

EAST COAST RAILWAY

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

No. ECoR/Optg/SC/88/C.Slip/G&SR/11/2024

Dated: 22.01.2025

To
The Divisional Railway Manager,
KUR, WAT & SBP

Sub: Addendum& Corrigendum no.33 to G&SR Book of ECoR(2012)

Addendum/Corrigendum No.33 to G&SR book (2012) and No. 38 to G&SR book (2010) of East Coast Railway (No. ECoR/Optg/SC/88/ C.Slip/G&SR/11/2024, Date: 22.01.2025) 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: Four pages


(Sandeep Kumar)

Dy. Chief Operations Manager(Coaching)
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) Chief Commissioner of Railway Safety, Ashok Marg, Lucknow
- (4) Commissioner of Railway Safety, S.E.Circle, Kolkata
- (5) Principal Executive Director (Safety), Railway Board, New Delhi,
- (6) Director/Safety-I & II, Railway Board, New Delhi.
- (7) PCOM, SDGM, PCE, PCME, PCSTE, PCEE, PCCM, PCSO, CAO(C) for further circulation within their departments in HQ.
- (8) CFTM, CFTM-II, CTPM, CSTE(Con), CSTE(Proj), Dy.COM(Frt), Dy.COM(Chg), Dy.COM(IT), Secretary to PCOM, /ECoR/BBS.
- (9) Sr.DOM/KUR, WAT and SBP for further circulation to stations.
- (10) Principal, Zonal Railway Training Institute, Sini, S.E.Railway
- (11) Principal, Multi Disciplinary Training Centre, Marripalem, Visakhapatnam.
- (12) Principal, Multi-Disciplinary Zonal Traing Institute, Rail Vihar, Bhubaneswar

Addendum & Corrigendum No.33 to G&SR Book(2012)
and 38 to G&SR Book(2010) published by East Coast Railway

SN	Rules added/amended
1	<p>Following para shall be inserted in sub-rule (7) of General Rule 3.07:</p> <p>“ Provided that, a colour light Distant signal may be permitted to be combined with the last Stop signal of a station in rear or with an Intermediate Block signal or with a Stop signal protecting a level crossing with arrangements as above, by the Sanctioning Authority (in case of item (a) below- Principal Chief Signal and Telecom Engineer of the concerned Zonal Railway, and in case of item (b), (c) and (d) below-General Manager of the concerned Railway) for the purpose of-</p> <ul style="list-style-type: none"> (a) Interlocking of level crossings outside station limits; (b) Double Distant signaling alongwith corresponding changes at adjacent stations without yard remodeling; (c) Intermediate Block signaling except in section with Slip siding and Catch siding, alongwith corresponding changes at adjacent stations without yard remodeling and; (d) Automatic Block signaling except in section with Slip siding and Catch siding, alongwith corresponding changes at adjacent stations without yard remodelling; <p>A&C No.33 to G&SR Book(2012) and 38 to G&SR Book(2010) Date-22.01.2025</p>
2	<p>Following para shall be inserted in General rule 3.26.</p> <p>“Provided that fixed signals can be brought into use if they have been passed by the Sanctioning Authority (in case of item (a) below- Principal Chief Signal and Telecom Engineer of the concerned Zonal Railway, and in case of item (b), (c) and (d) below-General Manager of the concerned Railway) as being sufficient to secure the safe working of trains, for the purpose of-</p> <ul style="list-style-type: none"> (a) Interlocking of level crossings outside station limits; (b) Double Distant signaling alongwith corresponding changes at adjacent stations without yard remodeling; (c) Intermediate Block signaling except in section with Slip siding and Catch siding, alongwith corresponding changes at adjacent stations without yard remodeling and; (d) Automatic Block signaling except in section with Slip siding and Catch siding, alongwith corresponding changes at adjacent stations without yard remodelling; <p>A&C No.33 to G&SR Book(2012) and 38 to G&SR Book(2010) Date-22.01.2025.</p>
3	<p>In the General Rule 1.02(Definitions) following clause shall be inserted.</p> <p>(28A) “Indian Railway Automatic Train Protection System (IR-ATP) (Kavach), means a radio communication based control system, provided as an additional aid to Loco Pilots of functional Kavach fitted locomotives, in Kavach territory, the use of which shall in no way infringe or override the provisions (codes and manuals) of regular train operation required to be followed by Loco Pilot.”</p>

