

S.R. 17.08.9. Periodical examination-

Tower Wagon is to be inspected monthly by a nominated TXR as per 0519 (2) para of “Manual of AC Traction and Operation”. The C&W/RE is nominated for this purpose.

S.R. 17.08.9.1. Stationing-

Tower Wagons are stationed at the stations nominated by the division.

S.R. 17.08.9.2. Time limit for turning out Tower Wagons-

Tower Wagons, going to the spot for restoration of OHE, have to be moved on top priority just as ART. The target time for turning out the Tower Wagon, to go to the spot for restoration, is as under:-

1. During day light hours i.e., from 6 hrs to 18 hrs – 30 minutes.
2. During night hours i.e., from 18 hrs. to 6 hrs - 45 minutes.

The TPC and the SCOR shall both make detailed entries in the log sheets showing the time when the instructions are issued and particulars of train movements stopped. Traffic over the section in which the train movements have been stopped as above, may be resumed only with the approval of the TPC, who shall convey the instructions for the resumption of traffic to the CHC in the form of a message supported by a PN stating clearly whether any speed restrictions are to be imposed.

17.09. Additional rules for electrified sections.—

Special instructions for working of trains on electrified sections shall be notified by the authorized officer.

SR.17.09.1. Transmission and distribution by section and siding switches.

1. Section and siding switches installed in the overhead equipment shall be operated only by the authorized persons.
2. In the event of a fault necessitating the isolation of a section in addition to the faulty one, the Electrical Foreman or Chargeman shall open the concerned switch and inform the TPC immediately.
3. Every Station Master shall be trained in the operation of section and siding switches in an emergency (See S.R. 17.03.5.3.4). They shall open or close such switches when called upon to do so by the TPC and shall be treated as authorized persons for this purpose. They shall lock the switches in the position advised by the TPC and shall not part with the key until it is cleared by the staff of the traction department.
4. No switch affecting the feed to main running line or loco line/lines shall be closed or opened without the prior written permission of the TPC. As an exception to this rule, these switches may be opened in times of emergency by the authorized persons. All operation of sectioning or isolating switches shall be reported to the TPC in every case.
5. Section switches are located as indicated in the diagram annexed to SWR and general sectioning diagram. These diagrams show the distinguishing numbers of section switches, the stations they control and the location of each switch.
6. The CHC is in direct communication with the TPC who is connected by telephone to all sub stations, track sectioning cabins and the receiving station of power supply. All messages to the TPC regarding the operation of train services shall be routed through the CHC. In case the CHC cannot be contacted, the information shall be given to the TPC, who in turn, shall inform the CHC.

7. Staff employed in the electrified area shall immediately inform the SCOR by telephone as quickly as possible in the event of accident, disabled trains, unusual occurrence on overhead equipment or unusual occurrences on overhead feeders or high tension cables etc., or any occurrence affecting the working of trains and shall also inform the TPC or TLC as the case may be.
8. Message sent through the Station Masters shall be recorded by them and a note made in the station diary.
9. The SCOR shall immediately take action on the information received and promptly inform the TPC who shall take necessary action for any switching operations which may be necessary on the overhead equipment or at sub-stations and immediately inform the DEE/Tr.D and other concerned officials.
10. Any staff employed in the electrified area noticing sparking of wire near the overhead contact wire at bridges, structures etc., shall report this at once to the TPC. In the event of emergency circuit being cut-off, the nearest Station Master shall be contacted immediately for informing the SCOR, who should advise the TPC.
11. Whenever station staff notices a train worked by an electric engine passing with a hot axle/any vehicle running in dangerous condition or smoke/fire emanating from a vehicle or with any other abnormality in the running train which is likely to endanger safety of the train/passengers, the Switchman/Station Master shall immediately take steps to stop the train. In case they fail to stop such train by normal means as laid down in G & SR, then, they shall immediately inform the TPC either directly or through SCOR to switch off the power supply of the OHE of the affected section under exchange of PNs. In case TPC has been directly informed, SCOR has also to be informed subsequently.
12. Whenever any train gets held up for more than 5 minutes in the block section on account of no tension, the Loco Pilot of the train shall depute his Assistant Loco Pilot to check the train in order to look for any abnormality and to advise the Guard of no tension in OHE. Together with the Assistant Loco Pilot, the Guard shall check the entire train.

