EAST COAST RAILWAY
WALTAIR DIVISION

TEMPORARY WORKING PROCEDURE FOR EMPTY YARD OF VSPS COMPLEX

Date of Issue: _____.
Date brought into Force:_____.

NO:WTF/5/TWI/EMY/VSPS
Ref.Lr.No.2000/Safety (A&R)/19/36 of Rly. Board dt.27.10.05.

NOTE: The Temporary Working Rules must be read in conjunction with General and subsidiary Rules, Operating Manual and Block Working Manual. These rules do not in any way supersede any rules in the above Rule Books.

The empty yard at VSPS consists of 8 running lines, i.e., 42 to 49 , consisting of two grids i.e. 42 to 45 (four lines) as first grid and 46 to 49 (four lines) as second grid.

All the 8 lines are provided with top wiring towards departure end of the yard. The rear end of the Empty yard is connected to post tippler yard of VSPS with 2 offering lines.

There are 3 cripple lines i.e. 52, 53&54 which are of half length and ends in a dead towards MGM side of the yard.

The empties yard also is provided with a sick line consisting of 3 lines as one grid for sick line activity and another grid of 3 lines for ROH activity.

The empties yard is worked by SS in 8 hourly shift round the clock. There is a Yard Master (YM) posted at empties yard, who works in 8 hourly shift round the clock.

Procedure for working of trains at Empties Yard:

As and when an empty rake is offered by VSP from the post tippler SS on duty receives information from on duty Chargman of VSP. Then the SS on duty gets the Line nomination from YM on duty by obtaining his signature in the line nominated book. After the line is nominated by YM, SS grants Private Number to TPM/G-Goomty mentioning he nominated line for the admission of empty rake from post tippler line of VSP. The TPM AT G-Goomty is responsible to set clamp and padlock the concerned route for admission of empty rake into the nominated line of empty yard. The SS then grants another Private Number to onduty chargman of VSP for allowing empty rake from post tippler yard to Rly. empty yard. While admitting the empty rake the TPM stands at the first facing point and exhibits a Green hand signal by day and Green light by night to the driver of the approaching rake.

As soon as empty rake arrives completely in the empty yard the TPM/G –Goomty gives complete arrival of the train to SS onduty supported by Private Number. All the empty rake pilots are worked by VSP locos between post tippler and empty yard.

After dropping the empty rake the VSP diesel power is allowed by SS onduty to post tippler yard of VSP. While doing so SS onduty gives instructions to TPM to detach the loco and reverse on a clear line. Before allowing the light engine Private Number is exchanged between SS onduty and TPM/G –Goomty for the line on which engine is sent by SS and as an assurance from TPM/G-Goomty for setting, clamping and padlocking the concerned route.

Yard Master is responsible to perform shunting on the empty rakes and make them ready in all respects for dispatch. While doing so, he decides on which line the rake has to be formed depending upon sick marking and reformation of trains. He is responsible for timely formation and dispatch of trains.

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As soon as the rake is ready for dispatch the Yard Master informs onduty SS who attach the outgoing loco on train in consultation with onduty Section controller. The TPM under SS is responsible to attaché the loco on train and set the outgoing route as per the instructions of SS onduty from time to time.

When line clear is received from Dy. SS A-Goomty to train, SS onduty sends PLCT on form T/1425C and Starting Order on form T/511 to the driver through TPM for starting from non-signalled line.

The Yard Master is responsible for placement and drawnout of sick vehicles into sick lines as per the timings prescribed for sick line working.

TNC posted at G-Goomty of Empty yard works 8 hourly shift round the clock. He is responsible to record the empty rake wagon nos. while admitting into empty yard. He is also responsible to enumerate the yard fit and sick vehicles and maintain the record.

Telecommunications:
Except TPC all other communications are available.

Compliment of staff:

1	SS	1	8 hourly shift round the clock.
2	TPM	1	He works under SS in 8 hourly shift round the clock at departure end of the yard.
3	YM	1	8 hourly shift round the clock. He is in-charge of the empty yard train formations.
4	TPM'S	3	Work under YM in each shift for formation of trains.
5	STJM	1	Work under YM in each shift for formation of trains.
6	Boxboy	1	In each shift for loading of outgoing line boxes.
7	Peon/Call Boy	1	In each shift for carrying memos of T/415 etc. as directed by SS on duty from time to time.

Special Restrictions:

(a) Shunting in the face of an approaching train is prohibited.
(b) Hand shunting/ Fly shunting is prohibited.
(c) No shunting to be commenced without ensuring clamping and pad locking of all facing and trailing points.
(d) When trains coming in UP direction to EMY, fouling clearance to be ensured supported by PN after physical verification by SM/YM.
(e) Since all lines are non isolated when any train entering from plants side, no trains shall be admitted from UU direction of 'A' Goomty side.

Special Instructions:

(a) All incoming brake vans to be detached by the incoming power and should be brought to EMY through brake van reversing line to empty grid to avoid detention and early clearance of trains from EMY. Whenever if any line is temporarily blocked it should be properly secured.
(b) While reversing brake van from ore grid to EMY the loco must stop at foot of stop board of coal grid and empty grid. After ensuring setting of points it should be piloted by competent authority.

EAST COAST RAILWAY
WALTAIR DIVISION

TEMPORARY WORKING RULES OF "'A' GOOMTY OF VSPS COMPLEX – GJC" OF VSP COMPLEX (B.G)

Date of Issue: _____.
Date brought into Force:_____.

NO:WTF/5/TWI/'A' GOOMTY/VSPS
Ref.Lr.No.2000/Safety (A&R)/19/36 of Rly. Board dt.27.10.05.

NOTE: The Station Working Rules must be read in conjunction with General and subsidiary Rules, Operating Manual and Block Working Manual. These rules do not in any way supersede any rules in the above Rule Books.

The trains entering into the station limits of 'A' GOOMTY shall observe a speed restriction of 15 KMPH in view of yard being non-interlocked.

1. **STATION WORKING RULE DIAGRAM:**
The Station Working Rule diagram No. _____ based on signalling and interlocking plan No. _____ shows the layout of the station yard. The yard layout is depicted on a miniature drawing enclosed to these working instructions.

2. **DESCRIPTION OF STATION:**

2.1 **GENERAL (LOCATION):**
'A' GOOMTY is a non-interlocked block cabin (without any block instrument) located between GJC and VSPS line provided with 25 KV AC traction.

2.2 **BLOCK STATIONS, IBH, IBS ON EITHER SIDE AND THEIR DISTANCE AND OUTLYING SIDINGS:**
It is located at a distance of 3.6 KMS from Gate Junction Cabin(GJC) on SCMN-VSP line. All the points within the limits of 'A' Goomty are operated by crank handle with interlocking.

'A' Goomty is functioning like a Junction Cabin between GJC, Empty yard and RMUY/RRI.

2.3 **BLOCK SECTION LIMITS ON EITHER SIDE OF STATION ON DIFFERENT DIRECTIONS:**
Neither of the stop signal for reception nor for despatch are provided hence block section limits are not demarcated.

a. **STATION SECTION**:

b. **STATION LIMITS**:

2.4 **GRADIENTS IF ANY:**
No gradients are depicted on layout drawing.

2.5 **LAYOUT:**
'A' Goomty is having tow run through lines with crossovers between two lines making feasible of change of route between two lines.

2.5.1 RUNNING LINES, DIRECTION OF MOVEMENT AND HOLDING CAPACITY IN CSR:

a. Trains coming from GJC and proceeding towards VSPS are Up trains.
b. Trains coming from VSPS and proceeding towards GJC are Down trains.
c. Up trains are normally allowed to run on old line U3. Down trains are allowed run on new line U4.
d. No berthing lines are provided so no holding capacities are prescribed.

2.5.2 NON-RUNNING LINES AND THEIR CAPACITY IN CSR:

No non running lines are available

2.5.3 ANY SPECIAL FEATURES IN THE LAYOUT:

Since the lines are not having fixed signals and there is no guarantee of correct route setting and locking all the points involved in reception and despatch shall be clamped and padlocked (both facing and trailing points)

2.6. LEVEL CROSSINGS:

No level crossing existing at both ends of 'A' goomty..

3. SYSTEM AND MEANS OF WORKING:

'A ' Goomty is not provided with any block instrument, SM slide box or panel board. Entire movement is basing on Magneto phone and Railway Auto phone communication.

4. SYSTEM OF SIGNALLING AND INTERLOCKING:

4.1 TRACK CIRCUITS AND AXLE COUNTERS:

4.2 **CUSTODY OF RELAY ROOM KEY AND PROCEDURE FOR ITS HANDING OVER AND TAKING OVER BETWEEN STATION MASTER AND S&T MAINTENANCE STAFF:**

4.3 **POWER SUPPLY:**

Normal power supply is 230v single phase from the auxiliary transformer connected to OHE traction distribution.

Standby power supply is from local power supply source (230 V – 50 Hz).

5. TELECOMMUNICATIONS:

a. A Magneto telephone connected to RMUY.
b. A Magneto telephone connected to GJC.
c. An auto telephone.
d. Complex board train control telephone.

5.1 FAILURE OF COMMUNICATIONS:

a) SR 6.02.06 Rules shall be followed. Details of working are given in Appendix "B".
b) In the event of failure of all communications SR 6.02.04 shall be followed.

6. SYSTEM OF TRAIN WORKING:

6.1 Movement of trains is regulated by the Section Controller on duty whose orders must be carried out provided they do not in any way contravene any G&SR, BWM, OM and SWR and any other safe working principles vide OM 214. Where there is no control the station Master on duty shall work independently in conjunction with the Station Master of the

adjacent block stations and shall be responsible for safe reception/dispatch of trains. He shall ensure that preference is given to immediate trains without causing undue detention which occurs to other trains.

6.1.1 DUTIES OF TRAIN WORKING STAFF:

SS/Dy. SS/SM/ASM	03 (RRI) 1 in each shift
TPM 'A'	03

Note: Staff deployed at the station shall follow the rosters issued by DPO/WAT from time to time.

6.1.2 RESPONSIBILITY FOR ASCERTAINING CLEARANCE OF THE LINE AND ZONES OF RESPONSIBILITY:

6.1.3 ASSURANCE OF STAFF IN ASSURANCE REGISTER:

Every train passing staff including newly posted staff at the Station or leave reserve staff or regular staff who has resumed duties after more than 15 days absence and if there is any change is made in Temporary Working Rules shall sign in the Assurance Register as a token of their having gone through and understood clearly the rules in connection with their duties vide SR 5.01.02.

The SS in charge of the Station shall be personally responsible for maintenance of Assurance Register and must not allow any person connected with train passing duties to work independently unless he has given assurance as per SR 5.01.02.

6.2 CONDITIONS FOR GRANTING LINE CLEAR:

'A' Goomty is neither having features of A, B, C or D class station not having any stop signal.

Line clear shall not be granted to RMUY for down train or to GJC in former and RMUY in later clearing the fouling mark/board whichever is provided.

a. Whole of the last preceding train has arrived complete at GJC in former and RMUY in later clearing the fouling mark/board whichever is provided.

b. Such assurance is obtained for complete arrival supported by PN.

c. Line clear has been obtained from the station at the other end for despatch.

6.2.1 ANY SPECIAL CONDITIONS TO BE OBSERVED WHILE RECEIVING OR DESPATCHING A TRAIN:

SM on duty shall personally ensure correct setting route clamping and padlocking of points before piloting of any train since the yard is fully non-interlocked.

6.2.1.1 SETTING OF POINTS AGAINST BLOCK LINE:

In the event of running line is blocked, the points are to be set against such running line vide SR 3.51.06(a).

6.2.1.2 RECEPTION OF TRAIN ON BLOCKED LINE:

The rules laid down in GR 5.09 and relevant SRs shall be followed.

6.2.1.3 RECEPTION OF TRAIN ON NON-SIGNALLED LINE:

Not Applicable

6.2.1.4 DESPATCH OF TRAIN FROM NON-SIGNALLED LINE:

Not Applicable

6.2.1.5 DESPATCH OF TRAIN FROM LINE PROVIDED WITH COMMON STATER SIGNAL:

Not Applicable

6.2.1.6 ANY OTHER SPECIAL CONDITIONS SHOULD BE MENTIONED GIVING REFERENCE TO THE G&SR:

SPECIAL RESTRICTIONS:

a) Shunting is prohibited.
b) Granting line clear to block station in rear for any train prior to obtaining line clear form the block station at the other end for despatching is prohibited.
c) Since no berthing lines are available, stopping of trains for crossing/precedence etc is prohibited.

SPECIAL INSTRUCTIONS:

a) Line for reception of trains shall be correctly sent and locked before granting line clear.
b) Since no berthing lines are available SM on duty shall ensure correct setting of route and locking and shall be ready to deliver the authority of proceed for dispatch of rain before the train is admitted.
c) Paper line clear ticket together with starting order both consisting of authority to proceed.

6.3 CONDITIONS FOR TAKING 'OFF' APPROACH SIGNALS:

(a) **Conditions**: Conditions for taking 'OFF' approach signals are governed by GR.3.40(1)(b), 3.40(2)(b), 3.40(3)(b) and relevant SR's there to.
b) **Reception of trains:** Reception of trains is governed by the relevant rules laid down in GR.3.36, 3.38, 3.40, 3.49, 3.43, & 4.17 and SR thereto and other relevant provisions of G&SR, BWM, OM and SWR shall be followed.
c) **Approach Signals:** Taking off reception signals is governed by GR 3.40(1), 3.40(1)9b), 3.40(3)(b).

