

APPENDIX – VII

PROVISION OF PORTABLE FIELD TELEPHONES IN BRAKE VANS OF PASSENGER CARRYING TRAINS AND ACCIDENT RELIEF TRAINS.

Brake vans of Mail, Express and passenger trains and Accident Relief Trains as well as VIP special trains on the Controlled Sections are equipped with portable field telephone for use to communicate with the Control Office in an emergency. The equipment consist of a wooden or steel box containing a field telephone, a linewire diagram book, and a contactor telescopic pole in 3 pieces. A register is also provided in the box to record maintenance tests and use of the equipment by Guards.

The equipment is meant for connecting the telephone on the control line wires for communication with the controller to give first hand information about accident in the Block Sections and for requisitioning any assistance.

Every Guard working Mail, Express and Passenger trains shall ensure that his brake van is equipped with the telephone box and the contactor poles.

1. Instructions regarding the use of the Portable Field Telephone:

Remove the contactor poles, and couple the three pieces together by inserting the dummy ends into the sockets by lifting the catch springs. Undo the hook from the top end which will cause the top end to open out in 'Y' shape. Release the length of wire and connect two loose ends to the two brass terminals of the 'Y' bracket. Hoist the contactor pole and pass the 'Y' shaped end between two control lines. Turn the contactor pole and lower it on the control wires so that the two arms get fixed on the two control lines. Pull the contactor pole gently so that the contact springs will have a firm with the control lines. Now the telephone is ready to communicate with the Controller. When the conversation is over, raise the contactor pole, turn it back and lower it below the control wires. Undo all the pieces by raising the catch springs and wind up the equipment.

2. How to locate the Control Line wires:

- (a) The telephone line wires run along side of the track. Each sheet in the diagram book indicates the actual run of telegraph line wires, section by section. The line alignment carries number of wires and selection of the desired pair of control wires can be done by the referring to the diagram book.

- (b) Also in addition to the diagram book to get the guard the brackets carrying the control wires are painted red and brackets carrying deputy control wires are painted green.
- (c) If it is found that communication can not be established by connecting the contactor pole to the control wires fitted to the red brackets, the pole shifted to the green bracket wires of the deputy control as the control working might have been interchanged to the deputy control wires due to fault on the control wires.

3. Important hints:-

- 1. Necessary entry should be made in the register provided in the box after use
- 2. While using the equipment, first try section control wires and if only no response on this then try deputy control wires.
- 3. Ensure that the contactor grips make a firm contact with the telephone wire.

4. The brief instructions regarding the use of field telephone in electric traction territories.

The emergency telephone circuit has been provided on A.C. Traction for maintenance of overhead electrical equipment and for enabling the train crews to contact the controller in the event of an emergency /accident. The emergency socket has been provided in the socket box on suitable rail posts all along the route at an interval of 900 mts. On every mast the symbol of a telephone hand set is indicated along with the direction of nearest telephone socket. The emergency socket box consists of a 6 (six) pin socket housed in a waterproof G.I. sheath box. The corresponding connection of 6 pin plug has been provided to the emergency control telephone. The train crew has to plug it into the emergency socket for contacting the controller. At the Control Office this equipment consists of Controller's equipment with a loud speaker which has been provided on the table of TPC, which is manned 24 hours. On calling the TPC in turn puts the section controller on the emergency control circuit for answering the train crew.