SN	Rules added/amended
4	<p>Following USR shall be inserted below SR.3.26.01 SR.3.26.02: In IR-ATP (Kavach) territory, when a new signal is erected or existing signal is shifted/modified, the Signal Sighting Committee shall also inspect and certify the signal position in correspondence of the line side signal with the on-board signal and its aspect on the DMI(Driver Machine Interface) display in IR-ATP fitted Loco before it is brought into use. Kavach fitted loco shall be used for conducting sighting committee inspection, at least once in a quarter.</p> <p>A&C No.33 to G&SR Book(2012) and 38 to G&SR Book(2010) Date-22.01.2025</p>
5	<p>Following USR shall be inserted as SR.4.08.02 below General Rule 4.08: SR.4.08.02: In case loco is not fitted with Kavach or Loco Kavach becomes defective, the maximum speed of train shall not exceed 140 Kmph, subject to other speed restrictions.</p> <p>A&C No.33 to G&SR Book(2012) and 38 to G&SR Book(2010) Date-22.01.2025.</p>
6	<p>Following USR shall be inserted as SR.4.08.03 below General Rule 4.08: SR.4.08.03: In IR-ATP fitted loco, as soon as the defective speedometers are noticed, message should be given by the Loco Pilot to the nearest power controller for arranging attention to the defective speedometer or change of Loco at the next crew changing point or earlier, as the case may be. However, in IR-ATP (Kavach) territory, the speed reduction prescribed for coaching trains, when Speedometer of Loco is defective, need not be followed in case Loco is provided with IR-ATP(Kavach) and the speedometer in DMI(Driver Machine Interface) in the respective Cab is working.</p> <p>A&C No.33 to G&SR Book(2012) and 38 to G&SR Book(2010) Date-22.01.2025.</p>
7	<p>Following USR shall be inserted as SR.4.32.02 below General Rule 4.32(C). SR.4.32.02: Before commencement of journey in IR-ATP(Kavach) territory, the Loco Pilot shall boot up on-board Kavach, enter configuration as per the train consist and see whether all parameters are being indicated properly. IR-ATP on-board Loco Kavach will be effective only after passing first Kavach fitted signal in 'OFF' condition.</p> <p>A&C No.33 to G&SR Book(2012) and 38 to G&SR Book(2010) Date-22.01.2025.</p>
8	<p>Following USR shall be inserted as SR.6.01.02 below SR.6.01.01: SR.6.01.02: When report of any accident or obstruction is received by the Station Master in IR-ATP(Kavach) territory, the Station Master shall operate SOS in Station Master Operational Panel cum Indication Panel (SMOCIP) to prevent other functional IR-ATP(Kavach) trains from entering the affected section.</p> <p>A&C No.33 to G&SR Book(2012) and 38 to G&SR Book(2010) Date-22.01.2025.</p>

