

EAST COAST RAILWAY

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

No. ECoR/Optg/SC/88/C.Slip/OM/02/2025

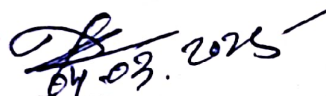
Dated: 04.03.2025

To
The DRMs/KUR, SBP & WAT

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

Addendum/Corrigendum No.5 to Operating Manual published in the year 2015 by East Coast Railway containing nine corrections(No.ECoR/Optg/SC/88/C.Slip/OM/02/2025, Date-04.03.2025) is issued with the approval of PCOM. You are requested to arrange for further circulation among all concerned departments in the division to incorporate these corrections in the Operating Manual. A copy the addendum/corrigendum no.5 shall be supplied to all TMRs & Loco Pilots to incorporate the corrections in their copy of Guard & Loco Pilot Hand Book(2019).

DA: 05 pages.


(D.C.Pradhan)

Asst.Transportation Manager(Traffic Safety)
For Principal Chief Operations Manager

Copy to: (Through E-office/WhatsApp/Paper copy)

1. Secy. to GM for information of GM please.
2. Secy. to AGM for information of AGM please.
3. Commissioner of Railway Safety, SE. Circle, Kolkata,
4. Director/Safety-I & II, Railway Board, New Delhi.
5. Principal, ZRTI/Sini, S.E. Railway,
6. Principal, Multi Disciplinary Training Centre, Marripalem, Visakhapatnam.
7. PCOM,SDGM, PCE, PCME, PCSTE, PCEE, PCCM, PCSO for further circulation among their departments in HQ.
8. CPTM, CFTM, CTPM, Dy.COM(Frt), Dy.COM(Chg), Dy.COM (IT), Secy.to PCOM /ECoR/BBS.
9. Sr.DOM/KUR, WAT and SBP for further circulation to stations.
10. Principal, MDZTI, Rail Vihar, BBS

Addendum & Corrigendum no.5 to Operating Manual of ECoR published in the year 2015

