

**Sub: Addendum & Corrigendum No.26 to
G&SR Book(2012) and 31 to G&SR
Book(2010) published by East Coast Railway**

(1) General Rule 1.01 heading “ Short Title and Commencement” is substituted as under:

1. These rules may be called the Indian Railways (Open Lines) General (Second Amendment) Rules, 2023.
2. They shall come into force on the date of their publication in the official Gazette.

(2) General Rule 3.47 under heading ‘Taking ‘off’ signals for more than one train at a time’ shall be substituted as under.

3.47: Taking ‘off’ signals for more than one train at a time.- When two or more trains are approaching simultaneously from any direction, the signals for one train only shall be taken ‘off’, other necessary signals being kept at ‘on’, until the train for which the signals have been taken ‘off’ has come to a stand at the station, or has cleared the station, and the signal so taken ‘off’ for the said train have been put back to ‘on’, except where under special instructions, the interlocking or the layout of the yard renders a contrary procedure safe.

3.47(1) Taking ‘Off’ signals for more than one train at a time when two or more trains are approaching simultaneously from any direction may be permitted over non isolated lines; under special instructions when requirements of adequate distance under Rule 3.40 are fulfilled; and under approved special instructions when requirements of adequate distance under Rule 3.40 are not fulfilled.

NOTE: (a) All such dispensations under GR.3.47(1) shall be separately listed under heading “Simultaneous Movements without Physical isolation” in the SIP & SWR Diagram.

(b) All “Simultaneous Movements without Physical isolation” shall be included in the Station Working Rules along-with instructions as approved under “Special Instructions” or under “approved special instructions”.

(c) Special precautions for allowing directly opposite movements may be considered by the Zonal Railways as per site requirements, if any.

(d) Before permitting movements under GR.3.47(1), local conditions like gradients, speed, curvature, in the yards etc. may be considered.

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- (3) Sub-rule(2) under General Rule 3.13 shall be substituted as under:

(2) A Calling-on signal, where provided, shall be fixed below a Stop signal governing the approach of a train. Under special instructions, a Calling-on signal may be provided below any other stop signal except the last stop signal.

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- (4) Sub-rule (4) under General Rule 3.70 shall be substituted as under:

(4) Where under special instructions a Calling-on signal has been provided below a departure Stop signal, other than the last stop signal, the Calling-on signal shall not be taken 'off' unless the conditions for taking 'off' the departure stop signal above it have been fulfilled.

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- (5) Sub-rule(1)(b) under General Rule 3.81 shall be substituted as under:

(b) by taking 'off' the Calling-on signal, if provided under special instructions, vide sub-rule (2) of Rule 3.13.

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(6) General Rule 5.16 under heading 'Shunting during reception of trains' shall be substituted as under:

5.16: Shunting during reception of trains.- When signals have been taken 'off' for an incoming train on to a line which is not isolated, no shunting movement shall be carried out towards points over which the incoming train is to pass except under special instructions for identified stations where frequent shunting movements take place, and where such points are protected by a Stop Signal or by a Shunt Signal with the precautions to be observed while performing shunting that—

- (a) shunting shall be carried out under supervision of authorised competent railway servant; and
- (b) rake or load should be fully on air brake; and
- (c) the maximum speed during shunting operations shall not exceed 15 kmph.

NOTE: (1) The relaxation of signaled shunting movements under provisos of 5.16 by PCOM may be done as an exception.

(2) In such cases of shunting which are permitted by PCOM under special instructions under GR 5.16, the shunting is to be carried out with Loco in leading towards the point over which incoming train is to pass. Shunting with Loco in pushing should not normally be permitted for shunting movements permitted by PCOM under special instructions.

(3) Additional precautions based on local conditions may be prescribed by PCOM to ensure safety wherever required.

(4) The signaled shunting movements which are permitted under special instructions by PCOM should be clearly endorsed on the Signal Interlocking Plan and Station Working rule diagram.

(5) Since the precautions stated in GR 5.16 are to be exercised by field staff, the details of such movements which have been permitted by PCOM under special instructions should be clearly mentioned in the Station Working Rules along with the list of precautions to be taken as follows:

S.No	Signaled shunting movements permitted under special instructions		Precautions to be taken
	From Shunt Signal No.	Towards point no.(over which incoming train is to pass)	
1			
2			

(6) The dispensation by PCOM under special instructions under GR 5.16 should be processed at the time of approval of Signalling Plans so that no rework is involved subsequently.

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- (7) Sub-rule (3) under General Rule. 8.05 shall be substituted as under:

8.05(3) When signals have been taken 'off' for an incoming train on to a line which is not isolated, no shunting movement shall be carried out towards points over which the incoming train is to pass except as permitted by rule 5.16 of these rules.

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- (8) Sub-rule(2) under General Rule. 8.10 shall be substituted as under:

8.10(2) When signals have been taken 'off' for an incoming train on to a line which is not isolated, no shunting movement shall be carried out towards points over which the incoming train is to pass except as permitted by rule 5.16 of these rules.

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S/d
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