SN	Rules added/amended										
9	<p>Following USR shall be inserted as SR.6.07.05 below General Rule 6.07.</p> <p>SR.6.07.05:(a) In IR-ATP(Kavach) territory with Kavach functional loco, in the event of unusual circumstances likely to affect the safe and proper working of trains, the loco pilot shall apply SOS to stop other functional IR-ATP(Kavach) trains from approaching the location.</p> <p>(b) In IR-ATP(Kavach) territory with Kavach functional loco, in the event of 'Unusual stop' in the block section, the Loco Pilot shall acknowledge the same else automatic brakes will be applied on all other Kavach fitted locos within its vicinity.</p> <p>A&C No.33 to G&SR Book(2012) and 38 to G&SR Book(2010) Date-22.01.2025</p>										
10	<p>Existing SR.4.11.01 shall be deleted and substituted as under:</p> <p>SR.4.11.01: The speed of trains over interlocked facing points shall not exceed as mentioned below:</p> <table border="1"> <thead> <tr> <th>Standard of Interlocking</th><th>Speed Limit</th></tr> </thead> <tbody> <tr> <td>Standard-I</td><td>50 kmph</td></tr> <tr> <td>Standard-II</td><td>110 Kmph</td></tr> <tr> <td>Standard-III</td><td>140 Kmph</td></tr> <tr> <td>Standard-IV</td><td>160 Kmph</td></tr> </tbody> </table> <p>Note: Those existing installations/Plans showing STD-I(R), STD-II(R), STD-III(R), STD-IV(R) may continue to show them till their replacement.</p> <p>A&C No.33 to G&SR Book(2012) and 38 to G&SR Book(2010) Date-22.01.2025.</p>	Standard of Interlocking	Speed Limit	Standard-I	50 kmph	Standard-II	110 Kmph	Standard-III	140 Kmph	Standard-IV	160 Kmph
Standard of Interlocking	Speed Limit										
Standard-I	50 kmph										
Standard-II	110 Kmph										
Standard-III	140 Kmph										
Standard-IV	160 Kmph										
11	<p>The existing SR.17.04.14(b) shall be deleted and substituted as under:</p> <p>SR.17.04.14(b): Should the Traction Power Controller require to have any isolator switch opened or closed, he shall normally ask any authorized official of the electrical traction branch to carry out the required switching operation. In case of emergency, he may, however, ask the Station Master, Yard Master or Pointsman to operate such isolator switches. For that purpose practical training shall be imparted to them by the Electrical Traction branch in co-ordination with Station in-charge/DTI of the section. After completion of the practical training, oral test shall be done and assurance of trained staff shall be taken in respect to having knowledge to operate the isolator and competency certificate no-10 shall be issued by the DEE (Trd)/ADEE(Trd). The Station Master or Yard Master or Pointsman shall not operate the isolator unless they are in possession of a Competency certificate issued by DEE(Trd)/ADEE(Trd). The competency certificate shall be valid for a period of five years from the date of issue and shall be renewed before the expiry of the period of validity.</p> <p>A&C No.33 to G&SR Book(2012) and 38 to G&SR Book(2010) Date-22.01.2025.</p>										
12	<p>Form no.T/A-912 circulated vide USR.9.12 of Railway Board (A & C no.30 to G&SR Book of of ECoR) shall be replaced (enclosed).</p> <p>A&C No.33 to G&SR Book(2012) and 38 to G&SR Book(2010) Date-22.01.2025.</p>										

S/d-
(Y.N.Babu)

(Principal Chief Operations Manager)

(Zone Name) RAILWAY

Form No. T/ A 912**

Sr. No. _____

**AUTHORITY TO PASS AUTOMATIC/SEMI AUTOMATIC/MANUAL
STOP SIGNAL/GATE STOP SIGNALS**

(Loco Pilot / Train Manager / Station Master's Record)

Station _____

Time: _____ hours _____ mins

Date _____

To _____

The Motorman/ Loco Pilot of Engine/ Train/ Unit No. _____ UP/ DOWN.

(a) Automatic Signalling has failed and you are, hereby authorized to pass all Automatic signals between _____ station and _____ station. In addition, you are also authorized to pass Semi-Automatic / Manual Stop Signal / gate stop signals on being hand signalled past such signals by a railway servant in uniform, the hand signals being displayed except as provided for in clause 'b'.

(b) When running in wrong line (i) you must ascertain those points of outlying sidings, where provided, are correctly set and locked and/or the level crossing gates Nos. _____ are closed and (ii) hand signals are displayed by the railway servant in uniform at the points/level crossing gates before passing them.

Here indicate distinguishing Number of all signals to be thus passed _____

CAUTION ORDER

Your Train is going to pass signal/s at ON, speed shall be restricted to **25 kmph** when view is clear and **10 kmph** when approaching or passing any portion of the line where the view ahead is not clear due to curve, obstruction, rain, fog subject to observance of other speed restriction in force.

The speed over facing points, if any, being restricted to 15 kmph.

Signature and Stamp of Station Master

I have understood the contents of this authority.

Signature of Train Manager _____ Date: _____ Time _____ Hours _____ min

Signature of Loco Pilot / Motorman _____ Date: _____ Time _____ Hours _____ min

****T/A 912 shall always be issued along with one of these forms - T/B 602, T-511, T/F 602 or as prescribed in the SR of the Zonal Railway.**