

EAST COAST RAILWAY

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

No. ECoR/Optg/SC/88/C.Slip/G&SR/07/2020

Dated: 03.11.2020

To
The DRMs/KUR, WAT & SBP

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

Addendum/Corrigendum No.17 to G&SR book (2012) and No. 22 to G&SR book (2010) of East Coast Railway 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 the amendment in G&SR book.

DA: Two Pages.

Dm13
03/11/2020
(A.K.Mallia)

Dy.Chief Operations Manager (FOIS & Safety)

Copy to:

- (1) Secy. to GM for kind information of GM please.
- (2) PS-I(Gaz) to AGM for kind 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) CTPM, CFTM, COM(Marketing), CFTM-II, Dy.COM(Spl), Dy.COM(Chg),
Dy.COM(G), ECoR/BBS for further circulation in the concerned sections.
- (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

**Addendum and Corrigendum no.17 to G&SR Book(2012) and
22 to G&SR Book(2010) published by East Coast Railway**

**(1) A New Subsidiary Rule 3.75.05 shall be added below
SR.3.75.04:**

**SR.3.75.05: Intermediate Block Stop Signal Protecting a Level
Crossing Gate:**

(i) Where a Level Crossing Gate is interlocked with Intermediate Block Stop Signal, a legend board shall be provided at the IB Stop Signal with legend "IBS Signal Protecting LC Gate". In such case the Intermediate Block Stop Signal shall be taken 'off' only after obtaining line clear from station in advance and closing and locking of the Level Crossing Gate. In the event of defects at the LC gate the IB Stop Signal shall also deemed to be defective and entire section upto the block station immediately ahead of the Intermediate Block Post shall be treated as one Block section and working of trains shall be governed as per GR.3.75(4) and SR.3.75.03. The LC gate shall be treated as non-interlocked and closure of the gate shall be ensured before despatching a train into the block section.

(ii) When a Loco Pilot is authorised to pass the Intermediate Block Stop Signal at 'ON' under the situations mentioned at SR.3.75.01, the Level Crossing Gate shall be treated as non-interlocked and a private number in assurance of the closure of the gate shall also be given to the Loco Pilot in assurance of gate closure which has been received from the gateman in confirmation of the gate closing.

(iii) (a) When the station master after being contacted over signal post telephone by the Loco Pilot becomes aware that IB Stop Signal is 'ON' due to defects at LC gate, he shall ensure closure of the gate from the Gateman supported by a private number and authorise the Loco Pilot to pass the IB Stop signal at 'ON' and enter the block section ahead by issuing Private number which he had received for line clear from the station in advance and Private number received from the gateman in confirmation of gate closure. The Loco Pilot shall note both the private numbers in his memo book, sound prescribed code whistle, obtain all right signal from the Guard and draw his train ahead cautiously and pass the gate as per his duty prescribed in GR.3.73(2)(b), GR.3.73(2)(c) and SR.16.06.04. He shall resume normal speed after whole of the train passed the level crossing gate subject to other speed restrictions in force.

(b) If the Station Master fails to contact the Gateman he shall authorise the Loco Pilot to pass the IB Stop signal at 'ON' supported by the private number which he had received from station in advance for line clear and advise the Loco Pilot to proceed cautiously and pass the gate as per the duty of Loco Pilot prescribed in GR.3.73(2)(b), GR.3.73(2)(c) and SR.16.03.04. In the above case the Loco Pilot shall resume normal speed after whole of the train passed the Level Crossing gate subject to other speed restrictions in force.

In the above cases before despatching a subsequent train into the section, Station Master shall treat the entire section upto the block station immediately ahead of the Intermediate Block Post as one block section and working of trains shall be governed as per GR.3.75(4), SR.3.75.03 and SR.16.03.04 or SR.16.06.04 as the case may be.

(iv) While complying with the instruction contained in GR.3.75(3), when the Loco Pilot has to pass an IB Stop Signal at 'ON' after waiting for 5 minutes at the signal, he shall follow the procedure for passing the level crossing gate as mentioned at GR.3.73(2)(b) and (c). The speed of the trains in such case shall not exceed 15 Kmph when view ahead is clear, otherwise the speed shall not exceed 8 Kmph.

Sd/--
(P.K.Jena)
Principal Chief Operations Manager