6.3.1 RESPONSIBILITY OF STATION MASTER FOR RESTORATION OF SIGNALS TO 'ON':

Station Master should ensure that the signal is put back to 'ON' after passage of train as per GR 3.36(2)(b)

6.4 SIMULTANEOUS RECEPTION/DESPATCH, CROSSING AND PRECEDENCE OF TRAINS:

a. No simultaneous reception facility is available in this yard.
b. Though the yard is not earmarked for despatch of trains, GR 3.47 and relevant SRs shall be observed for crossing of trains.

6.5 COMPLETE ARRIVAL OF TRAINS:

As soon as train arrived on duty SS/DY.SS/SM shall send his TPMA on duty for verifying complete arrival of the train by taking intact report from the guard of the train

and confirm the same to the on duty SS/DY.SS/SM at RMUY supported by Private Number.

6.6 DESPATCH OF TRAINS:

SM on duty shall before despatching any train ensure correct setting of route clamping of point and padlocking. Thereafter he shall issue paper lien clear ticket on Form No. T/B1425 or T/C1425 and starting order on Form T/511.

a) **DESPATCH OF TRAINS FROM NON-SIGNALLED LINE:**

Dispatch of trains from non-signalled line is governed by the provision of GR 5.11 and SR 5.11.01.

b) **ISSUE OF CAUTION ORDERS:**

Whenever in consequence of the line being under repairs or for any other reasons special precautions are necessary a Caution Order detailing the Kilometres and Speed at which train should run with reasons for taking such precautions shall be handed over to the Guard and Driver in terms of GR 4.09 and SR thereto.

6.7 TRAINS RUNNING THROUGH:

In addition to para laid down for reception/despatch of trains Gr 4.17 & 4.42 and relevant SRs shall be observed.

6.8 **WORKING IN CASE OF FIALURE:**

DEFECTIVE TRACK CIRCUITS

SS/Dy. SS shall follow procedure laid down in SR 3.68.01(e).

DEFECTIVE POINTS

Procedure prescribed in SR 3.68.01(e) and relevant SRs shall be followed.

DEFECTIVE AXLE COUNTERS

Detailed procedure laid down in GR 3.68.01 (e) shall be followed.

FAILURE OF SIGNALS AND INTERLOCKING

SS/Dy. SS on duty shall be responsible and personally supervise the setting, clamping and pad locking of all required facing and trailing points for admission or dispatch of trains and procedure laid in GR 3.68 to 3.71 and SRs there to shall be followed

6.9 PROVISIONS FOR WORKING OF MOTOR TROLLIES / MATERIAL TROLLIES:

a. Motor trolleys shall be worked as per GR 15.25 and SR thereto, BWM 5.11(1)(2), 5.12, 5.13,5.14(2)(a) and circulars and orders issued from time to time. Material lorries shall be worked as per GR 15.27 and SRs thereto and in accordance with the provisions of Block Working Manual.

7. BLOCKING OF LINE:

No berthing lines are provided hence no blocking of lines is permitted.

8. SHUNTING:

Shunting is not permitted

8.1 GENERAL PRECAUTIONS :

Not Applicable

8.2 SHUNTING IN THE FACE OF AN APPROACHING TRAIN:

Not Applicable

8.3 PROHIBITION OF SHUNTING - SPECIAL FEATURES:

Not Applicable

8.4 SHUNTING ON SINGLE LINE:

Not Applicable

8.5 SHUNTING ON DOUBL LINE:

Not Applicable

8.6 SHUNTING IN THE SIDING TAKING OFF FROM STATION YARD / GOODS SIDING.

Not Applicable

a. NON-SIGNALLED MOVEMENTS:

Not Applicable

b. CUSTODY OF KEYS PADLOCKS DURING SUCH MOVEMENTS:

Not Applicable

c. AUTHORITY FOR SHUNTING OPERATIONS:

Not Applicable

8.7 WORKING OF OUTLAYING SIDINGS:

NIL

9. ABNORMAL CONDITIONS:

(Procedure to be followed for working trains during abnormal working).

a) RULES TO BE OBSERVED IN THE EVENT OF FOLLOWING ABNORMAL CONDITIONS.

i) During partial interruption/failure of electrical communication instruments SR 6.02.06 shall be followed.

ii) The authority to proceed in the occupied block section in case of obstruction of line or accident etc is T/A-602 and SR 6.02.05 shall be followed.

iii) Trains delayed in the block section: GR 6.04 and relevant SRs shall be followed.

iv) Failure/ passing of IBS signed in ON position: Not applicable.

v) Failure of Axle Counter Block/BPAC : Not applicable.

vi) Failure of MTRC: Not applicable.

b) PROCEDURE FOR EMERGENCY OPERATION OF POINTS BY CRANK HANDLE.

i) Procedure for operation of points by means of crank handle: In the event of failure of operation of points through panel, it is inevitable to operate manually by means of crank handle as per the procedure mentioned in Appendix – B.

ii) Procedure for operation of point in the event of failure of point zone track circuit: The procedure of operation as mentioned in Appendix – B is to be followed.

c) CERTIFICATIONS OF CLEARANCE OF TRACK BEFORE CALLING ON SIGNAL OPERATION IS INITIATED.

In the event of failure of track circuits of berthing portion of the line and before calling on signals is initiated, it is essential that the station master on duty is to verify the entire berthing portion for clearance of line.

d) REPORTING FAILURE OF POINTS, TRACK CIRCUITS/AXLE COUNTERS AND INTERLOCKING.

i) Whenever a failure of track circuits/Axle counter is occurred, SM on duty is to advise the signal maintainer immediately through a memo under clear acknowledgment and after rectification, the memo to this affect to be obtained from signal maintainer.

ii) Such failures are to be recorded in the signal failure register, SM's diary, TSR and urgent order book.

9.1 TOTAL FAILURE OF COMMUNICATIONS:

In the event of total failure of communications trains shall work as per SR 6.02.04.

9.2 TEMPORARY SINGLE LINE WORKING ON DOUBLE LINE SECTION:

Not Applicable

9.3 DESPATCH OF TRAINS UNDER AUTHORITY TO PROCEED WITHOUT LINE CLEAR OR UNDER BLOCK TICKET TO ASSIST THE CRIPPLED TRAINS:

During total interruption of communications when a light engine/train engine/motor trolley/tower wagon/trolley/cycle trolley/mopped trolley/diesel car/rail motor car/EMU rake is sent to open communications under authority to proceed without line clear, the relevant provisions of SR 6.02.05 shall be followed.

For trains proceeding on the authority to proceed without line clear the last stop signal shall not be taken off but the authority to pass the last stop signal at ON position in the prescribed form OP/T-27A shall be issued.

10. VISIBILITY TEST OBJECT:

The signal lights of UP starter signal No.7 and DN starter signal No. 8 of Line No. 1 during day and night are the visibility Test objects vide GR.3.61(2)(b)(iii).

11. ESSENTIAL EQUIPMENT AT THE STATION

The detailed list of essential equipment to be maintained at the station in good working order vide O.M.20.01(11) is given in Appendix-E of the SWR.

12. FOG SIGNAL MEN TO BE CALLED IN CASE OF FOG:

In Foggy or tempestuous weather train shall be worked as per the rules laid down in GR 3.61 and 3.64 with relevant SRs.

13. APPENDICES:

APPENDIX 'A'	Working of level Crossing gates.
APPENDIX 'B'	System of signalling and interlocking and Telecommunications
APPENDIX 'C'	Anti Collision Device (Raksha Kavach).
APPENDIX 'D'	Duties of Train Passing Staff and Staff in each shift.
APPENDIX 'E'	List of Essential equipment provided at the Station.
APPENDIX 'F'	Working of DK stations, halts, IBH, IBS and outlying sidings.

CERTIFICATE

NOTHING IN THESE RULES SHALL BE READ AS CANCELLING, AMENDING OR MODIFYING ANY GENERAL AND SUBSIDIARY RULES, BLOCK WORING MANUAL AND ;OPERATING MANUAL. THESE RULES CANCEL ALL PREVIOUS TEMPORARY WORKING RULES.

APPLICATION

THIS ISSUE OF WORKING RULES CANCELS ALL TEMPORARY WORKING RULES OF 'A' GOOMTY OF VSPS COMPLEX STATION ISSUED PREVIOUSLY AND SHALL BE BROUGHT INTO USE FROM.

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EAST COAST RAILWAY
WALTAIR DIVISION

APPENDIX 'A'
WORKING OF LEVEL CROSSING GATES
'A' GOOMTY OF VSPS COMPLEX STATION

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EAST COAST RAILWAY
WALTAIR DIVISION

APPENDIX 'B'
SYSTEM OF SIGNALLING AND INTERLOCKING AND TELECOMMUNICATIONS
'A' GOOMTY OF VSPS COMPLEX STATION

Details of Signalling and Interlocking installations, Telecommunication instructions for working them normally and in emergencies etc., including the power supply arrangements.

6. **TELECOMMUNICATION:**
Communication facilities available.

a. A Magneto telephone connected to RMUY.
b. A Magneto telephone connected to GJC.
c. An auto telephone.
d. Complex board train control telephone.

EAST COAST RAILWAY
WALTAIR DIVISION

APPENDIX 'C'

'A' GOOMTY OF VSPS COMPLEX STATION

ANTI COLLISION DEVICE (RAKSHA KAVACH)

NOT APPLICABLE TO THIS STATION.

EAST COAST RAILWAY
WALTAIR DIVISION

APPENDIX 'D'
DUTIES OF OPERATING STAFF IN EACH SHIFT.
'A' GOOMTY OF VSPS COMPLEX STATION

The following staffs are concerned with the movement of trains whose duties are given below.

1. STATION MASTER.

He is responsible for train passing duties during his shift.. He shall promptly bring to the notice of Dy.SS, all irregularities and accidents in course of his shift duties. During the absence of Dy.SS, the duties of the Dy.SS will lie on him. He shall follow SR 3.68.01(c)(d), SR 14.07.01. His Special attention is drawn to Chapter-II of G&SR and GR 5.01 to 5.08 WITH RELEVANT SRs and OM chapter-XII. As on assistant to Dy.SS. He is also responsible to submit all periodical and monthly returns as per Schedule and for the correspondence with Office in time.

3. TPM 'A':

He is responsible for nominating line clear for receptions of trains. He is responsible for ensuring correct setting, clamping and pad locking of all Motor operated points before any shunting operations is commenced. He is responsible to ensure correct hand signals while performing shunting. He is responsible for correct forming of trains, safe/timely offering and placement of rakes to toppers. He is to bring out any lapses in the safe and timely operation of trains to the SM on duty at RMUY.

He shall maintain a diary wherein all the works done during his shift of duty are recorded as log of events. He is to co-ordinate with VSP authorities and see no undue detention is caused to any train and no unsafe working is done.

3. TRAFFIC POINTS MAN:

He is responsible to verify the line nominated by SM on duty is correctly set. He is responsible to clamp and pad lock all the facing and trailing points involved in train movement whether it may, be for reception, despatch/ shunt movements. After ensuing this he is to confirm to the SM on duty supported by Private Number.

4. SAFAIWALA-CUM-LAMPMAN:

He shall attend to the sanitation of Railway premises including SM's Office, platforms, staff quarters, latrines and cleaning of drainages etc. He shall clean and fill oil in the hand signal lamps and other lamps and light them. He shall carry out any work instructed to him by Dy.SS/SM on duty.

NOTE: All staff should be in uniform while on duty and follow the rosters issued by Sr. DPO/WAT from time to time.

EAST COAST RAILWAY
WALTAIR DIVISION

APPENDIX 'E'
'A' GOOMTY OF VSPS COMPLEX STATION

ESSENTIAL EQUIPMENT

List of essential equipment is given below vide OM 20.04(ii) which shall be maintained in good working order.

Sl. No.	Equipment	Station
1.	Tri Colour Lamps	4 (2 Spare)
2	Hand Signal flags	4 (2 Spare)
3	Clamps with Padlocks	4
4	First Aid-Box	1

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APPENDIX 'F'
'A' GOOMTY OF VSPS COMPLEX STATION

WORKING OF D.K. STATIONS, HALTS, IBH, IBS AND OUTLAYING SIDINGS:

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EAST COAST RAILWAY
WALTAIR DIVISION

TEMPORARY WORKING RULES OF "RMUY OF VSPS COMPLEX – GJC" OF VSP COMPLEX (B.G)

Date of Issue: _____.
Date brought into Force:_____.

NO:WTF/5/TWI/RMUY/VSPS
Ref.Lr.No.2000/Safety (A&R)/19/36 of Rly. Board dt.27.10.05.

NOTE: The Station Working Rules must be read in conjunction with General and subsidiary Rules, Operating Manual and Block Working Manual. These rules do not in any way supersede any rules in the above Rule Books.

The trains entering into RMUY or leaving RMUY shall observe a speed restriction of 15 KMPH in view of yard being non-interlocked.

1. **STATION WORKING RULE DIAGRAM:**
The Station Working Rule diagram No. _____ based on signalling and interlocking plan No. _____ shows the layout of the station yard. The yard layout is depicted on a miniature drawing enclosed to these working instructions.

2. **DESCRIPTION OF STATION:**

2.1 **GENERAL (LOCATION):**
RRI/RMUY is a 'B' class twin single line (U3 and U4) terminal station located at a distance of 1.7 KM from SCMN on SCMN-VSPS line. All the points are non-interlocked and operated manually by crank handle land no running line is governed by any signal except a non-interlocked calling on signal provided in the coal grid.

On the other side the terminating point numbers 117, 122, 127, 146, 151, 156 are under the control of Chargeman of Visakhapatnam Steel Plant RRI.