No. ECoR/Optg/SC/88/C.Slip/OM/01/2025, Dated: 04.03.2025

SN	Rules added/amended												
1	<p>Existing Para 11.06(h) shall be deleted and substituted as under:</p> <p>(i) Once SWR is finalized, it shall be again examined by concerned departments before signing the respective appendix. SWR shall be signed as under:</p> <table><tr><th>Item</th><th>To be signed by</th></tr><tr><td>(i) Main Body of SWR</td><td>Sr.DOM/Sr.DOM(G)/DOM/DOM(G) and Sr.DSTE/ DSTE(Open line)</td></tr><tr><td>(ii) Appendix → B,C,E & F</td><td>Sr.DOM/Sr.DOM(G)/DOM/DOM(G) and Sr.DSTE/DSTE(Open line)</td></tr><tr><td>Appendix-A</td><td>Sr.DEN/DEN(section)</td></tr><tr><td>Appendix-D</td><td>Sr.DOM/Sr.DOM(G)/DOM/DOM(G)</td></tr><tr><td>Appendix-G</td><td>Sr.DOM/Sr.DOM(G)/DOM/DOM(G) and Sr.DEE(TRD)/ DEE(TRD)</td></tr></table> <p>Note: Station working rules shall be signed by Open lines officers only.</p> <p>A&C No.05 to Operating Manual published in the year 2015, Date-04.03.2025</p>	Item	To be signed by	(i) Main Body of SWR	Sr.DOM/Sr.DOM(G)/DOM/DOM(G) and Sr.DSTE/ DSTE(Open line)	(ii) Appendix → B,C,E & F	Sr.DOM/Sr.DOM(G)/DOM/DOM(G) and Sr.DSTE/DSTE(Open line)	Appendix-A	Sr.DEN/DEN(section)	Appendix-D	Sr.DOM/Sr.DOM(G)/DOM/DOM(G)	Appendix-G	Sr.DOM/Sr.DOM(G)/DOM/DOM(G) and Sr.DEE(TRD)/ DEE(TRD)
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2	<p>Existing Para 3.32(g)(ii) shall be deleted and substituted as under:</p> <p>3.32(g)(ii) Slip siding: If any station is situated in the immediate neighborhood of an incline steeper than 1 in 100 falling away from the station, a Slip Siding shall be provided, if necessary, in suitable position to protect the block section from the vehicles which may escape from the yards & cause severe accident. The take off point to a slip siding will be the farthest and next to the outermost facing point in that direction and normally set for the siding. The point is only operated just before the home signal is taken off for reception of a train or just before the starter signal is taken off to despatch a train.</p> <p>A&C No.05 to Operating Manual published in the year 2015, Date-04.03.2025.</p>												
3	<p>Existing Para 3.32(g)(iii) shall be deleted and substituted as under:</p> <p>3.32(g)(iii): No station yard shall be constructed nor shall any siding join a passenger line on a grade steeper than 1 in 100, except where it is unavoidable and then also only with the previous sanction of Railway Board, obtained through the Commissioner of Railway Safety, when adequate arrangements are made to prevent accident.</p> <p>A&C No.05 to Operating Manual published in the year 2015, Date-04.03.2025.</p>												
4	<p>One new Para 3.32(g)(iv) shall be added below Para 3.32(g)(iii)</p> <p>Para.3.32(g)(iv): The power of condonation for gradient steeper than the specified standard maximum gradient of 1 in 400 shall be as under:</p> <table><tr><td>a Existing Yard:</td><td></td></tr><tr><td>Steeper than 1 in 400 and upto 1 in 100</td><td>General Manager through Principal Chief Safety Officer</td></tr><tr><td>Steeper than 1 in 100</td><td>Railway Board through Chief Commissioner of Railway Safety</td></tr><tr><td>b For New Yard in New Line Projects:</td><td></td></tr><tr><td>Steeper than 1 in 400 and upto 1 in 260</td><td>Commissioner of Railway Safety</td></tr><tr><td>Steeper than 1 in 260</td><td>Railway Board through Chief Commissioner of Railway Safety</td></tr></table> <p>A&C No.05 to Operating Manual published in the year 2015, Date-04.03.2025.</p>	a Existing Yard:		Steeper than 1 in 400 and upto 1 in 100	General Manager through Principal Chief Safety Officer	Steeper than 1 in 100	Railway Board through Chief Commissioner of Railway Safety	b For New Yard in New Line Projects:		Steeper than 1 in 400 and upto 1 in 260	Commissioner of Railway Safety	Steeper than 1 in 260	Railway Board through Chief Commissioner of Railway Safety
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SN	Rules added/amended
5	<p>Existing Para 22.03 shall be deleted and substituted as under:</p> <p>22.03: Procedure for Securing of Stabled Vehicles/Load/Train:</p> <p>(A) Action by Station Master/Train Manager/Assistant Loco Pilot/Traffic Staff when vehicles/load/train is to be stabled at Station:-</p> <p>(I) a) The vehicles/load/train shall be stabled inside the fouling marks. Train Manager should ensure that train is stopped after clearing fouling mark.</p> <p>b) The vehicles/load/train shall be chained and padlocked using at least two chains, one at either end by the Pointsman under the supervision of Train Manager.</p> <p>c) At least four wooden wedges/Skids be used, two each below the outermost pair of wheels at either end by the Pointsman under the supervision of Train Manager.</p> <p>d) Hand brakes of at least 6 wagons from either end of train must be fully tightened by the Pointsman under the supervision of Train Manager. Hand brake of the brakevan shall be tightened by the Train Manager. In case of coaching train, hand brake of front SLR shall be tightened by Assistant Loco Pilot and of rear SLR by Train Manager. In absence of Train Manager, hand brake will be applied by Pointsman.</p> <p>e) The vehicles of stabled load/train should be coupled together. In case the stabled load has to be split for any reason, each such split part should be treated as a separate load for the purpose of securing.</p> <p>f) The points must be set, clamped and padlocked against the blocked line and towards dead end or trap point (if available). Scotch blocks must be used, if available. If a station is equipped with SSI/EI, blocking of point, route and signals to be done through Control Panel/VDU. It is not necessary to clamp and padlock the point in such case.</p> <p>g) Stop Collars must be placed on relevant point buttons/slides/levers etc.;</p> <p>h) Remarks should be made in TSR and/or SM diary in Red ink to the effect that 'Line No.--is blocked and all the precautions for securing the load have been taken as prescribed above;</p> <p>i) After any load/train/loco is stabled, station master must inform the section controller supported by a private number that all laid down precautions for stabling and securing the load/train/loco have been taken.</p> <p>(II) Additional precautions to be taken while stabling vehicles/load/train at a station with gradient of 1 in 400 or steeper may have been prescribed under approved special instructions (by CRS) and mentioned in SWR of respective station. These should be followed scrupulously. In addition, following precautions must also be observed over and above those prescribed under approved special instructions:-</p> <p>a) Before vehicles are uncoupled, the hand brakes should be applied, wooden wedges/skids, should also be used to prevent vehicles from rolling down;</p> <p>b) As far as possible, the vehicles/load/train should be stabled on a line which is isolated from other lines, particularly running lines.</p> <p><small>A&C No.05 to Operating Manual published in the year 2015, Date-04.03.2025</small></p>

