

**24<sup>th</sup> Addendum and Corrigendum (Revised and Reprinted 2003)/2<sup>nd</sup> addendum and corrigendum (Revised and Reprinted 2012) to the general and subsidiary Rules Book.**

1. The following shall be incorporated as SR 15.18 (a) and renumbering the existing Para after SR 15.18 (a) accordingly:-

SR 15.18 (a) light motor trolley/moped trolley/scooter trolley shall be treated as motor trolley. Working of motor operated light motor trolley/moped trolley/scooter trolley shall be same as motor trolley.

(Authority : executive director/safety/Railway board's letter no. 2014 safety (A &R) 19/13 dated/ 07.07.14)

Kolkata  
Dated 02/12/2014

Ambrish K. Gupta  
CHIEF OPERATIONS MANAGER

**25<sup>th</sup> Addendum and Corrigendum (Revised and Reprinted 2003)/3<sup>rd</sup> addendum and corrigendum (Revised and Reprinted 2012) to the general and subsidiary Rules Book.**

1. The following shall be substituted for existing GR 1.01

GR 1.01 short title and commencement-

1. These rules may be called the Indian Railways(Open Lines) General Rules 2014.
2. They shall come into force on the date of their publication in the Official Gazette (07.11.2014).
2. Delete the existing GR 4.35 (3) and the following sub rule shall be substituted, namely:-

GR 4.35(3): The Guard shall not give the signal for starting unless he has satisfied himself that except in accordance with special instruction, no person is traveling in any compartment or vehicle or roof of the vehicle not intended for the use of passengers. Guard, Loco Pilot or Assistant Loco Pilot shall take help, if necessary from government Railway Police, Railway Protection Force and station staff to remove the unauthorized persons from the compartment or vehicle or roof of the vehicle.

(Authority: Gazette Notification No. G&SR 775/E) dated 02-11-2014 and Executive director/safety/Railway board's letter no. 2014 safety (A &R) 19/12dated/ 20.11.14)

Kolkata  
Dated 11/12/2014

Ambrish K. Gupta  
CHIEF OPERATIONS MANAGER

**26<sup>th</sup> Addendum and Corrigendum (Revised and Reprinted 2003)/4<sup>th</sup> addendum and corrigendum (Revised and Reprinted 2012) to the general and subsidiary Rules Book.**

1. The following shall be incorporated as SR 4.21[1] [a] and renumbering the existing Para after SR 4.21[1] [a] accordingly:-

4.21[1] [a]; GR 4.21(1) and 2(b) shall also be applicable for working of trains by diesel loco having twin cab.

(Authority: Executive director/safety/Railway board's letter no. 2014 safety (A &R) 19/20 dated/ 15.01.2015)

Kolkata  
Dated:- 04/02/2015

Ambrish K. Gupta  
CHIEF OPERATIONS MANAGER

**27<sup>th</sup> Addendum and Corrigendum (Revised and Reprinted 2003)/5<sup>th</sup> addendum and corrigendum (Revised and Reprinted 2012) to the general and subsidiary Rules Book.**

1. The following shall be incorporated after the existing Para of SR 3.78 (ii)(b)

SR 3.78 (ii)(b): However, the “learning road” for engine crew and guard in respect of siding will be as under:-

Duration of absence	Number of Trip
06(six) months To 02(two) years	01(one) Trip
Over 02(two) years	02(two) Trips

The scale of Trips maintained above would apply to all systems of working.

2. Delete the existing SR 4.19( c ) and substitute by the following SR:  
SR 4.19 [c] personal equipment of Guards working suburban trains should contain the following as standardized item:-
- [i] General and subsidiary rules book accident manual and block working manual.
  - [ii] Working Time Table
  - [iii] Detonators- In a case containing ten
  - [iv] Hand Signal flags
    - [a] Sticks-2 [b] Flag-3 (red-2 green-1)
  - [v] A tri-colour battery operated hand signal lamp/LED based hand signal lamp
  - [vi] Wrist watch
  - [vii] First Aid Box
  - [viii] whistle

OR

Guard and Loco Pilot working in EMU/MEMU suburban train will carry the following as his personal items-

- (i) Hand Signal flags
  - [a] Sticks-2 [b] Flag-3 (red-2 green-1) and Tri-colour battery operated hand signal lamp
- (ii) Working Time Table (for both) and rough journal book[ for Guard only]
- (iii) Wrist watch and two pairs of spectacles (if he is required to wear these under medical advise)

The following other essential equipments to be provided in the in built equipments box in the compartment or EMU/MEMU which to be used both by Guard as well as by the Loco Pilot of the train.

