

SOUTH CENTRAL RAILWAY

Safety.387/Fly Leaf/01/2014

Fly Leaf No. 01/2014

Attention...

**TRAFFIC, LOCO RUNNING STAFF,S&T AND ALL OTHER INSPECTING
OFFICIALS**

KNOW EVERYTHING ABOUT CALLING-ON SIGNAL

(Ref: GR&SR 3.13, 3.69, 3.70, 3.79, 5.09 and Appendix XI)

In the background of a derailment of light engine caused due to the failure of Operator (SM) at LPI station of SC Division on 28th December 2013 at 1855 hours, it is felt appropriate to sensitise all the SM/ASMs, Loco Running Staff and all Inspecting Officials about the correct procedures to be followed while being admitted onto an obstructed line through Calling-ON signal..

The brief of the incident is as follows'

- Light engine was planned to be received onto Gautami empty rake which was stabled at the station, by taking 'off' Calling-on signal.
- The failure on the part of the SM was initiating Calling-on cancellation immediately after the passage of the light engine beyond the signal, i.e., premature operation (without clearing the point zone).
- By the time, the loco was passing the point; SM had an opportunity to alter the point without ensuring the presence of loco / vehicle indication on the panel.
- As a result of that operation, the point got operated under the passage of the loco and taken two routes and derailed. One may wonder how a loco can derail on facing point. Here was an example.

In order to prevent such failures, following laid down guidelines need to be followed without compromising for time and shortage of staff.

1. What is Calling-on signal?

It is a subsidiary signal and shall not be placed independently.

2. On which signal below it can be placed?

Below reception stop signals like Outer, Home, Routing Home and Starter signals.

3. Below which signal it shall not be placed?

Below LSS.

4. What marker is placed to identify?

“C” mark board, i.e., black colour letter “C” on white round plate.

5. What is the purpose of this signal?

- a. To receive a train on an obstructed line
- b. To receive / despatch the train when the stop signal above which it is provided becomes defective.
- c. When the route get locked after the passage of the train and even the normal route release operation fail, to cancel the route, Calling-on route cancellation is applied.

6. In ‘on’ / ‘off’ positions what light is displayed by this signal?

No light in ‘on’ position and miniature yellow light when signal is taken ‘off’.

7. Is it necessary to ensure setting and locking of points when this signal is taken ‘off’?

No.

8. What is proved by the ‘off’ position of this signal?

It proves correct setting and locking of facing point/s. It shall not prove trailing end points and it shall not prove berthing track condition.

9. Will this signal come to ‘off’ position, the moment the signal is given by SM?

No. The train should be in the calling-on zone and SM should initiate taking ‘off’ Calling-on signal and after a time delay of 60 seconds, the signal will assume ‘off’ aspect.

10. Is it necessary to register all details such as date, time, train no., reason, etc., whenever this signal is used?

Yes. It is necessary to write all the details including the counter numbers before and after usage in a separate register called Calling-on Route Cancellation Register.

11. What precautions are needed to be followed by the SM and IP/ALP while being admitted on this signal?

During signal failure/s

- a. Role of SM

- Ensure that the train is in the calling-on zone by observing on the panel and / or by hearing the buzzer sound (audio-visual indication).
- Ensure all the relevant points for reception of the train are correctly set.
- Take 'off' Calling-on signal by turning the Calling-on signal knob in case of Podanur type panel; and by simultaneously operating the route button and COGGN (Calling-on signal) button in case of Siemen's / Domino type panels.
- Inform the LP of the train through walkie-talkie set from the nominated channel about the failure of the signal, **if feasible**.
- After 60 seconds, the white slit indication below the concerned signal on the panel appears which is an indication that the signal assumed 'off' aspect.
- Do not apply Calling-on cancellation, immediately after passage of the train beyond the signal; instead wait till the complete train comes well within the rear fouling area by observing on the panel or by physical check and then apply calling-on route cancellation.
- If Calling-on signal is used due to defective Starter Signal, ensure line clear is obtained for the train, take 'off' Advanced Starter Signal, set the point and then take 'off' Calling-on signal.
- Make entry in the Signal Failure Register and also in the Calling-on cancellation register.

b. Role of loco crew

- Ensure that the loco is in the calling-on zone.
- Inform the SM on walkie-talkie set about the 'on' position of the signal and confirm the method of admission.
- Once the Calling-on signal assume 'off' position, give O – O engine whistle and convey the message to the Guard. Also, make use of the walkie-talkie set to inform the Guard.
- Draw ahead with caution and be prepared to stop short of obstruction.
- In case of more than one reception stop signal (i.e., Home and Routing Home or Outer and Home), proceed only upto the next stop signal and wait for that signal to be given or Calling-on signal is taken 'off'.
- Make a remark in the CTR and Rough Journal Book.

Receiving a train on obstructed line

a. Role of SM

- Ensure the train is in the calling-on zone.
- Inform the LP through walkie-talkie set, if feasible.
- Set the facing point correctly.

- Depute one Pointsman to exhibit Stop Hand Signal and stop the train near the facing point leading to the obstructed line.
- Also, arrange to exhibit Stop Hand Signal 45m before the obstruction.
- Take 'off' Calling-on signal which will take 60 seconds to assume 'off' aspect.
- Make entry in the Calling-on Route Cancellation Register with clear details.

b. Role of LP/ALP

- Ensure the loco is in the calling-on zone.
- Inform and confirm from the SM through walkie-talkie, wherever possible.
- Once the signal assume 'off' aspect, inform the Guard by giving O-O engine whistle and/or by making use of walkie-talkie set.
- Draw ahead with caution and be prepared to stop short of obstruction.
- Stop near the facing point leading to the obstructed line where a competent Railway Servant is exhibiting Stop Hand Signal.
- Finally, stop the train 45m before the obstruction where Stop Hand Signal is exhibited.

12. What are the new technical features of Calling-on signal circuit?

- Old circuits:** After the arrival of the complete train inside the rear fouling, the SM has to apply Calling-on cancellation which will take 240 seconds (in case of Podanur Panel, the SM shall also normalise the Calling-on signal knob before applying cancellation).
- New circuits:** The route behind the train will get automatically released like a normal train movement. However, in case of Podanur Panel, the SM shall only normalise the knob and there is no need of applying cancellation. In other words, the route will be in locked condition till the intended movement is completed.
- In spite of the arrival of the train on Calling-on Signal, if the route does not get released, SM shall apply normal route cancellation which will take 120 seconds time to release the route.

CHIEF SAFETY OFFICER
SAFETY ORGANISATION