

limit of 15KMPH, with the restrictions remaining in force until a S&T engineer inspects and certifies the work to be safe for speeds in excess of 15 KMPH.

- 10.3. Only an S&T Engineer shall initiate the Safety Certificate for works involving—
  1. any new signal in any way interlocked;
  2. any alterations to points and crossings involving alterations to signals or to the interlocking arrangements of points;
  3. any alterations to signals that involve a change in the working rules.

*Note:* By ‘initiate’, it is meant that S&T Engineer certifies that arrangements are in accordance with the signalling plan sanctioned by the CRS.
- 10.4. The DEN should in all cases impose restrictions of speed in accordance with clauses 10.1 to 10.3 above, and order their removal when authorised to do so by the DSTE
- 10.5. Whenever alterations to lever frame locking are involved, a S&T Engineer shall inspect and test the alterations before the speed is increased beyond 15 KMPH. In all cases of new installations or alterations in the case of large or important works, an S&T Engineer shall similarly inspect and test each work before it is opened to traffic.

#### 11. **Notification to railway Officials when opening works:-**

Except as described in paragraph 13 below, no new work affecting the running of trains or the working of the traffic at stations shall be brought into use until staff of all branches have been notified by means of a ‘circular notice’ issued by the DRM. Timely intimation of the date of the opening of works shall be sent to the DOM whenever any new or revised working rules are to be brought into force to enable him to notify the same to all concerned.

#### 12. **Opening of temporary diversions or bridges:**

- 12.1. When opening temporary diversions or bridges for traffic, the following instructions shall be observed-
  1. At least 14 days before the restriction is to come into force, the DEN shall forward a notice in Form No. CE 480 to the Sr.DOM/DOM, the CSTE, the LF (or the fitter Chargeman or TXR) of the depot stations at both ends of the runs of the Loco Pilots concerned, including the LF (or the fitter charge-man or TXR ) of depot stations immediately on either side of the temporary diversion or bridge, the Traffic Inspector, the Station Master of the headquarter station of Guards concerned and the Signal Inspector, specifying the nature of the restriction and approximate date on which it will come into force. This notice shall be followed by a second notice in Form No. CE481 giving the actual date and time at which the restriction will be applied. The second notice shall be issued at least 7 days before the actual date.
  2. The LF or other official in-charge at each depot shall issue necessary notices and instructions to Loco Pilots who shall sign the book maintained there for and comply with Rule 4.30.
  3. The Station Masters of headquarter stations of Guards shall issue the necessary notices and instructions to Guards who shall sign the book maintained there for and comply with Rule 4.30.
  4. When Line Block is required, the procedure laid down in paragraph 18 shall be observed.

*Note:* Temporary diversions or bridges shall not be opened for traffic earlier than the time notified in Form No. C.E. 481 in consultation with DOM, the DSTE (if concerned) and the LF (or other official in-charge).

12.2. Where the opening of temporary diversions or bridges requires the issue of special working instructions, necessary action shall be taken by the DOM

### **13. Works resulting from accidents:**

13.1. An abbreviated procedure, to be adopted in case of accidents, laid down in section 24 of the Railways Act, 1989 is reproduced below:-

#### **Temporary suspension of traffic:-**

When an accident has occurred on a railway resulting in a temporary suspension of traffic and either the original lines of rails and works have been restored to their original standard or a temporary diversion has been laid for the purpose of restoring communication, the original lines of rails and works so restored, or the temporary diversion, as the case may be, may, without prior inspection by the Commissioner, be opened for the public carriage of passengers, subject to the following conditions, namely-

1. the railway servant in-charge of the works undertaken by reason of the accident has certified in writing that the opening of the restored lines of rails and works or of the temporary diversion will not in his opinion be attended with danger to the public; and
2. a notice of the opening of the lines of rails and works or the diversion shall be sent immediately to the Commissioner.

13.2. The certificate shall be signed by the representative of the works branch in charge of the work before opening it. This certificate shall be despatched to the officers concerned. The Engineering representative shall hand over a copy of the certificate to the representative of the Transportation (Traffic) branch at the site of the accident; and the latter shall not permit the passage of traffic over the restored line or the diversion, until he is in possession of the Certificate.

### **14. Opening of new works within station limits:**

- 14.1. On receipt of sanction to open a new work, the DEN or the DSTE shall arrange with the DOM, the date on which the new work is to be handed and taken over. After the new work is handed over, the DEN or the DSTE shall advise the CE.
- 14.2. When the work is important and affects a running line, the DOM as well as the Engineering and/or Signal officer(s) should be present at the time of handing over.
- 14.3. When the work is not important and does not affect a running line, the Engineering and/or Signal officer(s) may authorise the PWI and/or the Signal Inspector to hand over the work and the DOM may authorise the Traffic Inspector or Station Master to take over the work.

**Note:** - (i) The Transportation officer or Inspector, who takes over a new work, should satisfy himself that the knobs/buttons, signals, points and connections work freely and properly and that the installation fulfils its object. He should also see that the signal lights are properly focused, that the back lights are clearly visible from the place required by the rules, and that the electric repeaters, where provided, correctly represent the indication of the signals which they repeat.

(ii) Before issue of the certificate and taking any interlocking installation, the Transportation officer or Inspector should instruct the station staff responsible for working the interlocking installation and test them in their knowledge of the diagram of the arrangements exhibited at the station and of the rules and working instructions in connection therewith.