2) Give written memo to SI/ESM to unlock the emergency sub route cancellation button,

3) SI/ESM will break the seal and unlock the 'EUYN' button with his emergency key, and

4) ASM should press 'EUYN' button and point 'WN' of the concerned point on the failed sub-route. ASM should ensure the following:

   a) The track indication in this sub-route disappears,

   b) The reading of the numerical counter near 'EUYN' is advanced by one number; enter this reading in the special register giving correct reasons,

   c) Entry made in the prescribed register should be signed by Station Master and SI/ESM for each cancellation operation, and

   d) The SI/ESM should seal the cancellation button before leaving the panel

   (In some panels, 'EUYN' button is housed inside the panel to which ASM has no access).

vii) Point position Indication showing RED:

(a) Ensure Station Master's key is IN and turned to unlock the panel,

(b) Verify the point track indication for occupation,

(c) If it is clear, call for ESM to attend the track failure, and

(d) If the particular point is required to be operated under conditions on track circuit failure, operate the point button 'WN' with 'EWN' button.

5. **PODANUR WORKSHOP PANEL:**

a) The station diagram is depicted on the panel along with the relevant points/signals/ track indications.

b) Knobs of different colour codes are provided on the panel below the diagram for operating the points and signals. The numbers of points/signals are painted on the corresponding knobs for easy identification. Buttons for other purposes such as cancellation etc., are also provided. The set up is normally as follows.

1) Signal knobs – Red (Two positions or three positions i.e., N and R or RCS)

2) Point knobs – Black (Two positions – N and R)

3) Shunt signal – Yellow (Two positions – N and R)

4) Siding signal – White (Two positions – N and R)

5) Emergency route cancellation button with counter – Grey

6) Power failure button – Grey.

c) Operation: The points and signals are operated by turning the knob switches to the required position.

i) Point indication: Three indications are provided on top of each point button viz., 'Green', when points are normal, 'Yellow' when points are reverse and 'White' in the middle of the two, when the points are free for operation. 'Green' and 'Yellow' indications flash during operations or when the points are not correctly set / locked.

ii) Signal indication: The signal indications repeated on the panel are as per the signal in the field i.e., 'Red' for the 'on' aspect, 'Yellow' for the 'caution' aspect and 'Green' for the 'Proceed' aspect.

iii) Route Indication: It is the same as in Siemens' type except the 'Point locked' white dot does not appear on the panel. When the signal knob is normalised, the indication will automatically disappear. When a signal is taken 'off', white strip lights up for the entire route indicating the setting and locking of the route. The free indication above each point knob disappears when the route is set and locked.

iv) Route Cancellation:

1) For canceling signalled movement, or

2) For change of route already set.

a) Normalise the signal knob after ensuring that the train has not passed the signal,

b) Press the route cancellation button and release. After 2 minutes the route will be free and the flashing white light indication below the counter will disappear, when the counter registers the next number, and

c) Record the counter number in the special register giving correct reasons.

v) At stations, provided with relay interlocking, after the passage of a train the route may get locked up due to failure of a track circuit etc. Efforts must be made to cancel the route with normal cancellation procedure. In case the route still remains locked, the same may be cancelled by applying Emergency Calling-on route cancellation as per the procedure given under.

(a) Normalise the Home signal knob,

(b) Reverse the Calling-on signal knob ,

(c) Press and release Calling-on route initiation button(COGGN),

(d) Normalise Calling-on signal knob, and

(e) Press and release the Emergency Calling-on route cancellation button.

On doing the above, a white indication appears near the emergency calling-on route cancellation button and after prescribed time delay, as mentioned in SWR, the route gets released and further trains can be dealt on Calling-on signal, if any track indications continue to show occupied until the track circuit failure is rectified.

However, in case of point track failure, point cannot be altered from panel.

The following precautions shall be taken before resorting to emergency Calling-on route cancellation.

i) The previous train has arrived complete,

ii) Physically ensure that no vehicle is standing on the portion of the track, showing occupied indication, and

iii) Red ink entry shall be made in the TSR for all the movements made with Emergency Calling-on route cancellation.

vi) Failure of route:

If the track circuit is defective and route does not get cancelled even after the passage of the train and the normalization of the signal knob, call for ESM/SI and give written memo to rectify the same.