

- (iii) No person should be placed in charge at stations where interlocking installations have been provided unless the transportation officer or Inspector has satisfied himself that such a person has full knowledge of the working of those stations.
- (iv) After the new interlocking arrangements have been brought into use, the Signal Inspector or the Signal and Interlocking Maintainer (Mechanical/ Electrical) according to the importance of the work, should remain at the site for at least the remaining part of the day to ensure that the installation works smoothly.

15. Opening of new works outside station limits:

When sanction to open a work outside station limits has been received, the DEN should after testing and passing it, declare it open from that date and advise the DRM, the CE and others concerned.

16. Provision for locking bolts, cotters, padlocks and clamps:

When the new lines are opened for traffic, adequate number of bolts, cotters, padlocks and clamps shall be provided in accordance with S.R. 3.38(4).

17. Special Instructions in connection with signalling and engineering works (Rules 15.06 and 15.08):

For the purpose of these instructions, works are divided under the following categories—

17.1. Category (A)

- 1. Routine maintenance work in connection with the signalling and interlocking gear which do not require the issue of special instructions.
- 2. Normal routine engineering maintenance work such as lifting and packing, renewals of keys and bolts, isolated renewals of a chair, pot or sleeper etc., which is executed on running tracks during day light hours, inside or outside station limits under traffic and without interference to train service, which is of such a nature that no special precautions would be necessary nor any advice need be given to any operating official.

17.2. Category (B)

Works such as scattered renewals of pots or sleepers, oiling of bolts and greasing of fish plates or painting of bridges or other works necessitating observance of Stop or Proceed with caution hand signals etc., should be carried out according to the programme of which all concerned should be advised and notice of speed restrictions, if any, or caution to be observed, should also be issued in the Fortnightly Gazette, where necessary.

17.3. Category (C)

Additions and alterations and works other than routine maintenance, in connection with the signalling and interlocking gear which require special instructions to be issued by the DOM in addition to the provisions of General Rules.

17.4. Category (D)

Additions and alterations to or work affecting running lines within station limits carried out by the works branch which involves interference with the normal train service and which require instructions to be issued by the DOM, in addition to the provisions of General Rules.

17.5. Category (E)

Works affecting running lines outside station limits which will or are likely to interfere with the normal train service and which require the imposition of Line Block.

17.6. Category (F)

1. Works inside or outside station limits which require the opening of temporary diversions or bridges and which require the issue of special instructions by DOM.
2. In case of works under the category C and D, the official responsible for carrying out the work shall send a 'circular notice' to the DOM at least 15 (fifteen) days before the work is due to commence, advising him when the work will be commenced and requesting him to issue special instructions for the working of traffic during the time the work is in progress. A copy of the 'circular notice' shall also be sent to the Station Master of the station at which the work has to be carried out. The 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 shall the work be commenced 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.

The date and time at which the work is actually commenced shall be communicated to the DOM by the official who sent the 'circular notice'.

3. As regards works under the Category E, the special instructions laid down in para 18 shall apply.
4. As regards works under the Category F, see para 12.
5. The DEN or the DSTE will be responsible for obtaining the sanction of the CRS, where necessary, and sending him the safety certificate on completion of the works.

18. **Special instructions for Line Block –single and double lines (Rules 15.06 and 15.08):**

- 18.1 When it is necessary to obstruct totally any portion of the running line outside the station limits for engineering purpose, the AEN or the PWI or any other official of the engineering branch specially authorized by the DEN should apply to the DRM for Line Block order.
- 18.2 The engineering branch will arrange with the operating branch for the issue of a 'circular notice'. The 'circular notice' shall be valid for a period of three months from the date of issue and the work notified should be taken on hand within three months. If the work cannot be commenced within three months, a fresh 'circular notice' shall be issued. Once the work is taken in hand, the 'circular notice, is effective as long as the work is in progress.
- 18.3. On receipt of the advice from the official in-charge of the work and before the work is taken on hand, the DOM will issue 'all concerned message' to the officials mentioned in the aforesaid 'circular notice' and arrange for the blocking of the line on the date and the time specified. The name of the engineering official in-charge of the work and the last train which may be allowed on the section before imposing the Line Block shall be specially mentioned in the 'all concerned message'. This message will be issued so as to give not less than two days clear notice.
- 18.4. In the case of daily work on relaying, the message may cover a period of seven days, on the expiry of which a fresh message shall be issued.
- 18.5. The work shall not be taken in hand until acknowledgements for the 'all concerned message' have been received from the Station Masters concerned, the SCOR, in case of controlled sections and the LF. If the acknowledgements are not received, the DOM will not allow the work to be taken in hand. The engineering official in-charge of