Addendum & Corrigendum No 7 of Operating Manual

In connection with Correction Slip No 25 of G&SR , the following corrections shall be enforced in para 22.19 and 22.20 of Operating Manual.

1. The sentence at para 22.19 (a) (i) from "The unit can run ..... speed restriction in force" shall be deleted and the following para to be added as 22.19 (a) (iii)

22.19 (a) (iii) - For operation of Track machine during traffic block, the following SR. 4.65.02 shall be observed:

a) Adequate distance of 250 m to be maintained between each track machine while moving in a convoy.

b) First track machine while moving in convoy in traffic block shall move with maximum permissible speed and following track machines in convoy shall move with the speed of 40 Kmph or lowest maximum permissible speed in the group whichever is lower duly following TSR/PSR in section.

2. The item No. (b) (iii) of Para 22.20 shall be modified as follows:

"The Person-in-charges of the machines will personally supervise the movement by traveling in the machines to keep the same at a minimum safety margin of 250 m in the same direction."

Further, it should be ensured by divisions that on implementing these instructions, there should not be any impact on duration as well as output of the block.

17/4/25

(Deepak Kumar Jha)
Principal Chief Operations Manager

Copy to: Director/Safety/Railway Board for information please.
DRMs, Sr. DOM/DOM, Sr. DSO/DSO, Sr. DSTE/DSTE, Sr.DEN/DEN, Sr. DEE(OP)/DEE(OP) & Sr.DME/DME – ADRA, CKP, KGP and RNC for information and necessary action please.

No. OPS/50/Operating Manual/A&C/Pt.VI dated 15.04.2025.

C/slip 06 for OPM 2013 print of S E R

Chapter XV- Non Interlocked working of station:-
Add para iii) in head Non-Interlocking appears in page 178 after point no. ii)-- (Instructions given below.....in G & SR, Block Working Manual etc):-

iii) The following precautionary conditions are to be followed while a train is permitted over on Non-interlocked Facing points/Turn outs/Cross over at a speed not more than 30 kmph during N I working.

a. **Speed can be raised up to 30 kmph with clamp and padlocking of points by using suitable clamps.**
b. **No separate temporary panel is needed and only free home signal shall be given.**
c. **Integrity of points shall be checked by Operating staff as per extant practice adopted during NI.**
d. **Physical verification of track shall be done by SM physically.**
e. **Necessary safety directions should be incorporated in temporary working instructions for non-interlocking of maximum speed 30 kmph with suitable infrastructural support as deemed necessary.**
In para- (C2) 1) page 180, (D19): {(Working of Signals- 1)} & {Train Running -2) at page 191, and wherever 15 kmph speed restriction appears during non interlocking working shall be read as 30 kmph, hence forth.

(Authority- RB letter 2020/Safety (A & R)/19/07 dated 05/09/22)

--XX--

प्रतिलिपि:- निदेशक/संरक्षा/रेलवे बोर्ड को कृपया सूचनार्थ।
1) डीआरएम, सीनियर डीओएम/डीओएम, सीनियर डीएसओ/डीएसओ, सीनियर डीएसटीई/डीएसटीई, सीनियर डीईएन/डीईएन, सीनियर डीईई (ओपी)/डीईई (ओपी) एवं सीनियर डीएमई/डीएमई – खड़गपुर, चक्रधरपुर, आद्रा एवं रांची।
2) प्रिंसिपल – जेडआरटीआई/सीनी, ईएलटीसी/टाटा, एसटीसी/खड़गपुर, सीनियरडीईई (टीआरएस) टिकियापाड़ा 3) पीसीई, सीईई, सीएसटीई, सीएमई एवं सीएसओ, द.पू.रेलवे/गार्डनरीच।

28/11/2022
(U K Bal)
PCOM/SER

No. CPS/50/OPM/A&C/Pt. II Dated: - 28.11.2022
Copy to: - Director/Safety/Railway Board for information please.
1) DRMs, Sr. DOM/DOM, Sr. DEE (OP)/DEE (OP), Sr. DSO/DSO, Sr. DSTE/DSTE, Sr. DEN/DEN & Sr. DME/DME – KGP, CKP, ADA & RNC *and all concerned* for vide publicity and sensitizing crew and guard at crew guard lobbies by CDTIs/DTIs and CCC/CLIs of the divisions.

