

**(b) Procedure for emergency operation of points by Crank Handle.**

- (i) The detailed procedure for emergency crank handle operation of motor operated points at different lines at the station from operation point of view should be mentioned here.
- (ii) Procedure for emergency operation of point with point zone / axle counter/track circuit failure and emergency route release, giving reference to Rules 3.39 and 3.77 should be mentioned here.

**(c) Certification of clearance of track before Calling- on signal operation is initiated.**

Mention should be made that before taking 'off' Calling-on signal during failure of Track Circuit/Axle Counter, the route and the clearance of the track over which train would pass shall be verified by the Station Master.

**(d) Reporting failure of points, track circuit/axle counter and interlocking.**

- (i) Mention should be made that whenever there is a failure of points, track circuit/axle counter or any other interlocking gear at the station, the failure should be reported by Station Master / Assistant Station Master on duty to the concerned signalling maintenance staff on duty responsible for attending to the failure and only after receipt of the written memo from the Signalling Maintainer for rectification of the fault, Station Master should restore the normal working.
- (ii) The entries in signal failure register to be done with message to the Section Controller.

**9.1. Total failure of communication.**

Provision of the SR and instructions laid down in Block Working Manual relating to the working of trains during total failure of communication at the station should be briefly summed up giving the action to be taken and by whom and what precaution to be taken giving reference to the relevant provisions of the G&SR.

**9.2. Temporary single line working on double line section.****9.3. Despatch of train under authority to proceed without Line Clear or to assist the crippled train (T/A.602).****10. Visibility Test Object:**

Position of the Visibility Test Object in each zone of operation and the officials authorised to check the V.T.O. from a nominated place at the station should be mentioned here.

**11. Essential equipment at the station:**

The list of the essential equipment should be given in Appendix – 'E'

**12. Fog signalmen nominated to be called in case of fog:**

In Foggy or tempestuous weather or in dust storm when V.T.O. cannot be seen from the Station Master's Office, the Station Master shall send trained men to act as fog signalmen. Instructions regarding their selection from traffic and engineering departments, entry of their names in the fog signal register and taking assurance by the Station Master to be mentioned clearly.

Appendix 'A'	Working of Level Crossing Gates (Interlocked LC gates – to be jointly signed by DSTE, DOM & DEN) (Non-interlocked LC gates – to be jointly signed by DEN & DOM)
Appendix 'B'	System of signaling and interlocking and communication arrangements at the station (to be signed by DSTE)
Appendix 'C'	Anti Collision Device (Raksha Kavach) (as and when brought into force)
Appendix 'D'	Duties of train passing staff and staff in each shift (to be signed by DOM)
Appendix 'E'	List of essential equipment provided at the station (to be signed by DOM)
Appendix 'F'	Rules for working of DK stations, Halts, IBH, IBS and outlying sidings (to be jointly signed by DOM & DSTE)
Appendix 'G'	Rules for working trains in electrified sections (to be jointly signed by Sr.DOM, Sr.DEE (TRD) & Sr.DSTE or DOM, DEE(TRD) & DSTE)

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