2.2 **BLOCK STATIONS, IBH, IBS ON EITHER SIDE AND THEIR DISTANCE AND OUTLYING SIDINGS:**
'A' Goomty is the only block station at a distance of 1.7 Km form SCMN end.

2.3 **BLOCK SECTION LIMITS ON EITHER SIDE OF STATION ON DIFFERENT DIRECTIONS:**
Question of demarcation of block section and station section does not arise since this yard is a non-interlocked and non-signalled yard.

a. **STATION SECTION**:
b. **STATION LIMITS**:

2.4 **GRADIENTS IF ANY:**
No gradients are depicted on layout drawing.

2.5 **LAYOUT:**
1. This is a goods terminal (VSP Peripheral) yard divided into two main grids as Ore grid and Coal grid. Ore gird consisting of nine running lines. Every three adjacent

lines are formed as an individual spur. Coal grid also consisting of nine running lines and every three adjacent lines are formed as an individual spur.

2. In each spur of every middle line is an engine escaping line and such middle lien is terminated into dead end at the tippler end.
3. The running lines other than engine escaping linen of each spur extended upto tippler point.
4. Coal grid is also consisting of nine running lines and every three adjacent lines are formed as an individual spur.

2.5.1 RUNNING LINES, DIRECTION OF MOVEMENT AND HOLDING CAPACITY IN CSR:

a. All the running lines except engine lines can accommodate full rakes with 58 N Boxes + 1 BV + consists.
b. Trains arriving into RMUY are Up trains and trains leaving RMUY are Down trains.

2.5.2 NON-RUNNING LINES AND THEIR CAPACITY IN CSR:

No non running lines are available

2.5.3 ANY SPECIAL FEATURES IN THE LAYOUT:

Since the yard is non-interlocked and non- signalled the correct setting of route for reception and despatch of trains into the yard devolves on the SM on duty.

2.6. LEVEL CROSSINGS:

No level crossing existing between RMUY-gate junction.

3. SYSTEM AND MEANS OF WORKING:

a. No block working between RMUY and 'A' Goomty is provided, since no block instruments.
b. Trains are worked between RMUY and A Goomty on absolute block system.
c. Line clear for an Up train form A Goomty to RMUY is granted by SM/RMUY/RRI on auto phone with ID number and PN.
d. Up trains enter into RMUY one grid by piloting in on the authority of T/605 after the train comes to a stop at the foot of the stop board provided.
e. Up trans into RMUY coal grid will admitted on non-interlocked free calling on signal provided at RRI./RMUY cabin.

4. SYSTEM OF SIGNALLING AND INTERLOCKING:

a. This is a non-signalled and non-interlocked yard.
b. All the points are motor operated points and to be operated manually by crank handle.
c. No departure signals are provided at RMUY. Hence the SM/RRI/RMUY before despatching a train from this yard, shall obtain a PN from A goomty.

SS/RRI/RMUY shall ensure correct setting, clamping and padlocking of both facing and trailing points involved in the movement of trains.

4.1 TRACK CIRCUITS AND AXLE COUNTERS:

4.2 **CUSTODY OF RELAY ROOM KEY AND PROCEDURE FOR ITS HANDING OVER AND TAKING OVER BETWEEN STATION MASTER AND S&T MAINTENANCE STAFF:**

4.3 **POWER SUPPLY:**

Normal power supply is 230v single phase from the auxiliary transformer connected to OHE traction distribution.

Standby power supply is from local power supply source (230 V – 50 Hz).

5. TELECOMMUNICATIONS:

Communication facilities available at RMUY.

a. VSPS complex train control telephone.
b. Railway Auto telephone.
c. Walkie Talkies.
d. 25 Watts VHF set (to be provided between RMUY & Gate Junction).
e. Traction power control Telephone (to be provided)

5.1 FAILURE OF COMMUNICATIONS:

a) SR 6.02.06 Rules shall be followed. Details of working are given in Appendix "B".
b) In the event of failure of all communications SR 6.02.04 shall be followed.

6. SYSTEM OF TRAIN WORKING:

6.1 Movement of trains is regulated by the Section Controller on duty whose orders must be carried out provided they do not in any way contravene any G&SR, BWM, OM and SWR and any other safe working principles vide OM 214. Where there is no control the station Master on duty shall work independently in conjunction with the Station Master of the adjacent block stations and shall be responsible for safe reception/dispatch of trains. He shall ensure that preference is given to immediate trains without causing undue detention which occurs to other trains.

6.1.1 DUTIES OF TRAIN WORKING STAFF:

SS/Dy. SS/SM/ASM	03 (RRI) 1 in each shift
TPM 'A'	06 – 02 in each shift
SCLM	1
Call Boy / Box Carrier	1

Note: Staff deployed at the station shall follow the rosters issued by DPO/WAT from time to time.

6.1.2 RESPONSIBILITY FOR ASCERTAINING CLEARANCE OF THE LINE AND ZONES OF RESPONSIBILITY:

a. SS/RRI shall put up line nomination enquiry to Chargeman RRI/VSP on duty on Railway auto phone or on MAX PHONE.
   Time of line nomination enquiry must be recorded in line nomination register.
b. Chargeman RRI/VSP nominates a clear line supported by a PN.
c. SS/RRI on getting the line nomination from VSP, shall depute TPM-A check the clearance of line physically.
d. The TPM-A shall check the line physically, then he shall acknowledge the clearance of the nominated line supported by a PN to SS/RMUY.
e. After getting the acknowledgement PN from TPM-A, SS/RR/RMUY shall acknowledge Chargeman/VSP/RRI supported by a PN.

6.1.3 ASSURANCE OF STAFF IN ASSURANCE REGISTER:

Every train passing staff including newly posted staff at the Station or leave reserve staff or regular staff who has resumed duties after more than 15 days absence and if there is any change is made in Temporary Working Rules shall sign in the Assurance Register as

a token of their having gone through and understood clearly the rules in connection with their duties vide SR 5.01.02.

The SS in charge of the Station shall be personally responsible for maintenance of Assurance Register and must not allow any person connected with train passing duties to work independently unless he has given assurance as per SR 5.01.02.

6.2 CONDITIONS FOR GRANTING LINE CLEAR:

Before granting line clear for an up train, the conditions laid down in G.R 8.01(1)©, 8.01(2)(b) & 8.03(2)(ii) shall be fulfilled.

6.2.1 ANY SPECIAL CONDITIONS TO BE OBSERVED WHILE RECEIVING OR DESPATCHING A TRAIN:

a) Before receiving a train SS/RMUY shall personally check the position of pusher car and the route shall be set for the nominated line if the pusher car is at berthing zone.
b) Before receiving a train on any running line, SS/RMUY/RRI shall inform the Chargeman of VSPS authorities about train number, description for nomination of clear line.
c) Chargeman VSPS will nominate a clear line with a PN.

6.2.1.1 SETTING OF POINTS AGAINST BLOCK LINE:

In the event of running line is blocked, the points are to be set against such running line vide SR 3.51.06(a).

6.2.1.2 RECEPTION OF TRAIN ON BLOCKED LINE:

The rules laid down in GR 5.09 and relevant SRs shall be followed.

6.2.1.3 RECEPTION OF TRAIN ON NON-SIGNALLED LINE:

Not Applicable

6.2.1.4 DESPATCH OF TRAIN FROM NON-SIGNALLED LINE:

Not Applicable

6.2.1.5 DESPATCH OF TRAIN FROM LINE PROVIDED WITH COMMON STATER SIGNAL:

Not Applicable

6.2.1.6 ANY OTHER SPECIAL CONDITIONS SHOULD BE MENTIONED GIVING REFERENCE TO THE G&SR:

SPECIAL RESTRICTIONS:

a) Shunting in the face of an approaching train is prohibited.
b) Hand shunting/Fly shunting is prohibited.
b) No shunting to be commenced without ensuring clamping and pad locking of all facing and trailing points.

SPECIAL INSTRUCTIONS:

a) The over run line should not be used for stabling of vehicles or in bonding or an engine with or without vehicles attached..
b) Pusher cars of VSP when idle, shall harbour on pusher car berthing lines only.
c) The Pusher car movements may be done with permission of SM on duty at RMUY only.
d) Before any inter yard movement between RMUY & Empty yard is taken place the section between RMUY and A Goomty shall be blocked back.

6.3 CONDITIONS FOR TAKING 'OFF' APPROACH SIGNALS:

(a) **Conditions**: Conditions for taking 'OFF' approach signals are governed by GR.3.40(1)(b), 3.40(2)(b), 3.40(3)(b) and relevant SR's there to.

b) **Reception of trains:** Reception of trains is governed by the relevant rules laid down in GR.3.36, 3.38, 3.40, 3.49, 3.43, & 4.17 and SR thereto and other relevant provisions of G&SR, BWM, OM and SWR shall be followed.

c) **Approach Signals:** Taking off reception signals is governed by GR 3.40(1), 3.40(1)9b), 3.40(3)(b).

Line No.	Clearance of line at Tippler end upto	
U 7	Trailing point 117	Or up to the dead end of shunting neck when set to
U 9	Trailing point 117	Or up to the dead end of shunting neck when set to
U 10	Trailing point 122	Or up to the dead end of shunting neck when set to
U 12	Trailing point 122	Or up to the dead end of shunting neck when set to
U 13	Trailing point 127	Or up to the dead end of shunting neck when set to
U 15	Trailing point 127	Or up to the dead end of shunting neck when set to
U 22	Trailing point 146	Or up to the dead end of shunting neck when set to
U 24	Trailing point 146	Or up to the dead end of shunting neck when set to
U 25	Trailing point 151	Or up to the dead end of shunting neck when set to
U 27	Trailing point 151	Or up to the dead end of shunting neck when set to
U 28	Trailing point 156	Or up to the dead end of shunting neck when set to
U 30	Trailing point 156	Or up to the dead end of shunting neck when set to

6.3.1 RESPONSIBILITY OF STATION MASTER FOR RESTORATION OF SIGNALS TO 'ON':

Station Master should ensure that the signal is put back to 'ON' after passage of train as per GR 3.36(2)(b)

6.4 SIMULTANEOUS RECEPTION/DESPATCH, CROSSING AND PRECEDENCE OF TRAINS:

a. No simultaneous reception facility is available in this yard.
b. Though the yard is not earmarked for despatch of trains, GR 3.47 and relevant SRs shall be observed for crossing of trains.

6.5 COMPLETE ARRIVAL OF TRAINS:

As soon as train arrived on duty SS/DY.SS/SM shall send his TPMA on duty for verifying complete arrival of the train by taking intact report from the guard of the train and confirm the same to the on duty SS/DY.SS/SM at RMUY supported by Private Number.

6.6 DESPATCH OF TRAINS:

The yard is not earmarked for despatching of train but however, in exceptional circumstance when trains are required to despatch, it shall be governed by the provision of G&SR 5.11. However, only one train shall start from either of the grids of Ore or Coal.

a) Down trains of RMUY to 'A' Goomty shall be despatched after obtaining line clear on auto phone form 'A' Goomty and authority for the Driver is PLCT or T/1425 with ID No. & PN along with Form T/511.
b) SS/RMUY issuing PLCT for an out going train shall clearly mention if T/1425 to provide upto Stop board of 'A' Goomty.

c) SS/RRI/RMUY shall insure correct setting, clamping and padlocking of both facing and trailing points involved in the movement of trains.

d) **DESPATCH OF TRAINS FROM NON-SIGNALLED LINE:**
Dispatch of trains from non-signalled line is governed by the provision of GR 5.11 and SR 5.11.01.

e) **ISSUE OF CAUTION ORDERS:**
Whenever in consequence of the line being under repairs or for any other reasons special precautions are necessary a Caution Order detailing the Kilometres and Speed at which train should run with reasons for taking such precautions shall be handed over to the Guard and Driver in terms of GR 4.09 and SR thereto.

6.7 TRAINS RUNNING THROUGH:
Since it is a terminal yard no train shall run through.

6.8 **WORKING IN CASE OF FIALURE:**

DEFECTIVE TRACK CIRCUITS
SS/Dy. SS shall follow procedure laid down in SR 3.68.01(e).

DEFECTIVE POINTS
Procedure prescribed in SR 3.68.01(e) and relevant SRs shall be followed.

DEFECTIVE AXLE COUNTERS
Detailed procedure laid down in GR 3.68.01 (e) shall be followed.

FAILURE OF SIGNALS AND INTERLOCKING
SS/Dy. SS on duty shall be responsible and personally supervise the setting, clamping and pad locking of all required facing and trailing points for admission or dispatch of trains and procedure laid in GR 3.68 to 3.71 and SRs there to shall be followed

6.9 PROVISIONS FOR WORKING OF MOTOR TROLLIES / MATERIAL TROLLIES:

a. Motor trolleys shall be worked as per GR 15.25 and SR thereto, BWM 5.11(1)(2), 5.12, 5.13,5.14(2)(a) and circulars and orders issued from time to time. Material lorries shall be worked as per GR 15.27 and SRs thereto and in accordance with the provisions of Block Working Manual.
b. Material trolleys shall be worked in accordance with GR 15.27 and SRs thereto.
c. Pusher Car Movement:
   i) While permitting a pusher car, Chargeman RRI/VSP shall obtain permission from SS/RRI/RMUY.
   ii) SS/RRI/RMUY before granting such permission shall verify that the relevant points are set to normal, clamped and padlocked in favour of pusher car.
   iii) SS/RRI/RMUY shall put point button collars on the concerning points. Then SS/RRI/RMUY shall acknowledge the Chargeman/VSP/RRI supported by a PN permitting him to start the pusher car, which is a remote controlled vehicle.
   iv) The Chargeman RRI/VSP shall obtain permission for SS/RRI/RMUY before doing any operation of RMUY.

