



क्षेत्रीय रेल प्रशिक्षण संस्थान, भूली
ZONAL RAILWAY TRAINING INSTITUTE, BHULI



NON-INTERLOCK WORKING

NON-INTERLOCK WORKING

DEFINITION:-

N.I. Working means temporary disconnection of points, signals, track circuits, axle counters and other signaling appliances.

NON-INTERLOCK WORKING

WHEN REQUIRED:-

- 1) Overhauling of cabin/lever frame.**
- 2) Installation of Panel.**
- 3) Work related to cables.**
- 4) Changes in yard layouts/remodeling.**

NON-INTERLOCK WORKING

GENERAL INSTRUCTIONS:-

- 1) Speed over points shall be 15 kmph.**
- 2) No train should be stabled on any running line.**
- 3) The common line should not be used for reception of trains coming from opposite direction.**
- 4) Emergency and other crossovers should be set for normal position and clamped and padlocked.**

NON-INTERLOCK WORKING

GENERAL INSTRUCTIONS:-

- 5) During the NI period station should basically function as a halt station.**
- 6) Normally no temporary single line working should be introduced during NI period.**
- 7) At road side stations on double line, route must be set for platform line in each direction and clamped and padlocked.**
- 8) No precedence or crossing (on single line) should be arranged at this station.**

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INITIATION OF NI WORK:-

- 1) Green Notice should be issued before 72 hrs.**
- 2) Temporary SWR should be issued.**
- 3) Staff should give his assurance on Assurance Register.**
- 4) Suitable number of Zones / Goomties consisting of group of points should be set up in Station yard.**
- 5) Each Zones / Goomty should have one SM and two pointsman in each shift with essential Equipments.**

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INITIATION OF NI WORK:-

Last Night Shift Duty :

- 1) Regular staff permanently posted at the NI station must be rostered.**
- 2) Second preference should be for staff who have previously worked at that station.**

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INITIATION OF NI WORK:-

First Night Shift Duty :

- 1) Regular staff permanently posted at the NI station, if still available for deployment after covering last night shift, should be rostered for first night shift duty.**
- 2) Second preference should be for staff who have previously worked at that station.**

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INITIATION OF NI WORK:-

Day Shift Duty :

Comparatively junior inexperienced staff from outstation should be deputed for day shift working.

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INITIATION OF NI WORK:-

- **Each zones should be under the charge of a TI in each shift.**
- **The NI work at station one Asst. Scale officer of operating department (AOM) should be nominated for over all supervision.**

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PRECAUTION BEFORE ACCEPTING S&T (T/351)

Before taking in hand any disconnection of points, signal or any interlocking gear, the person in-charge of work shall advise the SM in writing on form S & T (T/351) and obtain his signature before the work is started.

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PRECAUTION BEFORE ACCEPTING S&T (T/351)

- a. Take permission from control.**
- b. Ensure that T/409 regarding speed restriction over non-interlocked points is being served from originating and notice station to the driver and guard of all trains.**
- c. The SM shall advise the cabin under his control by telephone with exchange of private number.**
- d. Disconnection memo S & T (T/351) for opening block instrument should not be accepted by SM unless the instrument is in line closed position.**
- e. Before handing over the basement key to the S & T staff, signature must be obtained in basement key register.**

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Working during NI works:

- A. If only lock is disconnected, the responsibility of locking of all facing points of the route concerned by clamp and pad-lock shall devolve on the SM of the concerned zone whereas the setting of points will be done by the SM of the central zone.**

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PRECAUTION BEFORE ACCEPTING S&T (T/351)

- B. If points and locks both are disconnected from the lever frame, the signal staff shall set the points and it shall be the responsibility of SM of the concerned zone for the locking of the facing points by clamp and pad-lock after satisfying the correct setting of points.**
- C. In this situation for any reception, dispatch or shunting of a train, the SM on duty of the central zone must advise the JE/SI(S&T) by a memo stating in which position the points will be set.**

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- D. The SM of the central zone will advise regarding the train movement, the SM of other zone through telephone under exchange of private number, stating clearly the concerned point number which are to be set in N/R position.**
- E. No signal should be taken off for reception and dispatch of a train by the SM of central zone or issue T/369(3b) for passing such signal at ON position unless he is conform by private number from SM of the respective zone that the conditions for taking off such signal are complied with.**

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- F. Care must be taken to normalize the emergency cross over and clamping with padlock in normal position if used for shunting purpose during NI works before dispatching or reception of a train to avoid wrong diversion causing head on collision on double line.**

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PRECAUTION BEFORE ACCEPTING RECONNECTION MEMO:

- a) Reconnection memo should be received when the block instrument is in “line closed” position i.e. no train movement is in question.**
- b) The entire lever frame by setting of routes and taking off concerned signals should be tested by SM of central zone.**
- c) The SM shall ensure that the basement key is returned by the signal staff.**
- d) The SM shall ensure that block instrument is shield if opened for NI work.**

