



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.

  
COM 18/12

  
CSTE