7. BLOCKING OF LINE:

a. Whenever a running line is blocked, a remark in 'RED' ink shall be made immediately in the train signal register indicating time and number of running line on which vehicles are stabled. A record there of shall be made in the SM's diary vide SR

5.23.01(a). SM on duty shall also set the points against the line which is otherwise obstructed vide SR 3.51.06.

b. Use of Button collars:
Button collars shall be placed on the point switches after setting clear line vide SR 5.04.01

c. Loading and unloading of vehicles on running line is prohibited unless permitted by DOM vide SR 5.10.01.

8. SHUNTING:

8.1 GENERAL PRECAUTIONS :

8.2 SHUNTING IN THE FACE OF AN APPROACHING TRAIN:
Shunting in the face of an approaching train is prohibited vide GR 8.09.

8.3 PROHIBITION OF SHUNTING - SPECIAL FEATURES:

8.4 SHUNTING ON SINGLE LINE:

8.5 SHUNTING ON DOUBL LINE:
Not Applicable

8.6 SHUNTING IN THE SIDING TAKING OFF FROM STATION YARD / GOODS SIDING.

a. NON-SIGNALLED MOVEMENTS:
Movements over break van escaping line. There are two brake van escaping lines.
i) Connecting Ore grid and Coal girds having hand operated points at both ends.
ii) Connecting Coal grid and empty yard. Coal grid end is having a hand operated point and empty yard end point is a motor operated point which is set by crank handle.

b. CUSTODY OF KEYS PADLOCKS DURING SUCH MOVEMENTS:

c. AUTHORITY FOR SHUNTING OPERATIONS:

d. WORKING PROCEDURE IN BREAKE VAN ESCAPING LINE.
While performing shunting for brake van escaping line, SS/RMUY shall ensure that the lien is clear upto 'A' Goomty and line clear shall not be granted to 'A' Goomty until the shunting is completed.

e. ROLE OF TMP 'A' WHILE REVERSING BRAKE VAN OR MT.
TPM 'A' at RMUY is solely responsible for correct setting clamping and padlocking of the point of brake van escaping line during shunting operations. After clearance of the point he should set brake van escaping line to normal position and exchange PN with SS/RMUY for having done so.

Whenever, the inter yard movement between RMUY and empty yard are required, it shall be governed by the issue of shunting authority on form NO. T-806, After the section between RMUY and A Goomty is blocked back.

8.7 WORKING OF OUTLAYING SIDINGS:
NIL

9. ABNORMAL CONDITIONS:

(Procedure to be followed for working trains during abnormal working).

a) RULES TO BE OBSERVED IN THE EVENT OF FOLLOWING ABNORMAL CONDITIONS.

i) During partial interruption/failure of electrical communication instruments SR 6.02.06 shall be followed.

ii) The authority to proceed in the occupied block section in case of obstruction of line or accident etc is T/A-602 and SR 6.02.05 shall be followed.

iii) Trains delayed in the block section: GR 6.04 and relevant SRs shall be followed.

iv) Failure/ passing of IBS signed in ON position: Not applicable.

v) Failure of Axle Counter Block/BPAC : Not applicable.

vi) Failure of MTRC: Not applicable.

b) PROCEDURE FOR EMERGENCY OPERATION OF POINTS BY CRANK HANDLE.

i) Procedure for operation of points by means of crank handle: In the event of failure of operation of points through panel, it is inevitable to operate manually by means of crank handle as per the procedure mentioned in Appendix – B.

ii) Procedure for operation of point in the event of failure of point zone track circuit: The procedure of operation as mentioned in Appendix – B is to be followed.

c) CERTIFICATIONS OF CLEARANCE OF TRACK BEFORE CALLING ON SIGNAL OPERATION IS INITIATED.

In the event of failure of track circuits of berthing portion of the line and before calling on signals is initiated, it is essential that the station master on duty is to verify the entire berthing portion for clearance of line.

d) REPORTING FAILURE OF POINTS, TRACK CIRCUITS/AXLE COUNTERS AND INTERLOCKING.

i) Whenever a failure of track circuits/Axle counter is occurred, SM on duty is to advise the signal maintainer immediately through a memo under clear acknowledgment and after rectification, the memo to this affect to be obtained from signal maintainer.

ii) Such failures are to be recorded in the signal failure register, SM's diary, TSR and urgent order book.

9.1 TOTAL FAILURE OF COMMUNICATIONS:

In the event of total failure of communications trains shall work as per SR 6.02.04.

9.2 TEMPORARY SINGLE LINE WORKING ON DOUBLE LINE SECTION:

Not Applicable

9.3 DESPATCH OF TRAINS UNDER AUTHORITY TO PROCEED WITHOUT LINE CLEAR OR UNDER BLOCK TICKET TO ASSIST THE CRIPPLED TRAINS:

During total interruption of communications when a light engine/train engine/motor trolley/tower wagon/trolley/cycle trolley/mopped trolley/diesel car/rail motor car/EMU rake is sent to open communications under authority to proceed without line clear, the relevant provisions of SR 6.02.05 shall be followed.

For trains proceeding on the authority to proceed without line clear the last stop signal shall not be taken off but the authority to pass the last stop signal at ON position in the prescribed form OP/T-27A shall be issued.

10. VISIBILITY TEST OBJECT:

The signal lights of UP starter signal No.7 and DN starter signal No. 8 of Line No. 1 during day and night are the visibility Test objects vide GR.3.61(2)(b)(iii).

11. ESSENTIAL EQUIPMENT AT THE STATION

The detailed list of essential equipment to be maintained at the station in good working order vide O.M.20.01(11) is given in Appendix-E of the SWR.

12. FOG SIGNAL MEN TO BE CALLED IN CASE OF FOG:

In Foggy or tempestuous weather train shall be worked as per the rules laid down in GR 3.61 and 3.64 with relevant SRs.

13. APPENDICES:

APPENDIX ‘A’	Working of level Crossing gates.
APPENDIX ‘B’	System of signalling and interlocking and Telecommunications
APPENDIX ‘C’	Anti Collision Device (Raksha Kavach).
APPENDIX ‘D’	Duties of Train Passing Staff and Staff in each shift.
APPENDIX ‘E’	List of Essential equipment provided at the Station.
APPENDIX ‘F’	Working of DK stations, halts, IBH, IBS and outlying sidings.

CERTIFICATE

NOTHING IN THESE RULES SHALL BE READ AS CANCELLING, AMENDING OR MODIFYING ANY GENERAL AND SUBSIDIARY RULES, BLOCK WORING MANUAL AND ;OPERATING MANUAL. THESE RULES CANCEL ALL PREVIOUS TEMPORARY WORKING RULES.

APPLICATION

THIS ISSUE OF WORKING RULES CANCELS ALL TEMPORARY WORKING RULES OF RMUY OF VSPS COMPLEX STATION ISSUED PREVIOUSLY AND SHALL BE BROUGHT INTO USE FROM.

[CH.SRINIVAS] D.S.T.E /WAT

[M.V.R.MURTHY] DOM[T/S] /WAT:

EAST COAST RAILWAY
WALTAIR DIVISION

APPENDIX 'A'
WORKING OF LEVEL CROSSING GATES
RMUY OF VSPS COMPLEX STATION

N I L

[CH.SRINIVAS]
D.S.T.E /WAT

[M.V.R.MURTHY]
DOM[T/S] /WAT:

WALTAIR DIVISION

APPENDIX 'B'
SYSTEM OF SIGNALLING AND INTERLOCKING AND TELECOMMUNICATIONS RMUY OF VSPS COMPLEX STATION

Details of Signalling and Interlocking installations, Telecommunication instructions for working them normally and in emergencies etc., including the power supply arrangements.

1. No interlocking is existing and signalling system is provided.

2. Only calling on signals is provided on Coal gird.

3. Before taking off free home signal, the concerned points shall be clamped and pad locked on both facing and trailing points.

4. No Block Working is existing between RMUY & 'A' Goomty since no block instrument provided.

5. Only stop boards are provided at 'A' Goomty and movement of trains are controlled by stop board only.

6. **TELECOMMUNICATION:**

Communication facilities available at RMUY.

a. VSKP complex train telephone
b. Railway Auto telephone
c. Walkie Talkies
d. 25 Watts VHF set
e. Traction Power Control Telephone

EAST COAST RAILWAY

WALTAIR DIVISION

APPENDIX 'C'

RMUY OF VSPS COMPLEX STATION

ANTI COLLISION DEVICE (RAKSHA KAVACH)

NOT APPLICABLE TO THIS STATION.

EAST COAST RAILWAY
WALTAIR DIVISION

APPENDIX 'D'
DUTIES OF OPERATING STAFF IN EACH SHIFT.
RMUY OF VSPS COMPLEX STATION

The following staffs are concerned with the movement of trains whose duties are given below.

1. STATION MASTER.

He is responsible for train passing duties during his shift.. He shall promptly bring to the notice of Dy.SS, all irregularities and accidents in course of his shift duties. During the absence of Dy.SS, the duties of the Dy.SS will lie on him. He shall follow SR 3.68.01(c)(d), SR 14.07.01. His Special attention is drawn to Chapter-II of G&SR and GR 5.01 to 5.08 WITH RELEVANT SRs and OM chapter-XII. As on assistant to Dy.SS. He is also responsible to submit all periodical and monthly returns as per Schedule and for the correspondence with Office in time.

3. TPM 'A':

He is responsible for nominating line clear for receptions of trains. He is responsible for ensuring correct setting, clamping and pad locking of all Motor operated points before any shunting operations is commenced. He is responsible to ensure correct hand signals while performing shunting. He is responsible for correct forming of trains, safe/timely offering and placement of rakes to toppers. He is to bring out any lapses in the safe and timely operation of trains to the SM on duty at RMUY.

He shall maintain a diary wherein all the works done during his shift of duty are recorded as log of events. He is to co-ordinate with VSP authorities and see no undue detention is caused to any train and no unsafe working is done.

3. TRAFFIC POINTS MAN:

He is responsible to verify the line nominated by SM on duty is correctly set. He is responsible to clamp and pad lock all the facing and trailing points involved in train movement whether it may, be for reception, despatch/ shunt movements. After ensuing this he is to confirm to the SM on duty supported by Private Number.

4. SAFAIWALA-CUM-LAMPMAN:

He shall attend to the sanitation of Railway premises including SM's Office, platforms, staff quarters, latrines and cleaning of drainages etc. He shall clean and fill oil in the hand signal lamps and other lamps and light them. He shall carry out any work instructed to him by Dy.SS/SM on duty.

NOTE: All staff should be in uniform while on duty and follow the rosters issued by Sr. DPO/WAT from time to time.

EAST COAST RAILWAY
WALTAIR DIVISION

APPENDIX 'E'
RMUY OF VSPS COMPLEX STATION

ESSENTIAL EQUIPMENT

List of essential equipment is given below vide OM 20.04(ii) which shall be maintained in good working order.

Sl. No.	Equipment	Station
1.	Detonators	20 Nos
2	Tri Colour Lamps	3 + 2 Spare
3	Hand Signal flags	1+ 2 sets Spare)
4	Clamps with Padlocks	10
5	Safety chains with pad locks	6
6	Fire and Sand Buckets	5
7	Minimax fire extinguisher	2 (DCPT)
8	First Aid-Box	1
9	Stretcher	1
10	Blanket	1
11	Button collar	12
12	Skids	6

EAST COAST RAILWAY
WALTAIR DIVISION

APPENDIX 'F'
RMUY OF VSPS COMPLEX STATION

WORKING OF D.K. STATIONS, HALTS, IBH, IBS AND OUTLAYING SIDINGS:

N I L

EAST COAST RAILWAY
WALTAIR DIVISION

TEMPORARY WORKING RULES OF FPY OF VSPS COMPLEX – GJC" OF VSP COMPLEX (B.G)

Date of Issue: _____.
Date brought into Force:_____.

NO:WTF/5/TWI/FPY/VSPS
Ref.Lr.No.2000/Safety (A&R)/19/36 of Rly. Board dt.27.10.05.

NOTE: The Temporary Working Rules must be read in conjunction with General and subsidiary Rules, Operating Manual and Block Working Manual. These rules do not in any way supersede any rules in the above Rule Books.

1. **STATION WORKING RULE DIAGRAM:**

The Station Working Rule diagram No. _____ based on signalling and interlocking plan No. _____ shows the layout of the station yard. The yard layout is depicted on a miniature drawing enclosed to these working instructions.

2. **DESCRIPTION OF STATION:**

FPY is a non-interlocked yard of (Visakhapatnam Steel Plant) VSPS. The yard is connected to Gate Junction Cabin at VSKP end with single line working and other ancillary yards of VSPS. It is provided with 'K' Goomty at entrance side of VSKP end towards VSPS end 'M' Goomty is under construction and at present it is not in operation which is connected to Construction yard, Mixed goods Marshalling Yard and Mills.

'K' Goomty is manner by TPM 'B' who shall work under the control of SM stationed at YMs station building at FPY.

2.1 **GENERAL (LOCATION):**

a. FPY is a terminal yard manned by SM, who is authorized to perform line clear transaction for trains coming from Gate Junction RRI and for despatch of trains from FPY to Gate Junction RRI cabin.
b. The movement of trains from VSP Steel Plant Yard to FPY and vice-versa shall be treated as yard movements. Working procedure detailed in the following paras.
c. It is situated at 1.243 KM form Gate Junction RRI cabin and 13.88 KM form Simhachalam North.
d. Magneto phone communication is provided between SM at the center and K Goomty.

2.2 **BLOCK STATIONS, IBH, IBS ON EITHER SIDE AND THEIR DISTANCE AND OUTLYING SIDINGS:**

At Visakhapatnam end Gate Junction RRI cabin is the Block Cabin for line clear transaction.

