

SN- 33

GOVERNMENT OF INDIA (भारत सरकार)
MINISTRY OF RAILWAY (रेल मंत्रालय)
RAILWAY BOARD (रेलवे बोर्ड)

No. 2003/SIG/G/5

Date : 28.04.2016

General Manager (S&T),
All Indian Railways,
General Manager (S&T) Const.,
All Indian Railways,
Director General (Signal), RDSO.

Director/IRISET/Secunderabad,
Sr. Professor/S&T, NAIR, BRC
G.M.s/S&T, RITES, IRCON, RVNL,

Sub : Policy on type of interlocking to be adopted at stations provided with centralized operation of points and signals.

Ref : Board's letter no. 2003/Sig/G/5 dtd 14.09.2006.

In supersession to the policy directive issued by Railway Board vide Board's letter dtd 14.09.2006 referred above, following policy directives are now issued for type of Interlocking to be adopted at stations provided with Centralized operation of Points and signals :-

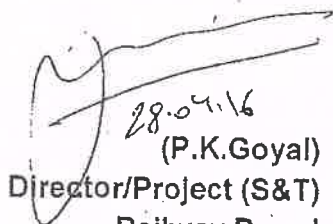
SN	Type of Station	Avg. no. of routes	Type of Interlocking to be provided
1	a. 'C' class station, b. Mid-section Interlocked LC gates c. IBS/IBH, d. Stations on Double Line section without loop and with one emergency X-over and/or siding, e. Stations on Single Line section with one loop f. Automatic Block Signalling with/without Mid-section Interlocked LC gate	Upto 10	Electronic Interlocking
2	Way-stations & small Junction stations	10 to 50 routes	Electronic Interlocking linked to Signal Control Centre if required.
3	Big stations and Major Junction stations	50 to 500 routes	Electronic Interlocking with Distributed Architecture and/or Object Controllers
4	Very Large stations/Junction stations	More than 500 routes	Route Relay Interlocking with metal to metal type relays OR Electronic Interlocking with Distributed Architecture and Object Controllers.

- 2 The works shall be planned in such a way by Railways that same EI Technology/Equipment gets installed on a section in a contiguous manner aiming at 'one type of equipment under one jurisdiction (say SI)' at least. This is more achievable in New Line works, Doubling, Gauge Conversion and Railway Electrification works where works are awarded for a considerably longer section.
- 3 Officers and staff responsible for Installation, Commissioning and Maintenance of EI shall be competent enough and shall be trained to make them fully conversant with EI. Regular EI training courses shall be organized by Railways and IRISSET. Latest updates and developments related to EI and TANs issued from time to time shall be documented and circulated by RDSO which shall be passed on to the field staff & Officers by Railways.
- 4 Railways shall plan for Annual Repair Contracts (ARC) for EIs so that defective components/cards/sub-modules/modules can be got repaired through OEM after expiry of warranty. Railways shall also plan for sufficient inventory of spares for EI through revenue budget.
- 5 OEMs shall develop specific training module for "making changes in Application data and logics to suit yard modifications done at a later stage". RDSO shall make it mandatory for OEM while enlisting them as Approved Vendors for EI to impart training on making changes in Application data and logics to field staff.

All the Zones should have a dedicated team, competent to make modifications in the application data and logic.

- 6 The revised policy as above will be applicable for new works as well as for those PI works which are already sanctioned but tender has not been invited/awarded yet. The detailed estimates already sanctioned for such PI works shall be revised as per Railway Board's policy letter no. 2008/SIG/SGF/4/EI/Genl dtd 05.07.2011.

This issues with the approval of Board.


28.04.16
(P.K.Goyal)
Director/Project (S&T)
Railway Board