

- 6.2. The Officer shall furnish, along with his application, a Track Certificate, Form No. E.T.4 (for specimen Form, see annexure 13/2, IRPWM), to the effect that the track is suitable for the maximum axle loads stated therein.
- 6.3. For a major bridge or where non-standard girder designs are used, the Certificate, Form No. E.B. 9 (for specimen Form see Annexure 13/3, IRPWM), issued by the CBE, to the effect that the bridge or bridges are designed adequately to carry the axle loads proposed to be run, shall accompany the application.
- 6.4. For the purpose of furnishing the Track Certificates and the Certificates of the CBE, the COM should be consulted in regard to the types of locomotives and rolling stock to be used and their axle loads and speeds.
- 6.5. The rules for working of traffic obtained from the Transportation branch and the particulars of electric block and signalling work, if any, obtained from the S&T branch shall accompany the application.

7. Inspection by the CRS:

When the CRS notifies his intention to inspect a work prior to opening for public traffic, advise of when the work will be ready for inspection shall be given to him at least 14 days before it is proposed to be opened.

8. Submission of Safety Certificates (Annexure 13/5):

- 8.1. The CRS in according his sanction may or may not propose to inspect the works.
- 8.2.1. If the CRS decides not to inspect the work prior to opening, the Safety Certificate together with the certificates referred to therein, should be completed and submitted before the work is opened by the Engineer (s) in-charge and a telegram, when so required despatched to the CRS, copies of the Safety Certificate shall be sent to the DRM, CE & CSTE.
- 8.2.2. The Safety Certificate for engineering works shall ordinarily be signed by the AEN, except in special cases, as may be specified, when the DEN shall sign it. In the case of works involving tracks and bridges and/or signalling and interlocking, the Safety Certificate should be signed jointly by the Engineers concerned.
- 8.3. If the CRS decides to inspect the work prior to opening, he will after inspection in the company of the Officers concerned, communicate in writing his sanction to open the work.

9. Deviation from plans approved by the CRS:

If any material deviation from the plans approved by the CRS which affect the layout of lines or the arrangements of signals or the working rules are found necessary, his prior approval to such deviations should be obtained with reference to the application first made.

10. Special instructions regarding Safety Certificate for Signalling Works:

The following instructions shall be observed regarding the submission of Safety Certificates for works involving signalling and/or interlocking—

- 10.1 Sanction of the CRS is required under Rule 4.10 to Speeds over 15 KMPH over turn-outs and crossovers. Speeds in excess of 15 KMPH but within the speeds permissible for the standard of signalling subject to any local restrictions necessary, may be permitted on the main line on the CE's Safety Certificate not less than seven days after opening of the work.
- 10.2. Safety Certificates posted prior to opening and subsequently to be countersigned by a S&T Engineer, may be submitted by an authorised Signal Inspector up to a speed

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).