2.3 **BLOCK SECTION LIMITS ON EITHER SIDE OF STATION ON DIFFERENT DIRECTIONS:**

Neither of the stop signal for reception nor for despatch are provided hence block section limits are not demarcated.

a. **STATION SECTION**:

b. **STATION LIMITS**:

2.4 **GRADIENTS IF ANY:**
From Visakhapatnam end upto chainage KM 13.310 (Home signal) it is 1 in 300 falling grade onwards it is level in the Station Yard.

2.5 **LAYOUT:**

2.5.1 RUNNING LINES, DIRECTION OF MOVEMENT AND HOLDING CAPACITY IN CSR:
There are 15 lines of which 1, 2 & 3 are sick lines. Out of 15 lines 1,2,5,8, 9 & 10 are non OHE lines and 11 to 15 are OHE lines. Line Nos. 6 & 7 are non standard lines.

Train coming from Gate Junction to FPY are Up trains.
Train going from FPY to Gate Junction are Down trains.

2.5.2 NON-RUNNING LINES AND THEIR CAPACITY IN CSR:
No non running lines are available

2.5.3 ANY SPECIAL FEATURES IN THE LAYOUT:

2.6. LEVEL CROSSINGS:

3. SYSTEM AND MEANS OF WORKING:
Trains are worked between FPY and Gate Junction RRI cabin under absolute block system as per GR 8.01(1)(a)&(c)(2)(b) and BWM – Chapter-III – Part-I and authority to proceed shall be paper line clear ticket T/1425C and starting order T/511 between the two stations.

4. SYSTEM OF SIGNALLING AND INTERLOCKING:
FPY is a non-interlocking yard. Stop boards are provided in place of signals for movement of trains.

4.1 TRACK CIRCUITS AND AXLE COUNTERS:

4.2 **CUSTODY OF RELAY ROOM KEY AND PROCEDURE FOR ITS HANDING OVER AND TAKING OVER BETWEEN STATION MASTER AND S&T MAINTENANCE STAFF:**

4.3 **POWER SUPPLY:**
Normal power supply is 230v single phase from the auxiliary transformer connected to OHE traction distribution.

Standby power supply is from local power supply source (230 V – 50 Hz).

5. TELECOMMUNICATIONS:

Auto telephone is provided between FPY and Gate Junction RRI cabin for train working.

5.1 FAILURE OF COMMUNICATIONS:
Instead of working trains vide SR 6.02.05 in view of short distances and within the VSPS yard zone the procedure as mentioned at para 22.1 may be followed.

6. SYSTEM OF TRAIN WORKING:

6.1 Movement of trains is regulated by the Section Controller on duty whose orders must be carried out provided they do not in any way contravene any G&SR, BWM, OM and SWR and any other safe working principles vide OM 214. Where there is no control the station Master on duty shall work independently in conjunction with the Station Master of the adjacent block stations and shall be responsible for safe reception/dispatch of trains. He shall ensure that preference is given to immediate trains without causing undue detention which occurs to other trains.

6.1.1 DUTIES OF TRAIN WORKING STAFF:

SS/Dy. SS/SM/ASM	03 (RRI) 1 in each shift
TPM 'A'	03

Note: Staff deployed at the station shall follow the rosters issued by DPO/WAT from time to time.

6.1.2 RESPONSIBILITY FOR ASCERTAINING CLEARANCE OF THE LINE AND ZONES OF RESPONSIBILITY:

LINE NOMINATION

To receive a train the SM shall send line nomination book in the proforma given below to YM/AYM.

Part – I:

To: The YM/AYM

Please arrange nomination of lien.

1) Train No., 2) Description, (3) Load and (4) Contents.

Part – II:

1) Train No.
2) Line No.
3) Date
4) Time.

6.1.3 ASSURANCE OF STAFF IN ASSURANCE REGISTER:

Every train passing staff including newly posted staff at the Station or leave reserve staff or regular staff who has resumed duties after more than 15 days absence and if there is any change is made in Temporary Working Rules shall sign in the Assurance Register as a token of their having gone through and understood clearly the rules in connection with their duties vide SR 5.01.02.

The SS in charge of the Station shall be personally responsible for maintenance of Assurance Register and must not allow any person connected with train passing duties to work independently unless he has given assurance as per SR 5.01.02.

6.2 CONDITIONS FOR GRANTING LINE CLEAR:

FPY is neither having features of A, B, C or D class station not having any stop signal.

Line clear shall not be granted to RMUY for down train or to GJC in former and RMUY in later clearing the fouling mark/board whichever is provided.

a. Whole of the last preceding train has arrived complete at GJC in former and RMUY in later clearing the fouling mark/board whichever is provided.

b. Such assurance is obtained for complete arrival supported by PN.

c. Line clear has been obtained from the station at the other end for despatch.

6.2.1 ANY SPECIAL CONDITIONS TO BE OBSERVED WHILE RECEIVING OR DESPATCHING A TRAIN:

SM on duty shall personally ensure correct setting route clamping and padlocking of points before piloting of any train since the yard is fully non-interlocked.

6.2.1.1 SETTING OF POINTS AGAINST BLOCK LINE:

In the event of running line is blocked, the points are to be set against such running line vide SR 3.51.06(a).

6.2.1.2 RECEPTION OF TRAIN ON BLOCKED LINE:

The rules laid down in GR 5.09 and relevant SRs shall be followed.

6.2.1.3 RECEPTION OF TRAIN ON NON-SIGNALLED LINE:

Not Applicable

6.2.1.4 DESPATCH OF TRAIN FROM NON-SIGNALLED LINE:

Not Applicable

6.2.1.5 DESPATCH OF TRAIN FROM LINE PROVIDED WITH COMMON STATER SIGNAL:

Not Applicable

6.2.1.6 ANY OTHER SPECIAL CONDITIONS SHOULD BE MENTIONED GIVING REFERENCE TO THE G&SR:

SPECIAL RESTRICTIONS:

a) Shunting is prohibited.
b) Granting line clear to block station in rear for any train prior to obtaining line clear form the block station at the other end for despatching is prohibited.
c) Since no berthing lines are available, stopping of trains for crossing/precedence etc is prohibited.

SPECIAL INSTRUCTIONS:

a) Line for reception of trains shall be correctly sent and locked before granting line clear.
b) Since no berthing lines are available SM on duty shall ensure correct setting of route and locking and shall be ready to deliver the authority of proceed for dispatch of rain before the train is admitted.
c) Paper line clear ticket together with starting order both consisting of authority to proceed.

6.3 CONDITIONS FOR TAKING 'OFF' APPROACH SIGNALS:

(a) **Conditions**: Conditions for taking 'OFF' approach signals are governed by GR.3.40(1)(b), 3.40(2)(b), 3.40(3)(b) and relevant SR's there to.

b) **Reception of trains:** Reception of trains is governed by the relevant rules laid down in GR.3.36, 3.38, 3.40, 3.49, 3.43, & 4.17 and SR thereto and other relevant provisions of G&SR, BWM, OM and SWR shall be followed.

RECEPTIN OF PILOTS INTO FPY FROM VSPS:

1. Steel plant authorities shall inform the YM/AYM for FPY the number description of the pilot coming to FPY in advance. Every steel plant pilot shall be accompanied by a Steel plant representative. In absence of YM, Steel Plant authorities shall inform SM on duty FPY regarding the description of the pilot which is accompanied by s Steel Plant representative.
2. The AYM/YM shall nominate the line and inform the SM on duty. The SM on duty shall send line nomination book as indicated in Item 12 para-2 and get confirmation form YM/AYM on duty through line nomination book. In absence of YM, on duty SM shall nominate a clear line.
3. The SM on duty shall get nominated route set at both facing and trailing end. He shall inform the traffic pointsman to set the nominated route for reception or pilot, clamp and padlock the points both facing and trailing supported by PN.

   The TPM shall comply the orders of the SM and shall give a PN as an assurance for compliances of the above orders.
4. The Steel plant pilot shall stop at the STOP board and the Steel Plant representative shall conduct the TPM and initiate him that the pilot has arrived at the Stop board.
5. The TPM in turn will inform the SM on duty about the arrival of the pilot at Stop board.
6. The SM on duty shall authorize the TPM to exhibit hand signal to the pilot. The Steel plant representative on observing the proceed hand signal of TPM shall pilot the train into the yard.

RECEPTIN OF TRAINS FROM GATE JUNCTION CABIN:

1. On receipt of lien nomination book from the yard Master the SM on duty shall advice both facing and trailing end pointsman to set the route in favour of the nominated line by crank handling the points at both facing and trailing direction clamp and pad lock the same. These instructions shall be supported by a PN.
2. Both end traffic Pointsmen shall comply the instructions and shall authenticate the same supported by PN. For this purpose the traffic pointsman shall be issued with a PN book.
3. In absence of YM, the SM shall nominate a clear line. He shall advise the TMP ‘A’ to check the clearance of the line. After getting assurance form TPM ‘A’ supported by a PN, SM shall issue piloting in memo to TPMA to pilot the train.

c) **Approach Signals:** Taking off reception signals is governed by GR 3.40(1), 3.40(1)9b), 3.40(3)(b).

6.3.1 RESPONSIBILITY OF STATION MASTER FOR RESTORATION OF SIGNALS TO ‘ON’:

Station Master should ensure that the signal is put back to ‘ON’ after passage of train as per GR 3.36(2)(b)

6.4 SIMULTANEOUS RECEPTION/DESPATCH, CROSSING AND PRECEDENCE OF TRAINS:

a. No simultaneous reception facility is available in this yard.
b. Though the yard is not earmarked for despatch of trains, GR 3.47 and relevant SRs shall be observed for crossing of trains.

6.5 COMPLETE ARRIVAL OF TRAINS:

The TPMA on duty at 'K' Goomty shall see that the train has arrived complete and ensure that the last vehicle carried the last vehicle indicator prescribed in GR 4.16, shall give intact arrival PN to SM who shall then send train out of section signal to gate junction RRI cabin.

TRAINS ENTERING SECTION:

When the train with its last vehicle indication passed the trailing points the SM on duty shall give train entering section signal to Gate Junction RRI cabin.

In case of the trains run with last vehicle number the same shall also be repeated along with train entering section signal report in addition to line clear message.

DETACHING OF TRAIN POWER:

When the train is berthed in the station yard and stopped short of stop board at trailing end. The train power shall be detached by the TPM under the instructions of SM on duty.

The points for the movement of power shall be operated by traffic pointsman deputed by SM. He shall clamp and padlock the points so crank handled both in facing and trailing directions. After the power is allowed the points shall be normalized.

6.6 DESPATCH OF TRAINS:

1. The YM/AYM shall advice the SM on duty the Train Number, Description, Direction of the train and Line number from which the train is to start. The SM on duty shall obtain line clear for the train/light engine from Gate Junction RRI cabin giving complete particulars of the train.
2. He shall then advise the TPM at 'K' goomty to set the outgoing route in favour of the train by crank handling the points both facing and trailing in favour of the trains clamp and padlock the same at both ends. These instructions shall be supported by a PN
3. He shall than prepare line clear ticket and starting order, caution order, for the train and deliver the same to the driver.
4. The driver of the train shall not start his train/light engine unless he is in receipt of the paper line clear ticket, starting order and proceed hand signal at the stop board.

a) **DESPATCH OF TRAINS FROM NON-SIGNALLED LINE:**

Dispatch of trains from non-signalled line is governed by the provision of GR 5.11 and SR 5.11.01.

b) **ISSUE OF CAUTION ORDERS:**

Whenever in consequence of the line being under repairs or for any other reasons special precautions are necessary a Caution Order detailing the Kilometres and Speed at which train should run with reasons for taking such precautions shall be handed over to the Guard and Driver in terms of GR 4.09 and SR thereto.

c) DESPATCH OF PILOTS TO VSP STEEL PLANT YARDS:

1. The steel plant representative will advice the YM/AYM/SM about the clearance of pilot form FPY to Steel plant yard.
2. The AYM/ YM–FPY when the VSP pilot is ready shall inform the SM on duty the line number form which the pilot has to start and the description and the direction of the pilot i.e. MGM yard, construction yard or Mills. In absence of YM/AYM, SM/FPY shall do all the work of YM/AYM, such as nomination of a clear line, offering incoming or outgoing rake to C&W for examination.
3. The SM shall advise the TPM to set the route in favour of the train for dispatch supported by PN.

4. The TPM shall set the route in favour of the train for despatch, clamp and padlock and facing and trailing points and give assurance to the SM supported by PN.
5. The Steel Plant representative will board the engine and Pilot the train into their yard. The TPM shall show proceed hand signal from the foot of the stop board provided for each line.

6.7 TRAINS RUNNING THROUGH:

In addition to para laid down for reception/despatch of trains Gr 4.17 & 4.42 and relevant SRs shall be observed.

6.8 **WORKING IN CASE OF FIALURE:**

DEFECTIVE TRACK CIRCUITS

SS/Dy. SS shall follow procedure laid down in SR 3.68.01(e).

DEFECTIVE POINTS

When points become defective in any way they shall be suspended and no movement over the said point is permitted. The concerned BSI or PWI shall be advised. On rectificatio the Station Master on duty shall test the points and satisfy himself that the points are in working order before acceptance of rectification memo..

