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East Central Railway

No. ECR-HQ/S&T/Sig/JPO/IBS-A/Pt. II

Date : 19.10.2023

JPO for Disconnection/Reconnection of S&T gears during regular maintenance and during rectification of failures

1.	Planning for signal maintenance:	Action By
1.1	Day-wise requirement of disconnections with tentative duration shall be worked out in advance, on weekly basis, and submitted to Operating at Divisional level to be incorporated in the rolling block program. During the weekly review, care must be taken that no signaling gears become overdue for maintenance. While working out the tentative duration care must be taken to also include all related activities so as to avoid block burst.	Division Optg. & S&T Teams
2.	Disconnection/Reconnection during maintenance activities :	
2.1	SSE/JE/Technician shall present Disconnection memo to SM as per requirement under intimation to signal control mentioning time from when required and tentative duration of disconnection.	Station Optg. & S&T Teams
2.2	On receipt of Disconnection Notice, SM will advise CNL and obtain permission for Disconnection along with duration under exchange of private No. from CNL. If train running does not permit Disconnection at that time, next probable time to will be intimated by SM as advised by CNL. Entries will be made by SM at appropriate place on acknowledgement foil of form No..... S&T/DN.	
2.3	If the maintenance work includes any wiring modifications like re-jointing of cables, rewiring of Signaling gears, re-termination of cables at terminals/relay contacts, etc. Correspondence test shall be conducted before issue of Reconnection Notice.	
2.4	Correspondence test : SSE/JE/Technician shall contact ASM/SS on duty at Panel/VDU, tell him status of concerned gear(s) at site, seek indication/status of the corresponding gear(s) on his Panel/VDU and ask for operation of gears to be tested as per requirement. SM shall clearly advise SSE/JE/Technician at site about the state of the gear(s) on his panel/VDU and operate gears from Panel/VDU as per the requirement of SSE/JE/Technician at site.	
2.5	After completing Correspondence tests as above, SSE/JE/Technician should issue Reconnection Notice on form No..... S&T Disconnection with endorsement that correspondence testing has been done. SSE/JE/Technician & SM/SS then shall make all necessary entries/remarks in Acknowledgement part of form No..... S&T Disconnection and also in corresponding Disconnection/Re-connection registers maintained by S&T and Operating, respectively.	
3.	Disconnection/Reconnection during attending Signaling failures :	
3.1	Before taking up any work, SSE/JE/Technician shall first seek failure memo from SM/ASM in accordance with provision of SR 3.68(1)(v) for each failure recorded in the signal failure register and then depending upon requirement shall issue Disconnection Notice which shall be accepted by SM to facilitate timely rectification of failure.	Station Optg. & S&T Teams

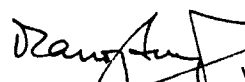
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3.2	After rectification of the failure, if the works done for rectification of the failure involving works mentioned in para 2.3 above, correspondence test as per para 2.4 & making necessary entries as per para 2.5 should be completed. Whether the failure required Disconnection Notice or not, SSE/JE/Technician shall make necessary entries in SFR by giving cause of failure, date & time of rectification and put his signature with name & designation.	Station Optg. & S&T Teams
4. Train operation after maintenance/signal failure :		
4.1	After completion of work. SM will operate trains on signals only on receipt of Reconnection Notice. Thereafter, the first train to pass on Main Line should be dealt as under :- a) The reception of the first train should NOT be on green aspect of first stop signal. b) The departure signal for run through trains should be taken off once the train has occupied the berthing portion by seeing the relevant indications on panel/VDU. c) This should be applicable for all Up and Down direction trains. d) Exception to these instructions will be in case of stations where reception or reception and departure signals are kept in "Off" position to avoid stalling of loads due to rising gradients or site conditions. Necessary instructions may be incorporated in working rules to admit these trains into the yard at restricted speed by keeping the departure signal "On".	Station Operating staff


(Eknath Mohker)
19/10/23
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