

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.