

# **The Opening of Delhi Metro Railway for Public Carriage of Passengers Rules, 2002**

DELHI

India

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### **Rule**

### **THE-OPENING-OF-DELHI-METRO-RAILWAY-FOR-PUBLIC-CARRIAGE of 2002**

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The Opening of Delhi Metro Railway for Public Carriage of Passengers Rules, 2002Published vide Notification No. G.S.R. 816 (E), dated 10th December, 2002, Gazette of India, Extraordinary, Part 2 Section 3 (1), dated 11.12.2002. (w.e.f. 11.12.2002)G.S.R. 816 (E), dated 10th December, 2002. - In exercise of the powers conferred by Section 22 of [the Delhi Metro Railway (Operation and Maintenance) Ordinance, 2002 (Order 7 of 2002)] [Now see the Delhi Metro Railway (Operation and Maintenance) Act, 2002 (60 of 2002).], the Central Government hereby makes the following rules, namely-

## **Chapter I Preliminary**

### **1. Short title, commencement and application.**

(1)These rules may be called the Opening of Delhi Metro Railway for Public Carriage of Passengers Rules, 2002.(2)They shall come into force on the date of their publication in the Official Gazette.

### **2. Definitions.**

(1)In these rules, unless the context otherwise requires:-(a)"authorised" means authorised by the metro railway administration ;(b)"bridge engineer" means the Chief Engineer or any other engineer responsible for design and/or construction of bridges or viaducts ;(c)"Chief Executive Officer"

means the Chief Executive Officer of Delhi Metro Railway in-charge of working of the metro railway ;(d)"Commissioner" means the Commissioner of Metro Railway Safety appointed under Section 7 of the Ordinance ;(e)"Form" means a Form appended to these rules ;(f)"General Rides" means Delhi Metro Railway General Rules, 2002 ;(g)"metro railway" means rail-guided mass rapid transit system having dedicated right-of-way, with steel wheel or rubber-tyred wheel coaches, but excluding tramways, for carriage of passengers, and includes,-(A)all land within the boundary marks indicating the limits of appurtenant to the metro railway ;(B)all rail tracks, sidings, yards or branches worked over for the purposes of, or in connection with, the metro railway ;(C)all stations, offices, ventilation shafts and ducts, warehouses, workshops, manufactories, fixed plants and machineries, sheds, depots and other works constructed for the purpose of, or in connection with the metro railway ;(h)"metro railway administration", in relation to,-(i)a Government metro railway, means the General Manager of that metro railway;(ii)a non-Government metro railway, means the person who is the owner, or the lessee of that metro railway, or the person working in the metro railway under an arrangement with the owner or the lessee of that metro railway ;(i)"metro railway official" means a person employed by the metro railway administration in connection with service of the metro railway ;(j)"notification" means a notification published in the Official Gazette of India ;(k)"Ordinance" means the [Delhi Metro Railway (Operation and Maintenance) Ordinance, 2002 (Ordinance 7 of 2002)] [Now see the Delhi Metro Railway (Operation and Maintenance) Act, 2002 (Act 60 of 2002).](l)"passenger" means a person travelling on the metro railway with a valid ticket or pass ;(m)"report" means the report of the Commissioner under Section 15 of the Ordinance;(n)"Schedule" means a Schedule appended to these rules.(2)All other words and expressions used in these rules but not defined shall have the same meaning as assigned in Ordinance and Delhi Metro Railway General Rules, 2002.

## **Chapter II**

### **Preparation for Opening of the Metro Railway**

#### **3. Opening of the Delhi Metro Railway.**

(1)The metro railway administration shall ensure that the metro railway in the metropolitan city of Delhi (hereinafter referred as Delhi metro railway) or a portion thereof to be opened for public carriage of passengers is complete in all respects as per the manuals of practice of Delhi metro railway and for such opening all the administrative formalities are complete and that the working of Delhi metro railway is regulated by Delhi Metro Railway General Rules, 2002.(2)Where the Chief Executive Officer is of the opinion that the metro railway or part thereof is required to be opened for public carriage of passengers, he shall refer the matter to the Commissioner for inspection and report on the safety of that metro railway.

#### **4. Supply of documents to the Commissioner.**

(1)The Chief Executive Officer shall, while making reference to the Commissioner for inspection and report on the safety of the metro railway under sub-rule (2) of Rule 3, furnish all relevant document, to the Commissioner from the following list of documents, namely-(a)Tabulated details;(b)Index

plan and sections ;(c)Drawings of works ;(d)Certificate ;(e)List of infringements of moving and fixed dimensions ;(f)Working orders to be enforced at the operations control centre and at each station ; and(g)Administrative note giving salient features of the project.(2)The documents referred to in sub-rule (1) shall indicate the distances from the same fixed point in kilometres and decimals up to two digits and the fixed point shall be clearly defined in a note on the plan and section sheets of the work documents.(3)The datum adopted shall be mean sea level as fixed by the Survey of India and heights shall be mentioned with reference to the datum in metres and decimals up to two digits.(4)The documents referred to in sub-rule (1) shall be signed by atleast an officer equivalent to senior administrative grade rank except the certificate which shall be signed by the Chief Executive Officer himself.(5)The Chief Executive Officer shall furnish such documents to the Commissioner, as far as possible, at least one month in advance of the stipulated date of inspection.

## 5. Contents of documents.

(1)Tabulated details which shall consist of important characteristics of the metro railway or a portion thereof to be opened for public carriage of passengers, and in particular shall include-(a)Curve abstract as specified in Form I;(b)Gradient abstract as specified in Form II;(c)Bridge abstract as specified in Form III;(d)Viaduct abstract as specified in Form IV ;(e)Important bridges abstract as specified in Form V ;(f)Ballast and permanent way abstract as specified in Form VI;(g)Stations and station sites as specified in Form VII;(h)Brief particulars of rolling stock as specified in Form VIII;(i)Brief particulars of traction installations as specified in Form IX ;(j)Power supply installation abstract as specified in Form X ;(k)Restricted Over Head Equipment clearances abstract as specified in Form XI;(l)Electrical crossings over metro railway tracks as specified in Form XII;(m)Traction maintenance depot abstract as specified in Form XIII;(n)Ventilation, smoke management and fire safety measures in tunnels and stations as specified in Form XIV ; and(o)Signalling and train control installations as per sample in Form XV.(2)Index plan and section sheets, completion drawings, etc., shall include,-(a)Index plan and section sheets as mentioned in the Schedule ;(b)Completion drawings of bridges/viaducts showing details of structure, loading standards adopted, etc. ;(c)Completion drawing of tunnels, if any ;(d)Diagrammatic plan of station yards showing layout of tracks and particulars of turn outs, gradients, of any signals and interlocking installed ; and(e)Implantation diagrams of overhead equipment masts/overhead current collection system as applicable.(3)The comments on the following matters, namely-(a)Moving and fixed dimensions ;(b)Strength of bridges/viaducts ;(c)Brake and communication ;(d)System of working ;(e)Electric traction equipment; and(f)Type of rolling stock, proposed along with list of restrictions, shall be contained in the certificate in Form XVI.(4)List of infringements of moving and fixed dimensions shall be prepared as specified in Form XVII and shall contain full explanations for the infringements and restrictions or precautions to be adopted because of them and the reference to the authority of the Central Government under which the infringement is permitted or allowed.(5)Working orders to be enforced at each station on the metro railway to be opened shall be prepared in accordance with the provisions of the Delhi Metro Railway General Rules, 2002 and shall specify and special conditions that are required to be met with and such orders shall include traction working rules.

