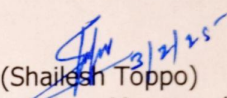


Addendum & Corrigendum No. 60 to General and Subsidiary Rule Book
2013 of S. E. C. Railway.

In the General & Subsidiary Rule Book/SECR edition 2013 –

The following SR 3.84.03 (a) is revised with the approval of the Competent authority (PCOM/SECR):-

SR 3.84.03 (a) On electrified section extra engine may be attached to a train either for double heading or for banking. The hose pipe of extra engine should be connected to the hose pipe of train/loco and BP continuity shall be ensured. The rear Loco Pilot shall primarily observe his air gauge and be prepared to switch 'off' power should the needle make any movement backwards.


(Shailesh Toppo)

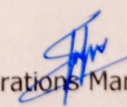
Dy. Chief Operations Manager (Plg. & Safety)
For Principal Chief Operations Manager
SECR/Bilaspur

No. SEC/TRA/GSR/425/25

Dated: 03.02.25

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 (Plg. & Safety)

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Addendum & Corrigendum No. 24 to Operating Manual 2008
of S. E. C. Railway.

In Operating Manual Book/SECR edition 2008 –

Existing Para no. 6.21 is revised with the approval of the competent authority (PCOM/SECR) as follows:-

6.21. Assisting Engines-

Whenever an assisting engine for any reason has to be attached to a train, the following procedure shall be observed: -

(i) On section where double heading of engine is prohibited, an assisting engine shall be attached in the rear of the train. Its hose pipe should also be connected to the hose pipe of the train and BP continuity shall be ensured.

(ii) On sections where double heading of engine is not prohibited:-

(a) An Assisting engine can be attached in the rear of a train for the purpose of banking and its hose pipe should also be connected to the hose pipe of the train and BP continuity shall be ensured. If however, the assisting engine has to run on long sections right upto the next engine changing station or upto the destination of the train, it should be attached to the train engine and its hose pipe should also be connected to the hose pipe of the train engine and BP continuity shall be ensured.

(b) All banking pilot engines assisting trains moving over up gradients on specified sections (specified by DRM) covering one or more block sections should be attached in rear of the last vehicle of the train and its hose pipe should also be connected to the hose pipe of the train and BP continuity shall be ensured. The co-ordination between train Loco Pilot and banking engine Loco Pilot while starting, running or stopping should be maintained by using the walkie-talkie and/or code of whistle specified in SR 4.50.01 and all provisions of G & SR.

Note- See the concerned chapter of Working Time Table where banking engine is to be attached.

3/2/25
(Shailesh Toppo)

Dy. COM (Planning & Safety)

For Principal Chief Operations Manager
SECR/BSP

No. SECR/Trans./OPM/425/25,

Dt. 03.02.25.

Circulations:-

1. Advisor (Safety)/ Rly. Bd., New Delhi.
2. Secy./SECR for kind information of GM.
3. PCOM, CFTM, CPTM, CTPM, PCSO, 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. COM (Planning & Safety)