DEFECTIVE AXLE COUNTERS

FAILURE OF SIGNALS AND INTERLOCKING

SS/Dy. SS on duty shall be responsible and personally supervise the setting, clamping and pad locking of all required facing and trailing points for admission or dispatch of trains and procedure laid in GR 3.68 to 3.71 and SRs there to shall be followed

6.9 PROVISIONS FOR WORKING OF MOTOR TROLLIES / MATERIAL TROLLIES:

a. Motor trolleys shall be worked as per GR 15.25 and SR thereto, BWM 5.11(1)(2), 5.12, 5.13,5.14(2)(a) and circulars and orders issued from time to time. Material lorries shall be worked as per GR 15.27 and SRs thereto and in accordance with the provisions of Block Working Manual.

7. BLOCKING OF LINE:

No berthing lines are provided hence no blocking of lines is permitted.

8. SHUNTING:

During shunting operations the point are to be crank-handled at both ends and points so operated shall be clamped and padlocked both at facing and trailing direction before any movement is permitted.

Whenever any shunting is to be performed beyond the Home signal the section FPY and Gate Junction RRI has to blocked back.

8.1 GENERAL PRECAUTIONS :

Not Applicable

8.2 SHUNTING IN THE FACE OF AN APPROACHING TRAIN:

Shunting in the face of an approaching train is prohibited.

8.3 PROHIBITION OF SHUNTING - SPECIAL FEATURES:

Not Applicable

8.4 SHUNTING ON SINGLE LINE:

Not Applicable

8.5 SHUNTING ON DOUBL LINE:

Not Applicable

8.6 SHUNTING IN THE SIDING TAKING OFF FROM STATION YARD / GOODS SIDING.

Not Applicable

a. NON-SIGNALLED MOVEMENTS:

Not Applicable

b. CUSTODY OF KEYS PADLOCKS DURING SUCH MOVEMENTS:

Not Applicable

c. AUTHORITY FOR SHUNTING OPERATIONS:

Not Applicable

8.7 WORKING OF OUTLAYING SIDINGS:

NIL

9. ABNORMAL CONDITIONS:

(Procedure to be followed for working trains during abnormal working).

a) RULES TO BE OBSERVED IN THE EVENT OF FOLLOWING ABNORMAL CONDITIONS.

i) During partial interruption/failure of electrical communication instruments SR 6.02.06 shall be followed.

ii) The authority to proceed in the occupied block section in case of obstruction of line or accident etc is T/A-602 and SR 6.02.05 shall be followed.

iii) Trains delayed in the block section: GR 6.04 and relevant SRs shall be followed.

iv) Failure/ passing of IBS signed in ON position: Not applicable.

v) Failure of Axle Counter Block/BPAC : Not applicable.

vi) Failure of MTRC: Not applicable.

b) PROCEDURE FOR EMERGENCY OPERATION OF POINTS BY CRANK HANDLE.

i) Procedure for operation of points by means of crank handle: In the event of failure of operation of points through panel, it is inevitable to operate manually by means of crank handle as per the procedure mentioned in Appendix – B.

ii) Procedure for operation of point in the event of failure of point zone track circuit: The procedure of operation as mentioned in Appendix – B is to be followed.

c) CERTIFICATIONS OF CLEARANCE OF TRACK BEFORE CALLING ON SIGNAL OPERATION IS INITIATED.

In the event of failure of track circuits of berthing portion of the line and before calling on signals is initiated, it is essential that the station master on duty is to verify the entire berthing portion for clearance of line.

d) REPORTING FAILURE OF POINTS, TRACK CIRCUITS/AXLE COUNTERS AND INTERLOCKING.

i) Whenever a failure of track circuits/Axle counter is occurred, SM on duty is to advise the signal maintainer immediately through a memo under clear acknowledgment and after rectification, the memo to this affect to be obtained from signal maintainer.

ii) Such failures are to be recorded in the signal failure register, SM's diary, TSR and urgent order book.

9.1 TOTAL FAILURE OF COMMUNICATIONS:

In the event of total failure of communications trains shall work as per SR 6.02.04.

9.2 TEMPORARY SINGLE LINE WORKING ON DOUBLE LINE SECTION:

Not Applicable

9.3 DESPATCH OF TRAINS UNDER AUTHORITY TO PROCEED WITHOUT LINE CLEAR OR UNDER BLOCK TICKET TO ASSIST THE CRIPPLED TRAINS:

Rules and regulations for working of trains on obstructed line or accident on the authority of block ticket OPT-462 when communications are available shall be worked in accordance to provision of SR 6.02.02.

10. VISIBILITY TEST OBJECT:

The signal lights of UP starter signal No.7 and DN starter signal No. 8 of Line No. 1 during day and night are the visibility Test objects vide GR.3.61(2)(b)(iii).

11. ESSENTIAL EQUIPMENT AT THE STATION

The detailed list of essential equipment to be maintained at the station in good working order vide O.M.20.01(11) is given in Appendix-E of the SWR.

12. FOG SIGNAL MEN TO BE CALLED IN CASE OF FOG:

In Foggy or tempestuous weather train shall be worked as per the rules laid down in GR 3.61 and 3.64 with relevant SRs.

13. APPENDICES:

APPENDIX 'A'	Working of level Crossing gates.
APPENDIX 'B'	System of signalling and interlocking and Telecommunications
APPENDIX 'C'	Anti Collision Device (Raksha Kavach).
APPENDIX 'D'	Duties of Train Passing Staff and Staff in each shift.
APPENDIX 'E'	List of Essential equipment provided at the Station.
APPENDIX 'F'	Working of DK stations, halts, IBH, IBS and outlying sidings.

CERTIFICATE

NOTHING IN THESE RULES SHALL BE READ AS CANCELLING, AMENDING OR MODIFYING ANY GENERAL AND SUBSIDIARY RULES, BLOCK WORING MANUAL AND ;OPERATING MANUAL. THESE RULES CANCEL ALL PREVIOUS TEMPORARY WORKING RULES.

APPLICATION

THIS ISSUE OF WORKING RULES CANCELS ALL TEMPORARY WORKING RULES OF FPY OF VSPS COMPLEX STATION ISSUED PREVIOUSLY AND SHALL BE BROUGHT INTO USE FROM.

EAST COAST RAILWAY
WALTAIR DIVISION

APPENDIX 'A'
WORKING OF LEVEL CROSSING GATES
FPY OF VSPS COMPLEX STATION

N I L

EAST COAST RAILWAY
WALTAIR DIVISION

APPENDIX 'B'
SYSTEM OF SIGNALLING AND INTERLOCKING AND TELECOMMUNICATIONS FPY OF VSPS COMPLEX STATION

Details of Signalling and Interlocking installations, Telecommunication instructions for working them normally and in emergencies etc., including the power supply arrangements.

1. Electric point machines are provided as stage work. Two crank handles are provided, one with TPM on duty at 'K' goomty and the other with TPM 'B' at the station to operate steel plant end points. The crank handles shall be in their personal custody and properly secured. The points shall be crank handled both at facing and trailing ends, the points so crank handled shall be clamped and padlocked at both ends before any movement is permitted. For cripple line and fit line hand points are promoted.

2. **TELECOMMUNICATION:**

Communication facilities available.

a. Magneto phone between SMs office 'K' goomty is provided.
b. Control phone of VSKP complex board is provided.
c. Au auto phone of VSPS complex is provided.
d. TPC phone is provided at SM's office.

EAST COAST RAILWAY
WALTAIR DIVISION

APPENDIX 'C'

FPY OF VSPS COMPLEX STATION

ANTI COLLISION DEVICE (RAKSHA KAVACH)

NOT APPLICABLE TO THIS STATION.

EAST COAST RAILWAY
WALTAIR DIVISION

APPENDIX 'D'
DUTIES OF OPERATING STAFF IN EACH SHIFT.
FPY OF VSPS COMPLEX STATION

The following staffs are concerned with the movement of trains whose duties are given below.

1. STATION MASTER (IN CHARGE).

He is rostered for 8 hours of train passing duties. He is responsible for the general and satisfactory working. In absence of YM, SM shall also deal with train passing duties of YM/AYM. He shall keep all rule books, registers, files and documents, apparatus neat and tidy and instruments including signalling and interlocking gears and fittings are kept clean and oiled by S&T officials. His special attention is drawn to Chapter-II of G & SR and GR 5.01 to 5.08 with relevant SRs and OM Chapter-XXII. He shall promptly attend to accidents and report them. He shall supervise the work of safe working staff and conduct night inspections and report lapses of staff working under him. He is also responsible to submit all periodical and monthly returns/statements and the correspondence in time and as per schedule.

2. STATION MASTER.

He is responsible for train passing duties during his shift.. He shall promptly bring to the notice of Dy.SS, all irregularities and accidents in course of his shift duties. During the absence of SM I/C/CYM the duties of the SM I/C/CYM will devolve on him. He shall follow SR 3.68.01(c)(d), SR 14.07.01. His Special attention is drawn to Chapter-II of G&SR and GR 5.01 to 5.08 WITH RELEVANT SRs and OM chapter-XII. As on assistant to Dy.SS. He is also responsible to submit all periodical and monthly returns as per Schedule and for the correspondence with Office in time. He shall carryout the instructions given to him by the SM I/C.

3. TRAFFIC POINTS MAN:

He shall work under the orders of SM and YM/AYM on duty. He shall couple and un-couple vehicles under the supervision of Dy.SS/SM/Guard. He shall operate ground lever/levers and clamp and padlock the necessary points for shunting operations and during piloting of trains. He shall watch and guard the packages and other Rly. / property lying in the Station premises. He shall be thorough with the correct usage of displaying hand signals. He shall report to SM on duty any irregularities coming to his notice. He shall do loading and unloading or parcels, smalls and guard boxes. He shall carry out any other duties entrusted to him. In case of shortage of staff or absence of any staff work entrusted by the SM or YM/AYM on duty shall carried out. He shall carryout any other works entrusted to him.

NOTE: All staff should be in uniform while on duty and follow the rosters issued by Sr. DPO/WAT from time to time.

EAST COAST RAILWAY
WALTAIR DIVISION

APPENDIX 'E'
FPY OF VSPS COMPLEX STATION

ESSENTIAL EQUIPMENT

List of essential equipment is given below vide OM 20.04(ii) which shall be maintained in good working order.

Sl. No.	Equipment	Quantity	'K' Goomty	'M' Goomty
1.	Detonators	12	12	-
2	Tri Colour Lamps	4	2 (1 spare)	1
3	Hand Signal flags	4 Sets	2 (1 spare)	1
4	Clamps for points	18	9	9
5	Padlocks for points 50 mm	18	10	8
6	Safety chains	6	6	-
7	Padlocks for Safety chains 75 mm	6	6	-
8	Stretcher	1	1	-
9	First Aid-Box	1	1	-
10	Fire and Sand Buckets	5	5	-
11	Blanket	1	1	-

EAST COAST RAILWAY
WALTAIR DIVISION

APPENDIX 'F'
FPY OF VSPS COMPLEX STATION

WORKING OF D.K. STATIONS, HALTS, IBH, IBS AND OUTLAYING SIDINGS:

N I L

EAST COAST RAILWAY
WALTAIR DIVISION

TEMPORARY WORKING RULES OF "GATE JUNCTION CABIN – GJC" OF VSP COMPLEX (B.G)

Date of Issue: _____.
Date brought into Force:_____.

NO:WTF/5/TWI/GJC
Ref.Lr.No.2000/Safety (A&R)/19/36 of Rly. Board dt.27.10.05.

NOTE: The Temporary Working Rules must be read in conjunction with General and subsidiary Rules, Operating Manual and Block Working Manual. These rules do not in any way supersede any rules in the above Rule Books.

The trains entering into the Station limits of Gate Junction Cabin shall observe a speed restriction of 15 KMPH in view of yard being non-interlocked.

1. **STATION WORKING RULE DIAGRAM:**

The Station Working Rule diagram No. **SI-23037** based on signalling and interlocking plan No. **SI-23037** shows the layout of the station yard. The yard layout is depicted on a miniature panel board installed in the station.

2. **DESCRIPTION OF STATION:**

2.1 **GENERAL (LOCATION):**

GATE JUNCTION CABIN (Code: GJC) is located at a distance of 12.64 KM from SCMN on VSP line. It is located between VDPD and 'A' Goomty of VSP Complex.

2.2 **BLOCK STATIONS, IBH, IBS ON EITHER SIDE AND THEIR DISTANCE AND OUTLYING SIDINGS:**

Gate Junction Cabin – VDPD (SCMN end) – 4.75 KM
Gate Junction Cabin – FPY (Finished Products Yard) – 1.23 KM.
Gate Junction Cabin – 'A' Goomty (RMUY end) – 3.12 KM.
Outlaying siding: Gangavaram port line is taken off from mid section at VDPD end.

2.3 **BLOCK SECTION LIMITS ON EITHER SIDE OF STATION ON DIFFERENT DIRECTIONS:**

(I) (a) Gate Junction Cabin VDPD (SCMN end) is a double line section (L-1 & L-2). L-1 represents UP Line and L-2 represents Down Line.
(b) Tokenless Block Instruments are provided at Gate Junction Cabin and VDPD.
(c) Block section for Line No. 1 commences from last stop signal No. S/13 and ends up at last stop signal No. S/11 of VDPD.
(d) Block section for Line No. 2 commences from Down last stop signal No. S/12 and ends up at last stop signal No. S/12 of VDPD.

(II) (a) Gate Junction Cabin –FPY end (1.23 KMS). No provision of signals and block instrument of this section.
(b) Stop boards are provided at Gate Junction Cabin and FPY to control the traffic.
(c) Block section commences from stop board at Gate Junction Cabin and ends at Stop board FPY.

(III) (a) Gate Junction Cabin –'A' Goomty (RMUY end) 3.12 Km. The Up line between Gate junction Cabin-'A' Goomty is U3 line without any signals and block instruments.

