

EAST COAST RAILWAY

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

No. ECoR/Optg/SC/88/C.Slip/G&SR/02/2025

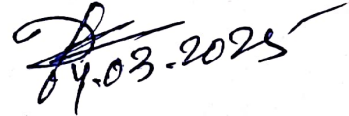
Dated: 04.03.2025

To
The Divisional Railway Manager,
KUR, WAT & SBP

Sub: Addendum & Corrigendum no.34 to G&SR Book of ECoR(2012) &
39 to G&SR Book(2010).

Addendum/Corrigendum No.34 to G&SR book (2012) and No. 39 to G&SR book (2010) of East Coast Railway (No.ECoR/Optg/SC/88/C.Slip/G&SR/01/2025, Date: 04.03.2025) is issued with the approval of PCOM the Authorised Officer. You are requested to arrange for further circulation among all concerned departments in the division to incorporate the amendment in G&SR books of ECoR. Each Train Manager and Loco Pilot shall be given a copy of the above addendum/corrigendum to incorporate the above amendment in their copy of Hand Book for Loco Pilot & Guard issued by ECoR.

Encl: One copy



(D.C.Pradhan)

Asst.Transportation Manager(Traffic Safety)
For Principal Chief Operations Manager

Through E-office/WhatsApp/Paper copy:

- (1) Secy. to GM for kind information of GM please.
- (2) Secy.to AGM for information of AGM please.
- (3) Commissioner of Railway Safety, S.E.Circle, Kolkata
- (4) Director/Safety-I & II, Railway Board, New Delhi.
- (5) PCOM, SDGM, PCE, PCME, PCSTE, PCEE, PCCM, PCSO, for further circulation within their departments in HQ.
- (6) CPTM, CFTM, CTPM, Dy.COM(Frt), Dy.COM(Chg), Dy.COM(IT), Secretary to PCOM, /ECoR/BBS.
- (7) Sr.DOM/KUR, WAT and SBP for further circulation to stations.
- (8) Principal, Zonal Railway Training Institute, Sini, S.E.Railway
- (9) Principal, Multi Disciplinary Training Centre, Marripalem, Visakhapatnam.
- (10) Principal, Multi-Disciplinary Zonal Traing Institute, Rail Vihar, Bhubaneswar

Addendum & Corrigendum No.34 to G&SR Book(2012)
and 39 to G&SR Book(2010) published by East Coast Railway

No. ECoR/Optg/SC/88/C.Slip/G&SR/01/2025 Dated: 04.03.2025

SN	
1	<p>Existing Subsidiary Rule 5.23.01 shall be deleted and substituted as under:</p> <p>5.23.01: Station Masters are responsible for seeing that vehicles are secured in such manner that they cannot be moved so as to obstruct any running line. If for any reason vehicles are allowed to remain on a running line for some time a clear remark in red ink should be made immediately in the train register indicating time and number of running line on which the vehicles are stabled. A record thereof shall be made in the station diary also. The stabled load/vehicle/train shall be secured in the manner prescribed in the Operating Manual of East Coast Railway. In addition following procedures shall also be followed to secure the stable load/vehicle/train.</p> <p>(i) When there are a number of vehicles together, every twentieth-one atleast shall be chained in addition to the end vehicles and the end vehicles shall be secured by skids.</p> <p>(ii) As storm may arise while shunting is being performed, special care must be taken to secure the vehicles which might be left unsecured during shunting. This shall be ensured during stormy weather by supply of wedges and skids being placed near the entrance points of each pair of lines on which the shunting is being conducted.</p> <p>(iii) Particular care must be taken to remove the chains, wedges and skids before wagons are moved or coupled to trains by the person responsible to conduct shunting.</p> <p>(iv) In case of big yards, where vehicles remain stationary on the yard lines other than running lines, the above precautions may be relaxed, however, hand brakes & skids shall be used in that end of the yard where the escaping of vehicles is apprehended.</p> <p>A&C No.34 to G&SR Book(2012) and 39 to G&SR Book(2010) Date-04.03.2025</p>

Sd/-
(Y.N.Babu)
PCOM