- (i) G&SR book and block working manual (with all up-to-date correction slip)
- (ii) Accident manual(with all up-to-date correction slip)
- (iii) 10 no. of Detonators (in a case)
- (iv) First Aid Box with full compliments.

Kolkata  
Dated:- 16/04/2015

Suchitto Kumar Das  
CHIEF OPERATIONS MANAGER

**28<sup>th</sup> Addendum and Corrigendum (Revised and Reprinted 2003)/6<sup>th</sup> addendum and corrigendum (Revised and Reprinted 2012) to the general and subsidiary Rules Book.**

**1. The following shall be substituted for existing GR 1.01-**

**GR 1.01 Short title commencement-**

1. These rules may be called Indian Railways (open lines) General Rules 2015.
2. They shall come into force on the date of their publications in the official Gazette (16.03.2015)

**2. Delete the existing GR 3.36(2) (a) and substitute by the following GR.**

GR 3.36 (2) (a) in case to avert an accident-

- (aa) Where starter and Advanced starter taken 'off' for departing trains that is trains starting from station after coming to stop are required to put back for the purpose of movement to another train for precedence or crossing shall be put back only after taking following precautions:-
  - (i) relevant starter and advance starter may be replaced to 'on' position and there after the loco pilot of the train for which the signals had been taken of shall be advised by on-duty Station Master through a secured means of communication are not available, through a written memo to the effect that the said signals have been replaced to 'on' and that the loco Pilot shall not start;
  - (ii) Till the loco pilot has been advised through secured means of communication referred to in sub-clause(1) or through a written memo and his acknowledgement received, the route set shall not be altered except to avert an accident; or

(Authority: Gazette Notification No. G&SR 194(E) dated 16-03-2015 Executive director/safety/Railway board's letter no. 2012 safety (A &R) 19/5 dated/ 06.05.2015)

**3. Delete the existing SR 4.50(b) and substitute by the following SR.**

S.R 4.50(b): whistle boards are provided with a view to pre-warn the loco pilot/motorman about an approaching level crossing and for sounding the whistle/horn [vide serial no.11(a)(i) under SR 4.50(a)] to warn the staff who may be working on the line as well as the gateman and road users at level crossing about the approaching train. The loco pilot/motor man shall sound the whistle/horn intermittently up to the site of work from 'W' board . At level crossings, an intermittent whistle from W/L board to RW/L board and continuous whistle from RW/L board up-to level crossing shall be sounded.

Types of whistle boards –

There are three types of whistle boards. The board shall consists of a 0.6 M square boards painted in yellow with appropriate letters in black and fixed on a post painted with 0.3 M high bands of white and black keeping the underside of the board at a height of 2.0 M above rail level. The board shall not be illuminated at night.

- (i) whistle board as per fig(A) with the letter 'W' of size 0.3 M shall be provided on approaches of curves and cuttings at a point from where visibility of the line ahead is limited to 800 M or less on BG.

- (ii) Repeater whistle boards as per fig(B) with the letters 'RW/L' shall be provided on the approaches of unmanned level crossings at a distance of 250 Meters on either side followed by W/L boards.

NOTE – If W/L board of on LC is located near the RW/L board or within the continuous whistling zone of another LC (i.e . within 250 meters of LC ), then the whistling code of RW/L board should be followed.

- (iii) Whistle board as per fig( c) with the letter 'W' of size 0.3m shall be provided on approaches of curves and cutting at a point from where visibility of the line ahead is limited to 800m or less on BG.

2. The following shall be included in existing SR 4.50 (a) 11(a) (ii) as SR 4.50 (a) 11(a) (ii) (h)-

SR 4.50 (a) 11(a) (ii) as SR 4.50 (a) 11(a) (ii) (h)-continuous whistle from RW/L board upto level crossing sounded at unmanned level crossing.

