

- 7 Ensure that all the seals on the emergency buttons on the panel are intact.
- 8 Ensure that anti-tilting arrangements are available for track relays.
- 9 Ensure staggering of polarity of track circuits.
- 10 Ensure that cables are meggered once in a year.
- 11 Check records of Line Clear cancellations, emergency route cancellations, issue of pilot memos, use of emergency crank handles, resetting of axle counters and other emergency counters.
- 12
  - a) Ensure proper drainage around the track circuits area and the requisite clearance of the ballast from the rail flange should be ensured.
  - b) Check intactness of block joint insulation/stretcher bar insulation and also the insulation of the gauge tie plates, rodding etc.
- 13 Ensure proper packing of all the interlocked points.
- 14 Maintain track circuit and battery history cards.
- 15 Examine over-energisation of track relays.
- 16 Remove brake dust and rust and burr formation at block joints.
- 17 Check intactness of bond wire, jumper wire connections and secure long jumper connections firmly with sleepers.
- 18 Report to PWI or IOW for defective water pipes and leakage of hydrants/water columns on track circuited portions.

‘Don’ts’ for S & T Staff :

Do not -

- 1 Adopt any short cut methods.
- 2 Bridge any relay contacts under any circumstances.
- 3 Interfere with points, signals and track circuits after the signals are cleared for movements.
- 4 Tilt shelf type relays for making contacts.
- 5 Manually operate plug-in-type relays.
- 6 Energize relays by false or direct feed.
- 7 Over-energize track relays.
- 8 Operate signals, points, motors, etc., by false or direct feed.
- 9 Bridge detector contacts.
- 10 Undertake any work on points, signals, track circuits, etc., without giving proper disconnection notice.
- 11 Give reconnection notice without completing the job and properly testing the concerned gear for proper operation.
- 12 Leave block instruments and relay rooms without double locking.

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