

APPENDIX III

NON-INTERLOCKED WORKING

1. Definition:

Working of trains when interlocking between signals and Points/Track Circuits/Axle Counters/Slots/Slides, Block Instruments etc., is temporarily disconnected, is called Non-interlocked (NI) working.

2. Occasions for non-interlocked working:

- a) Overhauling of lever frames/panels,
- b) Remodeling of Station/Gauge Conversion/Doubling,
- c) Introduction of panel interlocking / RRI,
- d) Replacement of worn out frames / panels,
- e) Cable Meggering,
- f) S&T / engineering joint works etc.

2.1. All preparatory works which can be completed without NI working should be completed before NI working is introduced. Proper lighting arrangement should be made for night working. Signalling and engineering works should be done round the clock during NI working so that period of NI working may be reduced to the barest minimum possible.

2.1.1. For minor works, the period of NI working should be decided by concerned branch officers (Sr.DOM/DOM, Sr.DSTE/DSTE, Sr.DEN/DEN etc.). Sr.DOM/DOM should decide the time of commencement of NI working in consultation with concerned branch officers and necessary arrangements will be made for providing required number of operating staff (G&SR Appendix V, Para 17.3, 17.4 & 17.6.2).

2.1.2. In case of major works, period of NI working should be decided by the DRM in consultation with concerned branch officers. PCOM should be kept informed and his prior confirmation for date of commencement and period of NI working may be obtained.

2.2. Shunting operations should be reduced to the barest minimum during NI working. No parcel, VP, saloon etc., should be attached or detached. To the extent possible handling of parcels should be suspended during this period, giving due publicity in the Press and other media.

2.3. If necessary, few less important originating / terminating passenger trains may be cancelled and / or short terminated, with the approval of COM, for reducing shunting and cross movements at the station where NI working has been introduced. If absolutely necessary, few passenger trains, involving shunting / engine changing / engine reversal etc., at NI station, may be diverted with the approval of PCOM.

2.4. No train/wagon should be stabled on any running line of the NI station. The common line should not be used for reception of trains coming from opposite direction. Emergency and other crossovers, connecting up and down main lines should be set for the normal position and pad locked / spiked. The keys should be kept under the personal custody of the overall in charge of the NI working.

2.5. To the extent possible, precedence and crossings should be avoided at the NI station. As far as possible separate lines should be nominated for receiving and dispatching up and down trains i.e., during NI working, the station should work like a halt station.

- 2.6. In case of major yards like Vijayawada, Kazipet, Secunderabad, Gooty, Guntakal, etc. NI working may be introduced in modules (in phases), if possible.

3. Engineering & S&T Joint works

- 3.1. Engineering and S&T officials (Sr.DSTE/DSTE & Sr.DEN/DEN) responsible for carrying out the work shall send a Circular Notice to the Sr.DOM/DOM at least 15 days before the work is due to commence. It shall be advised when the work will be undertaken with a request to issue special instructions. A copy of the Circular Notice shall also be sent to the Station Master of the station concerned. The Sr.DOM/DOM on receiving such Circular Notice shall at once prepare special instructions and issue them to all concerned. Only after the issue of special instructions, the work shall commence and the Station Master will be responsible for ensuring that all staff at the station responsible for the working of trains understand them and carry them out meticulously.
- 3.2. A notification showing the date and time, when the work would be taken in hand, its probable duration and the instructions for the Station Master to issue Caution Order and Chief Crew Controller to advise Loco Pilots for observing the temporary speed restrictions, must be issued jointly by the Sr.DOM/DOM and Sr.DSTE/DSTE [SEM Para 1014 (b)].

4. Action before commencement of NI working-

- 4.1. Traffic Inspector / Safety Counsellor / Safety Officer etc., (depending upon the extent of work such as RRI / major station / major yard, etc., DRM decides the level of officer who will be in charge) nominated for special duty will be overall in charge for NI working. DRM will also nominate SE / JE of S&T/Engineering departments for technically assisting the overall in charge of NI working. Officer in-charge of NI working shall ensure the following:
- i) Sufficient number of clamps suitable for standard as well as Thick Web switch points, padlocks, HS flags, HS lamps, detonators etc., has been arranged. (DSTE/DEN supplies clamps, padlocks etc.). (Item no. 4 of AS-4 dt. 18.10.2022).
 - ii) The contents of the Circular Notice / special instructions for NI working should be explained to all the station staff as well as the staff posted on special duty at the station to assist NI working. The staff should also sign in assurance register in token of having understood the train working instructions during NI working.
 - iii) All concerned records/memos must be arranged well in advance of NI working.
 - iv) Caution Orders shall be issued by the Station Masters concerned/ notice stations to the Loco Pilots and Guards of all trains proceeding to the affected area, to observe SR of 30 Kmph, or as applicable, over points' zone in the station yard duly observing Proceed Hand Signals at outermost facing points for reception and at foot of NI Starter signal for dispatch. (Item no. 5 of AS-4 dt. 18.10.2022).
 - v) DEE/DME/SE/CCC shall ensure that all the Loco Pilots are notified about the speed restrictions imposed for the purpose of NI working at that particular station.
 - vi) All S&T works should be carried out under the personal supervision of official in-charge of the work of S&T department and all Engineering works by official-in -charge of the work of Engineering department concerned (Rules 15.06, 15.07, 15.08, 15.09 and SRs there under).
 - vii) The yard, where NI working is proposed, should be divided into various areas and at each such area should be provided with a Goomty, which shall be manned by ASM / Guard / Switchman round the clock assisted by Pointsman / Cabinman / Leverman / Yard Porter etc. The official in-charge, nominated in the Circular Notice / special instructions should ensure provision of Goomties at the required places.