

**5. Rules for NI Working—**

- 5.1. On single line not more than one train movement shall be permitted at any one time, through the affected area i.e. the area under the control of the cabin. However, on a double line after ensuring that all points connecting Up and Down lines are set in normal position and clamped and pad locked (key to be kept under the safe custody of official in-charge of NI working), movements of trains on completely isolated Up and Down lines can be permitted. (Item no. 10 of AS-4 dt. 18.10.2022).
- 5.2. The line may be set to Main line or first directional Loop line (involving single turnout) and all points in the route are set correctly and all facing points are clamped with suitable clamps, and padlocked duly ensuring the overlap is free, for allowing the trains to run at 30 Kmph, subject to confirmation of track worthiness and SR 4.10 (1 & 2) with respect to type of turnouts. (Item no. 12 of AS-4 dt. 18.10.2022).
- 5.3. The outermost facing points must be manned in addition to that being correctly set and locked. The Loco Pilot of incoming train must under no circumstances pass the outermost facing points even though the signals are taken 'off' unless he also sees that the points are manned and PHS is exhibited towards him from the points. (SR 3.38.1).
- 5.3.1. During crossing, the outermost trailing points for the first arriving train, shall be set for the line on which the second arriving train is to be received from the opposite direction in cases where the first arriving train will not actually pass over these points while coming to a stand or at the place at which trains are required to come to a stand on the reception line. The setting of the outermost trailing points against the line on which the first arriving train is to be received does not constitute as an obstruction for the purpose of this rule.
- 5.4. Only after the traffic official has assured himself that the line has been correctly set and locked for the required movement, including overlap, may permit the free Home and starter signals to be taken off for the reception and despatch of a train respectively. (Item no. 13 of AS-4 dt. 18.10.2022).
- 5.4.1. The Station Master on duty is responsible for nominating the line for reception and despatch of trains only after ensuring by physical observation/ PN received on phone from staff controlling the Goomty that the said line is clear and free from obstruction/ fouling, including overlap. (Item no. 13 of AS-4 dt. 18.10.2022).
- 5.4.2. The Station Master on duty shall nominate the line for reception and despatch of train with description, train number, time etc.
- 5.4.3. The Assistant Station Master/ Guard in-charge of the Goomties shall be responsible for correct setting, clamping, with suitable clamps, and padlocking of points for the nominated route duly exchanging PNs with ASM (Central) as his confirmation. He should also ensure that the nominated line is clear from obstruction/ fouling at his end. Assistant Station Master/ Guard controlling the outermost points shall depute Pointsman at the outermost facing points to exhibit Proceed Hand Signals for the approaching trains. Assistant Station Master/ Guard controlling the points in rear of starter signal shall depute pointsman to exhibit Proceed Hand signals at the foot of the starter signal. (Item no. 14 of AS-4 dt. 18.10.2022).
- 5.4.4. At the time of reception / despatch of trains, no shunt movement is permitted, on or across the line fouling the nominated line.
- 5.4.5. Normal working message will be issued by Operating official in-charge on receipt of such message from S&T/Engineering Officials.

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