

**EAST CENTRAL RAILWAY**

Office of the  
Principal Chief Operations Manager  
ECR/Hajipur  
Date-26.11.2025

NO. ECR/Optg Safety/G&SR/24/505

**Divisional Railway Manager**  
East Central Railway.  
DHN, DNR, DDU, SEE & SPJ.

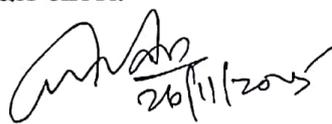
**Sub: Correction slip No. 12 to General & Subsidiary Rule Book of ECR (English Edition -2018**

Correction Slip No. 12 to the General & Subsidiary Rule Book, Edition-2018 of East Central Railway (English version) containing 16 items is hereby issued and forwarded for necessary compliance.

The Hindi version of Correction Slip No. 12 will be circulated shortly.

Divisions are requested to ensure immediate circulation of the correction slip for updating the G&SR book and to implement the same with immediate effect.

DA: As above

  
(Arvind Kumar Roy)  
Dy COM/Plg.  
ECR/Hajipur

Copy to:

1. PED/ Safety Rly. Board/New Delhi
2. Secy. to GM-for kind information of GM
3. PS-1-kind information to AGM/ECR
4. PCSO, PCCM, PCE, PCEE, PCME, PCSTE, CELE, CME/Diesel & Disaster Management- for information please.
5. PCOM-ER, SER, NER, NCR, NFR, NR & WCR for information please.
6. Sr.DOM-DHN, DNR, DDU, SEE & SPJ-for compliance please.
7. Sr.DSO- DHN, DNR, DDU, SEE & SPJ-for compliance please
8. PRINCIPAL-ZRTI/MFP-for information please
9. PRINCIPAL-ZRTI/Bhuli/Dhanbad for information please
10. In charge Safety Camp-DHN for information please
11. Principal-DTC/DNR, DDU, &SPJ-for information please
12. CAO-North/MHX-for information please
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**EAST CENTRAL RAILWAY**

Last Correction Slip No.11 dated 14.01.2025

**CORRECTION SLIP No - 12**

[GR & SR BOOK-2018]

The following corrections with 16 items have been made in GR & SR Book (English Edition- 2018) and being sent for necessary compliance.

**Item No. 01**

On page No.1, Delete the existing Sub-rule (1) and (2) of GR 1.01 and substitute the following in its place-  
**SHORT TITLE AND COMMENCEMENT. -**

- (1) These rules may be called the Indian Railways (Open Lines) General (Third Amendment) Rules, 2024.
- (2) They shall come into force from the date of their publication in the Official Gazette.

C/S No. 12 to G&SR-2018/ECR, Dated - 25.11.2025

[Ref. - The Gazette of India notification No. – GSR 01( E ) dated- 31.12.2024 & Railway Board letter No.2022/ Safety(A&R)/19/05 dated 20.01.2025 ]

**Item No. 02**

On page No. 04, add the following as new Rule (28A) of GR 1.02 –

- (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.

C/S No. 12 to G&SR-2018/ECR, Dated - 25.11.2025

[Ref. - The Gazette of India notification No. – GSR 01( E ) dated- 31.12 2024 & Railway Board letter No.2022/ Safety(A&R)/19/05 dated 20.01.2025 ]

**Item No. 03**

On page No.20, Add the following as 2nd para of sub rule (7) of GR 3.07:-

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 them (b), (c) and (d) below — General Manager of the concerned Railway) for the purpose of-

- (a) Interlocking of level crossings outside station limits;
- (b) Double Distant signaling alongwith corresponding changes at adjacent stations without yard remodelling;
- (c) Intermediate Block signaling except in section with Slip siding and Catch siding, alongwith corresponding changes at adjacent stations without yard remodelling; and
- (d) Automatic Block signaling except in section with Slip siding and Catch siding, alongwith corresponding changes at adjacent stations without yard remodelling."

C/S No. 12 to G&SR-2018/ECR, Dated - 25.11.2025

[Ref. = The Gazette of India notification No. – GSR 778 ( E ) dated- 23.12.2024 & Railway Board letter No.2022/ Safety(A&R)/19/26 dated13.01.2025]

*Ymra*  
25/11/25



**Item No. 04**

**On page No.39, Add the following as 2<sup>nd</sup> para of GR 3.26 :-**

**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-**

- (a) Interlocking of level crossings outside station limits;**
- (b) Double Distant signaling alongwith corresponding changes at adjacent stations without yard remodelling;**
- (c) Intermediate Block signaling except in section with Slip siding and Catch siding, alongwith corresponding changes at adjacent stations without yard remodelling; and**
- (d) Automatic Block signaling except in section with Slip siding and Catch siding, alongwith corresponding changes at adjacent stations without yard remodelling.**

**C/S No. 12 to G&SR-2018/ECR, Dated - 25.11.2025**

[Ref. - The Gazette of India notification No. – GSR 778 ( E ) dated- 23.12.2024 & Railway Board letter No.2022/ Safety(A&R)/19/26 dated13.01.2025]

