

EAST COAST RAILWAY

15

Office of the P.C.O.M
Rail Sadan: Chandrasekharapur
Bhubaneswar-17

No. ECoR/Optg/SC/88/C.Slip/OM/01/2017

Dated: 20.12.2017

To

The DRMs/KUR, SBP & WAT

Sub: Amendments to Operating Manual published in 2015 by E.Co.Rly.

Addendum/Corrigendum No.1 to Operating Manual published in 2015 by East Coast Railway containing four corrections is issued with the approval of Competent Authority. You are requested to arrange for further circulation among all concerned departments in the division to incorporate these corrections in Operating Manual.

DA: 01 page.

Auzm
STM(Safety) 20/12/17.

For Principal Chief Operations Manager

Copy to:

1. Secy. to GM for information of GM please.
2. Chief Commissioner of Railway Safety, Ashok Marg, Lucknow,
3. Commissioner of Railway Safety. SE. Circle. Kolkata.
4. OSD to MT/Railway Board/NDLS for information of MT,
5. Adviser(Safety), Railway Board, New Delhi,
6. Director/Safety-I & II, Railway Board, New Delhi.
7. COMs – All Indian Railways
8. Principal, Railway Staff College, Vadodara,
9. Principal, ZRTI/Sini, S.E. Railway,
10. Principal, Multi Disciplinary Training Centre, Mairipalem, Visakhapatnam.
11. PCOM,SDGM, PCE, PCME, PCSTE, PCEE, PCCM, PCMD, CSO,CSC for further circulation among their departments in HQ
12. CFTM, Secy. to PCOM, Dy.COM(P&P), Dy.COM(Frt), Dy.COM (FOIS), STM(Chg), STM(Sfy)/ECoR/BBS.
13. Sr.DOM/KUR, WAT and SBP for further circulation to stations.

(15)

Addendum & Corrigendum No.1 to Operating Manual (2015)

(1) **Para 22.05(b) shall be modified as follows:**

(b) The train should be secured by applying loco brakes (SA-9,A-9 & hand brake) and hand brakes of at least six wagons at either end of the train. The hand brake should be operated by Assistant Loco Pilot from leading end and by the Guard from the rear end. In case the train is being worked without Guard, the duties of the Guard shall devolve on the Assistant Loco Pilot. In case of coaching trains, the Guard should apply hand brakes of the SLR in addition to the application of loco brakes by the Loco Pilot.

(2) **One new Para(c) shall be added below Para 22.05(b) as follows:**

If MR pressure starts dropping while the train is stationary, loco pilot has to secure the loco with the wedges. Since MR pressure cannot be noticed by Guard as there is no such gauge in SLR unlike engine therefore, the Loco Pilot shall immediately inform the Guard regarding dropping of MR pressure and thereafter the Guard will secure the train with wedges in the last vehicle.

(3) **The number of copies of Station Working Rules to be printed and distributed to different officials as stipulated under Para 11.06(k) shall be modified as follows:**

SN	Circulation	No. of copy
1	Station	02
2	Sr. DOM	02(To be kept in Planning cell)
3	Sr. DSTE (Open line)	01(To be kept in S&T control)
4	Sr.DSO	01(To be kept in safety cell of Sr.DSO)
5	Divisional Disaster Management Cell	01
6	HQ Disaster Management Cell	01
7	PCOM	01(To be kept in Planning cell)
8	PCSTE	01
9	CSO	01
10	CRS	01

Note: (i) In case of requirement, PCE, PCEE, PCME, Sr.DEE(op), Sr.DME, Sr.DEN(co), SSE/SE(P.Way), SSE/SE(Signal), Transportation Inspector(Section), Officials of Crew & Guard lobby and Zonal Railway Training Institute shall refer soft copy of SWR uploaded in East Coast Railway website.

(ii) Portion of working rules pertaining to the cabin may be kept at concerned cabin instead of full SWR.

(4) At Para 19.02 under heading 'C&W examination points in ECoR', 'All Stock' mentioned in column no.2 and row no.6 against CTC depot of KUR division shall be replaced by 'All stock except NBOX & BOBRN'.

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(Debaraj Panda)
Principal Chief Operations Manager