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

No.2003/Sig/G/5

New Delhi, dt. 14th September, 2006.

{ General Manager (S&T), CR, ER, ECR, GCR,
All Indian Railways, NER, NWR, NER, NFR, NWR,
General Manager (S&T) Const., SR, SCR, ECR,
All Indian Railways, SECR, SWR, WR & WCR.
Director General, Signals, RDSO,

G.Ms/S&T, RITES, IRCON, RVNL,
Metro/Kolkata, CORE/ALD,
Director / IRISSET/Secunderabad ✓
Sr. Professor/S&T, RSC, BRC.
FA&CAO, All Indian Railways. CR, ER, ECR, GCR, NER
FA&CAO (Const), All Indian Railways. NER, NWR, NFR, WCR,
SECR, SWR, WR & WCR.

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

Ref: Board's letter Nos. 2003 /Sig /G / 5 dt. 10.09.2003 and
2003/Sig/G/5/Pt. dated 30th January, 2006.

Some Railways had brought out the problems in implementing a particular type of relay interlocking. This, as well as the experience gained with the Electronic Interlocking over the last 4 years in the context of life cycle costs have been considered by Board (ML and FC), who have decided that the following policy be adopted on IR :-

- Up to 50 routes Relay based interlocking of metal to carbon or metal to metal type according to the expertise available on the railway.
- 50 to 200 routes Electronic Interlocking.
- Above 200 routes RRI with relay based interlocking of the metal to carbon or metal to metal type according to the expertise available on the railway.

The above policy will be applicable to all new works and such of those sanctioned works where detailed estimates are not yet sanctioned.

In connection with the above, the following are to be noted :-

1. Restricting the number of technologies in EI to a manageable limit on each Railway is desirable from maintenance point of view.
2. In special cases, EI may also be adopted in installations below 50 routes on a case to case basis. Such proposals for EI at signalling installations below 50 routes have to be justified on a case to case basis based on life cycle cost including capital cost, annual maintenance cost, depreciation provision, savings due to avoidance of repeated relay wiring due to anticipated yard remodeling etc. and concurrence of the associate finance obtained.
3. The railways have to ensure that necessary software expertise is available with adequate number of inspectors and officers for carrying out changes necessary in the yard specific software and test it for its correctness as and when they are required in the context of yard alterations like additional lines, additional sidings, LC gates etc. Necessary training and supply of

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additional hardware / software needed to ensure this has to be made part of the contractual obligation.

4. In order to ensure the maintainability of the system at reasonable rates throughout the life of the system, the procedure in respect of type approval and cross acceptance for software embedded electronic safety system for railway signalling of IR has been modified and these are being issued separately.

Vm
14/9/06

(V. Shanker)
Additional Member (Signal)
Railway Board.

✓ Copy to: F(X)-II, Budget, Traffic and Planning Branches, Railway Board.