Kolkata  
Dated:- 13/06/2015

Suchitto Kumar Das  
CHIEF OPERATIONS MANAGER

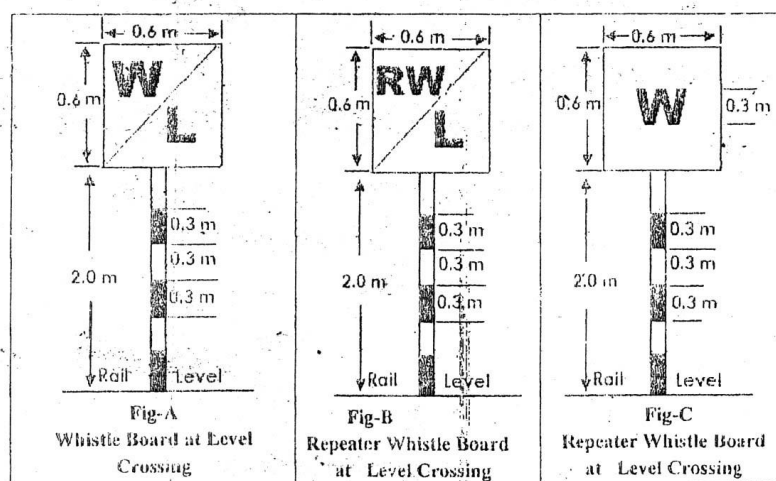
**29<sup>th</sup> Addendum and Corrigendum (Revised and Reprinted 2003)/7<sup>th</sup> addendum and corrigendum (Revised and Reprinted 2012) to the general and subsidiary Rules Book.**

- 1. Delete the existing SR 4.50(b) of correction slip no. 28<sup>th</sup> /6<sup>th</sup> and substitute by the following SR.**

SR 4.50(b): W/L boards are provided with view to pre warn the Loco Pilot/Motor man about an approaching manned/unmanned level crossing and for sounding the whistle/horn [vide serial no. 11(a) (i) under SR 4.50 (a) ] to warn the gateman and road users at level crossing about the approaching train the Loco Pilot/Motorman shall sound the whistle/horn intermittently from 'W/L' board.

There are two types of whistle boards for level crossing i.e. W/L and RW/L these boards shall consist of a 0.6m square board painted in yellow with appropriate letters in black and fixed on a post painted with white and black keeping the underside of the board at a height of 2.0m above rail level. The board shall not be illuminated at night.

- (i) Whistle boards are shown in fig(a) with the letters W/L shall be provided on the approach of all unmanned and manned level crossing at a distance of 600 meters on either side of the level crossing. Loco Pilot/Motorman must sound whistle/horn immediately after sighting the whistle board as 4.50 (b) above to give a very effective audible warning to the road users/motor vehicle as below-
  - (a) Intermittent whistle from W/L board level crossing gate at man level crossing gate.
  - (b) Intermittent whistle from W/L board to RW/L board and continuous whistle from RW/L board up to level crossing shall be sounded at unmanned level crossing.



- (ii) Whistle board as shown in fig(B) with the letters W/L shall be provided on the approach of all unmanned and manned level crossing at the distance of 600meters on either side of the level crossing. Loco Pilot/Motorman must sound whistle/horn immediately as per above procedure after sighting the whistle board till the full train has passed the level crossing to give a very effective audible warning to the road users/ Motor vehicle Loco Pilots about the approaching train.

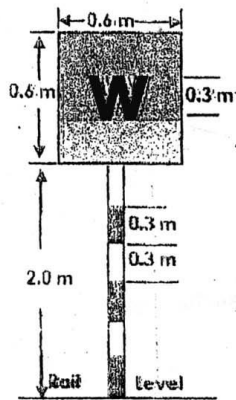


Fig-A  
Whistle Board at Curves and  
Cuttings

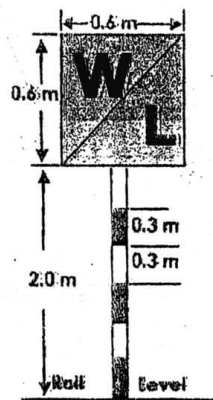


Fig-B  
Whistle Board at Level  
Crossing

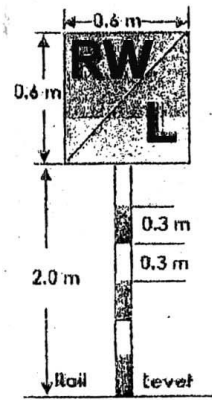


Fig-C  
Repeater Whistle Board at  
Level Crossing

- (iii) Repeater whistle boards as per fig ( C) with the letters “RW/L” shall be provided on the approaches of all level crossings at a distance of 250 meters on either side followed by W/L boards.

