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EAST COAST RAILWAY

Office of the
Principal Chief Operations Manager
Rail Sadan: Chandrasekharpur
Bhubaneswar-17

No. ECoR/Optg/SC/88/C.Slip/G&SR/02/2020

Dated: 22.04.2020

To
The DRMs/KUR, WAT & SBP

Sub: Amendments to G&SR published in 2012 & 2010 by E.Co.Rly.

Addendum/Corrigendum No.15 to G&SR book (2012) and No. 20 to G&SR book (2010) of East Coast Railway contain ing five corrections issued with the approval of PCOM the Competent Authority. You are requested to arrange for further circulation among all concerned departments in the division to incorporate these corrections in G&SR book.

DA: Four Pages.

Dm
22/4/2020
(A.K.Mallia)

Dy.Chief Operations Manager (FOIS & Safety)

Copy to:

- (1) Secy. to GM for information of GM please.
- (2) PS-I(Gaz) to AGM for information of AGM please.
- (3) Chief Commissioner of Railway Safety, Ashok Marg, Lucknow,
- (4) Commissioner of Railway Safety, SE. Circle, Kolkata,
- (5) OSD to MT/Railway Board/NDLS for information of MT,
- (6) Principal Executive Director (Safety), Railway Board, New Delhi,
- (7) Director/Safety-I & II, Railway Board, New Delhi.
- (8) PCOM, SDGM, PCE, PCME, PCSTE, PCEE, PCCM, PCMD, PCSO, PCSC, CAO(C) for further circulation within their departments in HQ.
- (9) CPTM, CTPM, CFTM, Dy.COM (Frt), Dy.COM(Spl), Dy.COM(Chg), ECoR/BBS Principal, ZRTI/Sini, S.E. Railway,
- (10) Sr.DOM/KUR, WAT and SBP for further circulation to stations.
- (11) Principal, Zonal Railway Training Institute, Sini, S.E.Railway
- (12) Principal, Multi Disciplinary Training Centre, Marripalem, Visakhapatnam.
- (13) Principal, Multi-Disciplinary Zonal Traing Institute, Rail Vihar, Bhubaneswar

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Addendum and Corrigendum no.15 to G&SR Book(2012) and
20 to G&SR Book(2010) published by East Coast Railway

1	Existing Sub rule No.1.01(1) under heading “Short title and Commencement” shall be replaced as under: GR.1.01(1):These rules may be called the Indian Railways(Open lines) General Amendment Rules, 2020.
2	Existing GR.4.10 (1) under heading “Limits of Speed over facing points” shall be replaced as under: GR.4.10(1): The speed of trains over non-interlocked facing points shall not exceed 30 kilometers an hour in any circumstances and the speed over turn-outs and crossovers shall not exceed its permissible speed or 30 kilometers an hour whichever is less, unless otherwise prescribed by approved special instructions, which may permit a higher speed. (Authority: Gazette of India, Dated- 13.03.2020) (A&C No.15 to G&SR(2012) & 20 to G&SR(2010), Dated:22.04.2020)
3	The Following clause shall be inserted after clause (b) in rule GR.3.12(1): “ (ba) A Modified Semi-Automatic Stop Signal by converting one of the Automatic stop signal in mid-section under special instructions; when the ‘A’ marker is illuminated the signal works as Automatic stop signal, and when the ‘A’ marker is extinguished it works as modified Semi-Automatic stop signal and assumes ‘off’ aspect automatically or is taken ‘off’ manually as required; and” (Authority: Gazette of India, Dated:21.09.2011) (A&C No.15 to G&SR(2012) & 20 to G&SR(2010), Dated:22.04.2020)
4	The Following sub-rules shall be inserted after sub-rule (2) in rule no.GR.9.01: (3)(a) Under special instructions, 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;

(b) The mid-section modified semi-automatic stop signal so provided shall be interlocked with the signals of the station ahead through track circuits or axle counters or both and shall be controlled by the Station Master of the station ahead, the relevant indications whether the signal is in the normal automatic mode or modified semi-automatic mode shall be available to the Station Masters at both the ends;

(c) Advanced starter signal of the station in rear shall be interlocked with the mid-section modified semi-automatic stop signal in such a way that when working with 'A' sign extinguished, the Advanced starter shall assume 'off' aspect or be taken 'off' only when the line is clear upto an adequate distance beyond the mid-section modified semi-automatic stop signal; similarly the mid-section modified semi-automatic stop signal shall assume 'off' aspect automatically or be taken 'off' only when the line is clear upto an adequate distance beyond the Home signal of the station ahead;