(b) Stop boards are provided on the line at 'A' Goomty.
(c) Block section commences at Home signal No. C/3/3 of Gate Junction Cabin and ends at stop board on U3 line at 'A' Goomty.
(d) The down line between 'A' Goomty and Gate Junction Cabin is U4 line without any signals and Block instrument.
(e) Stop boards is provided at Gate Junction Cabin end.
(f) Block section commences from trailing point No. 139 at 'A' Goomty and ends at stop board on U4 line at Gate Junction Cabin end.

2.4 **GRADIENTS IF ANY:**

2.5 **LAYOUT:**

1. GATE JUNCTION CABIN is a RRI Cabin with twin single line in peripheral yard inside of VSPS. This is a junction for switchover of trains to RMUY and FPY.
2. There is berthing facility for trains and all trains shall be piloted.

2.5.1 RUNNING LINES, DIRECTION OF MOVEMENT AND HOLDING CAPACITY IN CSR:

a. Trains entering into Steel pant are UP trains.
b. Trains leaving from Steel plant are called Down trains.

2.5.2 NON-RUNNING LINES AND THEIR CAPACITY IN CSR:

2.5.3 ANY SPECIAL FEATURES IN THE LAYOUT:

Point No. 103 which is newly installed is not detected by electrical or mechanical means. Hence before allowing any movement on that point it shall be the personal responsibility of the SM on duty to ensure correct setting, clamping and padlocking.

2.6. LEVEL CROSSINGS:

One unmanned level crossing is provided at KM 882/33 between Gate Junction Cabin and VDPD.

3. SYSTEM AND MEANS OF WORKING:

(I) **GATE JUNCTION CABIN – 'A' GOOMTY**

a) Trains are worked under absolute block system in accordance with GR 7.01(1) (a), 8.01(1) (a)&(c), 8.01(2) (b), 8.03(2)(a),(b),(c)&(ii), 14.01 to 14.07, 14.08(b), 14.09 to 14.11, 14.12, 14.13 and BWM Chapter-IV part I either direction..
b) **BLOCK INSTRUMENTS:**
No block instruments are provided for working of trains between Gate Junction Cabin and 'A' Goomty.
c) Direction of traffic is established on U3 lie (Up line) & U4 line (Down line)
d) T/369-3b supported by PN & ID with line clear form station in advance shall be the authority to proceed between Gate Junction Cabin and 'A' Goomty.

(II) **GATE JUNCTION CABIN – FPY**

a) It is a single line section without signals and Block instruments. Only stop boards are provided at the entrance and exit points.
b) Trains shall be worked with Paper line clear ticket as authority to proceed.

(III) **GATE JUNCTION CABIN – VDPD**

a) It is a double line section. Separate TLBs are provided for Up and Down lines with MACLS.
b) Taking off last stop signals is the authority to proceed for working trains.

4. SYSTEM OF SIGNALLING AND INTERLOCKING:

a. The movement of VDPD Gate Junction Cabin is governed by Home and Starter signals.
b. Movement between Gate Junction Cabin and 'A' Goomty is not governed by any stop signals (not commissioned).
c. Movement between Gate Junction Cabin and FPY is not governed by any stop signals (not commissioned).
d. A centralized RRI panel is provided at Gate Junction Cabin. The operation of which is restricted between Gate Junction Cabin-VDPD only and not connected to Gate Junction Cabin-'A' Goomty, Gate Junction Cabin-FPY signals.
e. One derailed switch with non interlocked motor operated point is provided on U4 line between 'A' Goomty and existing point No. 103 of Gate Junction which is operated by means of crank handle. Normally the derailing switch is in open condition and whenever a train is to be piloted in the said derailing switch to be set, clamped and padlocked.

4.1 TRACK CIRCUITS AND AXLE COUNTERS:

4.2 **CUSTODY OF RELAY ROOM KEY AND PROCEDURE FOR ITS HANDING OVER AND TAKING OVER BETWEEN STATION MASTER AND S&T MAINTENANCE STAFF:**

Relay room is provided with two independent locks, key of one lock is under custody of SM on duty and the key of other lock is with the S&T maintainer. Whenever required by the maintainer the key should be handed over by the SM on duty for the maintenance or to attend failure. After completion of the work the key shall be returned back to SM on duty after closing and locking the Relay room. The transactions shall be recorded in the relay room key register maintained at the station for this purpose vide OM 1.14.

4.3 **POWER SUPPLY:**

Normal power supply is 230v single phase from the auxiliary transformer connected to OHE traction distribution.

Standby power supply is from local power supply source (230 V – 50 Hz).

5. TELECOMMUNICATIONS:

a. Gate Junction Cabin-VDPD: Block phones are connected to block instrument..
b. Gate Junction Cabin-'A' Goomty: Point to Pont Magneto phone is provided at Gate Junction Cabin-'A' Goomty.
c. Gate Junction Cabin-FPY: Auto phone is provided at Gate Junction Cabin-GPY.
d. Section control phone is provided connecting to Complex board.
e. TPC phone is provided at Gate Junction Cabin.

5.1 FAILURE OF COMMUNICATIONS:

a) SR 6.02.06 Rules shall be followed. Details of working are given in Appendix "B".
b) In the event of failure of all communications SR 6.02.04 shall be followed.

6. SYSTEM OF TRAIN WORKING:

6.1 Movement of trains is regulated by the Section Controller on duty whose orders must be carried out provided they do not in any way contravene any G&SR, BWM, OM and SWR and any other safe working principles vide OM 214. Where there is no control the station Master on duty shall work independently in conjunction with the Station Master of the adjacent block stations and shall be responsible for safe reception/dispatch of trains. He shall ensure that preference is given to immediate trains without causing undue detention which occurs to other trains.

6.1.1 DUTIES OF TRAIN WORKING STAFF:

Station Supdt	1
Dy. Station Supdt	1
Station Masters	1
TPMS	3

Note: Staff deployed at the station shall follow the rosters issued by DPO/WAT from time to time.

6.1.2 RESPONSIBILITY FOR ASCERTAINING CLEARANCE OF THE LINE AND ZONES OF RESPONSIBILITY:

The verification of line clearance by SM on duty for reception of train into station yard: In the station yard a route on the running line comprises of entrance, berthing and despatch portion of the yard and this portion of the yard should be clear of all obstruction for the passage of any train or for any other movements. The clearance of the route including over lap must ;be endured by the SM on duty personally on panel for all trains before any movement as permitted on the concerned route subject to the other conditions such as setting of the points etc.

When a train is to be despatched from the station yard on signal s the SM on duty must ensure that the route between the starter signals and the block section limits demarcated by the advanced starter is clear of any obstruction and which also includes points, zones, track circuits on the route before the SM on duty takes OFF departure signals.

6.1.3 ASSURANCE OF STAFF IN ASSURANCE REGISTER:

Every train passing staff including newly posted staff at the Station or leave reserve staff or regular staff who has resumed duties after more than 15 days absence and if there is any change is made in Temporary Working Rules shall sign in the Assurance Register as a token of their having gone through and understood clearly the rules in connection with their duties vide SR 5.01.02.

The SS in charge of the Station shall be personally responsible for maintenance of Assurance Register and must not allow any person connected with train passing duties to work independently unless he has given assurance as per SR 5.01.02.

6.2 CONDITIONS FOR GRANTING LINE CLEAR:

a. The conditions laid in GR. 8.03(2)(a)(b)(c) & (ii) shall be complied with the SM on duty before line is considered clear and line clear is granted.
b. The conditions for ‘B’ class station as per GR to be fulfilled before granting lien clear.
c. Line clear for down train shall not be granted either to ‘A’ Goomty or FPY unless the whole of the last preceding trains has arrived complete within the fouling mark and continuing its journey towards VDPD.
d. Line clear for an Up train shall not be granted to VDPD unless the whole of the last preceding trains has arrived complete and continuing its journey towards ‘A’ Goomty or FPY.

6.2.1 ANY SPECIAL CONDITIONS TO BE OBSERVED WHILE RECEIVING OR DESPATCHING A TRAIN:

a) For admission of train on a line from which a over-run line/sand hump is taken off, the SM on duty shall ensure that the over-run line/sand hump is clear of all obstructions even when the over-run line/sand hump is in trailing direction.

b) The clearance of slip siding is also to be ensured, either for reception or despatch of a train over the slip siding points.

6.2.1.1 SETTING OF POINTS AGAINST BLOCK LINE:

In the event of running line is blocked, the points are to be set against such running line vide SR 3.51.06(a).

6.2.1.2 RECEPTION OF TRAIN ON BLOCKED LINE:

The rules laid down in GR 5.09 and relevant SRs shall be followed.

6.2.1.3 RECEPTION OF TRAIN ON NON-SIGNALLED LINE:

Not Applicable

6.2.1.4 DESPATCH OF TRAIN FROM NON-SIGNALLED LINE:

Not Applicable

6.2.1.5 DESPATCH OF TRAIN FROM LINE PROVIDED WITH COMMON STATER SIGNAL:

Not Applicable

6.2.1.6 ANY OTHER SPECIAL CONDITIONS SHOULD BE MENTIONED GIVING REFERENCE TO THE G&SR:

SPECIAL RESTRICTIONS:

a) Shunting is prohibited.
b) Since berthing lines are available stopping of trains for crossing/precedence is prohibited.

SPECIAL INSTRUCTIONS:

a) If a pilot memo for an Up trains at Gate Junction Cabin (coming from VDPD) is already been sent to admit a train form Line No. 1 or Line No. 2 to FPY, line clear shall not be granted to 'A' Goomty..
b) No down train form FPY to Gate Junction Cabin shall be admitted when line clear has been granted to 'A' Goomty for a down train.

Or

No down train form FPY shall be admitted unless the down train is coming from 'A' Goomty is stopped at the foot of the stop board.

Or

No Up train shall be piloted 'Out' form Gate Junction Cabin to FPY unless the down train is coming from 'A' Goomty is stopped at the foot of the stop board.

6.3 CONDITIONS FOR TAKING 'OFF' APPROACH SIGNALS:

Line clear has to be obtained form Station in advance either from 'A' Goomty or FPY. Item No. 9.0(a) to be followed rigidly.

(a) **Conditions**: Conditions for taking 'OFF' approach signals are governed by GR.3.40(1)(b), 3.40(2)(b), 3.40(3)(b) and relevant SR's there to.
b) **Reception of trains:** Reception of trains is governed by the relevant rules laid down in GR.3.36, 3.38, 3.40, 3.49, 3.43, & 4.17 and SR thereto and other relevant provisions of G&SR, BWM, OM and SWR shall be followed.
c) **Adequate Distance:** To take off the home signal for admission of a train the adequate distance as mentioned below shall be kept clear in terms of GR 3.40.(3)(b) and SR thereto.

d) **Stopping of Shunting Operations:** The Station Master on duty shall ensure that all shunting on non isolated line is suspended and shunting authority issued to such operation is withdrawn and kept in his possession vide GR 5.13 and SR 5.13.02 before receiving a train on non-isolated line.

e) **Putting Back Signal to normal:** The station Master on duty after confirming the complete arrival of the train as per procedure mentioned in Para 6.04.4 shall put back the signals to normal.

6.3.1 RESPONSIBILITY OF STATION MASTER FOR RESTORATION OF SIGNALS TO 'ON':

Station Master should ensure that the signal is put back to 'ON' after passage of train as per GR 3.36(2)(b)

6.4 SIMULTANEOUS RECEPTION/DESPATCH, CROSSING AND PRECEDENCE OF TRAINS:

Since Gate Junction Cabin is non-interlocked towards 'A' Goomty and towards FPY, simultaneous reception and crossing of UP and Down trains is restricted.

6.5 COMPLETE ARRIVAL OF TRAINS:

SM on duty shall verify complete arrival of every train passing at Gate Junction Cabin before he gives train arrival report to the station in rear.

a. Complete arrival of a Down train will be confirmed by on duty SM at Gate Junction Cabin to either SM 'A' Goomty or FPY through a Private Number.
b. Line clear for an Up trains shall not be granted to VDPD, unless the whole of the last preceding train has arrived complete and continuing its journey either towards 'A' Goomty towards FPY.
c. If the Up train is continuing its journey towards FPY, then the SM Gate Junction Cabin after verifying the complete arrival of the said train shall give an intact Private Number to VDPD.

6.6 DESPATCH OF TRAINS:

SM on duty shall before despatching a train ensure correct setting of route, clamping and padlocking of points. Thereafter he shall issue Paper line clear ticket on Form T/1425 C and starting order on Form T/511 for a train going towards FPY and Form T/369-3b supported by line clear PN and ID number for trains moving towards RMUY ('A' Goomty)

a) Dispatch of trains is governed by the provisions of GR. 3.42 and SRs 3.36 .04(b), 3.42.04; 3.42.01(a) and BWM 2.07(5)(a)(e)(f) & (g) and other relevant provisions of G & SR, BWM and SWR.

b) **DESPATCH OF TRAINS FROM NON-SIGNALLED LINE:**
Dispatch of trains from non-signalled line is governed by the provision of GR 5.11 and SR 5.11.01.

c) **ISSUE OF CAUTION ORDERS:**
Whenever in consequence of the line being under repairs or for any other reasons special precautions are necessary a Caution Order detailing the Kilometres and Speed at which train should run with reasons for taking such precautions shall be handed over to the Guard and Driver in terms of GR 4.09 and SR thereto.

6.7 TRAINS RUNNING THROUGH:

Not applicable since the interlocking does not permit.

6.8 **WORKING IN CASE OF FIALURE:**

DEFECTIVE TRACK CIRCUITS

SS/Dy. SS shall follow procedure laid down in SR 3.68.01(e).

