

and Signal Inspector where track circuits are involved to enable him to arrange bonding staff for removal and replacement of bonds.

SR.17.06.4.2. Bonding staff when working with a PWI shall work under his instructions and PWI shall be responsible for the safety of the track and the staff working under him.

17.07. Tripping of circuit breakers of locomotives and electrical multiple units at neutral sections.—

Unless otherwise allowed by special instructions, the Loco Pilot of the locomotive or electrical multiple unit shall coast through the neutral section, duly switching off power. Necessary indication boards to this effect shall be provided to guide the Loco Pilot to switch off and switch on power.

S.R.17.07.1. Warning Boards for neutral sections.

Warning Boards as per figures 1 & 2 shown in the end of this SR, shall be fixed on the OHE masts in rear of neutral sections at a distance of 500 metres and 250 metres respectively. Similarly the location at which the power has to be switched off and on shall be indicated by boards to be fixed on the OHE masts as per figures 3 & 4 respectively. No Loco Pilot shall pass the neutral section between the warning boards, as per figures 3 & 4, with power on. In order to negotiate the neutral section without stalling, the Loco Pilot shall approach it, at a speed not less than 30 KMPH. The Loco Pilot or the Assistant Loco Pilot as the case may be shall call out to each other, all the permanent/temporary display boards in the section, in the same manner as they call out the aspects of fixed signals and engineering indicators.

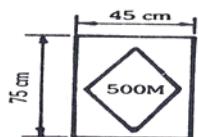


FIG. 1

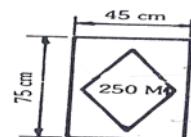


FIG. 2

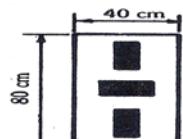


FIG. 3

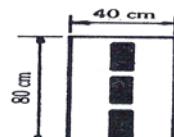


FIG. 4

S.R.17.07.2. Warning Boards for Temporary Neutral Sections:

Due to exigency of imposition of speed restrictions of less than 30 KMPH, within one Kilometre on either side of the neutral section, emergency feeding arrangement in case of sub-station failures etc., it may be necessary to provide a temporary neutral section, where the Loco Pilots would have to lower and raise pantographs during its negotiation. Warning Boards as per figures 1 & 2 shall be fixed on the OHE masts at a distance of 500 metres and 250 metres respectively, in rear of the temporary neutral section. Similarly, the location at which the pantographs would have to be lowered and raised shall be indicated by boards as per the figures 5 & 6. Such warning boards shall be provided only if temporary neutral section working is to be continued for duration of more than 24 hours. All Loco Pilots shall be given Caution Order at station/notice station concerned duly indicating the locations at which the pantograph has to be lowered and raised. Loco Pilots of all trains shall approach the temporary neutral section at a speed of not less than 30 KMPH to negotiate it without stalling.

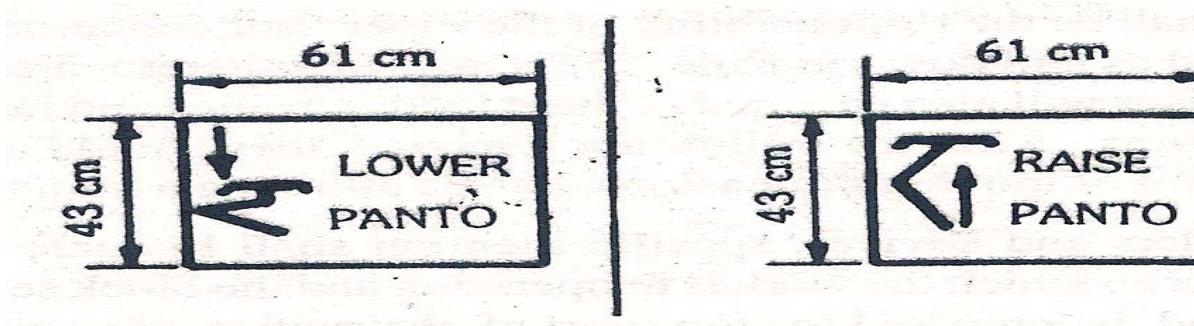


FIG. 5

FIG. 6

SR.17.07.3. Programmed speed restrictions at Neutral Sections:

Whenever speed restrictions of less than 30 KMPH on either side of the neutral section (for programmed works) is necessary, such speed restrictions shall not be imposed until the Sr.DEN/DEN concerned has made arrangements with the Sr.DEE/DEE(Tr.D) for temporary energisation of the neutral section. After the neutral section is provided with necessary warning boards, the Tr.D staff shall authorise the Station Master/SCOR to permit movement of electric train/EMU into the section, duly exchanging PNs and also after informing TPC that the neutral section has been jumpered and temporary section provided, duly specifying the location. No electric train/EMU shall be permitted to enter the section with speed restriction of less than 30 KMPH. Unless the Station Master/SCOR has received this authorisation from Tr.D staff, under such conditions, the Loco Pilots of all electric trains/EMUs shall be issued with Caution Orders at stations/notice stations concerned, permitting them to pass the neutral section with power on and also indicating to them the location of temporary neutral section, where the pantographs have to be lowered and raised.

SR.17.07.4. Emergency speed restriction at neutral sections.

Whenever emergency speed restrictions of less than 30 KMPH are required to be enforced within one KM on either side of the neutral section, the permanent way staff shall immediately arrange to protect the affected section on either side and take all steps to bring to halt any train in rear of neutral section. The PWI shall also inform the nearest Station Master regarding imposition of speed restriction. The Station Master shall inform the Station Master at the other end of the neutral section, the SCOR and TPC. The SCOR and Station Masters at either end of the neutral section shall not permit the entry of any electric train/EMU into the section until an advice has been received from the TPC. The TPC shall make immediate arrangements for energising the neutral section and provision of a temporary neutral section. After this has been completed, movement of electric trains/EMUs shall be permitted in accordance with S. R. 17.07.3. The Tr.D. official, who has jumpered the neutral section, shall issue a Caution Order to the Loco Pilot of the train, if any which might have been stopped in rear of the neutral section, advising him that he can pass the neutral section, with power on and also informing him, if necessary, the locations at which he has, to lower and raise pantograph at the temporary neutral section.

17.08. Tower Wagon.—

The rules for the movement and working of Tower Wagons shall be laid down by special instructions.

S.R.17.08.1.1. In case of breakdown of overhead equipment, the SCOR, on request from the TPC, shall arrange for quick passage of the Tower Wagons /OHE wiring trains to the site of breakdown. The movement of Tower Wagons shall be governed by all the rules governing movement of trains.