

Central Railway

Office of the DRM
Safety Branch,
Pune

No. PA/S/Safety Circular/38/2010-11

Date 27.08.2010

**All Concerned
Pune Division**

Safety Circular No. 02/2010-11

Sub:- Disconnection of Signalling apparatus.

Ref:- General & Subsidiary rules of Indian railways 1999
(Gr. 351.3, GR 14.03, SR 14.03.1) &
Signal Engineering Manual Part – II Sep. 2001, 11.4.2, 11.4.3 & 11.4.4

It has been observed that staff is confused while attending to S & T failures & fail to follow procedure of issuing disconnection memo & reconnection memo as required.

In order to familiarize the staff with the procedure same relevant rules are re-iterated below:

Rule no.	Contents
G.R. 3.51-3	No railway servant shall interfere with any points, signals or their fittings , signal wires or any interlocking or block gear for the purpose of effecting repairs, or for any other purpose except with the previous permission of the Station Master.
GR 14.03	Consent required before interfering with block working equipment - No railway servant shall interfere with the block working equipment, or their fittings for the purpose of effecting repairs, or any other purpose, except with previous consent of the Station Master.
S. R. 14.03-1	Whenever block instrument or their fittings are to be interfered with for testing, repairs or replacement, the competent S&T staff shall issue a Disconnection Memo on the prescribed form (S&T / Dn) to Station Master clearly specifying the various signals which shall be affected during such repairs or replacement of block instruments. The Station Master shall not give his consent for this purpose unless the block section is clear of trains and the block instruments, where provided, have been brought to Line Closed position. If a train is waiting at Station to proceed, the block instruments or signals shall not be tested by S & T staff, unless it has been so authorized in writing by the Station Master, Who before giving such permission, shall inform the Driver of the waiting train in writing to treat signal / signals as defective. After the testing of the block instruments and signals has been completed and the Reconnection Memo received from S & T staff, the block instruments and signals shall be brought in use and normal working resumed. The Driver of the waiting train shall also then be advised to this effect.

SEM Part II - 11.4**Disconnection of Apparatus.**

SEM II - 11.4.2	Disconnection Notices need not be issued in situations as listed in Annexure - 3. provided suitable precautions are taken. In other situations, when it is necessary to disconnect any equipment in his charge for repairs, replacement or adjustment, the Maintainer shall advise the Station Master on duty in writing on Form S&T/DN (Annexure 2) and obtain the latter's signature before work is started and after it has been completed.
SEM II - 11.4.3	When it is necessary to disconnect point equipment switches or signals for repairs, replacement or alteration, Warner / Distant and Stop Signals governing the lines in question shall be kept in the 'ON' position and made in-operative until the work is completed.
SEM II - 11.4.4	The Maintainer must seal the equipments opened by him under his competence.

Annexure 3 of SEM- Part II as mentioned above.

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Annexure 3**Para 11.4.2**

Situations in which disconnection notice need not be issued provided suitable precautions are take:	
A.3.1	CLEANING AND/OR LUBRICATING / GRAPHITING WITHOUT AFFECTING ANY PHYSICAL / ELECTRICAL DISCONNECTION
i)	Lever frame basement.
ii)	Relay Room & Battery Room.
iii)	Apparatus case/battery boxes/Goomty.
iv)	Lifting barrier mechanism including winch.
v)	Lever lock and circuit controller without opening cover.
vi)	Inspection and cleaning of inside equipment by opening the covers of point machines, signal motors, reversers, apparatus cases and detectors.
vii)	Point, facing point, lock and lock bar.
viii)	Cranks, compensators, pullies, wheels, roller stands, counter weights & levers.
ix)	Power supply equipment.
x)	Insulation joints.
xi)	Lens/roundels of signal, point indicator, trap indicator & shunt permitting indicator provided phantom indication to driver of an incoming train is prevented by covering lenses.
A.3.2	TESTING OF
i)	Track locking , approach locking, back locking, indication locking, route release.
ii)	Checking various parameters of axle counter without disconnecting the equipment.
iii)	Power supply equipment.
iv)	Lever frame, SM's control frame, signal operation, point operation, level crossing gate & slot circuits.
v)	Point by obstruction test for lock only.
vi)	Checking and testing of track circuit parameters when the track is unoccupied.
vii)	Focusing of co lour light signal provided phantom indication to driver of an incoming train is prevented by covering lenses.
A.3.3	ADJUSTMENT OF
i)	Wire transmission except double wire operated point transmission.
ii)	Tightening of terminals using insulated tools without causing any shorts on adjacent terminals.
A.3.4	REPLACEMENT OF
i)	Electric signal lamp provided phantom indication to driver of an incoming train is prevented by covering lenses.
ii)	Bond wire, one at a time.
iii)	Plug-in relay in case traffic condition permits.
iv)	Indicator lamps.
v)	Push button/switch/key of panel.
vi)	Lock bar clips/bar stop, one at a time.
vii)	G.D. tubes.
viii)	Fuse, one at a time.
ix)	Pulley, bottom roller/top roller in wire and rod transmission one at a time and split pins.
x)	Batteries/cells without affecting disconnection of supply to main equipment.