**Item No. 05**

**On Page No.39, Add the following as new sub-rule (iii) to SR 3.26 and read the existing rule as sub-rule (iv).**

- (iii) 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 quarter.*

**C/S No. 12 to G&SR-2018/ECR, Dated - 25 .11.2025**

[Ref. - Railway Board letter No.2022/ Safety(A&R)/19/05 dated 20.01.2025]

**Item No. 06**

**On page No.96, Add the following as new sub-rule (3) &(4) to SR 4.08**

- (3) In case Loco is not equipped with Kavach or Loco Kavach become defective, the maximum speed of train shall not exceed 140 Kmph, subject to other speed restrictions.*
- (4) In IR-ATP fitted loco, as soon as the defective speedometers are noticed, message should be given by the LP 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.*

**C/S No. 12 to G&SR-2018/ECR, Dated - 25 .11.2025**

[Ref. - Railway Board letter No.2022/ Safety(A&R)/19/05 dated 20.01.2025]

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**Item No. 07**

**On page No.134, Add the following as new sub-rule (vii) to SR 4.32**

*(vii) 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.*

C/S No. 12 to G&SR-2018/ECR, Dated - 25.11.2025

[Ref. - Railway Board letter No.2022/ Safety (A&R)/19/05 dated 20.01.2025]

**Item No. 08**

**On Page No. 140, Delete the existing sub-para (e) to SR 4.42(2) and substitute the following in its place-**

*(e) Signal exchange lights of approved design, wherever provided outside the locomotives/SLRs/brakevans/Vande Bharat train sets may be operated by Loco Pilot/Assistant Loco Pilot/ Train Manager for the purpose of exchanging signals with station staff/train passing staff/running staff of adjacent trains. In case the signal exchange light is defective, the existing GR 4.42 and SR thereto should be followed. Further, signal exchange light does not absolve Loco Pilot/Assistant Loco Pilot/Train Manager from observance of the signal exchange given by station staff/train passing staff/running staff of adjacent trains.*

C/S No. 12 to G&SR-2018/ECR, Dated - 25.11.2025

[Ref. - Railway Board letter No.2025/ TT-IV/12/10 dated 09.05.25]

**Item No. 09**

**On page No.151, Add the following as new para (g) and (h) of sub-rule (1)(i) to SR 4.65 –**

*(g) Adequate distance of 250 m to be maintained between each track machine while moving in a convoy in traffic block.*

*(h) First track machine while moving in convoy in traffic block shall move with maximum permissible speed and following track machines in convoy shall move with the speed of 40 Kmph or lowest maximum permissible speed in the group whichever is lower duly following TSR/PSR in the section.*

C/S No. 12 to G&SR-2018/ECR, Dated - 25.11.2025

[Ref. - Railway Board letter No.2024/ Track-III/TK/2 dated 04.04.25]

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25/11/25*



**Item No. 10**

**On page No.195, Add the following as new sub-rule (2) to SR 6.01 and read the existing SR as sub-rule (1) –**

- (2) 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.*

C/S NO. 12 to G&SR-2018/ECR, Dated- 25.11.2025

[Ref. - Railway Board letter No.2022/ Safety (A&R)/19/05 dated 20.01.2025]

**Item No. 11**

**On page No.217, Add the following as new sub-rule (5) to SR 6.07 –**

- (5)(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.*

- (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.*

C/S NO. 12 to G&SR-2018/ECR, Dated- 25.11.2025

[Ref. - Railway Board letter No.2022/ Safety (A&R)/19/05 dated 20.01.2025]

**Item No. 12**

**On page No.256, Delete the existing para (7) of S.R 9.12/2(A) and substitute the following in its place -**

- 7. After ensuring that the first train has arrived safely at the station ahead of the affected section, the loco Pilot /Motorman of all subsequent trains may be permitted to run at their sectional speed duly proceeding with great caution from one kilometer before the semi-Automatic /Manual First Reception Stop Signal, subject to other speed restriction in force. The speed over facing points, if any, being restricted to 15 KMPH.*

C/S No. 1 to G&SR-2018/ECR, Dated - 25 .11.2025

[Ref. - Railway Board letter No.2024/ TT-IV/12/10 dated 08.04.2025]

**Item No. 13**

**On page no. 366, in 4<sup>th</sup> line of SR 17.08 (vii)(d)(ii), Delete the existing '120 meters' and substitute '250 meters' in its place.**

C/S NO. 12 to G&SR-2018/ECR, Dated- 25.11.2025

Ref. - Railway Board letter No.2024/ Track-III/TK/2 dated 04.04.25]

**Item No. 14**

**On Page No. 367, Delete the existing Para (x) of S.R 17.08 and substitute the following in its place.**

- (x) (a) Adequate minimum distance of 250 meters to be maintained between each tower wagon while moving in convoy in traffic block and it should be specifically mentioned in the Caution Order.*
- (b) First Tower Wagon while moving in convoy in traffic block shall move with maximum permissible speed and following Tower Wagons in convoy shall move with the speed of 40 Kmph or lowest maximum permissible speed in the group whichever is lower duly following TSR/PSR in the section.*

C/S NO. 12 to G&SR-2018/ECR, Dated- 25.11.2025

Ref. - Railway Board letter No.2024/ Track-III/TK/2 dated 04.04.25]

*Yona*  
*25/11/25*



**Item No. 15**

Delete the existing form No. T/A 912 appearing under Appendix C (on Page 414) and substitute the following in its place.