(d) During abnormal conditions like fog, bad weather impairing visibility, the mid-section modified semi-automatic stop signal may be worked by extinguishing 'A' marker in the manner prescribed under special instructions and this action shall also ensure that the 'A' marker of the Advanced starter signal of the station in rear and Home signal of the station in advance shall also be extinguished;

(e) The adequate distance mentioned under clause(c) shall not be less than as prescribed under sub-rule (2);

(f) During normal conditions, mid-section modified semi-automatic stop signal shall work as normal automatic stop signal.

(4)(a) When the Loco Pilot finds mid-section modified semi-automatic stop signal with 'A' marker extinguished in 'on' position, he shall stop his train in the rear of the signal and inform this fact to the Station Master of the station ahead on approved means of communication as prescribed under special instructions;

(b) The Station Master of the station ahead may authorise the Loco Pilot to pass the mid-section modified semi-automatic stop signal working with 'A' marker extinguished in 'on' position through approved means of communication after ensuring conditions and procedure prescribed under special instructions;

	(c) In case the Loco Pilot is unable to contact the Station Master of station ahead, he shall pass the signal at 'on' after waiting for five minutes at the signal and proceed cautiously and be prepared to stop short of any obstruction, at a speed not exceeding ten kilometers an hour upto the next Signal and act as per the aspect of this signal; and (d) the Loco Pilot shall report the failure of mid-section modified semi-automatic stop signal to the Station Master of the station ahead. (Authority: Gazette of India, Dated:21.09.2011) (A&C No.15 to G&SR(2012) & 20 to G&SR(2010), Date:22.04.2020)
5	The Following sub-rules shall be inserted after sub-rule (2) in rule no.9.03: (3)(a) Under special instructions, 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; (b) The mid-section modified semi-automatic stop signal so provided shall be interlocked with the signals of the station ahead through track circuits or axle counters or both and shall be controlled by the Station Master of the station ahead, the relevant indications whether the signal is in the normal automatic mode or modified semi-automatic mode shall be available to the Station Masters at both the ends; (c) Advanced starter signal of the station in rear shall be interlocked with the mid-section modified semi-automatic stop signal in such a way that when working with 'A' sign extinguished, the Advanced starter shall assume 'off' aspect or be taken 'off' only when the line is clear upto an adequate distance beyond the mid-section modified semi-automatic stop signal; similarly the mid-section modified semi-automatic stop signal shall assume 'off' aspect automatically or be taken 'off' only when the line is clear upto an adequate distance beyond the Home signal of the station ahead; (d) During abnormal conditions like fog, bad weather impairing visibility, the mid-section modified semi-automatic stop signal may be worked by extinguishing 'A' marker in the manner prescribed under special instructions and this action shall also ensure that the 'A' marker of the Advanced starter signal of the station in rear and Home signal of the station in advance shall also be extinguished;

(e) The adequate distance mentioned under clause(c) shall not be less than as prescribed under sub-rule (2);

(f) During normal conditions, mid-section modified semi-automatic stop signal shall work as normal automatic stop signal.

(4)(a) When the Loco Pilot finds mid-section modified semi-automatic stop signal with 'A' marker extinguished in 'on' position, he shall stop his train in the rear of the signal and inform this fact to the Station Master of the station ahead on approved means of communication as prescribed under special instructions;

(b) The Station Master of the station ahead may authorize the Loco Pilot to pass the mid-section modified semi-automatic stop signal working with 'A' marker extinguished in 'on' position through approved means of communication after ensuring conditions and procedure prescribed under special instructions;

(c) In case the Loco Pilot is unable to contact the Station Master of station ahead, he shall pass the signal at 'on' after waiting for five minutes at the signal and proceed cautiously and be prepared to stop short of any obstruction, at a speed not exceeding ten kilometers an hour upto the next Signal and act as per the aspect of this signal; and

(d) the Loco Pilot shall report the failure of mid-section modified semi-automatic stop signal to the Station Master of the station ahead.

(Authority: Gazette of India, Dated:21.09.2011)

**(A&C No.15 to G&SR(2012) & 20 to G&SR(2010),
Dated:22.04.2020)**

Sd/-
(P.K.Jena)
PCOM