GSR c/slip no. 02 & Also for OPM c/s no. 05. ANNEXURE "A"

Para No: 7.8.9 of IRSEM (Version 3.0) : Table 3: Important Minimum Signalling Features

S.No	DETAILS	STD I	STD II	STD III	STD IV
1	Maximum permissible speed	Up to 50 Kmph	Up to 110 Kmph	Up to 140 Kmph	Up to 160 Kmph
2	isolation	See Notes below	Required	Required	Required
3	Point Operation , Locking & Detection	Point Machine	Point Machine	Point Machine	Point Machine & Direct Clamp type with Thick web switches
4	Train Detection (Track circuit /Axle Counters)	On all Run through Lines	On all Running Lines	On all Running Lines	On all Running Lines
5	MACLS Signalling, Movement authority	MACLS	MACLS	MACLS	MACLS, Movement Authority
6	Block Working (Absolute/Automatic Signaling)	Permitted (Including Token Working)	Permitted (Excluding Token)	Permitted (Excluding Token) Or 4A Automatic Signalling	Permitted (Excluding Token) Or 4A Automatic Signalling
7	Double Distant/ Automatic Signalling	Not Compulsory	Required (On sections where Trains have a Emergency Braking Distance of more than 1 Km)	Required Or 4A Automatic Signalling	Required Or 4A Automatic Signalling
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 Signalling for SPAD mitigation	Not Compulsory	Desirable	Desirable	Required
12	Centralised Traffic Control (CTC)	Not Compulsory	Desirable	Desirable	Desirable

(Contd..)

D) OPERATING MANUAL-2013 C/Slip No.04

1). The phrase "Station Section" may be inserted after the phrase "block section" appearing at item no. (i) Of the format no. T/465; under para 22.20. a) iv) of the OPM, as amended vide C/S 03 issued on 20/12/2019

2). The following may be inserted as 'note' at the bottom of the format:
("Strike out words whichever is not applicable as per situation while issuing this Block permit/A. T.P).

OPS/50/G&SR/A&C/Pt-V dtd. 07-03-2022

Sd-
(Prabhas Dansana)
PCOM/SER

481

20/12/19 20/12/19

Addendum & Corrigendum No. 03 for Operating Manual/SER 2013 (OPS/50/OPM/Add/C/Pt.II)

Replace Operating Manual para 22.20 (a), (b) and (c) completely with the following lines (page:262/263/264).

22.20. Working of Heavy Duty on Track Tie Tamper Machines:-

TTM:-Heavy duty track tie tamper machines are either 4 or 8 wheelers self-propelled or non self propelled drawn by loco/ engines. The heavy duty on track tie tamper machine(s) shall be considered as train as per G & SR 1.02 (58).

Camping coaches only can be formed as a train with a loco or engine and allowed as per system in vogue to move from one station or other or to reach camping stations from base stations.

a) <u>When to work in block section between two stations</u>: When the heavy duty on track tie tamper machine(s) is/are required to move to work between two block stations and return/move to the station ahead, The Operator/JE/SSE (P Way) shall inform the SM in writing (with machine type, Number and their sequence of movement) where he intends to stop in the midsection for packing and leveling work, the specific location of the work and whether machine(s) will work and proceed to the next station or return to the starting station. He must also mention the time required in the section i.e., total time including transit to and from and the working time. The expected time at which machine(s) will clear the section along with ID Nos. of machines and name of the operator/JE/SSE (P Way) of the section should also be mentioned. Movement from Station to Station and back shall personally be supervised by the person in charge of machines.

i) The SM will contact the control and then on obtaining permission from the control, shall allow the Track Machines into Block section (On line clear to work on line or block forward or block back).

ii) Before allowing such machines, the SMs of both end block stations shall exchange messages (with SM/SWM/CM also where end cabins are provided) with complete particulars regarding working of all the machines supported by private numbers. All necessary safety precautions shall be taken at both end stations to prevent entry of trains into the concerned section during the working or movement of these machines, such as, using lever/button collars, setting of points against the blocked line and making suitable entries in red ink in TSR and station diary.

iii) The last machine of the group/convoy in the direction of movement must affix [illegible] i.e. Tail lamp in lit (night) or non lit (day) to mark the last machine in the direction of movement and manned by SSE/JE (P way)/Site in-charge.

iv) Properly filled Single authority on Form no. T/465 shall be issued by SM for all movements i.e., for shifting the machines from one station to another or for working in block section.

v) Any number of self propelled track machines may work in a block section when authorized by section controller.

vi) The block permit/A T P (form-T/465, will be handed over to the SSE/JE/P Way (In-Charge) who will obtained signature of all the SSE/JE/TMO. <u>This authority will serve as an authority to depart and enter into the block section for all machines.</u>

vii) In the case of dispatch from a non signaled line, all the machines shall start from the same line and a competent railway servant shall pilot out the machines travelling in the first machine duly fulfilling the conditions of dispatch from non signaled line in terms of G & SR 5.11 except that the authority will be form T/465 only.