<b>E.C.RAILWAY</b>		<b>Form No. T/A 912**</b> Sr. No. _____
<b>AUTHORITY TO PASS AUTOMATIC/SEMI AUTOMATIC/MANUAL STOP SIGNAL/ GATE STOP SIGNALS</b> <b>(Loco Pilot/Train Manager/Station Master's Record)</b>		
Station _____	Time: _____ hours _____ mins	
Date _____		
To _____		
The Motorman/Loco Pilot of Engine/Train/Unit No. _____ UP/DOWN.		
<p>(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'.</p> <p>(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.</p> <p>Here indicate distinguishing Number of all signals to be thus passed _____</p>		
<b><u>CAUTION ORDER</u></b>		
Your Train is going to pass signal/s at ON, Speed shall be restricted to <b>25 kmph</b> , when view is clear and <b>10 kmph</b> 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 _____ mins	
Signature of Loco Pilot/Motorman _____	Date _____ Time _____ Hours _____ mins	

**\*\* 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 ECR.**

**\*\* When T/A 912 is Issued along with other forms most restrictive speed mentioned in given forms must be followed.**

C/S No. 12 to G&SR-2018/ECR, Dated - 25.11.2025

[Ref. -Railway Board letter No.2024/ TT-IV/12/10 dated 08.04.25]

*Handwritten signature and date: 25/11/25*



Item No. 16

Delete the existing form No. T/D 912 appearing under Appendix C (on Page 419) and substitute the following in its place.

<b>E.C RAILWAY</b>		Form No. T/D 912 Serial No. _____
<b>AUTHORITY FOR WORKING OF TRAINS DURING PROLONGED SIGNAL FAILURE IN AUTOMATIC BLOCK SYSTEM (Loco Pilot/ Train Manager/Station Master's Record)</b>		
Station _____	Time: _____ hours _____ mins	
Date _____		
To _____		
The Motorman/ Loco Pilot of Engine/ Train/ Unit No. _____ UP/DOWN.		
<b><u>AUTHORITY TO PROCEED</u></b>		
1. All signals between _____ station and _____ station have failed.		
2. Line clear has been received from _____ station under his Private No. (in words) _____ (in figures) _____.		
3. You are authorized to work your Engine/Train/Unit No. _____ up to the Semi-Automatic/Manual First Reception Stop Signal of _____ station and there after be guided by the aspect of the Semi-Automatic/Manual First Reception Stop Signal or the instructions from the Station Master of the _____ station.		
<b><u>AUTHORITY TO PASS SIGNALS IN 'ON' POSITION</u></b>		
You are also authorized to pass		
1. Departure signals and all intervening Automatic signals between _____ station and _____ station at "ON".		
2. Starter / Manual Stop Signal / Gate stop signals on being hand signalled past such signals by a railway servant in uniform.		
3. You shall cautiously pass level crossing gates only after ensuring that the gates are closed.		
4. Here indicated distinguishing numbers of all signals to be thus passed _____		
<b><u>CAUTION ORDER</u></b>		
* Your train is the First train to pass over the UP / DOWN* line during prolonged failure of Automatic signalling from _____ station to _____ station. Speed shall be restricted to <b>25 kmph</b> when the view is clear and <b>10 kmph</b> when view ahead is impaired subject to other speed restrictions.		
*Your train is NOT the First and is authorized to pass over the UP/DOWN* line from _____ Station to _____ station with the <b>Sectional speed</b> subject to other speed restrictions. Proceed with great caution from _____ Km that is one Km before approaching Semi -Automatic /Manual First Reception Stop Signal.		
The speed over facing points, if any, being restricted to 15 kmph.		
*Strike out whichever is not applicable.		
_____ Signature and Stamp of Station Master		
I have understood the contents of this authority		
Signature of Train Manager _____	Date _____ Time _____ Hours _____ mins	
Signature of Loco Pilot/Motor Man _____	Date _____ Time _____ Hours _____ mins	

C/S No. 12 to G&SR-2018/ECR, Dated - 25.11.2025

[Ref. -Railway Board letter No.2024/ TT-IV/12 dated 08.04.25]

All concerned shall correct GR & SR book of East Central Railway -2018 accordingly and the same shall be brought to the notice of all the officials concerned for suitable action.

*(Prabhat Kumar)*  
**Principal Chief Operations Manager**  
East Central Railway, Hajipur  
Dated 25.11.2025

No. ECR/Optg.safety /G&SR/24/505