

**Addendum & Corrigendum No.31 to G&SR Book(2012)
and 36 to G&SR Book(2010) published by East Coast Railway**

SN	Rules amended
1	<p>Existing Subsidiary Rule 9.14.01 under General Rule 9.14 shall be deleted and substituted as under.</p> <p>SR.9.14.01: At stations on the Automatic Signalling territory when the approach stop signals (Home/Inner Home/Router) and/or departure signals (Starter/Intermediate Starter/Advanced Starter) whether Manual or Semi-automatic (working as manual stop signal) become defective, the Station Master shall hand over to the Loco Pilot a written authority on the prescribed form T/369(3b) authorising him to pass such signal at 'ON'. In case of approach stop signals and/or starter/intermediate starter signal become defective, the written authority shall not be given unless all the points over the route have been set and locked. Hand signal shall also be shown to the departing train at the foot of the defective starter signals. The Loco Pilot after passing Last Stop signal at 'ON' shall take his train upto the next signal in advance in the manner as laid down in General Rule 9.02/9.07 and Subsidiary Rule 9.02.01 (b)/9.07.01(b) as the case may be.</p> <p>A&C No.31 to G&SR Book(2012) and 36 to G&SR Book(2010) Date-16.09.2024</p>
2	<p>Existing Subsidiary Rule 5.10.01 under General Rule 5.10 shall be deleted and substituted as under:</p> <p>SR.5.10.01: When it is necessary to admit a train on a line which is not signalled for reception, the Station Master shall depute a railway servant in uniform to pilot the train giving him a written authority on form T-510. Before handing over the form T-510 to the Pilotman, the Station Master shall have the correct point set, clamped and padlocked for the nominated line and take possession of pad-lock key. The railway servant deputed shall hand over the written authority to the Loco Pilot after the train has been brought to a stop outside the first stop signal pertaining to right line or last stop signal pertaining to wrong line as the case may be. Thereafter, the Loco Pilot shall proceed provided he is in possession of the T-510 and the pilotman has boarded the engine and displays proceed hand signal to pilot the train onto the non-signalled line.</p> <p>A&C No.31 to G&SR Book(2012) and 36 to G&SR Book(2010) Date-16.09.2024</p>
3	<p>Existing clause(14)(c) under Subsidiary Rule 6.02.01 under GR.6.02 shall be modified as under:</p> <p>(c) The station master of the station in advance shall depute a railway servant in uniform at the foot of the signal and thereafter to pilot it into the station on a written authority on form T-510 issued by the Station Master.</p> <p>A&C No.31 to G&SR Book(2012) and 36 to G&SR Book(2010) Date-16.09.2024</p>
4	<p>Existing clause(5)(c) under Subsidiary Rule 6.02.02 under GR.6.02 shall be modified as under:</p> <p>(c) The Station Master in advance shall depute a railway servant in uniform at the foot of the signal (whichever the train would encounter first) who shall stop the train on hand danger signal and thereafter pilot it into the station on a written authority on form T-510 issued by the Station Master.</p> <p>A&C No.31 to G&SR Book(2012) and 36 to G&SR Book(2010) Date-16.09.2024</p>

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