Contd--2

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viii) The points in the route of dispatch may be altered & train entering block section report may be send by SM/SWM/CM, only after ensuring from the competent railway servant of engineering department in writing that all the machines have passed over last stop signal /all the en route points with LV indicator.

ix) On completion of work, the machines shall be received by taking off reception signals on Single line and Double line, while moving on the right direction. A competent railway servant shall display green hand signal at the foot of the First stop signal, till the last machine enters the station. All the machines shall be received on the same line and SM shall ensure that the route is not altered till complete arrival of the last track machine with LVI.

x) On D/L, In case of wrong line working & the reception at advance station or right line working & reception at starting station, the track machines shall be received following the procedure of reception of a train on non signaled line in terms of GR & SR 5.10 in case of reception of a group of machines. The written authority T/509 shall be handed over to the SSE/JE (P way) in charge and the competent railway servant shall travel in the first machine in the direction of movement.

xi) The SSE/JE (P Way) in charge shall be responsible to ensure that all the machines arrived safely following each other without delay at station and certify the same. Then only SM shall alter the route.

xii) SM receiving the machine(s) shall clear the section for normal train operation duly exchanging message supported by PN with station master at the other end quoting the machine(s) type and number for having cleared the block section at his station only after SSE/JE (P way) in charge has returned the track machines block permit T/465 and also has certified that the track is clear of any obstruction and section is fit for train movement.

xiii) **Certificate:**

To
The SM---------- Date----Time-----
This is to certify that all the track machines bearing the numbers (Machine type and numbers write clearly)
1----------2----------3----------4----------5----------6----------7----------8----------9----------
10----------11----------12----------13----------14----------15----------16----------17----------18----------
Which have worked in the ----------Block section, after completion of work, all have arrived complete at ----------Station at ----Hrs. The track is clear of any obstruction and the section is fit for train movement.

Ack. By SM----------Date---------Time Sig. of SSE/JE (P Way) in charge.

xiv) **Safety measures while working between stations:** The heavy duty on track tie tamper machine can run by both day and night at a maximum speed of the machine notified either engine or tamper foremost, subject to any other lower speed restriction in force.

(1) On double or multiple line sections, the trains running on the adjacent lines should be cautioned by the SM by issue of a caution order, mentioning the exact site of work, to the effect that Heavy duty on track tie tamper machine(s) is/are working on the UP/DN line as the case may be.

(2) The person in charge of the Unit(s) must ensure this and he will be responsible to see that the adjoining line is not fouled at any time during the course of tamping and leveling operations.

(3) In case of fouling, he must immediately arrange to protect the adjoining track as per GR 6.03. When the machine(s) is /are required to remain stationary between two stations for any time exceeding 15" or while working, it/they must be protected by red banner flags stretched across the line between poles not less than 1.52 meters in height. Such banner flags must be placed at an adequate distance on either side of machine(s) as specified in GR 15.09 (1) (a).

Contd--3.

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3

b) **When machine(s) only have to move from one station to another without work/ move to the camping stations from base stations, the following procedure must be followed:-**

i) **Movement of Single/Couple in a block section:** For run through movement from one station to another station (**Without work** in the section): One or two coupled self propelled track machines or one Self/non Self- propelled track machine hauled by locomotive is permitted to run at a time in a block section under one authority (under one line clear authority as per system in vogue) observing all rules required for movement of trains, or

ii) **Movement of group of machines are as follows:** The machines can move in group over a block section (**Without work** in the section) by taking **short duration block** (10 minutes more than the running time of that section) keeping minimum safety distance of 200 meters between them. Movement from Station to Station and back shall personally be supervised by the person in charge of machines. Form T/465 (On S/L or D/L or Multiple line), shall be the authority for a group of machines.

iii) Points of a) iii), v), vi), vii), xi), xii) & xiii) should meticulously be followed by the head in-charge of the machines in the movements mentioned in b) ii). SM should verify them.

c) **Working procedure for Heavy Duty on Track Tie Tamper in automatic signaling system:-**

i). Automatic signaling system between the proposed stations of work should be suspended by the SMs on duty under exchange of messages with PNs ensuring the section concerned is clear of all trains and in consultation with the section controller. Follow 22.20 (a) and (b).

ii) : Normal working should be resumed on completion of work as under exchange of messages with PNs after taking assurance vide item no.22.20 a) and b) above.

d) (i) , (ii) & (iii) will be remain same as now.

