

Addendum & Corrigendum No. 14 to Operating Manual
Book 2008 of S. E. C. Railway.

In Operating Manual Book/SECR edition 2008 –

The following Paras are added/revised with the approval of the Competent authority (PCOM/SECR):-

(A) New Para no. 24.25 is added as follows:-

Para no. 24.25 :-

1. Back ground:

- 1.1 Gazette Notification of amendments of Indian Railways General Rules 4.10 for increasing the speed of train to 30 kmph during NI working has been notified by Govt. of India Press and published under G.S.R 198(E) dated 12.03.2020. As per Gazette Notification, the speed of trains over non interlocked facing points shall not exceed 30 Kmph in any circumstances.
- 1.2 One of the precautionary conditions is that the integrity of point shall be checked by operating staff.
- 1.3 During Pre NI & NI period, electric point machines are fully wired and being tested through VDU/Panel in order to ensure the integrity of points in commissioning of signaling installations. It is, therefore, practically not feasible to prove normal detection of facing points in concerned free signal. If normal detection of electric point machines is used in free signal, it will not be possible to check the integrity of points during NI which may cause unsafe working.

2. Methodology to be adopted in NI working at speed of 30 Kmph

In view of above, following methodology should be adopted to carry out NI working at speed of 30 Kmph.

- 2.1 30kmph NI working should be permitted only if the station yard is straight & there is clear visibility of both approaches from yard.
- 2.2 Necessary arrangements are to be made to give Free Home, Starter and Advance Starter signals.
- 2.3 Auto replacement of Free Home, Starter and Advance Starter signals shall be provided.
- 2.4 Advance Starter signal shall be controlled by Block Instrument/BPAC/MSDAC.
- 2.5 All the points should be properly set, clamped and locked in Normal position by operating staff so as to permit movement of trains on main line. This shall be ensured by minimum ASM level.
- 2.6 Private number shall be exchanged to ensure proper setting, clamping and padlocking of point in required position by each Zone (Goontie) ASM to Indoor ASM to ensure integrity of points before movement of each train.

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(2)

- 2.7 Free signals shall be cleared by indoor ASM only after ensuring proper setting, clamping & padlocking of points in normal position after exchange of private number with outdoor ASMs of Zones (Goomties) that the points are set & locked in normal position and rout is clear.
- 2.8 Outdoor ASM of Zone (Goomtie) shall verify and ensure the clearance/vacancy of track physically before permitting movement of train.
- 2.9 Crossing/Precedence of trains should be avoided as far as possible at NI station.
- 2.10 Movement of train via loop line should be avoided as far as possible during NI working connected to main line. Any movement on loop line including shunting shall be done in traffic block with restricted speed not more than 15 Kmph.
- 2.11 Complete yard should be well illuminated so as to ensure clear visibility of traffic movement taking place in yard, specially point zone so that setting & locking of points should be clearly visible.
- 2.12 There should be planning of adequate no. of Zones (Goomties) with sufficient nos. of operating staff so that train operation may be handled smoothly and swiftly without any disruption.
- 2.13 The points & required arrangements shall be certified fit for train operation at speed of 30 Kmph before taking up NI working jointly at officers level of concerned executing departments (Construction/RVNL/IRCON etc.) and Open line (division) of Engineering, S&T, Electric & Operating.
- 2.14 Approved reliable communications should be provided from each Zone (Goomtie) to indoor ASM with stand by communication facility.
- 2.15 Public announcement system should be provided to alert all staff working in yard during NI before lowering the concerned signal.
- 2.16 Loco Pilot should be given a caution for look out and continuous whistling to alert staff in yard while passing through the yard.
- 2.17 30 and 15 kmph speed restrictions board shall be provided at concerned free Home Signals for main line and loop line movement respectively subject to other speed restrictions.

(B) Existing Para no. 24.05(B)(1) is revised as follows:-

Para no. 24.05(B)(1):- Speed restriction of 15 Kmph shall be imposed over all facing point except Main line where 30 Kmph speed restriction shall be imposed.

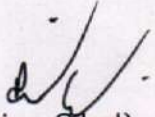
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(C) Existing Para no. 24.17(1) is revised as follows:-

Para no. 24.17(1):- Speed restriction board of 30 and 15 Kmph must be exhibited at concerned free Home signal for main line and loop line movement respectively subject to other speed restriction, as well as stipulations in Para 2.9 and 2.10.

(D) Existing Para no. 24.18(2) is revised as follows:-

Para no. 24.18(2):- Trains must be allowed to enter cautiously at 30 and 15 Kmph on main line and loop line respectively.



(Arjun Sibal)

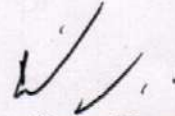
Dy Chief Operations Manager (Frt. & Plg.)
For Principal Chief Operations Manager
SECR/BSP

No. SECR/Trans./OPM/425/22

Bilaspur, Dt. 20.06.2022.

Circulations:-

1. Advisor (Safety)/ Rly. Bd., New Delhi.
2. Secy./SECR for kind information of GM.
3. PCOM, CFTM, CPTM, CTPM, CSO, PCSTE, PCEE, PCME, PCE.
4. DRM/BSP, R & NGP.
5. Sr. DSO, Sr. DSTE, Sr. DEN (Co-ord) /BSP, R & NGP.
6. Sr. DOM, Sr. DME, Sr. DEE (OP)/ BSP, R & NGP.
7. Principal- ZRTI/SINI, MDZRTI/BSP, ELTC/USL, STC/BIA & DTTC/DGG.



Dy Chief Operations Manager (Frt. & Plg.)