

SOUTH CENTRAL RAILWAY

Safety.387/Fly Leaf/11/2013

Fly Leaf No. 11/2013

ATTENTION....”ALL-CONCERNED”

**KNOW THE RULES PERTAINING TO RUNNING OF TRAINS DURING
NI WORKING (APPENDIX III OF G&SR)**

A. What are the occasions permitted for introduction of NI working?

- Overhauling of lever frames / panels.
- Remodelling of station / gauge conversion / doubling.
- Introduction of panel interlocking / RRI.
- Replacement of worn out frames / panels.
- Cable meggering.
- S&T and Engineering joint works, etc.,

B. What are the important precautions / instructions to be followed before introduction of NI working?

- Preparatory works which can be completed without NI working should be completed.
- Adequate lighting arrangements for night working should be ensured.
- For **minor works**, the period of NI working should be decided by concerned Branch Officers. **Sr.DOM/DOM** should prepare the schedule in consultation with other Branch Officers and also ensure sufficient Operating Staff are available.
- For **major works**, the period should be decided by **DRM** and **COM** should be kept informed about the date of commencement of NI working and his prior permission should be obtained.
- Avoid unwanted shunting operations. No attachment of Parcel Vans, Saloons, etc.,

- If feasible, less important originating / terminating passenger trains may be cancelled or terminated short of the stations or diverted where NI working is proposed with the approval of COM.
- Stabling of vehicles on running lines is not permitted.
- Common loop line should not be used for receiving trains coming from the opposite direction.
- Emergency and crossover points connecting UP and DN lines should be set for normal and padlocked / spiked.
- As far as possible, avoid crossing and precedence of trains.
- S&T and Engineering Officers should send a Circular Notice to Sr.DOM/DOM 15 days in advance of proposed NI working. A copy of the same shall also be sent to the SM of the station. Sr.DOM/DOM shall prepare special instructions and issue them to 'all-concerned'.
- SM of the station is responsible to ensure that all the staff working at the station acknowledges the special instructions.
- Sr.DOM/DOM and Sr. DSTE/DSTE shall jointly issue a notification showing the date and time of NI working, probable duration and the SM to issue Caution Order and CC to advise the LPs for observing all temporary SRs.

C. What action is required before commencement of NI working?

- TI/SFC/Safety Officer depending upon the extent of work such as RRI/major station/major yard, DRM decide the level of Official who will be in-charge.
- DRM will also nominate SE/JE of S&T/Engineering Departments for technical assistance.
- The Officials in-charge of NI working shall ensure;
 - ✓ Sufficient number of clamps, padlocks, Hand signals, detonators are arranged (DSTE/DEN arranges clamps).

- ✓ The contents of Circular Notice is explained to all the permanent staff of the station and to the staff on special duty, obtain their acknowledgement in the assurance register.
 - ✓ Concerned records / memos must be ensured for availability before NI working.
 - ✓ Caution Orders shall be issued to all the crew.
 - ✓ S&T and Engineering in-charges shall personally supervise the work of S&T and Engineering Departments concerned as per GR & SR 15.06 to 15.09.
 - ✓ The yard proposed for NI working should be divided into various areas and Goomty should be provided which shall be manned by ASM/Guard/Cabin Master round the clock assisted by Pointsman.
 - ✓ Also ensure that the goomtys are provided with adequate furniture (by Engineering Branch), proper communication including walkie-talkie sets (by S&T), an SR board of 15 KMPH at the foot of the FSS by S&T, adequate lighting arrangements by Electrical Branch, etc.,
 - ✓ Before actual NI working of the station, the preceding Sunday or any other day, a mock NI working without actually disconnecting S&T gear should be tried in the day shift to ascertain difficulties, if any encountered.
- On the day of NI working, the SE/JE shall issue Disconnection Notice and after the work is completed, Reconnection Notice shall be issued. The Operating and S&T Officials shall jointly test and satisfy that the disconnected gear is properly functioning after reconnection.
 - A common NI Home Signal without routing should be provided with 'Caution' aspect. This NI Home Signal should be taken 'off' only after ensuring that the train has come and stopped at the signal duly ensuring correct setting, clamping and padlocking of points, also ensuring that any LC Gate in between, is closed against road traffic.
 - NI Starter Signals can be taken 'off' to 'caution' aspect only after ensuring the stoppage of the train near the Starter Signal duly ensuring correct setting, clamping and padlocking of points, also ensuring that if any LC Gate is existing, the same is closed against road traffic.

- LSS (Advanced Starter / Starter) shall not be disconnected throughout the NI working except at the fag end of the NI work. A Traffic block of 2 to 3 hours should be taken out for disconnecting the old LSS and block instrument and reconnecting the new LSS and new block instrument.
- Normally, no PLCT should be issued as ‘authority to proceed’.

D. What are the other rules for NI working?

- No train shall be permitted to run through the station.
- All trains shall be first brought to a dead stop near the FSS and then again at the station.
- Outermost facing points shall be manned. The LP of the train shall ensure not only taking ‘off’ the Home Signal but also manning of outermost facing points + PHS from the points.
- In case of crossing, the outermost trailing points for the first train arriving train shall be set for the line on which the second train is to be received from opposite direction.
- Only after the Traffic Official has assured himself that the line has been correctly set and locked for the required movement, may permit the signal be taken ‘off’ for the reception and despatch of train.
- The SM is responsible for nomination of line for R&D of trains only after ensuring physical observation / PN received on phone from the staff controlling the Goomty. The in-charge of the Goomty shall be responsible for correct setting, clamping and padlocking of points for the nominated route duly exchanging PNs.
- At the time of R&D of trains, no shunt movement is permitted on or across the line fouling the nominated line.

**CHIEF SAFETY OFFICER
SAFETY ORGANISATION
SOUTH CENTRAL RAILWAY**