

- 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.

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Note: (a) Goomties with necessary furniture shall be provided by Engineering branch.

(b) Proper communication arrangements including walkie-talkie and/or magneto telephone at each Goomty etc., are to be arranged by Sr.DSTE/DSTE.

(c) A speed board of 30 KMPH, or as applicable, should be exhibited at the foot of the first Stop signal by S&T department. (Item no. 6 of AS-4 dt. 18.10.2022).

(d) Adequate lighting arrangements, as required, should be arranged by DEE/Section Engineer at site.

4.2. Before actual NI working of the station / yard, on the preceding Sunday or on any day when the number of trains are less, a mock NI working (without actually disconnecting signal gears, points etc.) should be tried in the day shift (8 to 16 hours) to ascertain difficulties, if any which will be encountered during the NI working and whatever deficiencies noticed during this period should be made good before introduction of actual NI working.

4.3. On the notified day, before the introduction of NI working, Signal Inspector or the person in-charge of S&T works shall give Disconnection Notice for the gears proposed for NI working. On completion of the work, the person in-charge of the work shall issue Reconnection notice to the Station Master. On receipt of the reconnection notice, Station Master shall jointly test along with the person in-charge of the work the proper working of the reconnected gears. If satisfied on proper working, the Station Master shall then acknowledge the reconnection notice. The signature of the person in-charge of the work on the reconnection notice is the authority for the Station Master to resume normal working. (S. No. 3 of AS-10 dated 10.08.2023).

4.4. A common Free NI Home signal without Route Indicator should be provided with 'Caution' aspect only in 'Off' position, for reception of trains. Free NI Home signal can be taken 'off' to caution aspect only after ensuring all the points on the route, including Adequate distance of not less than 120 mtrs, are correctly set, facing points are clamped, using appropriate clamps, and padlocked and level crossing gate, if any, on the route has been closed against the road traffic and pointsman has been deputed to exhibit Proceed Hand Signals at the outermost facing points and after exchanging PN with Point Zone in charge ASM in token of confirmation of above actions. (Item no. 7 of AS-4 dt. 18.10.2022).

4.5. Only 'Caution' aspect shall be provided on Free Non-Interlocked Starter signal, in 'Off' position. NI starter signal shall not be taken 'off' unless route has been properly set; facing points, if any, have been set, clamped, using suitable clamps, and pad-locked and level crossing gate, if any, on the route has been closed against the road traffic, pointsman has been deputed to exhibit Proceed Hand Signals at the foot of the NI Starter signal and after exchanging PN with Point Zone in-charge ASM in token of confirmation of above actions. (Item no. 8 of AS-4 dt. 18.10.2022).

4.6. Last Stop signal (Advanced Starter/Starter) shall not be disconnected throughout the NI working except at the fag end. A traffic block of 2 to 3 hours should be taken for disconnecting the old last Stop signal and block instrument, and reconnecting the new last Stop signal and new block instrument.

Movement of trains, into block section should be controlled by taking 'off' the last Stop signal. Normally no PLCT should be issued to the Loco Pilots as authority to proceed.

Note: Reception and despatch signals shall be taken 'off' correctly after ensuring the setting the route and clamping and padlocking the relevant facing points, over which the train will pass, duly ensuring overlap is free, by the nominated officials for those points, as per special instructions. (Item no. 9 of AS-4 dt. 18.10.2022).