If, in the mean time, power supply is restored, the Loco Pilot shall call back his Assistant Loco Pilot to the locomotive and resume journey. Otherwise, after the train is checked, the Loco Pilot/Guard shall inform the SCOR/TPC of the details of abnormality, if any, or otherwise, and assistance required, through the nearest emergency telephone circuit or by other available means.

Further, the Loco Pilot and Guard shall arrange protection of the line affected in accordance with Rule 6.03 and SRs there under. In case of Automatic signalling territory, the line must be protected in accordance with Rule 9.10.

After ascertaining from the affected train of the nature of abnormality, decision regarding re-charging of the OHE shall be taken by the SCOR in consultation with CHC, Guard & Loco Pilot and then the concerned Station Masters shall be advised accordingly. Necessary steps shall be taken by CHC, thereafter, for clearance of the abnormality.
13. Restoration of OHE supply will be undertaken by TPC only on the advice of the SCOR under exchange of PNs.
14. If the switching off of the OHE takes place at a graded section and there is a chance that the train may start rolling, then the staff should also follow the instructions laid down under SR. 6.04 to avoid rolling down of train.

SR.17.09.2. Height Gauges.

1. There shall always be a height gauge on each side of the overhead equipment at every level crossing, so placed as to ensure that all vehicles and moving structures passing under the height gauge without touching it will pass in the same condition under all the overhead equipment with adequate clearance. The adequate clearance shall be subject to the sanction of the CRS. The placing of the height gauge shall be according to site.
2. Vehicles and moving structures which will pass under height gauge without striking or touching it, may only be permitted to pass under the corresponding overhead equipment under special instructions.

SR.17.09.3. Sanded catch siding.

If an electric engine or motor coach runs into the sanded length of a catch siding and dead end, the overhead equipments of the sidings shall not be made live when the engine or motor coach or any vehicles coupled thereto are standing on the sanded track until all persons have been moved away from positions where they could make contact between the permanent way formation and any part of the engine or motor coach or coupled vehicles.

SR.17.09.4. Rolling stock isolation of high voltage equipment.

1. The High voltage electrical equipment installed in electric engines and motor coaches shall be so arranged that it will not be possible for any unauthorized person to gain access to it.
2. It shall not be possible to have access to high tension compartment until the power has been switched off and pantograph lowered.
3. Access to high tension compartment can be had only by authorized persons in possession of a reversing handle or special keys provided for this purpose. Loco Pilots and other officials to whom such keys are issued should keep them in their personal custody to prevent unauthorized persons tampering with the equipment.
4. No spanners or keys except those issued by the Railway Administration shall be used for operating the equipment in electric trains.

SR.17.09.5. No unauthorized person shall be allowed in driving compartments.

1. No unauthorized person shall be permitted to enter any driving compartment of single or multiple unit trains or electric engines or to handle any apparatus contained therein.
2. Only certified Loco Pilots and Assistant Loco Pilots for electric rolling stock shall be allowed to drive electric rolling stock on any part of the running lines. They shall not allow any one to enter the driving compartment other than those who are authorized to do so under these rules or who hold a permit signed by the DEE/RS. No person shall be allowed to handle any apparatus in the engine or in the driving compartment unless he is in possession of a Loco Pilot's certificate of competency.
3. If a Loco Pilot has not driven an electric engine or multiple units for six months, he shall be re-examined after a refresher course and his certificate of competency endorsed before he is allowed to drive again.
4. When a Loco Pilot has not worked on any section for six months and over, he shall not be booked on that section unless he has learnt the road and a competency certificate has been issued in his favour. A record of all competency certificates issued to Loco Pilot shall be maintained in the office of the DEE/RS.

5. However, staff under training for driving electric engines, when specially authorized by the DEE/RS may drive such engines under the supervision of a certified instructor. While a trainee is driving under these conditions, the supervising instructor shall keep a continuous watch over the trainee and keep himself in readiness to take any action that may be required to control the train in an emergency.
6. No person shall be allowed to move any electric rolling stock within the limits of the loco shed and stabling sidings unless he has been certified competent to do so by the AEE/RS.
7. Assistant Loco Pilots may be allowed to drive the engines on certain sections as specified by the DEE/RS under direct supervision of a Loco Pilot. In cases of emergency the Assistant Loco Pilot is authorized to drive the train at a restricted speed not exceeding 40 KMPH up to the nearest point where he can be relieved.
8. A Driving Inspector is authorized to drive an electric loco and will work at least 160 kilometres in a calendar month and this should cover the entire electrified section.
9. Line Chargeman and other maintenance staff who are required to attend defective equipment are allowed to handle the equipment in running train. They shall however, do this with the utmost care to ensure that the safety of train and the equipment is not endangered in any way.

