

पूर्व रेलवे
Eastern Railway.

No. TG.202/CS/G&SR/Pt.XVIII.

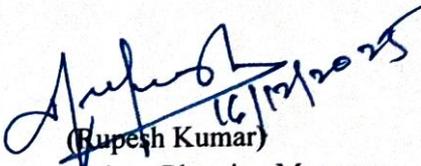
Kolkata, Dated: 16.12.2025.

Divisional Railway Manager,
Eastern Railway,
Howrah, Sealdah, Malda, Asansol.

Sub: 25th Addendum and Corrigendum (Revised and Reprinted 2020) / 55th Addendum and Corrigendum (Revised and Reprinted 2012) to the General & Subsidiary Rules' Book.

Please find enclosed. 01 (One) copy of 25th Addendum and Corrigendum (Revised and Reprinted 2020) / 55th Addendum and Corrigendum (Revised and Reprinted 2012) to the General & Subsidiary Rules' Book along with Notification of Even Number and dated on the captioned subject is attached for kind information and appropriate action on the same.

D.A.: As Above.


(Rupesh Kumar)
Chief Transportations Planning Manager.

Copy for information to:

1. Principal Executive Director (Safety)/Rly. Board/New Delhi.
2. Commissioner of Railway Safety/EC/Kolkata.
3. PCOMs/All Zonal Railway.
4. CAO/Con/ER, PCE/ER, PCSO/ER, PCSTE/ER, PCEE/ER, PCME/ER.
5. CSE/ER, CFTM/ER, CTPM/ER, CPTM/ER, CELE/ER, CSTE/Con/ER.
6. Dy.COM (Goods)/ER, Dy.COM (Rules)/ER, Dy.COM (Coaching)/ER, Secy. to PCOM/ER, Dy.COM (Planning)/ER, Dy.CSO (Operating)/ER.
7. Principal MDZTI/Bhuli/DHN.
8. Sr. DOM/ER- Howrah, Sealdah, Malda, Asansol.
9. Sr. DSTE/DSTE- Howrah, Sealdah, Asansol, Malda.
10. Sr.DEN/Cord- Howrah, Sealdah, Malda, Asansol.
11. Sr. DSO/DSO/ER- Howrah, Sealdah, Malda, Asansol.
12. Sr. DEE (OP)- Howrah, Sealdah, Asansol.

(Rupesh Kumar)
Chief Transportations Planning Manager.

पूर्व रेलवे
Eastern Railway.

No. TG.202/CS/G&SR/Pt. XVII.

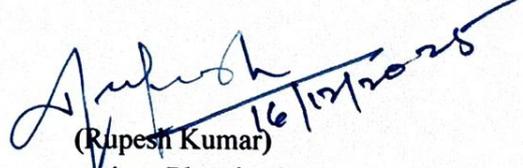
Kolkata, Dated: 16.12.2025.

अधिसूचना
NOTIFICATION.

Sub: 25th Addendum and Corrigendum (Revised and Reprinted 2020) / 55th Addendum and Corrigendum (Revised and Reprinted 2012) to the General & Subsidiary Rules' Book.

25th Addendum and Corrigendum (Revised and Reprinted 2020) / 55th Addendum and Corrigendum (Revised and Reprinted 2012) to the General and Subsidiary Rules Book is approved and signed by Principal Chief Operations Manager/ER on 16/12/2025, shall be brought into in force over Eastern Railway System with immediate effect.

All concerned Staff, Supervisor of all disciplines, In-charge of Crew Booking Lobby, Depot - in - Charge, Running Staff, concerned staff of Engg, S&T, Electrical, Mechanical, Operating etc should carefully note and act accordingly. Thorough counsel should be carried out on the above subject matter by Divisions to all concerned Operating Staff, Supervisors, Crew Controlling Staff, Crew & Running Staff, Safety Category Staff & others staff rigidly.