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SN	Rules added/amended
5	<p>(III) Action by Loco Pilot/Assistant Loco Pilot before leaving the loco in case load/train is stabled with locomotive attached or light engine(s) is/are stabled:-</p> <p>a) Stop train on A-9 and bring A-9 to Emergency position (i.e., BP pressure = 0) and the SA-9 to Applied position. Physically ensure that trains brakes are applied.</p> <p>b) Apply the hand brake/parking brake on the locomotive. In case of multi / consist locomotives, hand brake of all the locomotives should be applied. Physically verify that hand brake's chain is tightened/parking brake(s) are applied.</p> <p>c) Place 4 wooden blocks on the outmost wheels of locomotive(s). Record this action in the loco log book, noting the wheel numbers clearly. If less than four wooden wedges are available on the locomotive(s), inform SM for requisite wedges, and then secure the loco.</p> <p>d) Shut down the locomotive, turn off the battery switch and submit the loco keys and the locomotive log book at the SM office.</p> <p>(B) a) Loco Pilot while on duty should not leave loco unmanned. In case he is required to leave the locomotive unmanned, he should do so only after receiving written authority from the Station Master/Yard Master and ensuring actions mentioned at para (III) above;</p> <p>b) Before leaving the station/yard, the Loco Pilot and Train Manager should jointly record in a register to be maintained with Station Master that the load and loco has been secured as prescribed above.</p> <p>(C) Procedures for clearing the stable load/vehicle/train from station/yard:</p> <p>Action by Station Master/Train Manager/ Loco Pilot / Assistant Loco Pilot /Traffic Staff for clearing of stable vehicle/load/train/locomotives from station/yard:</p> <p>a) LP and ALP shall collect loco keys, logbook, etc from the SM office. Check the loco logbook for any irregularities. If any are found, inform the TLC and act according to their advice.</p> <p>b) Then LP and ALP to energize the loco, bring A-9 on release position and build BP pressure to 5 kg/cm², keeping SA-9 applied.</p> <p>c) Perform a BP Continuity Test to ensure BP pressure continuity in the load/formation.</p> <p>d) Apply train brake i.e. keep the A-9 at full service application position, and check a few wagons to confirm that the brakes are applied (excluding those with hand brakes applied).</p> <p>e) ALP to release the hand brake/parking brake in the loco(s) with assistance of LP, if required. Then remove the wooden wedges from the loco wheels, returning wedges taken over from station, if any.</p> <p>f) Once train brakes are applied, securing arrangements of load shall be removed as per following sequence - removal of chain, followed by removal of wooden wedges/metal skids and then hand brakes. Safety Chain, Wooden Wedges/Skids shall be removed & Hand Brakes of wagons shall be released by Pointsman and Hand Brakes of SLRs/Brake vans shall be removed by Assistant loco pilot/Train manger. In absence of Train manager, hand brake will be released by Pointsman.</p> <p>g) In case of difficulty in release of hand brakes, Train Manager shall advise LP for partial release of train brakes (A-9) till hand brakes are released. Para(h) to (l) Contd.....</p> <p><small>A&C No.05 to Operating Manual published in the year 2015, Date-04.03.2025</small></p>

