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**Government of India (Bharat Sarkar)  
Ministry of Railways (Rail Mantralaya)  
Railway Board**

No. 2002/Sig/PI/1

New Delhi dt. 14.03.2007

The General Manager  
All Indian Railways

**Sub:- Provision of Panel Interlocking.**

**Ref:- Board's letter No. 2002/Sig/PI/1 dt. 09.07.2002.**

In partial modifications of the instructions issued vide Board's letter referred to above, Board (ML, MT, MS and FC) have reviewed the policy with regard to provision of 2<sup>nd</sup> ASM as per para A3(vii) and para B and decided as under:

2. Board's observations:-
  - a. "Workload of ASM at Central Panel has decreased as far as reception / dispatch of the trains is concerned. However, there has been an increase in his workload in double line sections due to various factors like communication with manned level crossing gates and handling of block instruments. Further, train passing / shunting movements in case of failures / unusual situations, ensuring complete arrival of trains at stations not provided with Block proving with axle counter (BPAC) mechanism, etc. have also contributed to increase in the workload in both double line and single line sections".
  - b. The total workload of the ASM at a Central Panel (and not the additional workload) which ultimately would justify the deployment of 2<sup>nd</sup> ASM at any given station depends on many variable factors like traffic density, number and type of level crossings gates, type of block sections, quantum of commercial duties, shunting in yard and sidings, etc. intrinsic to that particular station.
3. In supersession of paras A3 (vii) and para B, Board have decided as under:
  - a. The issue of creation of posts of 2<sup>nd</sup> ASM at stations with Central Panels for each station cannot be decided at Board's level and is being left to the discretion of General Managers for implementation in consultation with their Associate Finance & in line with the laid down guidelines and procedures of Railway Board. These posts should not be created in a blanket manner & the total workload of the ASM at Central Panel and not just the additional workload should justify creation of the post of 2<sup>nd</sup> ASM at any given station. The justification should invariably be supported by a proper job analysis. Railways shall also ensure that creation of posts of 2<sup>nd</sup> ASM at any given station should result in surrender of posts of levermen / switchmen / ASMs at end cabins, wherever feasible, if they have already not been surrendered.
  - b. The workload of ASM at Central Panel towards ensuring complete arrival of train is likely to reduce in future with the installation of BPAC mechanism. Similar would be the effect with the installation of Anti-Collision Devices (ACDs) and other such equipment including interlocking at the level crossing gates which, over a period of time, may obviate the need for exchange of private



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GOVERNMENT OF INDIA (BIHARAT SARKAR)  
MINISTRY OF RAILWAYS (RAIL MANTRALAYA)  
(RAILWAY BOARD)

No. 2002/Sig/P1/1

New Delhi, dt 9-7-2002.

The General Managers,  
All Indian Railways  
& CORE/Allahabad.

Sub:- Provision of Panel Interlocking

Ref: (i) Board's Letter No.85/W2/5C/P1/1 dt. 13.9.1989.  
(ii) -do- No.96/Sig/P1/1/Pt. dt. 20.6.1996.  
(iii) -do- No. 2002/Sig/P1/1 dt. 9.4.2002.

In view of representations received from the Zonal Railways, instructions issued vide Board's letters quoted above, have been reviewed. Following policy directives are now issued in supersession of instructions issued vide Board's letters quoted above.

A. On double line sections.

A1. At all big junction stations, Route Relay Interlocking (RRI) shall be provided. All the features mentioned in items (i) to (vi) under A3 below will apply to RRIs. The number of operating staff in RRIs will, however, depend on the actual requirement as assessed by the Railway.

A2. (i) At small junctions having only 3 directions or non-junction stations having more than 5 running lines with complex lay outs, where there is extensive and repeated shunting, there are many traffic gates, goodsheds and sidings etc., Railways may provide either central panel or end panels after assessing the local complexities. The decision about provision of end panel or central panel at such stations will be made by COMs of the Railways in interest of smooth operations and safety. However, if it is decided to provide central panels at such stations, all the features mentioned under A3 below will apply. In case end panels are provided, central slide frame with Station Master will be of push button type instead of mechanical frame.

(ii) Block proving by axle counters will be provided in a contiguous section even if, at few stations in between, end panels have been provided.

A3. At all other stations, central panels will be provided with the following features:

(i) The station will be fully track circulated in the station section.

- (ii) Block proving by axle counter ( or block proving track circuits) will be provided as a pre-requisite of the central panel.
- (iii) Central panel will be of route setting type and will be provided with solid state interlocking/relay interlocking as sanctioned.
- (iv) It would be desirable that similar type of panels are installed on the whole of the section instead of getting a mixture of technology thereby creating problems in maintenance and consequent operations.
- (v) The block instrument (block proving with axle counter) will be provided with the ASM at the central location.
- (vi) No manned traffic gates would be non-interlocked in the station area. Wherever at present Switchman/Cabinman is operating the traffic gates within the station area, he may be replaced by traffic Gateman, who will operate the gate from a get-lodge near the Level Crossing.
- (vii) At all stations with central panels, an additional ASM or a qualified Group 'C' traffic staff will be provided in each shift who will oversee and check through trains, exchange all right signals with the train crew, handle the job of shunting at the station, cranking of points in case of points or signal failures, issue pilot memo, caution orders etc. He will also facilitate working between the station and traffic/ engineering level crossing gates. In addition to these operating duties, he will also deal with public enquiries and commercial booking, provided the workload does not justify a separate booking/commercial clerk.

*Modified in March 07.  
Job Analyzers*

**B. On single line sections**

All guidelines as in case of double line section shall also be applicable on single line sections, except Para A3 (vii) which shall be modified as under:-

"If the line capacity utilization has already reached a level of 85% (with maintenance block), an additional ASM/Group 'C' traffic staff will be provided in each shift for doing multifarious work as mentioned in Para A3 (vii)."


- C. Wherever central panels have already been provided without block proving axle counters, immediate action be taken to provide the same on priority.
- D. Wherever end panels have been provided, the present SM slide frame should be converted into push button panels to reduce failures and ensure greater safety.

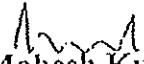
2. This issues with the approval of Board (ML & MT).

3. The above policy directives must be followed by the Zonal Railways with immediate effect while executing works.

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4. This disposes of Northern Railway's letter No. 86-T/315/TGP/Ctrl Pnl. Vs. End Pnl dated 1.5.2002, Southern Railway's letter No. T.143/MPolicy/P.Way dated 2.5.2002, South Central Railway's letter No. SG.190/PC/RRI Vol. 4 dated 1.5.2002 and representations received from other Zonal Railways after issue of Policy Circular at Ref. (iii) above.

  
(V.K. Roy)  
Executive Director  
Traffic Transportation,  
Railway Board.

  
(Mahesh Kumar)  
Executive Director(Sig.)  
Railway Board, 9/7/02

COPY TO :

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- Com/CTE/CTE (CON) ; All Indian Railways
- Principal, Railway Staff College, Banarshi.
- Director, IRISST, Secunderabad.
- OSD (Signal), New zonal Rlys.