(Rupesh Kumar)

Chief Transportations Planning Manager

25th Addendum and Corrigendum (Revised and Reprinted 2020) / 55th Addendum and Corrigendum (Revised and Reprinted 2012) to the General and Subsidiary Rules' Book.

SL	SRs to incorporated
1.	Substitute the words “the tail board/tail lamp” in SR 3.75 [h] [i] by “the Last Vehicle Indicator as per SR 4.16”
2.	<p>Substitute SR- 4.16 by the following SRs :</p> <p>a) In order to indicate that a train is complete, it is the duty of the Train Manager to ensure that the last vehicle shall be distinguished by affixing a LED based flashing tail lamp of approved design in rear in lit condition by day and by night.</p> <p>b) In an emergency, when a LED based flashing tail lamp in lit condition is not available or when the tail lamp gets broken, a red flag during day and a hand signal lamp showing red constantly during night towards rear will be treated as prescribed substitute for the tail lamp to show that the train is complete.</p> <p>c) <u>Rules for electrified section</u>– The rearmost vehicle shall show a red cross (X) at the right hand bottom corner of EMU/MEMU/DEMU stock during day light. Particular care must be taken to ensure that a similar indication is not given in any other part of the train. At night as well as in thick, foggy or tempestuous weather impairing visibility a red light will be shown in addition to this Red Cross, at the tail end.</p> <p>d) Inbuilt red light of SLR or Inspection Carriage should be switched off when another vehicle is attached in rear of such SLR or Inspection Carriage. Train Manager will ensure that tail lamp is affixed in the rear of the last vehicle only as per clause a) above.</p> <p>e) <u>Running of light engine/engines in block section</u>:-<u>During Day or Night</u> - One of the rear panel (marker) red lights must be lit. In case of two locomotives running coupled together, the panel (marker) red light will be lit on the rear of the rearmost locomotive.</p>
3.	Substitute the word “tail lamp /tail board” and “Tail Lamp / Board” in SR 4.17 by the word “Last Vehicles Indicator as prescribed in SR 4.16”.
4.	<p>Substitute SR 4.23 (7) by the following SR.</p> <p>SR 4.23 (7) Flasher Tail Lamp, displaying a flashing Red light, shall invariably be fixed at the rear end or the rearmost vehicle by the Train Manager by day and night as per SR 4.16. No train shall be allowed to run without the last vehicle indication when run without brake van.</p>
5.	Substitute the words “Tail lamp /Tail Board” in SR 4.56 (c) by the words “Last Vehicles Indicator as prescribed in SR 4.16”.
6.	Substitute the words “The Tail Board/Tail lamp” in SR 4.65 4 [c] by “the Last Vehicle Indicator as per SR 4.16”
7.	Delete SR 4.19 (a) (iii) and renumber the following SRs under SR 4.19 (a) accordingly.
8.	<p>Renumber the following para as 4.19 (h) “Following other essential equipments are to be provided in the inbuilt equipment box in the SLR of the Passenger/Mail Express train to be used by Guard of the train:-” Delete SR 4.19 (h) (i) & renumber the following SRs under 4.19 (h) accordingly.</p>
(Ref : Joint Director Traffic Trans-III's letter no. 2023/Safety(A&R)/19/06, dated 25.03.2025)	
9	<p>Substitute SR 5.23 sub-para 1(d) by the following SR :</p> <p>5.23 1 (d) Hand brakes of atleast 6 wagons from either end of train and in case of coaching train, hand brakes of SLRs of both ends must be fully tightened. Hand brakes of the Stabled load and SLRs at rear end should be operated by TM & from leading end by ALP.</p> <ul style="list-style-type: none"> • In absence of TM, hand brakes of leading end will be applied by ALP and rear end by Pointsman. • In absence of ALP, hand brakes of leading end will be applied by Pointsman and rear end by TM. • In absence of both ALP & TM, hand brakes will be applied by Pointsman at both end.