## **Chapter III**

### **Duties of the Chief Executive Officer**

#### **6. Deviations from manuals of practice to be notified.**

(1)The Chief Executive Officer shall ensure that Delhi Metro Railway or a portion thereof proposed to be opened is operationally fit in every respect before inspection.(2)The Chief Executive Officer shall, while making reference under sub-rule (2) of Rule 3, bring to the notice of the Commissioner any deviation in design, material and construction of the civil works, Electrical Signalling, Telecommunication and Train Control installations, rolling stock or appliances of the metro railway, instances in which moving and fixed dimensions have not been observed, or the bridges, viaduct, tunnels that are not capable of carrying the specified or standard loading without exceeding the stresses specified in relevant Indian Codes/International Codes.

#### **7. Chief Executive Officer to make special arrangements.**

(1)The Chief Executive Officer shall make such arrangements which are necessary to facilitate the inspection of the metro railway, which is to be opened by the Commissioner.(2)The Chief Executive Officer shall be responsible to make such special arrangements as the Commissioner may require for inspection of civil structures, permanent-way, rolling stock, electrical, signal, telecommunication and train control installations on the metro railway, which is to be opened.

#### **8. Supply of information to the Commissioner.**

(1)The Chief Executive Officer shall supply all the information and give all the assistance to the Commissioner and supply or provide all instruments and apparatus required for taking measurements, testing of bridges/viaducts, rolling stock, electrical, signal, telecommunication and other installations.

#### **9. Dismantling of any work on request by Commissioner.**

(1)The Chief Executive Officer shall on receipt of a request made by the Commissioner, make arrangements to dismantle any structure on the metro railway to be opened with a view to make complete examination of the details or workmanship of the structure, as quickly and completely as possible.(2)The Commissioner, while requesting the dismantling of the structure, shall be responsible to see that such dismantling does not affect the utility or strength of the structure, unless dismantling is necessary for its proper inspection.

#### **10. Chief Executive Officer to accompany the Commissioner at inspection.**

(1)The Chief Executive Officer shall accompany the Commissioner throughout the inspection.(2)If, for any unavoidable reason, it is not possible for the Chief Executive Officer to accompany the

Commissioner, then an official not below the rank of senior administrative grade, authorised by general or special order issued by the Chief Executive Officer, shall accompany the Commissioner and shall be present during the entire period of inspection.(3)During such inspection of each portion of the metro railway, the engineer or officer who is or was in immediate charge, or his representative of that portion of the metro railway during its construction may also be present.

## **Chapter IV**

### **Duties of the Commissioner**

#### **11. Commissioner to make full and complete examination.**

(1)On receipt of a reference under sub-rule (2) of Rule 3 from the Chief Executive Officer, the Commissioner shall, with the view to determining whether it is fit to be so opened, inquire into all matters which appear to him relevant for the safety of public carriage of passengers on that metro railway.(2)The Commissioner shall satisfy himself that,-(a)the Delhi Metro Railway General Rules, 2002 have been applied to the metro railway or part thereof proposed to be opened ;(b)the moving and fixed dimensions have been observed ; and(c)the civil works, permanent-way, electrical, signal, telecommunication, rolling stock and other appliances belonging to or working on the metro railway are designed properly or constructed in such a manner so as to guard the system against accident and failure.

#### **12. Provisions for handling traffic at stations.**

(1)The Commissioner shall satisfy himself that at every station on the part of Delhi metro railway proposed to be opened-(a)adequate provision has been made for handling of passenger traffic(b)arrangements have been made for easy access by road ; and(c)adequate fire-protection and disaster management measures have been taken along with arrangements for safe evacuation of passengers.

#### **13. Inspection of bridges or viaducts.**

- The Commissioner shall satisfy himself that the bridges or viaducts and other elevated structures on the metro railway proposed to be opened for public carriage of passengers are so designed and constructed to conform to the loading standards as specified in Delhi Metro Railway Bridge Manual and that the stress limits are not exceeded.

#### **14. Procedure for inspection of bridges or viaducts.**

(1)For the purpose of Rule 13, the Commissioner shall examine at least one bridge or viaduct of each different pattern or type, as the case may be, and satisfy himself about the adequacy with reference to the safety of-(a)the general design of the bridge or viaduct;(b)designs of different parts or portions of the bridge or viaduct;(c)the construction and erection of the whole structure of the

bridge or viaduct;(d)steel girder spans and their bedding at all supports ; and(e)type and design of the pre-stressed concrete bridges or viaducts including their bearings.(2)If the Commissioner considers it necessary, in addition to the certificate of a bridge engineer employed for the purpose, he may call for load deflection test as specified in Form XVIII and other tests under the loads for which the bridge is designed.(3)If the Commissioner is satisfied that the girders have been properly-designed for the work they are intended to perform, then the open-web and plate-girders shall not require to be tested.(4)The Commissioner may test any number of span and may test a span any number of times and at any speed as he considers desirable up to the maximum permissible speed of the section.

## **15. Inspection of electrical installations.**

(1)The Commissioner shall inspect the following for electrical installations on the metro railway proposed to be opened for the public carriage of passengers, keeping in view the essentiality of services and safety of passengers, namely-(a)protection systems of sub-stations ;(b)earthing and bonding of installations ;(c)electro magnetic interferences to ensure that these are within limits ; and(d)essential services to ensure that these would run in case of major break downs;(e)(i)electrical clearances ;(ii)implementation of masts and other structures ;(iii)caution and danger notice boards for public ;(iv)assurance Registers signed by various metro railway staff of their knowledge of working in electrified area ;(v)maintenance facilities and manpower ; and(vi)fire fighting measures;(f)any other item, as he may consider fit for safety of passengers.

