

Amendment Slip No. 03 Dated 08.01.2008 to the "General & Subsidiary Rule" book of NCR

ITEM 1. Delete existing SR 3.51/1 at Page No. 45 and replace with the following:-

SR 3.51/1 Disconnection of Points and Signals:- Before taking in hand any disconnection of points, signals or any interlocking gear the person incharge of the work must advise the Station Master on duty in writing on form T/351 (S&T) before the work is started and after it is completed. Where the cabins are under the control of Station Master, he must advise the cabin staff giving the particulars of the point/signal etc. which is disconnected under exchange of private numbers.

Whenever the Disconnection memo has been received, it is the personal responsibility of Station Master to ensure that such points are set and locked and secured by means of clamps and padlocks before authorizing the movement of any train over such points. If the disconnection of points is made at one end of a cross-over, the point at both the end of cross-over should be treated as having been disconnected and the train shall be received as under-

A. In the case of Mechanically/electrically operated points:-

1. The end where work is being done should be treated as having been disconnected and should be clamped and padlocked by the Station Master and the trains passed over the same by piloting. It should also be ensured that the other end of the cross-over shall be set for isolation and clamped and padlocked if the train passes over the straight road. The other end shall be set and locked for cross movement if the movement is over the cross-over.
2. The end where work is not being done shall also be treated as non-interlocked, and also clamped and padlocked and trains passed on signals but with speed restriction of 15 KMPH as in the case of overhauling of lever frames subject to a written authority from S&T staff that *"No work is being done at the end of the cross-over and the trains can be passed over the points at the restricted speed of 15 KMPH on signals"*. It should also be ensured that for a train passing over the straight road at the end where work is not being done that the other end where work is being done should be clamped also for the straight road, i.e for isolation.
3. In case of Electrically operated points for the purpose of obtaining detection at the end where work is not being done, the S&T staff at the end where work is being done may undertake requisite temporary modifications in the S&T Gear / circuit for adjusting the detector slide to make contacts corresponding to the other end and the fact be incorporated in the memo exchanged between S&T Staff and Station Master.

B. Procedure of working of trains during failure of electrically operated points of the cross over:-

1. On receipt of information from the operating staff about the failure of the point, S&T staff will try to ascertain the nature of fault and put right the failure.
2. If the S&T staff anticipates that the rectification of the failure is likely to take a long time, they will inform the operating staff in writing on a disconnection memo to initiate action as under-
3. On receipt of such written information from the S&T staff on a disconnection memo, the Station Master will ensure correct setting on the affected points to normal position and will then clamp and padlock both ends of the crossover in the normal position. Station Master, will under no circumstances remove the clamp in the normal setting, unless and until he receives the memo from the S&T staff that temporary modifications have been removed, and the conditions in Para 12 are complied with.
4. After clamping and padlocking the point, the Station Master will advise the S&T staff in writing, that-
"Single ended point / both ends of crossover point No-----have been clamped and padlocked in the Normal position and the necessary temporary modification to the installation may please be made".
S&T staff will then carry out the temporary modifications as given in Para 5 below.
5. S&T staff not below the rank of a Sectional Engineer, on receipt of such a written advice from Station Master, as per Para 4 above, will carry out temporary modifications to the S&T installations so that point steady normal indication is available on the panel, by making normal detection available and restricting the clearance of signals reading over the said point (including overlap) to yellow aspect only.
6. After carrying out the temporary modifications, the S&T staff shall advise Station Master in writing that temporary modifications with respect to Point. No---- have been carried out" and clearance of (Signal name) signal Numbers _____ & _____ have been restricted to yellow aspect only.
7. On receipt of the advice as per Para 6 above Station Master will arrange for issue of caution order to the trains for observing 15 Kmph on the route of concerned signals. This may require advising the Station Master of the adjacent stations also.
8. Station Master shall arrange for posting suitable operations staff near the affected point for the purpose of monitoring the conditions of clamps and points after every movement. The staff deputed to monitor the point should be equipped with communication facility with controlling cabin / Station Master on duty, HS lamps and flags (red and green) and detonators and shall arrange for protection of trains in case the condition of affected point or clamps on it warrants the same. In such a condition, he shall also advise the Station Master to restore the concerned signal to 'ON' position and to refrain from taking them

'OFF' for any subsequent move till the condition of the points and clamps is set right.

9. After ensuring that the caution orders are being issued Station Master shall allow the first train on the affected lines and over the affected points to pass on 'A' marker in the semi automatic territory and or the Calling-On signal or on written authority in the Absolute block section territory.
 10. Station Master shall pass the subsequent train by taking 'OFF' signals after setting the route in the normal manner. However due to temporary modifications made by the S&T staff in term of para 5 above, the concerned signals will work as free signals and will clear to one yellow aspect only.
 11. (a) After the defect is rectified the SE/S&T in consultation with Station Master will remove the temporary modifications done as per Para 5 and will give a memo to Station Master stating "*work with respect to point No. / Crossover No. _____ has been completed and temporary modifications have been removed and the point is ready for testing*".

(b) Before acknowledging a memo Station Master will ensure none of the route sections over the affected point is set and the signals controlling the movement over it are at 'ON' position and the tracks are clear. This is for ensuring that no trains pass over the affected point during the testing.
 12. After the points are fully tested, the SE/S&T will give Reconnection memo indicating in a written declaration that "*all the temporary modifications made to the installations have been deleted and the installation is made fully normal and safe with respect to point No. _____*".
 13. Station Master on receipt of re-connection memo can resume normal working over the affected points under advice to Section Controller.
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ITEM-2 Delete existing SR 3.51/3 at Page No. 45 and replace with the following:-

S.R 3.51/3. Working of traffic during Engineering / Signal / Non-Interlocking work:

- (a) Station Master shall be responsible for ensuring that all the points over which the train will pass are correctly set, clamped and padlocked as per GR 3.38(1), 3.39 and SR there under that all trailing points over which the train will pass are correctly set before taking 'OFF' the signals. The manner in which Station Master will ensure, this must be clearly laid down in the Temporary Working Instructions prepared jointly by the Sr. DOM and Sr. DSTE.