10.	<p>The following note shall be incorporated under SR 5.23 :</p> <p>Note : When Tower Wagon / Track Machine are stabled in station / yard, securing shall be done by the respective in-charge / Supervisor / Operator. The concerned in-charge / Supervisor / Operator shall not leave before issuing memo to Station Master that the vehicle has been secured as per SR 5.23.</p>
11.	<p>The following SR under GR 9.12 will substitute the sub para 7 of SR 9.12/2(A).</p> <p>After ensuring that the first train has arrived safely at the station ahead of the affected section, the Loco Pilots/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.</p> <p style="text-align: center;">(Authority : Rly Board's letter no. 2024/TT-IV/12/10, dated 08.04.2025)</p>
12.	<p>The enclosed revised authority namely T/A 912 and T/D 912, shall substitute the existing Authority T/A 912 and T/D 912, as prescribed under SR 9.12 of G&SR Rules Book.</p> <p style="text-align: center;">(Authority : Rly Board's letter no. 2024/TT-IV/12/10, dated 08.04.2025)</p>
13.	<p>SRs under GR 2.11 will substitute by the following SRs :</p> <p>SR 2.11 Precautions to be taken for working of trains during storm and strong wind.</p> <p>[a] [i] When the warning message forecasting cyclone, storm or strong wind has been received from the Meteorological Department and/ or there is a reasonable doubt that severe storm is going to break out endangering the safety of passengers, trains etc., the Station Master shall, in consultation with the TM and the Loco Pilot of the train, detain the train and also refuse to grant line clear to a train coming to his station until storm abates and he considers movements of trains safe. Station Master shall immediately inform the Section Controller and the SM of the other side of the section about the need to control the movement of trains.</p> <p>[ii] Should a Train be caught on the run in a cyclone, storm or strong wind of an intensity which, in the opinion of the LP, is likely to endanger the safety of the train he shall immediately control the speed of his train and bring it to the next block station ahead and as far as possible avoid detention of train in mid-section, otherwise stop at first convenient place avoiding stoppage of the train at places like sharp curves, high embankments and bridges [including approaches thereof]. However, when a train is detained in mid-section, protection should be done as per G&SR 6.03. Controlling train in mid-section to be informed to SM of either side through approved means of communication. SM shall inform Section Controller about mid section controlling of the train. SM will not allow any further movement to that section until it is considered safe. LP shall restart the train in consultation with the TM only after the cyclone, storm or strong wind abates, and it is considered safe to proceed.</p> <p>[iii] The TM and LP of the train in co-operation with the railway staff/ on board security personnel travelling in the train shall try to see that windows of the coaches are kept open by the passengers to allow free passage of the wind through the coaches.</p> <p>[b] In case of sections & locations with history/precedence of cyclone, storms, high wind velocity anemometers may be installed at one of the stations adjacent to bridges, SM shall take the following action if the anemometer is indicating the critical limit of wind velocity i.e. 72 KMPH.</p> <p>[i] SM shall inform Section Controller & SM of other end immediately about the need to control the movement of trains. SM shall not allow any movement from his Station and also shall not grant any line clear to the trains waiting at the adjacent station for his station.</p> <p>[ii] SM will keep watch on wind velocity indicator during critical period and record it in Station diary besides informing to Sectional Controller.</p> <p>[iii] If the apparatus for measuring wind velocity fail to operate/defective, SM will take precaution based on his apprehension of intensity of storm.</p> <p>[iv] SM shall resume normal running of trains in consultation with the Section Controller and the Station Master at the adjacent station after the wind velocity is again below the danger level. The first train in either direction in double line will proceed with sharp look out caution for entire affected section (If</p>