NOTE: If W/L board of one LC is located near the RW/L board or within the continuous whistling zone of another LC(i.e. within 250 meters of LC), then the whistling code of RW/L board should be followed.

Kolkata  
Dated:-01/06/2015

Suchitto Kumar Das  
CHIEF OPERATIONS MANAGER

**30<sup>th</sup> Addendum and Corrigendum ( Revised and reprinted 2003) ./ 8<sup>th</sup> Addendum and Corrigendum ( revised and reprinted 2012) to the General and subsidiary Rules book**

1. Delete the existing SR.4.19 (A) and substitute by the following SR.  
SR 4 .19(a) (xvii) : Walkie –Talkie for communication with LCO pilot /Station Master
2. The following shall be incorporate as para SR 4.19 © (iii) and re- numbered the remaining item .

SR 4.19 © (iii): Walkie –Talkie for communication with station master (Guard of suburban /EMU/MEMU train will be in possession of walkie talkie set before ‘Sign –in ‘and declare it in the ‘Sign –on ‘register.

Kolkata  
Dated:-13/10/2015

Suchitto Kumar Das  
CHIEF OPERATIONS MANAGER

**31<sup>st</sup> Addendum and Corrigendum (Revised and Reprinted 2003)/9<sup>th</sup> addendum and corrigendum (Revised and Reprinted 2012) to the general and subsidiary Rules Book.**

**1. The existing provisions of SR 16.03 (iii) (a) shall be deleted and following shall be substituted.**

SR 16.03(iii) (a) working instructions of Non interlocked level crossing Gates with normal position “Closed to Road Traffic” provided with telephone-

- (i) Normal position of the Level Crossing Gate being “closed to Road Traffic” provided it should always be in closed condition against road traffic except when it is opened for passage of road traffic over the Level Crossing Gate subject to conditions prescribed below.
- (ii) The Station Master/Cabin Master before permitting each train to enter into block section shall ask gateman on the telephone by giving a private number along with train no. & time whether, LC Gate is closed against road traffic for the passage of said train. The Gate man only after ensuring that the LC gate is actually closed and locked against road traffic shall give a private number to the Station Master/Cabin Master as assurance of gate being closed and locked against road traffic.
- (iii) The Station Master/Cabin Master shall not permit any train to enter the block section unless he is assured of the closure and locking the gate by the gateman supported by exchanging private number.
- (iv) When the gateman desires to open the gate for passage of road traffic he should ensure that
  - (a) he has not exchanged any private number with station/Cabin as per (a) (ii) above or
  - (b) if he has exchanged private number with station master/cabin master the whole of the train with last vehicle indicator has passed over the level crossing gate and the Station Master/Cabin Master has not exchanged private number with him for any other movement immediately in rear of that train or on the adjacent line(s)

Before opening the gate for road traffic, he shall display flag/danger signal at either side of the track at a distance of 5meters away from the LC Gate. Then he shall open the LC gate for passing the road traffic keeping a red flag/ red hand signal lamp ready in his hand to stop approaching train, if required.

- (v) In case the Gateman is not responding on the telephone or in case the telephone becomes defective or private number is not received from the Gateman, the Station Master shall adhere to the procedure prescribed in SR 16.03(iii) (c)
- (vi) In the event of failure of telephone if the LC Gate is required to be opened for the passage of road traffic the gateman shall look out in both directions before opening the LC Gate to ensure that no train is approaching from either end. He shall then plant a banner flag during day and hand signal lamp with red light during night 5meters away from the LC Gate on the track on either side. He will thereafter open the LC Gate for passing the road traffic keeping a red flag/red hand signal lamp ready in his hand to stop approaching train, if any.



**32<sup>nd</sup> Addendum and Corrigendum ( Revised and reprinted 2003) ./ 10<sup>th</sup> Addendum and Corrigendum ( Revised and reprinted 2012) to the General and subsidiary Rules book.**

**1.The following shall be substituted in the existing SR5 .19(iii) & (iv) as follows :-**

**SR 5.19(iii)** : When at a interlocked station with cabin , the load of a train is unavoidable stables on running line , the line must be blocked by the Station Master on duty by exchanged Private Number with the cabins. Where only one panel /EI /RRI Cabin controllers movements of a station SM /ASM must exchange Private Numbers with the Section Controller pf Blocking the concerned line .