SR.17.09.6. Train lights.

At night and in thick or foggy weather, no single or multiple unit train shall be worked outside station limits unless it has:

1. At least one head light and two marker lights or a head light and a set of code lights of the nature prescribed by the Railway Administration, and
2. Two red tail lights, provided either in separate fittings or in a single fitting as prescribed by the Railway Administration.
3. The normal head and marker lights shall be exhibited as per Rule 4.14 and SRs there under.

SR.17.09.7. Duties of Loco Pilots before taking train on to running line.

1. A Loco Pilot shall not take his train on to a running line until he has tested all the control power and brake apparatus and found them in proper and prescribed working order.
2. The Loco Pilot shall, in addition, carry out the inspection and tests in accordance with special instruction issued by the DEE/RS.
3. When taking over charge from another Loco Pilot, it shall be his duty to ascertain whether any defects exist and the handing over Loco Pilot shall acquaint the relieving Loco Pilot of any faults or defects likely to affect the working of the train.

SR.17.09.8. Coupling single and multiple unit trains:–

When coupling single or multiple units or coaches of any such units together, the Loco Pilot shall be responsible for observing that all electrical couplings are properly made. After all couplings have been made, the Loco Pilot taking over the complete train shall satisfy himself that the control and power apparatus and brakes of the complete train are in proper and prescribed working order.

SR.17.09.9. Trains when coupled to be considered as one train:–

When trains are coupled together, they shall be deemed to be one train. Only one Master Control shall be in use at any one time.

SR.17.09.10. Loco Pilot to be in the leading driving compartment:–

1. 10.1. Loco Pilot shall be in the leading driving compartment when the train is in motion or when the train is standing on any running line except as otherwise prescribed in the rules contained in this chapter.
2. 10.2. The Assistant Loco Pilot shall assist the Loco Pilot and carry out his instructions.

SR.17.09.11. Reversing and brake handles:–

1. The Loco Pilot shall, when leaving any driving compartment, take the reversing handle away with him and also the independent air-brake handle on electric engines, where provided.
2. To keep the dead man's emergency gear ready to function during the whole time that a train is in motion, the Loco Pilot of single and multiple unit trains shall keep the reversing handle in the forward or in the reverse position when the train is in motion and shall not move the reversing handle into off position until the train has come to a stand.
3. The Loco Pilot shall never relinquish possession of the reversing handle except as provided for in these rules.

SR.17.09.12. Driving train from any compartment other than the leading compartment:–

1. When an engine cannot be driven from its leading cab, the Loco Pilot shall follow the special instructions prescribed by the DEE/RS.
2. If the Driving apparatus in the leading driving compartment becomes defective in the case of a single or multiple unit train, the train shall be driven cautiously from the nearest driving compartment which is serviceable. In this event the Guard shall travel in the leading driving compartment and shall convey the necessary signals to the Loco Pilot. The Guard shall also sound the horn or whistle as necessary and apply the brake in case of emergency and shall be responsible for stopping the train correctly at signals, stations and obstructions. In the case of an electric engine, the train shall be driven from the trailing driving compartments by the Assistant Loco Pilot and the Loco Pilot shall remain in the leading driving compartment, and shall be responsible for the correct operation of the train. The speed of the train shall not exceed 40 KMPH.
3. In the event of the driving apparatus in the leading driving compartment becoming defective or in the event of it being necessary for the Loco Pilot to drive from the trailing compartment of the same locomotive or in case of multiple operation from the cab of trailing locomotive for any reason whatsoever, the Assistant Loco Pilot shall station himself in the leading compartment of the train, sound the horn as necessary and operate the Loco Pilot's brake valve handle of vacuum/air brake as required. In the event of danger of over-running or in case of an emergency, the Loco Pilot shall also apply the vacuum/air pressure, as the case may be, from the driving compartment he is occupying. The speed shall not exceed 15 KMPH. Such driving shall be resorted to only for clearing the block section.
4. At the first opportunity, the Loco Pilot shall inform the TLC to arrange for a relief engine.

SR.17.09.13. Duties of Loco Pilot when single or multiple unit train is disabled:–

In the event of a single or multiple unit train becoming disabled and an assisting engine (electric or Diesel) being obtained, the Loco Pilot of the disabled train shall hand over his reversing handle to the Loco Pilot of the assisting engine. If the assisting engine is in the rear and the complete train cannot be driven from its leading driving compartment, the Loco Pilot of the disabled train shall carry out the instructions prescribed for the Guard in SR 17.09.12.