The above rules are for all systems of working prevailed in SER.

20.12.2017
(Jaya Varma Sinha)
PCOM/SER

Dated: *OPS/50/OPM/A&C/Pt.II*

Copy to: Director/Safety/RBd., PCE/PCSO/PCME/PCEE/PCSTE-GRC & DRMs, Sr.DOM/CKP, KGP, ADA & RNC for information pls.

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SOUTH EASTERN RAILWAY

TRACK MACHINE(S) BLOCK PERMIT/A.T.P
(Original/Record)
(With/without work)

Form No. T/465

Serial No. 509

Station .....

Date .....

Time ..... Hrs.....Mts.....

To

SSE/JE/P. Way (in-charge) .....

I) You are hereby authorized to enter the ..... block Section on the ..... line (in case of double/multiple lines (for working on lines at KMs.....)with one or more track machines as given below. Private No. (Flg) .....words) .....(Ends cabin & LC gates are also informed.

ii) Machine Type & No. and their sequence of Movement :

1.	2.	3.	4.	5.	6.
7.	8.	9.	10.	11.	12.

iii) Lineblock/Permission to "work on line" is hereby granted from .....Hrs.....Mts, to .....Hrs. .....Mts on complete of work, the track machines(s) shall clear the block section at .....station.

iv) Authority to pass departure signals / IB signals No. at 'ON'

You are hereby authorized to pass Starter signal No. ...../Advanced Starter signal No. ...../ IB Signal No. .....(as the case may be) at 'ON' duly observing proceed hand signal at the foot of the starter signal

Note : 1) Proceed hand signal shall be shown by the competent railway servant even when Starter Signal is taken of in case the track machines are despatched in a convoy.

2) Speed shall not exceed 15 KMPH until machine passes over all points and connections at the station .

v) Speed restriction (s) and precautions to be observed in section.

a) You are hereby warned to exercise caution while approaching level crossings and whistle frequently. in the case of non interlocked level crossings you may pass the same on being hand signaled by the gatekeeper and ensure the gate is closed against road traffic.

b) While running in the wrong direction you shall ensure that the Level crossing gates enroute are closed against road traffics and Hand signals are displayed by the railway servant in uniform at the level crossing before passing them.

c) You are authorized to pass Semi automatic/Manually operated Gate Stop signals at 'ON' on receipt of proceed Hand signal given by the railway servant in uniform at the level crossing.

d) The Following temporary speed restrictions may also be observed (if any) : -

Block Section	Location	Speed	Reason	Remarks

vi) Authority to depart from Non-signalled Road/Line

You are hereby authorized to start the track machine(s) from the non signalled line No. .....and leave the yard cautiously duly piloted out upto the last set of points of the non-signalled line by the competent railway Servant at a speed not exceeding 15 KMPH over the points

Signature of Operator (s)

1. .....Time.....
2. .....Time.....
3. .....Time.....
4. .....Time.....
5. .....Time.....
6. .....Time.....
7. .....Time.....
8. .....Time.....
9. .....Time.....

Signature of Station Master
Station Master's Stamp

(Signature of SSE/JE/P./way(incharge)
Time.....Date.....

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Addendum & Corrigendum No. 02 to OPM 2013 published by S.E.Railway.

The existing rule Para **23.04 (d) 1) (vi) (Brake System,** Automatic Air Brake, Chapter XXIII) appearing at Page-**273** of the Operating Manual, 2013 (Revised Edition) may be replaced by the following:

23.04 (d) 1) (vi):- There should be at least three (3) fully air braked vehicles (including brake van) with operative cylinders out of the last four (4) vehicle at the rear end of the train.

22.9.17

Chief Operations Manager/SER

No. OPS/50/OPM/A&C/Pt. I

Dated : 22.09.2017

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Addendum & Corrigendum No. 01 to OPM 2013 published by S.E.Railway.

Para **6.05 (ii) of the Permanent Restrictions** appearing at Page-85 of the Operating Manual, 2013 (Revised Edition) may be deleted.

Para 6.05 (iii), (iv) and (v) may be renumbered as 6.05 (ii), (iii) and (iv) respectively.

28.05.15

Chief Operations Manager

No. OPS/50/OPM/A&C/Pt. I

Dated : 28.05.2015.

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