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**EAST CENTRAL RAILWAY**  
**S&T Department**

No. ECR/S&T/JPO/185-A/Pt.1/1490

Office of the  
GM (S&T) HJP  
Dt:-24.01.2020.

**Divisional Railway Manager**  
**DNR/MGS/DHN/SEE/SPJ,**  
**East Central Railway.**

**Sub:-**Joint Procedure Order No. 1/2020 for removing obstruction from Point.

Please find enclosed herewith, **Joint Procedure Order No. 1/2020** regarding removal of obstruction from Point duly signed by PCSTE and PCOM.

It is requested to kindly ensure that the JPO may be implemented in your division with immediate effect.

**DA:-** As above(01 Page)

  
**(M.K. Shrivastava)**  
**Chief Signal Engineer**  
**For GM(S&T)/ECR**

- Copy to:-** (1) Secy to GM for kind information of GM please.  
(2) AGM/ECR for kind information please.  
(3) PCOM/ECR for kind information and Implementation please.  
(4) CSO/ECR for kind information please.  
(5) Sr.DSTEs/DNR, MGS, DHN, SEE & SPJ for information & n/a please.

  
**For GM(S&T)/ECR**

**East Central Railway  
Signal & Telecom Dept.**

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**Joint Procedure Order No. 1/2020**

**Sub:** - Joint Procedure Order for removing obstruction from Point.

Obstruction in point and latency to restore the normal signaling operation due to procedure involved is a serious cause of concern for Train detention.


However SR.3.68 (iii) says *"At interlocked stations, should it be found that a signal governing the movement of a train over facing points cannot be taken 'OFF', the Station Master or the Cabin man on duty shall inspect the points to ascertain whether the defect is due to ballast or other obstruction causing a gap in the points. Should this be found to be the case, obstruction shall be removed and if this results in signal coming 'OFF' after the points have been correctly set and locked by means of the appropriate levers, normal working may continue."*

JPO No.04/2009 issued by ECR further deliberated the point and stated that *"Whenever points fails to operate in response to valid operation and point indication does not become steady after 8/10 seconds in normal or reverse, in such cases, station master on duty shall first physically inspect the point for any obstructions like stone pieces etc. if any, should be removed. After removal of obstruction if point indication appears correctly then train operation can resume normally ..."*

Paragraph (1) of JPO No. 04/2009 is further refined and states the procedure for removal of obstruction:-

1. While lowering a signal, if signal is not lowered and flashing indication of point is displayed on the operating Panel/VDU, then before declaring a point as failed, SM should verify physically by himself or through his authorized representative i.e. Points man/Porter, that the point is clear of any obstruction.
2. In case of any obstruction, the same must be removed by the authorized representative of SM.
3. To facilitate quick restoration of signaling movement, one hand held VHF set shall be provided at stations in addition to 25 W VHF set. This will be used by Points man/Porter to confirm removal of obstruction or otherwise and for other activities.
4. After removing obstruction normal working of point can be restored. Under such cases, point should not be declared as fail and subsequently it should be reported as incidence by the SM.

  
(Salil Kumar Jha )  
PCOM/ECR

  
23/01/2020  
(Rajesh Kumar)  
PCSTE/ECR



Joint Procedure Order No 04/2009

Sub : Train Operation in case of failure of Point.

As per GR Para 3.77 and SR Para 3.77(c) whenever a point becomes defective in any way it should be treated as defective and no trains shall be allowed to approach the point unless until point has been secured through clamp and padlock. Also all signals leading to this point shall be kept at on.

In one case of a goods train entering wrong line at Bhabhua station on MGS division it was noticed that a point was defective in normal position but there was proper indication in reverse position. Signalled movement was allowed over this point in reverse position even though the same was not permitted as per SWR and at the same time signal inspector was attempting to rectify the defective point after accepting signal failure memo. In view of above instructions regarding train operation in case of failure of point is reiterated-

1. Whenever points fails to operate in response to valid operation and point indication does not become steady after 8/10 seconds in normal or reverse. In such cases, station master on duty shall first physically inspect the point for any obstructions like stone pieces etc. If any, should be removed. After removal of obstruction if point indication appears correctly then train operation can resume normally or otherwise point shall be declared defective and point shall be set in required position with crank handle and shall be clamped and padlocked before any movement is allowed over such points.
2. Whenever a point is defective either in reverse or in normal it should be treated as defective.
3. No train movement shall be allowed over defective point without properly securing the point through clamp and padlock. Signals leading to this point shall be kept at on.
4. Signal staff after receiving signal failure memo will issue disconnection before attempting to rectify the point.
5. This circular shall be read in conjunction with station working rules.

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- (2) Every Railway servant concerned with the use of signals as prescribed by special instructions under rule 3.65, shall have a correct knowledge of their use and keep them ready for immediate use.
- (3) Every railway servant shall see that the railway servants in his charge concerned with the use of warning signals as prescribed by special instructions under rule 3.65, have a correct knowledge of their use.

**SR. 3.67: (1)** Whenever LED based Hand Signal Lamps as per specification have been provided to Loco Pilots, Motormen, Guards, Gatemen and Patrolmen, use of fuse shall be dispensed with.

Gatemen/patrolmen provided with cell/battery operated Flashing Hand Signal Lamps; should also carry one set of spare cell/battery.

- (2) The Railway Administration mentioned in GR 3.67 (1) (a), (b), (c) shall be Divisional Railway Manager or an authorized railway official on his behalf.

## H. DEFECTIVE FIXED SIGNALS AND POINTS

### 3.68. DUTIES OF STATION MASTER GENERALLY WHEN A SIGNAL IS DEFECTIVE –

- (1) As soon as a Station Master becomes aware that any signal has become defective or has ceased to work properly, he shall –
  - (a) Immediately arrange to place the signal at 'On' if it is not already in that position.
  - (b) depute competent railway servants with such hand signals and detonators as may be required to give signals at the foot of the defective signal until he is satisfied that such signal has been put in to proper working order;
  - (c) take action in accordance with Rules 3.69 and 3.70 as may be required for movement of trains past the defective signals; and
  - (d) report the occurrence to the railway servant responsible for the upkeep of the signals, and if the section is controlled, the controller also.
- (2) When the Station Master receives information of any defect in a signal not pertaining to his station from the Loco Pilot or the Guard or any other railway servant, he shall immediately inform the Station Master concerned of the fact and keep the controller advised, where the section is controlled.
- (3) In case of signals becoming defective at stations situated on Centralised Traffic Control territories, the Centralised Traffic Control Operator on becoming aware of such defects, shall take action in accordance with special instructions.

**SR. 3.68:**

- (1) (i) If a signal having been taken 'OFF' does not return to 'ON' position when its lever is put back, it shall be replaced in the 'ON' position by disconnecting the wire or by any other means available, meanwhile, Loco Pilot of any approaching train shall be stopped by hand or detonating signals and if at night the green light of the signal shall be extinguished.
- (ii) The men sent out with hand signals as per GR 3.68 above, shall also as necessary, be furnished with Form T/369 (3b) which they will hand over to Loco Pilots.
- (iii) At interlocked stations, should it be found that a signal governing the movement of a train over facing points cannot be taken 'OFF', the Station Master or the Cabinman on duty shall inspect the points to ascertain whether the defect is due to ballast or other obstruction causing a gap in the points. Should this be found to be the case, obstruction shall be removed and if this results in signal coming 'OFF' after the points have been correctly set and locked by means of the appropriate levers, normal working may continue.