In the event of a derailment, the TPC shall pass information to the Electrical Foreman/OHE, who will treat it as if it were a line fault and proceed to take all necessary precautions to prevent the overhead line from being damaged during the re-railing process.

SR.17.09.14. Procedure when automatic brakes cannot be operated from leading driving compartment of a single or multiple unit train:

The procedure to be followed when the automatic brakes cannot be operated from the leading driving compartment of a single or multiple unit train without or with effective driving apparatus in the leading driving compartment and without or with disablement of train shall be in accordance with approved special instructions.

SR.17.09.15. Protection of single and multiple unit train stopped between stations:

1. If the stoppage is caused by a defect which the Loco Pilot is competent to rectify, he shall attend to the defect provided that, if it is necessary for him to leave the driving compartment, he shall before leaving, put on the automatic brake fully and also apply the hand brake in the driving compartment. He shall advise the Guard, if the stoppage is on a grade steeper than 1 in 100, the Guard shall also put on the hand brake in the Guard's compartment and on at least two other vehicles, if available.
2. If the detention exceeds or is likely to exceed 10 minutes, the train shall be protected in accordance with the Rule 6.03.
3. In cases where there is no competent person available in addition to the Loco Pilot and the Guard and the Loco Pilot has to go himself to protect the train in front, he shall before going, carry out the precautionary measures prescribed in para 15.1.

SR.17.09.16. Accident and unusual in Electrified Territory:

SR.17.09.16.1. Duties and responsibilities of Traction Power Controller (TPC), Section Controller (SCOR) and Station Master (SM) in case of no tension / fault tripping in Over Head Equipment (OHE):

SR.17.09.16.1. (a) Fault isolation:

- (i) In an electrified section in the event of OHE failure, TPC shall immediately identify and localize the faulty section and isolate the same. In case of double and multiple line sections, he shall also isolate healthy section on adjacent track on the same route length as faulty section. The TPC shall then advise the SCOR in writing or on phone under exchange of PN, of the section found faulty and healthy section temporarily isolated.
- (ii) On receipt of the advice from the TPC, the SCOR shall take action as under:

Advise Station Masters of stations on either side of isolated sections under exchange of private numbers to treat the faulty section as if the same is under 'Emergency Power Block' and take action accordingly.

SR.17.09.16.1. (b) On double line section, healthy section temporarily isolated:

The SCOR shall check whether any train has entered faulty section. If not he shall advise the concerned Station Master to issue Caution Order to the Loco Pilot of the first train on unaffected section to 'keep a sharp look out on the adjacent line / lines to see if there are any OHE abnormalities'. On reaching next station, the Loco Pilot should report whether or not the section over which they have passed is safe for train movement. The SCOR will advise the TPC in writing to re-energise the healthy section that was temporarily isolated.

SR.17.09.16.1.(c) If however, a train has entered in faulty section, the SCOR shall immediately inform Station Masters of all stations who are concerned with working of train in the faulty section and also in the section in which healthy OHE is temporarily isolated, under exchange of PN, that they shall not allow any train to enter the affected block sections unless both the Loco Pilot and Guard of the first train in unaffected section have been issued Caution Order to this effect.

- (i) 'Proceed with speed not exceeding 60 KMPH during day when visibility ahead is clear and not exceeding 30 KMPH during night subject to observance of other speed restrictions.
- (ii) 'Keep a sharp look out and be prepared to stop short of any obstruction which may be due to any infringement from the adjacent line/ lines and also keep a sharp lookout on the adjacent line / lines to see if there are any OHE abnormalities. On reaching the next station, report whether or not the section over which they have passed is safe for train movement'.
- (iii) Only after taking this action the SCOR shall advise the TPC in writing that necessary precautions have been taken to ensure safety of the train. The TPC shall then restore the feed to the healthy section, which was temporarily isolated.
- (iv) Action to remove speed restrictions shall be taken by the SCOR in consultation with Station Master on receipt of report from the Loco Pilot and the Guard that the section is free of obstruction. The SCOR shall also advise the TPC of the report of Loco Pilot / Guard of the train indicating whether or not there are any infringements or abnormalities in OHE. Till such time it is decided to remove speed restriction, subsequent train shall be allowed to enter into the section only with permission from the SCOR and shall continue to be issued Caution Order prescribing clearly the speed restriction and other precautions, as pointed out in (c) (i) above.

