

622 Maintenance of equipment kept in accident relief machinery:

- a) Hydraulic Re-railing Equipment and Hydraulic Rescue Devices (cold cutting equipment) shall be maintained as per the maintenance schedules issued by Headquarters. They are covered under schedule 'A' to Schedule 'D'.
- b) Regular maintenance Staff shall be deployed at each ART / ARMV Depot for proper maintenance of ARTs / ARMVs / BD Cranes and equipment (HRE & HRD etc.) provided. (Maintenance Staff recommended for 'A' class ART - 5 Fitters + 5 Khalasis and for 'B' class ART – 3 Fitters+3 Khalasis).
- c) If needed, AMC can be entered with OEMs for maintenance of any equipment in the ARTs/ARMVs/BD Cranes.

623 Training of Man Power:

Trained manpower is an essential ingredient for any development. Modernization without such trained manpower will become futile. Particularly for handling an unforeseen situation like managing a disaster, training to the Officer / Official concerned is an inevitable input. To acquire necessary knowledge and skill, the Officer / Official may be given periodic training in his duties and other management fields.

Training may be conducted on the following lines:

- a. Individual Training for enhancing the skill of the staff attached to Accident Relief Train, general training to Engineering staff, OHE Staff and all Supervisors in Disaster Management.
- b. Seminars on disaster preparedness / action plan shall be conducted periodically.
- c. Joint exercises.
- d. Simulation exercises.
- e. Skeleton exercises - various units shall arrange mock drill.
- f. Special training may be arranged to the Officer / Official in extrication, rescue, medical relief, rolling stock restoration technique and Civil Defence by the concerned Department and list of such trained Staff shall be kept at every ART Depot.
- g. All ART / MRV nominated Supervisors and staff shall be trained in rescue operations and First-Aid. Additional staff from the Depot from where ART / ARMV is stationed shall also be trained. Names of such additional trained staff shall be made available in ART / ARMV so that they can be called during major accidents / disasters.

624 Portable Emergency Control Phone

Provision of Portable Emergency Control Phone in Brake vans: Brake vans of Mail, Express and Passenger trains and Accident Relief trains as well as Special Trains are equipped with Portable Emergency Control Phone in a box. In case of emergency / accident, the communication between the Loco Pilot / Guard of a train and the control is made possible by using the Portable telephone in the block section and for requisitioning any assistance.

Every Guard working Mail, Express and Passenger trains shall ensure that his brake van is equipped with Portable Control telephone in a box. A register is also provided in the box to record maintenance tests and use of the equipment by Guards. These phones are mainly two types.

- a) A portable telephone set, kept in a metal / wooden box, works on 3 volts (two cells of each 1.5 volts) with a telescopic pole of 4.57 meters in height.
- b) A new light weight Portable Emergency Control Phone works on 3 volts battery is kept in a small Rexene pouch.

- c) Both these phones can work on 2 wire communication (over head line in non-traction area) and 4 wire communication system in traction area.
- d) The system of working can be selected by using a small switch provided – on – PT Phones marked as 2W / 4W (non-traction area / traction area separately).
- e) The selection of 2W / 4 W should be done before the connection to EC socket or over head lines.
- f) A green colour indication illuminates when power is in ON position.
- g) A multi-colour “LED” is provided on new light weight phones, to indicate the battery condition.
- h) A red colour indication illuminates when Battery is low.

Instructions for use of the Portable Emergency Control Phone on Emergency Communication socket in OHE area:

On Electrified Sections —

- a) The emergency telephone socket has been provided on AC traction for maintenance of overhead electrical equipment and for enabling the train crew to contact the Controller in the event of an emergency/accident.
- b) The emergency socket has been provided in the socket box on suitable rail posts of 1.5 m height all along the route at an interval of 1000 meters.
- c) On every mast the symbol of a Telephone Hand Set is indicated along with the direction of nearest telephone socket.
- d) The emergency socket box consists of a 6 (six) pin socket housed in a water proof GI sheath box.
- e) The corresponding connection of 6 pin plug has been provided to the portable emergency control telephone.
- f) The train crew has to plug it into the emergency socket for contacting the Section controller / Traction Loco Controller through TPC.
- g) On calling, the TPC connects the Section Controller on the emergency control circuit for answering the train crew.
- h) Whenever the PT phone is used, necessary entries should be made in the register provided in the box for this purpose

On non-Electrified Sections: Where underground quad cable is provided for communication, emergency sockets have been provided in the socket box on suitable rail post along the route at an interval of 1000 meters and the procedure for use of field telephone is the same as that laid down for electrified sections to speak to Section Controller.