

SR.17.05.5.5.1. They should as a general rule wear rubber gloves and use tools with insulated handles.

SR.17.05.5.5.2. When the work to be done is meticulous and rubber gloves cannot be used, special precautions should be taken by splitting the circuit into the section or earthing them. In special cases both steps should be taken simultaneously.

SR.17.05.5.6.1. All overhead line staff, when on patrol, shall watch the pantographs of passing electric rolling stock and if any defects are noticed, they shall report to the TPC through the emergency telephone circuit or any other telephone, if emergency telephone circuit is not available, giving full particulars including the number of the electric rolling stock, the location of the defect and the time when defect was noticed.

SR.17.05.5.6.2. The TPC shall communicate reports on a defective pantograph to the TLC who shall arrange to have the electric rolling stock stopped as soon as possible, for examination of the defective pantograph.

SR.17.05.5.7. TFO/OHE shall be responsible for the proper and efficient maintenance of all breakdown equipment, wiring trains, Tower Wagons, breakdown Lorries, etc., so that they are always in a state of good repair. He shall ensure that they are equipped with full quantities of stores and spare parts as per approved inventory. All tools, tackles, straining, screw clamps, ropes and ladders shall be maintained in good condition and ready for use at all times.

SR.17.05.5.8. The staff concerned shall ensure that the equipment not in immediate use is always ready for service, except such equipments as may be under repair or overhaul.

#### **17.06. Alterations to track.—**

**Before any alteration to alignment or level of electrified tracks is commenced, due notice shall be given to those responsible for the overhead equipment so that the overhead equipment may be adjusted to conform to the new conditions.**

SR.17.06.1.1. Before any slewing alteration to super-elevation or level of tracks from the permissible parameters is done, notice shall be given to the DEE/Tr.D to enable him to arrange for adjustment of over head equipment to conform to the new conditions if necessary. Such work shall be included in the weekly programme detailed in SR.17.04.8.

SR.17.06.1.2. It shall be ensured that the level of rail under foot-over bridges, road-over bridges, tunnels and other over line structures does not exceed the level marked under such structures.

SR.17.06.2.1. All minor alterations to overhead equipment whether permanent or otherwise shall be reported to the TPC immediately by telephone and to the DEE/Tr.D or the AEE/Tr.D in writing.

SR.17.06.2.2. Major alterations affecting the existing disposition of any section of overhead equipment shall not be made unless sanctioned by the DEE/Tr.D.

SR.17.06.3.1. When working on overhead equipment, all staff shall ensure that the wires are not deflected, which may foul pantographs of electric rolling stock passing on other lines by steady arm tubes of any other part of the overhead equipment.

SR.17.06.3.2. When the overhead equipment is slewed either temporarily or permanently, the persons in-charge shall ensure that section insulators, jumpers and other fittings do not foul the pantographs of electric rolling stock passing on the other lines or any other parts of the overhead equipment.

SR.17.06.4.1. Whenever any work on track, which is likely to affect rail bonds, 'track circuit bond' is undertaken by permanent way staff, adequate notice shall be given to the TFO/OHE

and Signal Inspector where track circuits are involved to enable him to arrange bonding staff for removal and replacement of bonds.

SR.17.06.4.2. Bonding staff when working with a PWI shall work under his instructions and PWI shall be responsible for the safety of the track and the staff working under him.

### 17.07. Tripping of circuit breakers of locomotives and electrical multiple units at neutral sections.—

**Unless otherwise allowed by special instructions, the Loco Pilot of the locomotive or electrical multiple unit shall coast through the neutral section, duly switching off power. Necessary indication boards to this effect shall be provided to guide the Loco Pilot to switch off and switch on power.**

S.R.17.07.1. Warning Boards for neutral sections.

Warning Boards as per figures 1 & 2 shown in the end of this SR, shall be fixed on the OHE masts in rear of neutral sections at a distance of 500 metres and 250 metres respectively. Similarly the location at which the power has to be switched off and on shall be indicated by boards to be fixed on the OHE masts as per figures 3 & 4 respectively. No Loco Pilot shall pass the neutral section between the warning boards, as per figures 3 & 4, with power on. In order to negotiate the neutral section without stalling, the Loco Pilot shall approach it, at a speed not less than 30 KMPH. The Loco Pilot or the Assistant Loco Pilot as the case may be shall call out to each other, all the permanent/temporary display boards in the section, in the same manner as they call out the aspects of fixed signals and engineering indicators.

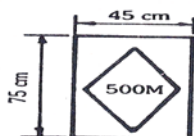


FIG. 1

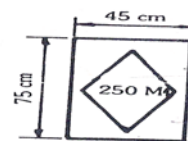


FIG. 2

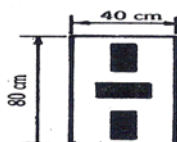


FIG. 3

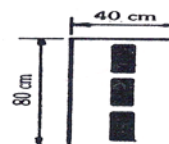


FIG. 4

SR.17.07.2. Warning Boards for Temporary Neutral Sections:

Due to exigency of imposition of speed restrictions of less than 30 KMPH, within one Kilometre on either side of the neutral section, emergency feeding arrangement in case of sub-station failures etc., it may be necessary to provide a temporary neutral section, where the Loco Pilots would have to lower and raise pantographs during its negotiation. Warning Boards as per figures 1 & 2 shall be fixed on the OHE masts at a distance of 500 metres and 250 metres respectively, in rear of the temporary neutral section. Similarly, the location at which the pantographs would have to be lowered and raised shall be indicated by boards as per the figures 5 & 6. Such warning boards shall be provided only if temporary neutral section working is to be continued for duration of more than 24 hours. All Loco Pilots shall be given Caution Order at station/notice station concerned duly indicating the locations at which the pantograph has to be lowered and raised. Loco Pilots of all trains shall approach the temporary neutral section at a speed of not less than 30 KMPH to negotiate it without stalling.