SR.17.09.16.2. Duties and responsibilities of TPC and SCOR in the event of any abnormality in train on electric traction necessitating 'switching off' of OHE supply:–

- (i) As soon as TPC comes to know about unsafe condition of a train working on electrified traction, he shall immediately switch off the OHE supply of both the lines of relevant sub-sector. The TPC shall then advise in writing, the SCOR of sections in which OHE has been switched off.
- (ii) On receipt of advice from TPC, the SCOR shall, under exchange of PN, advise Station Masters of all stations, who are concerned with working of trains in the affected section to treat the dead section as if the same is under emergency power block and to ensure that no train is allowed to enter into the section.

Healthy Section Temporarily Isolated:–

- (iii) The Station Masters will not allow any train to enter even healthy line of the affected section unless both Loco Pilot and Guard of the first train of unaffected section have been issued Caution Order to proceed with the restricted speed not exceeding 60 KMPH during day when view ahead is clear and 30 KMPH during night subject to observance of other speed restrictions and keep a sharp look out and be prepared to stop short of any obstruction, which may be due to any infringement or OHE abnormalities from the adjacent line / lines. Also advise Loco Pilot to report immediately on reaching the next station whether or not the section over which they have passed is safe for the train movement.
- (iv) If the Loco Pilot of unaffected section contacts him on phone, the OHE of unaffected portion should be resumed and he will be asked to proceed with the restricted speed not exceeding 60 KMPH during day when view ahead is clear and 30 KMPH during night subject to observance of other speed restrictions and shall keep a sharp look out and be prepared to stop short of any obstruction, which may be due to any infringement from the adjacent line/lines. On reaching the next

station, the Loco Pilot will report whether or not the section over which they have passed, is safe for train movement.

- (v) After ascertaining that there is no infringement to adjacent track, the Caution Order as indicated shall be withdrawn immediately.

Section having affected train:–

- (i) After getting information from the crew of the affected train about the nature of abnormality, decision regarding recharging of the OHE shall be taken by the SCOR in consultation with CHC/Dy.CHC (Shift duty) and Controller of concerned department.
- (ii) If the Loco Pilot of the affected train contacts TPC/SCOR and no defect is detected in the train, on resumption of OHE he will be asked by SCOR to clear the block section with the restricted speed of not exceeding 60 KMPH during day when view ahead is clear and 30 KMPH during night subject to observance of other speed restrictions and shall keep a sharp look out for any abnormality in the train. On arrival at the station, the staff of concerned department should check the train. If no abnormality is detected, the train should resume normal speed.

SR.17.09.16.3. Duties and responsibilities of the Loco Pilot and Guard in case of OHE tripping /no tension in OHE:–

- (i) In cases of transient tripping of OHE, the Loco Pilot shall resume normal traction and keep a sharp look out including on the adjacent line /lines to see if there are any abnormalities / obstructions and will inform the Guard through walkie-talkie or whistle code about tripping in OHE. The Guard of the train will look out for any abnormality on his train. The Assistant Loco Pilot should look back and observe his train for any abnormality.
- (ii) If no tension in OHE continues, the Loco Pilot shall immediately switch on the loco flasher and control the speed (not exceeding 60 KMPH at night) so as to be able to stop short of any obstruction and stop his train close to first emergency socket and will communicate with the TPC / SCOR to know the reason for no tension in OHE. The Crew should act according to the advice of control.
- (iii) If it is not possible to communicate with the TPC / SCOR immediately, the Loco Pilot shall depute the Assistant Loco Pilot to get down and check the train with the Guard in order to look for any abnormality or any defect in his train including locomotive. After the train has been checked, the Loco Pilot / Guard shall inform SCOR of the abnormality and assistance required, if any or otherwise through emergency phone of other line, Walkie-Talkie, level Crossing gate or through train of other direction or by any other means of communication and act in accordance with advice of control. In case no abnormality is noticed in his train, the Loco Pilot should switch off the loco flasher.
- (iv) If in the meantime power supply to OHE gets restored, the Loco Pilot shall resume normal traction as soon as he comes to know of such resumption of supply.

FORMS

E/Tr. D/2 (in two parts) –

This form will be used for exchange of messages between TPC and SCOR, when power block is to be imposed. When the TPC and the SCOR are located in adjacent rooms, the message will be made out in duplicate and will be sent to SCOR. The same will be acknowledged and the SCOR will permit on the same requisition.