## **16. Inspection of rolling stock.**

- The Commissioner shall inspect the following items of the rolling stock proposed to be used on the metro railway keeping in view the safety of travelling public on metro railway system proposed to be opened, namely-(a)important systems like traction, braking etc. ;(b)safety items like deadman handle, door operations, etc. ;(c)facilities for evacuation of passengers in case of emergencies ;(d)system of operation ;(e)fire prevention measures ; and(f)any other item, as he may consider fit for safety of passengers.

## **17. Inspection of signalling and telecom facilities.**

- The Commissioner shall inspect the following items of the signalling and telecom facilities keeping in view the safety of travelling public, proposed to be used on metro railway system proposed to be opened, namely-(a)fail-safe features of the signalling system ;(b)communication between Train Operator and passengers ; and(c)any other item, as he may consider fit for the safety of the passengers.

## **18. Inspection of facilities for relief of passengers in emergencies.**

- The Commissioner shall check the following facilities for relief of passengers in case of emergency ; namely-(i)in-house facilities and preparedness to combat emergencies ;(ii)communication and

arrangements with outside relief agencies ;(iii)any other item, as he may consider fir for safety for passengers ; and(iv)competency of metro railway official connected with train working.

## **Chapter V**

### **The Inspection Report**

#### **19. Contents of report.**

(1)The report shall specify that-(a)he has made a careful inspection of the metro railway and the rolling stock that may be used thereon ;(b)the moving and fixed dimensions as laid down have not been infringed ;(c)the track structure, strength of bridges/viaducts, tunnels, general structural character of the civil works, signal and train control system, telecommunication, traction installations and the size of, and maximum gross load upon he axles of any rolling sock, comply with the requirements laid down ; and(d)in his opinion, the metro railway can be opened for the public carriage of passengers without any danger to the public using it.(2)The report shall be clear and concise and shall deal with all matters which are required to be considered, particularly whether the metro railway line is designed for the specified loading and the instances of deviation or infringement of moving and fixed dimensions.

#### **20. Documents accompanying inspection report.**

- The report shall be accompanied by the following documents, namely-(a)Index plan and sections of the metro railway;(b)Results of the bridge test, when asked for by the Commissioner ;(c)Documents required for initiation of electric traction ;(d)Tabulated details in Forms I to XV ;(e)Certificate by the Chief Executive Officer in Form XVI; and(f)List of infringements of moving and fixed dimension in Form XVII.

#### **21. Submission of report to Central Government.**

- In respect of every reference made to him under sub-rule (2) of Rule 3, the Commissioner shall submit his report to the Central Government.

## **Chapter VI**

### **Sanction to Open Metro Railway for Public Carriage of Passengers**

#### **22. Sanction to open metro railway.**

(1)The Central Government may, after considering the report submitted under Rule 21 by the Commissioner, sanction the opening of the Delhi metro railway or a portion thereof as the case may be, under Section 14 of the Ordinance as such or subject to such conditions as may be considered by

it for the safety of the public.(2)The Chief Executive Officer shall publish the date of opening of Delhi metro railway or a portion thereof for public carriage of passengers in the local newspapers both in English and Hindi languages.

### **23. Opening of a metro railway by the Commissioner.**

(1)The Commissioner may also sanction opening of Delhi metro railway for public carriage of passengers, subject to such conditions as he may impose in the interest of the passengers. While giving sanction to the opening of metro railway, he will, however, forward his inspection report to the Central Government:(2)On receipt of the inspection report of the Commissioner, the Central Government may confirm, modify or cancel the sanction given under sub-rule (1) subject to such conditions, alterations or relaxation as may be considered necessary.

## **Chapter VII**

### **Introduction of New Type of Rolling Stock**

#### **24. Use of new type of rolling stock.**

(1)The metro railway administration when it desires to use new type of rolling stock different from those already running on a section of the metro railway, shall apply for sanction for the same to the Central Government through the Commissioner.(2)Any modification in the design of car which alters the system of operation and control on the rolling stock like change in the braking system, of change in the principle of traction, shall be considered as a material modification and shall constitute a change in the type and design of the rolling stock.(3)Any modification in the car or rolling stock affecting the salient dimensions or suspension system or running gears and any other modification which affect the riding quality of the rolling stock, shall also constitute a change in the type and design of the rolling Stock.(4)For new designs of rolling stock, oscillation and or other trials are required to be conducted as per the procedure specified by Central Government from time to time to determine safe speed potential and stability of rolling stock. This provision shall apply for increasing the speed of existing rolling stock by making improvements.(5)The application under sub-rule (1)shall be accompanied by-(a)such diagrams as necessary to give full particulars of the axle loads, wheel spacing, length over buffers/couplers and other principal dimensions of the rolling stock as specified in Form VII for which sanction is required ;(b)such calculations and stress sheets showing-(i)the external forces on which the stress calculations are based ;(ii)the stresses which will be produced in the various bridges/viaducts on which the proposed rolling stock will run;(iii)the effects which the said rolling stock will have on various structures and track as compared with those caused by the rolling stock already in use, or allowed by the existing orders; and(iv)the conclusions arrived at;(c)the calculations, stress sheets must show, as to what allowance has been made for any secondary or deformative stresses in addition to the primary stresses caused by the external forces and what relief of stress, if any, has been included. The Commissioner may ask for necessary tests to be carried out on bridges as referred to in sub-rule (2) of Rule 14 ;(d)the modification, if any, necessary to signal and telecommunication installation to ensure electromagnetic compatibility/electromagnetic interference compatibility with rolling stock and a certificate that the



same have been carried out;(e)actual test report of electromagnetic compatibility/electromagnetic interference measurements with rolling stock and a confirmation that the results are within specified limits and standards ;(f)report of checks on rolling stock to ensure that it withstands the electromagnetic interference from external sources ;(g)speed certificate based on oscillation trial results ;(h)a safety certificate jointly signed by the Chief Engineer, Chief Electrical Engineer, Chief Signalling and Telecommunication Engineer and Chief Operating Manager of the metro railway in the Form XIX.(6)The proposal shall be scrutinised by the Commissioner and the recommendations thereon shall be submitted to the Central Government for its orders.(7)No new type of rolling stock which causes change in the electromagnetic compatibility/electromagnetic interference behaviour or stresses exceeding the design criteria specified and approved by the Central Government for existing structures or excessive stresses in track shall be ordered unless sanction of the Central Government has been received through the Commission for doing so.