In addition, a safety coller must be fixed on the relevant slot /slide of the Home Signals levers in the respective cabins after arrival of train in the line . In case of station with panel cabin safety cap shall also be put /placed on the relevant /concerned buttons of the panel after arrival of train .

When a train is detained on a running line for crossing or giving precedence or for more than15 minutes for any other reason ,the above mentioned procedure of line blocking should be followed immediately with an entry in Train Signal register , Log Register and Line Block Register with red ink.

At interlocked stations not provided with cabins the relevant keys for both directions will be kept in the personal custody at the Station master on duty.

Where one Home signal applies to more than one line the safety coller shall be fixed on the concerned points lever.

(iv) Whenever loads of train are stabled on running lines as mentioned in SR 5.19 (iii) above suitable entries will be made in the Station Master`s diary, the respective train signals register /Log Registers and Lone Block register with red ink

**3. Delete the existing form under G & SR appendix ‘D’ –I of Sl no. 27 & 28 and substituted by the following :**

Sl.no.	Description	No.	Font colour
27	Line clearing inquiry and reply message booking the event of failure /suspension/non-provision of block instruments train dispatching station	T /A 1425	Black
27(a).	Line clear inquiry and reply message book in the event of failure / suspension /non-provision of block instrument train receiving station	T /B 1425	Black
28.	Paper line clear Ticket ( Down)	T/D 1425	Blue

**33<sup>rd</sup> Addendum and Corrigendum ( Revised and reprinted 2003) ./ 11<sup>th</sup> Addendum and Corrigendum ( Revised and reprinted 2012) to the General and subsidiary Rules book.**

1. The following shall be incorporated as SR4.11(ii) and renumber the existing SR as SR4.11(1):-

SR 4.11(ii) requisite speed indicator board, depending upon type of turn-out should be provided at prescribed locations for guidance of Loco Pilots.

Kolkata  
Dated:- /06/2016

Sanjay Singh Gehlot  
CHIEF OPERATIONS MANAGER

**34<sup>th</sup> Addendum and Corrigendum ( Revised and reprinted 2003) ./ 12<sup>th</sup> Addendum and Corrigendum ( Revised and reprinted 2012) to the General and subsidiary Rules book.**

1. The following shall be incorporated as SR5.23 (v) (c) after the existing SR 5.23 (v) (b):-

SR 5.23 (v) (c): If MR Pressure starts dropping while train is stationary, Loco Pilot has to secure the Loco with the wedges and in case of coaching train guard has to secure the last vehicle with wedges.

(Authority, Director / Safety/ Railway Boards letter No. 2012/Safety (A&R)/19/1 dated 09.09.2016.

Kolkata  
Dated:- 27 /09/2016

Sanjay Singh Gehlot  
CHIEF OPERATIONS MANAGER

3. Delete the existing form under of GR14.25 (1) at a page no 202 of 2012 edition& page no 270 of 2003 edition and shall substitute by the following :-

Eastern Railway  
Paper line clear Ticket  
( Loco Pilot/ Record )

Down form no .T/D -1425  
Sr no .....

Number of train .....down ( description ).....

Date ..... time .....hours .....minutes.....  
From station master .....

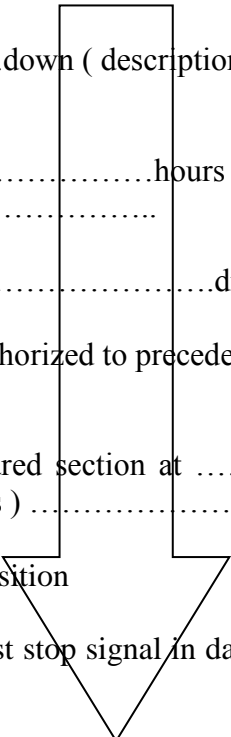
To the loco pilot of train no .....dn.

The line is clear and you are authorized to precede to.....station

Last train no .....cleared section at .....station private . ( in words) .....( in figures ) .....

Authority it pass signal at on position

\* You are authorized to pass last stop signal in danger, when the signal is interlocked with block instrument



Signature of station master

Station (Master Stamp)

\* Strike out whichever is not application