E/Tr. D/3 (in two parts) –

This form will be used by TPC and SCOR for cancellation of power block on completion of the power block work. The same will be acknowledged by the SCOR.

E/Tr. D/4 –

This form will be used by TPC and SCOR for cancellation of Caution Order (speed restriction and lower/raise panto) imposed by TPC in the section. This will be written and sent to SCOR by TPC. SCOR will acknowledge the memo on the copy.

E/Tr. D/5 –

This form will be used by TPC for imposing speed restriction and lower/raise panto.

E/Tr. D/6 (in two parts) –

This form will be used by the field staff to permit the other departments to work on adjacent to electrical equipment. On completion of the work, the second part will be prepared and submitted to the authorised person, who has permitted to work on adjacent to the electrical equipment. This will be prepared in duplicate.

S.C.Rly. Electrical Department (Traction) Disconnection of Power		E/Tr. D/2
From: TPC To: SCOR/s Memo number	Serial Block No Date Time	
Please note that the overhead equipment on the section/s mentioned below is to be made dead. This/These section/s and the cross-overs leading to it/ them are not to be used for electrically operated traffic until further advice from me.		
Station.....	Date	
Date	Signature of TPC	
Noted		
Signature of CHC		
The above sections have been blocked to all electrically operated traffic and I agree to the section/s being made dead athours to be cleared byhours.		
Station		
Date.....		
Time		
..... Signature of SCOR.		

<p style="text-align: center;">SCR (Counter foil) Power block cancellation Memo</p> <p>No..... Power Block on Section (Kilometre)..... Cancelled at.....</p> <p style="text-align: center;">..... Signature of TPC</p> <p>Time: Date:</p> <p style="text-align: right;">Signature of SCOR</p>	<p style="text-align: right;">E/Tr.D/3</p> <p style="text-align: center;">SCR Traction Power Controller</p> <p>No.....Date.....Time..... Power Block cancellation memo.</p> <p>Power Block on sector/sub-sector/ Elementary sections..... Cancelled athrs on.....(date)</p> <p>Please inform SMS..... That protection is no longer necessary.</p> <p style="text-align: right;">Traction Power Controller</p>
---	---

<p>Date Time.....</p> <p style="text-align: center;">Caution Order cancellation.</p> <p>CHC</p> <p>Please refer Caution Order No. TPC/CO/.....Date.....</p> <p>(1) Speed restriction ofKMPH from location..... to location.....KMs between andstations.</p> <p>(2) To lower and raise panto between and..... stations at the following locations..... lower panto at raise panto at.....</p> <p>Up Line Dn Line</p> <p>Received by</p>	<p>E-Tr.D/4. TPC</p>
Traction Power Controller.	

<p>No. TPC/CO/ Date..... Time..... Traction Power Controller S.C. Rly</p> <p style="text-align: center;">Caution Order memo</p> <p>Please arrange to issue the following Caution Order to all Up/Dn.....trains running between..... and stations till further advice.</p> <ol style="list-style-type: none"> 1. To observe speed restriction of KMPH from location..... to locationKM 2. To lower and raise panto as follows: lower panto at KM raise panto at KM..... <p>Dn Line Up Line</p> <p>Please advise the ASMs To issue the Caution Order and confirm.</p> <p>Received by</p>	<p>E/Tr.D/5</p> <p>CHC</p>
Traction Power Controller.	

E/Tr.D/6	Serial No	E/Tr.D/6	Serial No
<p>South Central Railway, Electrical Department.</p> <p>Permit to work on or adjacent to electrical equipment.</p> <p>From.....To.....</p>		<p>I hereby declare that I have withdrawn all men and materials from near the electrical equipment mentioned on the reverse. The men under my charge have been warned that it is no longer safe to work on adjacent to the same.</p>	
<p>(Name in capital letters) (Name in capital letters)</p> <p>Please issue a Permit-to-work on/adjacent to</p> <p>.....</p> <p>betweenhrs. andhrs. on</p> <p>Time..... Signature</p> <p>Date..... Designation.....</p> <p>I hereby declare that the electrical equipment mentioned above is dead. It has been earthed at the following places:-</p> <p>(1).....</p> <p>(2).....</p> <p>All other parts are <u>alive</u>.</p> <p>Time Signature.....</p> <p>Date Designation.....</p>		<p>The earths may be removed and the electrical equipment made <u>alive</u>.</p> <p>Time..... Signature</p> <p>Date Designation.....</p>	

* * *