## **Chapter VIII**

### **Alterations or Changes in the Existing Metro Railway**

#### **25. Notice of alterations or changes.**

(1)Where it is proposed on Delhi metro railway or a portion thereof which had been opened after inspection, to construct any deviation lines, stations, or to make an addition, alteration or reconstruction materially affecting the character of any work and such work forms part of, or is directly connected with the working of the metro railway, the metro railway administration shall give notice to that effect to the Commissioner.(2)Before any such work, the execution of which may affect the running of trains carrying passengers is taken in hand, the metro railway administration shall furnish to the Commissioner for his approval drawings or particulars of work and any temporary arrangements necessary for carrying it out.

#### **26. Opening of new or strengthening bridges or viaducts.**

- {1) No bridge or viaduct shall be reopened to traffic, after strengthening without the approval of the Commissioner even though it is able to carry the load without exceeding the maximum permissible stresses as specified in the relevant India Codes/International Codes.(2)No load shall be imposed on Delhi metro railway bridge or viaduct which would cause in any member thereof stresses greater than those specified in sub-rule (1) without the sanction of the Commissioner.(3)Closure of an existing bridge shall require the sanction of the Commissioner.

#### **27. Use of new type of signalling equipment.**

(1)The metro railway administration when it desires to use a new type of signalling equipment which is not of approved type, shall apply for sanction to the Commissioner.(2)The application under sub-rule (1) shall be accompanied by-(a)a list of the requirements which the equipment fulfils together with the results of the tests conducted ;(b)a certificate from the Chief Signal and Telecommunication Engineer in the Form XX ;(c)a statement giving details of the tests, trials and

verification conducted by suppliers, metro railway, etc., on the performance of the equipment;(d)safety assessment report from an independent safety assessor, where applicable;(e)certificate, if any, from other metro railway where equipment is in use for passenger carrying services ;(f)the relevant system details as may be necessary to give full particulars of the principle of operations and safety features incorporated; and(g)a copy of the instructions jointly approved by Chief Operations Manager and Chief Signal and Telecommunication Engineer, to be issued for operation of the equipment by the Operating Staff, including those instructions for working under abnormal or failure conditions.

## **28. Alterations or changes in electric traction equipment and use of new traction equipment.**

(1)The metro railway administration when it desires to alter or make changes in electric traction equipment when it materially affects its design characteristics and is directly connected with the train operation, such metro railway administration shall apply for such alteration or change in electric traction equipment to the Commissioner.(2)The application under sub-rule (1) shall be accompanied by-(a)a list of requirements which the equipment fulfils ;(b)a statement whether the equipment complies with the relevant Indian specification or International specifications ;(c)a statement giving detail of the tests, trials and verification conducted by suppliers, metro railway, etc., on the performance of the equipment;(d)certificate, if any from other metro railway where equipment is in use for passenger carrying services ; and(e)the relevant system details as may be necessary to give full particulars of the principle of operation and safety features incorporated.

## **Chapter IX**

### **Signalling and Train Control Installations**

#### **29. Signals.**

(1)The signals to be provided for controlling the movements of trains on Delhi metro railway shall be,-(a)Cab Signals ;(b)Fixed Signals (where provided).(2)The signalling and train control systems shall permit different modes of train operation depending upon its design, namely-(a)automatic train operation (where provided);(b)coded manual or automatic train protection ;(c)run on sight;(d)restricted manual; and(e)cut-out.(3)Under special circumstances and during initial stages, train services on Delhi metro railway may be run with the concurrence of the Commissioner, and the approval of the Chief Executive Officer, by any of the following system of working, namely-(a)automatic block system ;(b)absolute block system :Provided that the Chief Executive Officer will give approval only after obtaining the necessary sanction therefor from the Commissioner.(4)The requirements of the various modes of train operations given above shall be in accordance with provisions laid down in Delhi Metro Railway General Rules, 2002 and Delhi Metro Signal Engineering Manual.(5)The signalling and train control systems provided on the section shall be optimum for the planned level of safety and requirement of traffic.(6)The design of signalling and train control system shall be such as to enable the driver to easily distinguish between various modes of train operation.(7)The locations of trains running on the section and aspects of the signals

where provided and in use shall be displayed in the operations control center and station control rooms.(8)The cab signal and fixed signals where provided but not in use will have specific indication to that effect.(9)The standard of safety of signalling and train control system provided shall generally be in accordance with the recommendations of the European Committee for Electromechanical Standardisation or its equivalent national standards/international standards.

### **30. Points.**

(1)All points on passenger lines shall be power operated.(2)The point operating mechanism on passenger lines shall be of non-trailable designs.(3)Spring points shall not be used(4)Movable crossings and movable diamond crossings on passenger lines shall be provided with complete facing point equipment of approved type.(5)The requirements of points as stipulated in Delhi Metro Signal Engineering Manual shall be followed.

### **31. Interlocking.**

(1)The operation of signalling gears shall be form a panel or key board or any other approved means enabling operation of routes and also individual operation of points and signals.(2)The apparatus provided for operation of points and signals shall be interlocked for all passenger running lines.(3)The standard and requirements of interlocking shall be as per Delhi Metro Signal Engineering Manual.

### **32. Track circuits.**

(1)All passenger running lines shall be equipped with means of continuing detection like track circuit, axle counters, etc., to detect the presence or absence of a vehicle.

### **33. Sidings.**

- Sidings shall be arranged in such a manner that shunting operations upon them shall involve the least possible use of, obstruction to, running lines.

### **34. Provision of isolation at stations.**

(1)All passenger line shall be isolated from all sidings connected thereto.(2)Isolation may be accomplished by-(a)connection to a long line or siding ; or(b)provision of a short deed and siding ; or(c)provision of trap ; or(d)any other authorised means.Note. - When a trap is provided, the trap switch should be located with the heel of the switch in rear of the fouling mark and preferably on the straight. The switch shall should be in the rail away from the line to be protected.

### **35. Emergency communication.**

- Necessary means of communication like mobile radio communication shall be provided to enable the drivers to contact operation control centre and station control room in case of emergency.

### **36. General.**

- Necessary measures like protective devices or design features shall be adopted to safeguard the signalling and train control installations against the harmful effect of electromagnetic interference and earth leakage current, etc., of 25 kV AC, or 1500 V DC, or other traction system as adopted on the section.

