

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).