	<p>required).</p> <p>[c] [i] All concerned Divisional Authority, SM/TIs of the concerned section/s should be informed by Divisional control through the control phone.</p> <p>[ii] All SM/YM should ensure that all coaching and goods stocks including dead locomotives, track machine either in piecemeal or in rake form must be properly secured as per SR 5.23.</p> <p>[iii] Gateman to be instructed to keep lifting barrier of the LC gate closed during heavy wind.</p> <p>[iv] Division should arrange to ensure frequent and proper announcement at Stations where trains are controlled.</p> <p>[v] It is to be ensured that all station equipments like generator, emergency lighting arrangement, VHF set, first aid equipments, stretcher, securing equipments are available in good working condition.</p>
14.	<p>The existing Para [1] [vii] [d] [ii] & [1] [x] under SR 17.08 should be replaced by the following SRs:</p> <p>SR 17.08 [1] [vii] [d] [ii]</p> <ol style="list-style-type: none"> Multiple Tower Wagons (TWs) shall normally move in coupled condition. In convoy, maximum 04 numbers of TWs may be permitted when moving for working under authorized TW Driver /Site In-charge. During thick, foggy and tempestuous weather/during abnormal working etc., movement of tower wagon in convoy is not permitted. Leading TW should take all blocks. While moving in convoy, adequate distance of 250m to be maintained between each TW. In convoy, 1st TW shall move in Traffic Block with Maximum Permissible Speed (MPS) and following TWs shall move with the speed of 40 kmph or lowest MPS in the group whichever is lower; duly following all TSR/PSR in the section. If any of the TWs is required to slow down due to some reason, TW driver should ensure that red hand signal is displayed by waving vigorously. Before dispatching TWs in Block section, SM will ensure that relevant point/s are correctly set and locked/ secured and LC Gate/s enroute has been informed about the sequence of TWs under exchange of Private Numbers. Consequently, SM on-duty must issue T/409 by stating the statutory sectional Caution and speed to be maintained by TW. TWs shall cautiously pass LC Gate/s, on having proceed Hand Signal by Gateman / ensuring the closing of gate/s. After completion of work, when TWs shall arrive at station, the authorized TW driver will serve a memo to SM that the block section is clear of TWs. <p>[Authority: Joint Director TT-III letter no. 2024/TRACK-III/TK/2, dated 04.04.25.]</p>
15.	<p>SR [1] [x] under SR 17.08</p> <p>Delete the existing SR [1] [x] under SR 17.08.</p>
16.	<p>Substitute the existing Para 8 [iii] under SR 4.65 by the following SRs:</p> <p>During day or night hours, when view is clear and adequate lighting arrangements have been made, maximum 5 numbers of On Track Machines may be worked within the block section under one authority to proceed. During the movement in convoy, it shall be responsibility of the operators of the machines that an adequate distance of 250 meters is maintained between successive track-machines.</p> <p>1st track machine in convoy shall move during traffic block with Maximum Permissible Speed and following track machines shall move with 40 kmph or lowest speed of the track machines in the group whichever is lower following sectional TSR/PSR duly.</p> <p>[Authority: Joint Director TT-III letter no. 2024/TRACK-III/TK/2, dated 04.04.25.]</p>

Date: 16.12.2025.

(Saumita Biswas)
Principal Chief Operations Manager

**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. _____ a re 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 _____ 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.**

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

EASTERN RAILWAY

Form No. T/ D 912

Serial No. _____

**AUTHORITY FOR WORKING OF TRAINS
DURING PROLONGED SIGNAL FAILURE IN AUTOMATIC BLOCK SYSTEM
(Loco Pilot / Train Manager / Station Master's Record)**

Station _____

Date _____

Time: _____ hours _____ mins

To

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

AUTHORITY TO PROCEED

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 thereafter be guided by the aspect of the Semi-Automatic / Manual First Reception Stop Signal or the instructions from the Station Master of the _____ station.

AUTHORITY TO PASS SIGNALS IN 'ON' POSITION

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 _____

CAUTION ORDER

Your train is the First train to pass over the UP / DOWN line during prolonged failure of Automatic signaling from _____ station to _____ station. Speed shall be restricted to **25 kmph** when the view is clear and **10 kmph** 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 **Sectional speed** 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 15kmph.

*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/Motorman _____ Date: _____ Time: _____ hours _____ mins