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SN	Rules added/amended
5	<p>h) If it is necessary to make a TMLP Report (Train Manager & Loco Pilot), inspect the load as per rules. In case of any irregularities, report them to Station Master. During the preparation of the TMLP Report, either LP or ALP must be present in the loco cab.</p> <p>i) After the above steps if everything is in order, Train Manager upon consulting Loco Pilot shall inform Station Master that the train is ready.</p> <p>j) Once the signal is taken off for the train, release A-9 and then SA-9. On gradients, release A-9 & take traction and as it rolls forward release SA-9 to avoid roll down.</p> <p>k) Before starting the train, ensure BP is at 5.0 kg/cm² and that Air Flow Indicator (AFI) is in its predefined position.</p> <p>l) After starting the train, check for free movement of the load. If it feels jammed, notify SM or TLC.</p> <p>m) Immediately after starting the train, perform Brake Feel Test (BFT).</p> <p>(D) Station Staff, Train Manager, Crew and Section Controller should be aware of gradients at Stations/Yards/Sidings and block sections.</p> <p>(E) Frequent counseling in this regard should be done by concerned Supervisors.</p> <p>(F) The Railways must ensure availability of adequate number of chains of approved design at stations and wooden wedges on locos.</p> <p>A&C No.05 to Operating Manual published in the year 2015, Date-04.03.2025</p>
6	<p>Existing para 22.05 shall be deleted and substituted as under:</p> <p>22.05: Action to be taken by Loco Pilot/Assistant Loco Pilot and Train Manager when the train is stalled in block section due to accident, failure, obstruction or any other reasons:-</p> <p>a) Loco Pilot/Assistant Loco Pilot and Train Manager should protect the train as per provisions of G&SR 6.03;</p> <p>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 Train Manager from the rear end. In case the train is being worked without Train Manager, the duties of the Train Manager shall devolve on the Assistant Loco Pilot. In case of coaching trains, the Train Manager should apply hand brakes of the rear SLR and front SLR by ALP, if not locked.</p> <p>c) If MR pressure starts dropping while train is stationary, loco pilot has to secure the loco with the wedges. Since MR pressure cannot be noticed by Train Manager as there is no such gauge in SLR unlike engine therefore, the Loco Pilot shall immediately inform the Train Manager regarding dropping of MR pressure and thereafter the Train Manager will secure the train with wedges in the last vehicle.</p> <p>A&C No.05 to Operating Manual published in the year 2015, Date-04.03.2025</p>

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SN	Rules added/amended
7	<p>Existing para 3.34(1) shall be deleted and substituted as under:</p> <p>3.34(1): Attachment and working of Banking Engine:</p> <p>Banking engine is provided to a goods train over a part of the section if the train engine fails to haul the load due to raising gradient, wet rail, under powering etc. Following guidelines shall be followed for attaching and working of Banking Engine.</p> <p>(i) Banking engine should be attached in rear of the last vehicle of the train.</p> <p>(ii) Trains running with banker should have air pressure continuity up to the banking engine. But air pressure of the banking engine should be isolated from the train pipe in order to prevent brake binding on train.</p> <p>(iii) Co-ordination between the train Loco Pilot and banker Pilot should be maintained by using prescribed whistle code as specified in SR-4.50.1, instructions contained in SR to GR3.84 & through walkie-talkie.</p> <p>(iv) Section and type of trains for which banking is required may be notified by the divisions or may be decided on case to case basis by the section controller.</p> <p>A&C No.05 to Operating Manual published in the year 2015, Date-04.03.2025</p>
8	<p>Existing Para 13.10 shall be deleted and substituted as under.</p> <p>Para 13.10: There are four standards of interlocking viz. Standard I, II, III and IV which are existing over Indian Railway. In ECoR Standard I, II and III type of interlocking are existing at stations. Multi-aspect colour light signaling(MACLS) is existing all over East Coast Railway.</p> <p>A&C No.05 to Operating Manual published in the year 2015, Date-04.03.2025</p>

(9) Existing Para 13.11 shall be deleted and substituted as under.

SN	Details	Std-I	Std-II	Std-III	Std-IV
1	Maximum permissible speed	Upto 50 Kmph	Upto 110 Kmph	Upto 140 Kmph	Upto 160 Kmph
2	Isolation	Recommended but not essential	Required	Required	Required
3	Point Operation, Locking & Detection	Point Machine	Point Machine	Point Machine	Point Machine & direct clamp type with TWS
4	Train Detection (Track Circuit/ Axle Counter)	On all run through lines	On all Running lines	On all Running lines	On all Running lines
5	MACLS Signaling, Movement authority	MACLS	MACLS	MACLS	MACLS, Movement Authority
6	Block Working (Absolute/Automatic signaling)	Permitted	Permitted	Permitted or 4Aspect Automatic signaling	Permitted or 4Aspect Automatic signaling
7	Double Distant/ Automatic Signaling	Not compulsory	Required on sections where EBD is more than 1 km	Required or 4 Aspect Automatic signaling	Required or 4Aspect Automatic signaling
8	Last Vehicle verification	Not compulsory	Required at stations with centralized operation or in high density routes	Required	Required
9	Relay/Electronic Interlocking(RI/EI)	RI/EI	RI/EI	RI/EI	RI/EI
10	Mobile Train Radio communication (MTRC) or LTE or any other Technology	Not compulsory	Desirable	Desirable	Required
11	ATP(ETCS/TCAS/ TPWS) with Cab signaling for SPAD mitigation	Not compulsory	Desirable	Desirable	Required
12	Centralised Traffic Control(CTC)	Not compulsory	Desirable	Desirable	Desirable

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