## **Chapter X**

## **Design and Inspection of Equipment for Electric Traction**

### **37. Design of electric installations.**

(1)The design of all electric installations, namely transmission and distribution lines, sub-stations, switching stations, rigid overhead current collection system and regulated overhead equipment, etc., shall be according to approved standards laid down by the Central Government and the Indian Electricity Rules, 1956, or any other law for the time being in force and wherever any departure from accepted norms becomes necessary, approval of the Central Government shall be obtained.(2)Adequate protective arrangement shall be made to ensure that the public cannot come in contact with the electric equipment on line within the metro railway premises.(3)Suitable protective screens shall be provided where live conductors pass under or over bridges.(4)The structures supporting overhead equipment shall be designed in accordance with the relevant International and Indian Standards. The wind pressure to be adopted shall be generally in accordance with IS 875-64 (latest revision). Inside metro corridor tunnel, complete overhead current collection system and its supporting system shall be as per relevant International/Indian standards and shall be capable of working safely under air piston effect during train operation.(5)When the distribution system involves overhead wires carried on steel structures including bridges and roofs and return circuit via running rails or earth, all such structures, masts and associated tracks shall be effectively earthed and bonded or other precautions taken to ensure that contact with the steel work of the structure will not be dangerous to the public and the metro railway staff. In AC and DC traction, bonding and earthing shall be as per the approved code for bonding and earthing in respective areas. In case of elevated concrete structures continuous earth bonding shall be provided by earthing the reinforcement of structures and connecting the same to overhead electrical structures.(6)Earthing arrangements at power supply installations shall strictly conform to the Indian Electricity Rules, 1956 and accepted codes of practices for bonding and earthing for AC and DC traction. Adequate stray current control system shall be provided to under DC traction systems avoid corrosion to steel reinforcement and other metallic parts of the tunnels and nearby structures. All precautions shall be taken to avoid electro-magnetic effect in the environment as per relevant standards.(7)The earthing system for DC traction shall conform to

requirements of IS-3043 and EN-50122 Part-I and the maximum rail potential during permanent condition shall not exceed 120 V for main lines and 60 V for depot area in accordance with EN-50122 Part-I.(8)No earth wire shall cross any track and where structures to be connected to an earth-wire are located on opposite sides of a track, separate wire runs shall be used for connecting the structures. If complicated areas, structures may be connected to individual earthing stations.(9)When overhead lines transmitting electric power (other than lines forming part of the railway traction equipment) have to be carried across metro railway track, the details of the equipment provided in connection with such lines shall be designed with the object of minimizing danger in the event of breakage and in accordance with Regulations for Electrical Crossings, 1997. These details shall be approved by the Electrical Inspector to the Government of India.Note. - The Chief Electrical Engineer of Delhi Metro Rail Corporation functions as the Electrical Inspector to the Government of India for Delhi Metro Rail Corporation jobs.(10)Lightning arrestors of standard of approved types shall be provided wherever they are necessary.(11)All component parts of the equipment which carry live conductors shall be provided with devices approved by the Electrical Inspector to the Government of India to prevent unauthorised persons climbing them. Anticlimbing devices shall also be provided, wherever necessary, on structures carrying high tension equipment within metro railway premises.(12)On both sides of the roads at road-under-bridges, height gauges of suitable design shall be provided to ensure that no part of any road vehicle or its load shall come in contact with the road-under-bridge girders.(13)Warning notices shall be erected in conspicuous position indicating the existence of live electrical equipment.

### **38. Display of caution boards and notices.**

- The following caution boards and notices of standard sizes written in English and Hindi shall be displayed at the various locations indication below : (a)Treatment for Electric Shock boards giving instructions for treatment of electric shock at all railway stations control rooms, car sheds, sub-stations, switching stations, offices of maintenance engineers for works signals, overhead electrical equipment and cabs or moving vehicles, etc.; (b)General "caution notices" regarding danger of high voltage traction wires for public at various entrances to metro railway stations and for staff at prominent places ; (c)"1500V DC Caution" boards and "25 kV AC Caution" boards as applicable shall be affixed on to the screen erected on foot over and road over bridges, sub-stations, switching stations and track cabins; (d)Caution boards at such posts (for signal and telecommunication staff) where protective screening shall not be provided ; (e)"Caution-Unwired turn-out" boards ahead of all unwired turnouts or cross over taking off from wired tracks ; (f)"Warning" boards for neutral sections ; (g)Boards for "switching on" and "switching off" of power at neutral sections; (h)"Danger" boards on height gauges for road-under-bridges ; (i)Restricted clearance boards at such identified locations ; (j)Power Block limit boards ; and (k)Stop boards at termination of over-head electrical equipment in the sections to be energized.

### **39. Protection of private property against inductive effects of AC traction.**

- Under 25 kV AC traction, there is a heavy induction on all metallic structures and conductors in the vicinity of track. Inductive effects show themselves on any overhead conductor, such as metallic clothes lines, power lines and the like belonging to private parties running parallel and close to the

electrified tracks. Wide publicity shall be given to the effects of the induction, so that special precautions may be taken by private parties concerned against the possibility of electric shocks from conductors running their premises.

#### **40. Approval of energization of high tension lines.**

(1) Application shall be submitted at least a fortnight before energization of high tension lines to the Electrical Inspector of the Government for Delhi Metro Rail Corporation for the following, namely-(a) formal approval, if not already received to the design and layout of all high voltage equipment including traction sub-stations, transmission lines, 25 kV/33 kV and 1500 V DC feeders, switching stations, booster stations, etc.; (b) approval for energization of high tension installations mentioned above including overhead equipment for AC/DC traction ; (c) the application should be accompanied by documents as specified in AC/DC Traction Manual. (2) On receipt of an application under sub-rule (1), the Electrical Inspector shall scrutinize and inspect the design and installations in respect of the following, namely-(a) the layout and design for receiving sub-stations, traction sub-stations auxiliary sub-stations, 1500 V DC/25 kV AC overhead equipment and other installations for compliance with the Indian Electricity Act, 1910 (9 of 1910) and the rules made thereunder and the relevant Indian standards or International standards; and (b) inspection of completed installations, either personally or by deputing his officers for compliance with the safety requirements. (3) After conducting the inspection under sub-rule (2), the Electrical Inspector shall convey his approval for the energization of 25 kV/33 kV/1500 V DC feeder lines from receiving sub-stations, energization of receiving sub-stations, traction sub-stations, auxiliary sub-stations, traction sub-stations to feeding posts, switching stations, booster transformer stations, track cabins and auxiliary transformer stations subject to such conditions as he may consider necessary.

