment and driving cabs by padlock.
 - e) Place wooden wedges below the outermost pair of wheels.

(Ref: Railway Board's letter . 2024/TT/IV/12/30, dated 24.01.2025)

The following SR shall be incorporated under GR 6.01 "Accident or obstruction"– as SR 6.01 (i)

10. **SR 6.01 (i)**
When report of any accident or obstruction is received by the Station Master in IR-ATP (kavach) territory, the Station Master operate SOS in Station Master Operational Panel cum Indication Panel (SMOCIP) to prevent other functional IR-ATP (Kavach) trains from entering the affected section.
(Ref : Rly Bd's letter no. 2022/Safety(A&R)/19/05, dated 20.01.25.)

The following SR shall be incorporated GR 6.07: "Report of conditions likely to affect running of trains to Controller or Centralised Traffic Control Operator" – as SR 6.07 (4)

11. **SR 6.07 (4) a**
In IR-ATP (Kavach) territory with kavach functional Loco, in the event of unusual circumstances likely to affect the safe and proper working of trains, the Loco Pilot shall apply SOS to stop other functional IR-ATP (Kavach) trains from approaching the location.
(Ref : Rly Bd's letter no. 2022/Safety(A&R)/19/05, dated 20.01.25.)
12. **SR 6.07 (4) b.**
In IR-ATP (Kavach) territory with kavach functional Loco, in the event of "unusual stop" in the block section, the Loco Pilot shall acknowledge the same else automatic brakes will be applied on all other kavach fitted locos within its vicinity.
(Ref : Rly Bd's letter no. 2022/Safety(A&R)/19/05, dated 20.01.25.)

Existing Corrigendum and Addendum slip namely 21st of 2020 and 51st of 2012 of Revised and Reprinted G&SR book should be replaced by the following Note:

13. **SR. 9.02 Note Standardized Training Regime for Automatic Block System:-**
- The Competency Certificate for Automatic Block System shall be issued/ renewed for Station Master/TI/SS, Train Manager, Pointsman after successful completion of Initial / refresher course at the Training Institute and shall be validated till next refresher Course.
 - In newly commissioned section or for newly transferred staff, the Competency Certificate to be issued by Divisional Supervisors after 02 days training. The Competency Certificate shall remain valid till next refresher.
 - One day orientation course to be conducted once in every 06 month by Division. Frequency of Intensive counseling in newly commissioned section or for newly transferred staff should be in every 02 month in first year only in new section.
 - Loco Pilot/Motorman shall be imparted 01 day intensive course for Automatic Signaling System in every 06 month by LI/SLI/CLI and Competency Certificate will be issued/ renewed thereto.
 - Record of such Competency Certificate should be maintained by Divisional Safety Officers/ concerned Divisional HQs/Office. The staff, with the valid Competency Certificate shall be put on duty on such sections.
- (Ref: Railway Board's letter no. 2024/TT-1/76/Staff /9/Training, dated 30.08.24.)

The existing Para [1] [vii] [d] [ii] under SR 17.08 should be replaced by the following SRs:

14. **SR 17.08 [1] [vii] [d] [ii]**
- Multiple Tower Wagons (TWs) should be moved in coupled condition under supervision of Authorised TW Driver /Site Supervisor Incharge. Maximum 04 numbers TWs shall be worked in convoy. In thick, foggy and tempestuous weather only 01 Tower Wagon is allow to work. Leading TW should work as "Master TW" and shall take all blocks.
 - Separation distance should be minimum 200 meters between two successive TWs when moved in convoy. 1st TW will proceed in maximum permissible speed, 2nd with speed up to 40 kmph, 3rd with speed up to 30 kmph & 4th with speed up to 20 kmph subject to other speed restrictions. TWs while proceeding in convoy for working, Last Vehicle Indicator on the rear most TW shall be ensured by Authorised TW driver.
 - Before dispatching TW/s, the points shall be correctly set and locked/secured, the LC Gate/s should be informed about number of TWs and their sequential order under exchange of private numbers and Station Master must issue a Caution Order.
 - TWs shall cautiously pass each Level Crossing Gate, on having "proceed hand signal" from on duty Gateman / after ensuring that the gates are closed and locked against the road traffic.
 - After arriving at the station after the work, the authorized TW driver will serve a memo to SM on duty that all TWs have arrived completely and the block section is clear.
 - When returning to the same station, the authorized TW driver will stop at first stop signal and inform about the arrival to SM through Walkie-Talkie. Consequently, on duty SM will arrange the reception.
- (Ref: Director (TRD)/Rly Board's letter no. 2006/Elect(G)/170/2/Pt. II- Para (3), dated 16.12.24)

The existing Para [1] [x] under SR 17.08 should be replaced by the following SRs

15. **SR 17.08 [1] [x]**
- All TWs shall be moved as per provision in ACTM.
- (Ref: Director (TRD)/Rly Board's letter no. 2006/Elect(G)/170/2/Pt. II- Para (3), dated 16.12.24)

Kolkata
Dated - 25 / 02/2025.

(Saumitra Biswas)
Principal Chief Operations Manager