#### **41. Procedure for energization of traction installations.**

(1) (a) After obtaining the sanction of the Electrical Inspector to the Government of India for energization under Rule 39, the sub-stations should be commissioned sufficiently in advance for the energization of overhead electrical equipment; (b) Before energization of the sub-stations, full communication facilities should be available and power supply authorities should be ready to give power supply; (c) On the date on which energization of track installations takes place, necessary clearance certificate should be obtained from the Electrical Construction Officers and others who had been hitherto working in the sub-station premises to the effect that their stall had been withdrawn and the sub-station could be energized. (d) After final measuring of the whole installation and check on the satisfactory operation of all equipment including protective relays, the traction sub-stations and other installations may be energized ; (e) Energization of overhead electrical equipment and overhead current collection system shall be progressively undertaken starting with 33 kV/25 kV/1500 V DC feeders from the receiving sub-stations to the traction sub-stations, track cabins, bus bars of the feeding posts followed by one sub-sector after another ; and (f) Before running electric rolling stock, a confirmatory field test by the proper operation of the protective relays shall be conducted. (2) In addition to giving wide publicity through newspapers and other media, the Station Manager shall warn all passengers about the danger of 1500 V DC/25 kV AC overhead equipment/1500 V DC OCS equipment and not allow them to ride on top of rolling stock working on

the section.(3)All relevant documents all certificates as mentioned in, and notifications issued under the AC/DC Traction Manual, and the Ordinance, along with approval of Electrical Inspector for energization shall form a part of complete documents to the Commissioner while making reference to the Commissioner under sub-rule (2) of Rule 3 for opening of the metro railway for public carriage of passengers.(4)(a)The inspection of the entire section shall be carried out by means of Over Head Equipment Inspection Car by the Commissioner;(b)An senior administration grade rank officer of Electrical Department nominated by the Chief Executive Officer should accompany the Commissioner throughout the inspection ;(c)The engineer-incharge of the section during the construction should also be present;(d)During inspection, particular attention shall be paid to the safety and operational aspects of the train movements and to see that staff are in possession of statutory rule books, instruction books, registers, forms, etc. and the Transportation. Electrical, Permanent Way and Signal and Telecommunication staff are fully acquainted with the duties to be carried out after electric traction is introduced.(5)Subject to inspection being satisfactory, an 'all concerned message' may be issued by the Commissioner, communicating his sanction for the introduction of commercial services under electric traction.(6)The signal and telecommunication requirements in electrified sections shall be in accordance with the provision of Delhi Metro Signal Engineers Manual.Notes. - A catechism dealing with the requirement of signal and telecommunication installations for 1500 V DC and 25 kV 50 Hz AC electrified section are enclosed as Appendix A and B to these rules.

## **Schedule**

[See rule 5(2)(a)]Index Plan and Section Sheets

### **1. A set of plans and sections for Delhi Metro Railway Project should consist of-**

(i)Index Plan and sections ;(ii)Detailed Plans and sections ;(iii)Plans of Station yards ; and(iv)Detailed drawings of structures.

### **2. The index plan and section should be drawn to a scale of 0.5 km to a cm horizontal and 10 metres to a cm vertical, the plan being drawn above the section on the same sheet.**

### **3. The index plan should be traced from topographic survey sheets. The centre line of the proposed metro line should be indicated by a full red line with position of each station by a red block and name of the station also in red. The radius and degree of all curves should be figured.**

- 4. The index section should show the formation level/deck level of elevated structures by a red line ; the gradients should be figured and the height of the formation/deck level above mean sea level entered at each change of the gradient. The position, of each station with its name and distance from the fixed point, position and size of the bridge/viaduct spans should be indicated.**
- 5. Throughout each set of plans and sections, the kilometrage shall be reckoned from the same "fixed point" and datum should be mean sea level. Each sheet should be plotted in the direction of the through kilometrage so that the kilometrage may be read from left to right.**
- 6. On each sheet should be noted the name, i.e., Delhi Metro Railway, gauge and scale along with direction of the magnetic North.**
- 7. The index plan and section and the first and the last sheets of tire set of detailed plans and sections should be signed by the engineer in charge.**
- 8. Plans of station yards having yard lines other than Up/Down lines only may be submitted.**
- 9. Drawing of structures to be submitted should be the completion drawings.**

Form I[See rule 5(1)(a)]Curve Abstract

Section : Delhi Metro Railway

Length : Gauge : 1676 mm

Degree of curvature and radius    Number of each    Length in kms of primary curve

Total

Ratio of curved length to total length of line. Form II[See rule 5(1)(b)]Gradient Abstract

Section :                Delhi Metro Railway

Length :                Gauge : 1676 mm

Up and Dn Line

Gradient (compensated)    Number of each    Length in km    Percentage to total length of line

Total

Longest continuous length of Steepest Gradient:followed by:for a length of km Form III[See rule 5(1)(c)]Bridge Abstract



Section : Delhi Metro Railway

Length : Gauge : 1676 mm

Type of Bridge	Clear span in metres	Total no. of spans	Waterway in lineal metres	Loading standard for which designed	Remarks
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Form IV[See rule 5(1)(d)]Viaduct Abstract

Section : Delhi Metro Railway

Length : Gauge : 1676 mm

Type of Viaduct	Clear span in metres	Total no. of spans	Opening in lineal metres	Loading standard for which designed	Remarks
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Form V[See rule 5(1)(e)]Important Bridges Abstract

Section : Delhi Metro Railway

Length : Gauge : 1676 mm

Type of Bridge	Clear span in metres	Total no. of spans	Waterway in lineal metres	Loading standard for which designed	Remarks
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Form VI[See rule 5 (1) (f)]Ballast and Permanent Way Abstract

Section : Delhi Metro Railway

Length : Gauge : 1676 mm

**1. The permanent way consists of U1C 60 Kg. 900 A, head hardened new rails of make..... 18 metres long, continuously welded and laid on concrete sleepers with the density of M+8 (1660 sleepers per km). The track on main line, viaduct, Yamuna bridge and on elevated section is laid on plinth type ballastless track with rails supported on base plate at a spacing 600 mm C/C with Vossloh Fastening System from Vossloh, Germany. The remaining track at grade is laid with rails using ERC MK III fastening system of indigenous make and 50 mm stone ballast with minimum cushion of 300 under the sleepers.**

**2. All the turnouts to be negotiated and 1 in 12 curved switches and 1 in 8.5 with thick web switches. Certified that tested and approved new Permanent way Materials have been used in this section and comply with the accepted specifications.**

Note. - (a) A brief description to be given of the rails, fastenings, sleepers and ballast provided. Details of dimensions of rails, fittings etc., should not be given in the case of standard section.(b)In

the case of new rails and fish plates manufactured in India, the name of producer should be given. If they are imported, the name of the country of origin should be indicated.(c)A certificate should be submitted by the Chief Engineer that the materials are of tested and approved quality and comply with the accepted specification. Form VII[See rule 5(1)(g)] Station and Station Sites

Section : Delhi Metro Railway

Length : Gauge : 1676 mm

Name of station   Kilometrage from fixed point   Inter station distance   Remarks

Form VIII[See rule 5(1)(h)] Brief Particulars of Rolling Stock

Section : Delhi Metro Railway

Length : Gauge : 1676 mm

S. No.	Description	Details	Remarks
(1)	(2)	(3)	(4)
1.	Rolling Stock features		
	(a) Composition		
	(b) Train Control System		
	(c) MaximDesign Speed		
	(d) MaximOperationalSpeed		
	(e) Jerk rate		
	(f) Maximum Tractive Effort		
2.	Physical Dimensions		
	(a) Car Weight		
	(b) Length over Body		
	(c) Maximum Width over Body		
	(d) Height of Floor from TOR		
	(e) Total Height		
3.	Bogie Details		
	(a) Bogie Wheel base		
	(b) Distance between BogieCentres		
	(c) Wheel Diameter		
	(d) Type of Suspension		
4.	Braking Details		
	(a) Type of Braking System		
	(b) Maximum Braking effort		
	(c) Service braking effort*		
	*From maximum operational speed to stand still, for fully loaded train on		

level tangent track.

(d) Parking Brake

5. Electro Magnetic effect on Environment

(a) Electro Magnetic Interference

6. Safety Features

(a) Communication between Operator and passengers

(b) Provision of Dead Man Handle

(c) Fire prevention, detection and suppression system

(d) Other Safety Features

Certified that the design has been checked for being within the Kinematic Envelope (KE) at all conditions. Form IX [See rule 5(1)(i)] Brief Particulars of Traction Installations

Section : Delhi Metro Railway

Length : Gauge : 1676 mm

Over Head Equipment:

## 1. Salient Features of the Design specially covering following aspects-

(a) Current carrying capacity of the system. (b) Boundaries like wind speed, Tension, Temperature range. (c) Speed potential. (d) Protection arrangements. (e) Power supply system.

## 2. Certificate that all warning boards and notices as per statutory requirements have been provided at specified locations.

Form X [See rule 5(1)(j)] Power Supply Installation Abstract

Section : Delhi Metro Railway

Length : Gauge : 1676 mm

Sl.No.	Type of switching stations	Total Nos.	Location and nearest station	Remarks
1.	Traction sub-stations and feeding stations			
2.	Sectioning and Paralleling stations			
3.	Sub-sections and paralleling stations			
4.	Booster transformer stations			
5.	LT supply transformer stations			
6.	Track Cabins			

Form XI [Sec rule 5(1)(k)] Restricted Over Head Equipment Clearance Abstract

Section : Delhi Metro Railway

Length : Gauge : 1676 mm

## A. Overline structures

Sl. No.	Location of overline structure	Type of structure	Clearance from RL to bottom of structure	Height contact wire below the structure	Whether catenary is anchored or freely running below/above the structure	Minimum static clearance between 25 ky live parts and earth	Remarks
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B. Location of overhead electrical structures where specified 2m working clearances not available

Sl. No.	Location	Type of nearest earthen part	Actual distance between live part and earth	Remarks
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Form XII[See rule 5(1)(1)]Electrical Crossing Over Metro Railway Tracks Abstract

Section : Delhi Metro Railway

Length : Gauge : 1676 mm

Sl.No.	Location	Brief technical particulars including voltage	Whether with guards or w/o guards	Owned by	Whether clearance as per the regulations forelectrical Xings available	Remarks
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Form XIII[See rule 5(1)(m)]Traction Maintenance Depot Abstract

Section : Delhi Metro Railway

Length : Gauge : 1676 mm

Sl.No.	Location	Name of nearest metro station	Remarks
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1

Form XIV[See rule 5(1)(n)]Ventilation, Smoke Management and Fire Safety Measures in Tunnels and Stations

Section : Delhi Metro Railway

Length : Gauge : 1676 mm

## 1. Salient features of the design specially covering following aspects-

(a)Emergency ventilation and smoke management system in tunnels and stations;(b)Emergency Evacuation procedure from tunnels or stations ;(c)Fire detection/suppression system in tunnels or stations ;(d)Fire alarm and public address system in emergencies ;(e)Emergency lighting and power supply ; and(f)Access routes for fire fighting personnel.

**2. Certified that all test certificates from equipment suppliers and commissioning authorities are in order and clearances from statutory authorities have been obtained.**

Form XV[Sec rule 5(1)(o)]Brief Particulars of Signalling and Train Control Systems

Section : Shahdara-Tis Hazari Delhi Metro Railway

Length : 8.06 kms Gauge: 1676 mm

Signalling and Train Control Systems

**1. Continuous Automatic Train Control system has been provided on Shahdara-Tis Hazari section for movements of trains between stations and between the depot and running lines.**

**2. The Continuous Automatic Train Control system works on the principle of target speed with cab signals by means of continuous transmission from track to train through coded Audio Frequency Track Circuit, ensuring safe movement of trains by continuously generating a safe operating envelope defined by the Limit of Movement Authority and the Maximum Safe Speed.**

**3. The Continuous Automatic Train Control system provides the following modes of train operation :**

(i)Coded Manual/Automatic Train Projection (No Automatic Train Operation in Rail Corridor)(ii)Run On Sight(iii)Restricted Manual(iv)Cut-Out

**4. Train operation on main lines is controlled from Operation Control Centre which normally operates under Automatic Train Control system with routes being set and trains interval regulated by computer control. Facility for manual setting of routes and individual operation of point if required has also been provided. Automatic Train Supervision system at Operations Control Centre monitors and controls train operation.**

**5. A Local Control Panel has been provided in the station control room to enable the Traffic Controller to hand over control of the signals at specific station if required.**

**6. Shahdara, Shastri Park and Tis Hazari stations on the section have been provided with Computer based Interlocking system.**

**7. A Digital Mobile Train Radio Communication System based on Terrestrial Trunked Radio specifications has been provided on the section to provide radio communication between traffic controller, depot controller and the train operator.**

Form XVI[See rule (3)]CertificateI do hereby certify-(a)that the moving and fixed dimensions for Delhi metro railway have in every case been worked to. Also that these dimensions will be observed in future and that no work or structure infringing the dimensions will hereafter be permitted without the sanction of the Central Government;(b)that each bridge or viaduct conforms to the approved standard of loading without exceeding the maximum permissible stress on the available material of any member or portion of the structure ;(c)that every coaching vehicle constructed or procured for the use of the metro railway has been provided with electro-pneumatic/regenerative/air brake and effective means of communication between passengers and the Train Operator ;(d)that the metro railway shall be worked as per the system specified in the Delhi Metro Railway General Rules, 2002 ;(e)that the 1500 V DC/25 kV AC electric traction equipment can be used for the public carriage of passengers without danger to the public and that the Rules for the Design and Inspection of Equipment for Electric Traction as per Chapter X of the Rules for Opening of Delhi Metro Railway for Public Carriage of Passengers, 2002 have been complied with ;(f)that the signalling and telecommunication equipment have been installed in accordance with the approved instructions and they are safe for passing traffic ;(g)that adequate, facilities for handicapped passengers have been made available at the stations and in trains ;(h)that.....has been delegated to accompany the Commissioner for metro railway safety on his inspection and all information supplied or engagements entered into by him shall bear my authority.Signature with seal of Chief Executive Officer, Delhi Metro RailwayForm XVII[See rule 5(4)]Infringements of Moving and Fixed Dimensions

Section : Delhi Metro Railway

Length : Gauge : 1676 mm

Sl. No.	Location	Name of structure which infringes	Prescribed dimensions with chapter and item No.	Existing actual dimension	Amount of infringement	Reasons for infringement	Authority under which infringement permitted	Restrictions/ precautions to be adopted
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Form XVIII[See rule 14(2)]Deflection Test of Bridges

Section : Date of Test..... Delhi Metro Railway

Length : Description of Test Load..... Gauge: 1676 mm

Bridge No.	Kilometrage	Material of girders	Clear Span between bearing plates	Overall Depth of girders	Speed of train	Test Load EUDL
(1)	(2)	(3)	(4)	(5)	(6)	(7)
Deflection in M.M.	Design load EUDL for B.M.	Ratio of Design load B.M. to test load B.M.	Reduced Deflection under design load (for Slowspeed tests) = (8 x 10)	Theoretical (calculated) deflection (approx) under designed load		
(8)	(9)	(10)	(11)	(12)		

Form XIX[See rule 24(5)(h)]CertificateBased on the reports of "oscillation" trials (Copy enclosed) it is certified that it is safe to run.....(particulars of EMU/rolling stock proposed to run) not exceeding.....units (in case of EMUs) coupled together on the section (station) to (station) from.....(km) to .....(km) of the metro railway at a maximum speed of.....(km/h) subject to the following speed restrictions and conditions.Speed Restrictions

Sl.No.	Form km to km	Nature of Speed restriction	Brief reason of restriction
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Special Conditions +

To be signed by

Chief Engineer

Chief Electrical Engineer

Chief Signal and Telecom Engineer

Chief Operations Manager

Form XX[See rule 27(2)(b)]CertificateCertified that it is safe to use (particulars of the equipment) at the station/on the section of the metro railway with the following precautions-

1. ....

2. ....

3. ....etc.

Chief Signal and Telecommunication EngineerNote. - The application should be scrutinised by the Commissioner who, if satisfied, will communicate his sanction to the Metro railway administration, in case he is fully satisfied, he will give his comments and recommendation for suitable further action.Appendix A(See rule 41)Catechism for Signalling and Interlocking Installations Signalling and Train ControlHave the requirements and recommendations for signalling and train control systems vide Chapter IX of these rules and appendix thereto pertaining to Signalling and Train Control Systems installed on the section being complied with?Signal

- 1. Do the signals comply with the requirements as laid down in Delhi Metro Railway General Rules, 2002.**
- 2. Have all the signal posts been placed on the left side of the track of the approaching train to which they refer? If otherwise, for what reason?**
- 3. Are all running signals controlling placed in such a position and at such a height above rail level so they can be clearly seen by the drivers in sufficient time and be readily distinguished by night or by day from subsidiary signals?**
- 4. In case of slotted or controlled signals, can the signals be freely returned to danger by either of the controlling agencies?**
- 5. Are signals not commissioned have their aspects covered and the cover displaying two crossed white bars on a black background, the bars not being less than 30 cms x 10 cms?**

#### Points

- 1. Are the locking of facing points such that the points cannot be or become unlocked while a train is passing over them, i.e., electrically controlled by track circuits or alternative devices?**
- 2. Are detectors (internal/external) fitted to all facing points and do they efficiently detect with switches the signals controlling the movement of train over them?**
- 3. Are switches adjusted to come tight against stock rails? Does the insertion of 5 mm obstruction piece between the switch and stock rails 150 mm from the toe of the switch prevent the points being locked and prevent the relevant signal being taken 'OFF', the giving of which is preceded by the locking of the points?**

#### Station Control Room

- 1. Are all signals, points and track circuits electrically/electronically repeated on the Station Control Panel/Work Station as and where provided?**



**2. Is the Station Controller provided with necessary means the stopping of train at his station?**

**3. Have instructions for working been issued to all staff and included in Metro Railway Working Instructions and are they correct and efficient?**

Tests In Station Control Room It is essential that the interlocking of all signals with points must be so effected as to ensure the following conditions, which may be tested from the Station Control panel or Work Station.

**1. Is it possible to take of conflicting signals at the same time?**

**2. Is it possible to take off a signal until :**

(a)all points on the running line including overlap are correctly set and the points locked where required?(b)all points, giving access to the running line from sidings are set against the running line?Operation Control CentreAre all signals, points and track circuits electrically/electronically repeated on the Operation Control or Work station as and where provided?Cab Signal

**1. Are the various modes of train control clearly distinguishable on the Driver's Man Machine Interface (MMI).**

**2. Under Cab Signalling System of working, is Automatic Train Protection System able to bring the train to a stop before on obstruction?**

Appendix B(See rule 41)A. Additional Catechism for Signalling and Telecommunication

**1. Have the requirements and recommendations for signalling and telecommunication installation in accordance with the instructions issued for the installation of Signalling and Telecommunication equipment in 1500V DC or 25 kV 50 Hz AC or other traction system as'adopted on the section, been complied with?**

If not, in what respect the arrangements provided fall short of them?Statement of Deviation-Signalling and Telecom Systems

Existing Parameters	Prescribed Parameters	Deviation/ Infringement	Remarks	Approval Sanction
SignalPointsTrack circuitsCablesElectricSignalling EQPTSBatteriesEarthingMobile				

**TrainRadioCommunicationsGeneral  
Safety**