DEFECTIVE POINTS

Procedure prescribed in SR 3.68.01(e) and relevant SRs shall be followed.

DEFECTIVE AXLE COUNTERS

Detailed procedure laid down in GR 3.68.01 (e) shall be followed.

FAILURE OF SIGNALS AND INTERLOCKING

SS/Dy. SS on duty shall be responsible and personally supervise the setting, clamping and pad locking of all required facing and trailing points for admission or dispatch of trains and procedure laid in GR 3.68 to 3.71 and SRs there to shall be followed

6.9 PROVISIONS FOR WORKING OF MOTOR TROLLIES / MATERIAL TROLLIES:

a. Motor trolleys shall be worked as per GR 15.25 and SR thereto, BWM 5.11(1)(2), 5.12, 5.13,5.14(2)(a) and circulars and orders issued from time to time. Material lorries shall be worked as per GR 15.27 and SRs thereto and in accordance with the provisions of Block Working Manual.
b. Tower wagons shall be worked as per GR 17.08 and SRs thereto and BWM 4.39 and other circulars and orders issued from time to time.

7. BLOCKING OF LINE:

Not Applicable at Gate Junction Cabin since no berthing lines are provided.

8. SHUNTING:

Not permitted at Gate Junction Cabin. Powers can be reversed form FPY to RMUY and RMUY to FPY.

8.1 GENERAL PRECAUTIONS :

8.2 SHUNTING IN THE FACE OF AN APPROACHING TRAIN:

Prohibited

8.3 PROHIBITION OF SHUNTING - SPECIAL FEATURES:

While performing shunting no train shall be granted line clear at that end.

8.4 SHUNTING ON SINGLE LINE:

8.5 SHUNTING ON DOUBL LINE:

Not Applicable

8.6 SHUNTING IN THE SIDING TAKING OFF FROM STATION YARD / GOODS SIDING.

a. NON-SIGNALLED MOVEMENTS:

b. CUSTODY OF KEYS PADLOCKS DURING SUCH MOVEMENTS:

c. AUTHORITY FOR SHUNTING OPERATIONS:

8.7 WORKING OF OUTLAYING SIDINGS:

Gangavaram port siding taking off from mid section towards VDPD end.

9. ABNORMAL CONDITIONS:

(Procedure to be followed for working trains during abnormal working).

a) RULES TO BE OBSERVED IN THE EVENT OF FOLLOWING ABNORMAL CONDITIONS.

i) During partial interruption/failure of electrical communication instruments SR 6.02.06 shall be followed.

ii) The authority to proceed in the occupied block section in case of obstruction of line or accident etc is T/A-602 and SR 6.02.05 shall be followed.

iii) Trains delayed in the block section: GR 6.04 and relevant SRs shall be followed.

iv) Failure/ passing of IBS signed in ON position: Not applicable.

v) Failure of Axle Counter Block/BPAC : Not applicable.

vi) Failure of MTRC: Not applicable.

b) PROCEDURE FOR EMERGENCY OPERATION OF POINTS BY CRANK HANDLE.

i) Procedure for operation of points by means of crank handle: In the event of failure of operation of points through panel, it is inevitable to operate manually by means of crank handle as per the procedure mentioned in Appendix – B.

ii) Procedure for operation of point in the event of failure of point zone track circuit: The procedure of operation as mentioned in Appendix – B is to be followed.

c) CERTIFICATIONS OF CLEARANCE OF TRACK BEFORE CALLING ON SIGNAL OPERATION IS INITIATED.

In the event of failure of track circuits of berthing portion of the line and before calling on signals is initiated, it is essential that the station master on duty is to verify the entire berthing portion for clearance of line.

d) REPORTING FAILURE OF POINTS, TRACK CIRCUITS/AXLE COUNTERS AND INTERLOCKING.

i) Whenever a failure of track circuits/Axle counter is occurred, SM on duty is to advise the signal maintainer immediately through a memo under clear acknowledgment and after rectification, the memo to this affect to be obtained from signal maintainer.

ii) Such failures are to be recorded in the signal failure register, SM's diary, TSR and urgent order book.

9.1 TOTAL FAILURE OF COMMUNICATIONS:

In the event of total failure of communications trains shall work as per SR 6.02.04.

9.2 TEMPORARY SINGLE LINE WORKING ON DOUBLE LINE SECTION:

Not Applicable

9.3 DESPATCH OF TRAINS UNDER AUTHORITY TO PROCEED WITHOUT LINE CLEAR OR UNDER BLOCK TICKET TO ASSIST THE CRIPPLED TRAINS:

During total interruption of communications when a light engine/train engine/motor trolley/tower wagon/trolley/cycle trolley/mopped trolley/diesel car/rail motor car/EMU rake is sent to open communications under authority to proceed without line clear, the relevant provisions of SR 6.02.05 shall be followed.

For trains proceeding on the authority to proceed without line clear the last stop signal shall not be taken off but the authority to pass the last stop signal at ON position in the prescribed form OP/T-27A shall be issued.

10. VISIBILITY TEST OBJECT:

The signal lights of UP starter signal No.7 and DN starter signal No. 8 of Line No. 1 during day and night are the visibility Test objects vide GR.3.61(2)(b)(iii).

11. ESSENTIAL EQUIPMENT AT THE STATION

The detailed list of essential equipment to be maintained at the station in good working order vide O.M.20.01(11) is given in Appendix-E of the SWR.

12. FOG SIGNAL MEN TO BE CALLED IN CASE OF FOG:

In Foggy or tempestuous weather train shall be worked as per the rules laid down in GR 3.61 and 3.64 with relevant SRs.

13. APPENDICES:

APPENDIX 'A'	Working of level Crossing gates.
APPENDIX 'B'	System of signalling and interlocking and Telecommunications
APPENDIX 'C'	Anti Collision Device (Raksha Kavach).
APPENDIX 'D'	Duties of Train Passing Staff in each shift.
APPENDIX 'E'	List of Essential equipment provided at the .
APPENDIX 'F'	Working of DK s, halts, IBH, IBS and outlying sidings.
APPENDIX 'G'	Rules for working of trains in electrified sections.
APPENDIX 'H'	Rules for Working of Private Sidings

CERTIFICATE

NOTHING IN THESE RULES SHALL BE READ AS CANCELLING, AMENDING OR MODIFYING ANY GENERAL AND SUBSIDIARY RULES, BLOCK WORING MANUAL AND ;OPERATING MANUAL. THESE RULES CANCEL ALL PREVIOUS TEMPORARY WORKING RULES.

APPLICATION

THIS ISSUE OF WORKING RULES CANCELS ALL TEMPORARY WORKING RULES OF GATE JUNCTION CABIN STATION ISSUED PREVIOUSLY AND SHALL BE BROUGHT INTO USE FROM.

[CH.SRINIVAS] D.S.T.E /WAT

[M.V.R.MURTHY] DOM[T/S] /WAT:

EAST COAST RAILWAY
WALTAIR DIVISION

APPENDIX 'A'
WORKING OF LEVEL CROSSING GATES
GATE JUNCTION CABIN STATION

One unmanned level crossing is provided at KM 882/33 between Gate Junction Cabin and VDPD. This unmanned level crossing is within Down Advanced starter of Gate Junction.

EAST COAST RAILWAY
WALTAIR DIVISION

APPENDIX 'B'
SYSTEM OF SIGNALLING AND INTERLOCKING AND TELECOMMUNICATIONS
GATE JUNCTION CABIN STATION

Details of Signalling and Interlocking installations, Telecommunication instructions for working them normally and in emergencies etc., including the power supply arrangements.

1. Gate Junction Cabin is non-interlocked station.

2. Panel Board is functioning partially.

3. Two (2) Token less block instruments are provided for VDPD Gate in section.

4. Block Instruments or inter slotting arrangements are not provided for Gate Junction – 'A' Goomty section and Gate Junction – FPY section. Hence all trains shall worked on the Authority of Paper Line Clear Ticket.

EAST COAST RAILWAY
WALTAIR DIVISION

APPENDIX 'C'

GATE JUNCTION CABIN STATION

ANTI COLLISION DEVICE (RAKSHA KAVACH)

NOT APPLICABLE TO THIS STATION.

EAST COAST RAILWAY
WALTAIR DIVISION

APPENDIX 'D'
DUTIES OF OPERATING STAFF IN EACH SHIFT.
GATE JUNCTION CABIN STATION

The following staffs are concerned with the movement of trains whose duties are given below.

1. STATION MASTER (IN CHARGE).

He is rostered for 8 hours of train passing duties. He is responsible for the general and satisfactory working of the Station and for the efficient discharge of duties by staff working under him. He shall keep all rule books, registers, files and documents, apparatus neat and tidy and instruments including signalling and interlocking gears and fittings are kept clean and oiled by S&T officials. His special attention is drawn to Chapter-II of G & SR and GR 5.01 to 5.08 with relevant SRs and OM Chapter-XXII. He shall promptly attend to accidents and report them. He shall supervise the work of safe working staff and conduct night inspections and report lapses of staff working under him. He is also responsible to submit all periodical and monthly returns/statements and the correspondence in time and as per schedule.

2. Dy. SS/STATION MASTER.

He is responsible for train passing duties during his shift.. He shall promptly bring to the notice of Dy.SS, all irregularities and accidents in course of his shift duties. During the absence of Dy.SS, the duties of the Dy.SS will lie on him. He shall follow SR 3.68.01(c)(d), SR 14.07.01. His Special attention is drawn to Chapter-II of G&SR and GR 5.01 to 5.08 WITH RELEVANT SRs and OM chapter-XII. As on assistant to Dy.SS. He is also responsible to submit all periodical and monthly returns as per Schedule and for the correspondence with Office in time.

3. TRAFFIC POINTS MAN:

He shall work under the orders of Dy.SS/SM on duty. He shall couple and un-couple vehicles under the supervision of Dy.SS/SM/Guard. He shall operate ground lever/levers and clamp and padlock the necessary points for shunting operations and during piloting of trains. He shall watch and guard the packages and other Rly. / property lying in the Station premises. He shall be thorough with the correct usage of displaying hand signals. He shall report to SM on duty any irregularities coming to his notice. He shall do loading and unloading or parcels, smalls and guard boxes. He shall carry out any other duties entrusted to him.

EAST COAST RAILWAY
WALTAIR DIVISION

APPENDIX 'E'
GATE JUNCTION CABIN STATION

ESSENTIAL EQUIPMENT

List of essential equipment is given below vide OM 20.04(ii) which shall be maintained in good working order.

Sl. No.	Equipment	Station
1.	Detonators	20 Nos
2	Tri Colour Lamps	4 (2 Spare)
3	Hand Signal flags	4 (2 sets Spare)
4	Clamps with Padlocks	6
5	Fire and Sand Buckets	5
6	First Aid-Box	1
7	Stretcher	1
8	Blanket	1
9	BCF Fire extinguisher	2

EAST COAST RAILWAY
WALTAIR DIVISION

APPENDIX 'F'
GATE JUNCTION CABIN STATION

WORKING OF D.K. STATIONS, HALTS, IBH, IBS AND OUTLAYING SIDINGS:

TEMPORARY WORKING INSTRUCTIONS FOR WORKING OF TRAINS BETWEEN VADLAPUDI (VDPD) - GANGAVARAM PORT LIMITED (GPL) TILL SUCH TIME THE INERLOCKING IS COMMISSIONED

1.1 DESCRIPTION;

1.1.1 LOCATION(GENERAL)

Gangavaram Port Ltd. (GPL) siding takes off between Electrical Mast No. 881/95-881/105 located between Vadlapudi (VDPD) and Gate Jn. (GJC) on Simhachalam North – Visakhapatnam Steel Plant line of East Coast Railway on VSP Line No.3.

Further Reception and Departure (R&D Yard) if GPL consisting of 6 (Six) running lines as L.No.1–708 M, L.No.2 – 678 M, L.No.3- 717 M, L.No.4-777 M, L.No.5-738 M and L.No.6-738 M.

Take off point is fitted with Hand Plunger lock with electrical point detection in normal position i.e. when the point is housed in normal position leads towards Gate Jn. only. The Take off point is operated by a ground lever provided at site. The said ground lever can be operated only when the key is transmitted from GJC station and extracted at location through RKT provided at location

1.1.2 DEPLOYMENT OF STAFF AT TAKE OFF POINT GOOMTY;

Gangavaram Port Ltd. (GPL) shall provide staff round the clock as required for manning the point location to guard against unauthorized interference on the point and also to exhibit proceed hand signal (Green hand signal) to the trains which are bound for VSPS.

1.2 PATTERN OF TRAFFIC HANDLING;

All the trains bound to GPL would take off from VSP lines between VDPD-GJC and would be handed over to GPL at R&D yard i.e. Railway locomotives would be released at R&D yard. Further movement of rakes to unloading location or loading location would be made by GPL locomotives worked by GPL pilots. For all the commercial transactions the time of handing over and taking over at R&D yard would be taken into consideration. However, the taking over time from GPL is the same as the train would be ready to dispatch from R&B yard towards VDPD as agreed in the Detailed Project Report (DPR)

1.3 (a) WORKING OF TRAINS (RECEPTION OF UP TRAINS):

The trains shall work between VDPD and R&D yard of Gangavaram Port Ltd. (GPL) on non-interlocking work. GPL will provide round the clock man-power at Take off point till full fledged interlocking is commissioned as per SI plan No.23027.

As and when the Station Master(SM)/VDPD intends to dispatch the GPL bound goods train, shall put up line clear enquiry to the SM at Gate Junction Cabin (GJC) in the form of "is line clear for _____ Up goods bound to R&D yard of GPL. No._____ Up/Down goods left here (GJC/GPL)/arrived here (GJC/GPL) last at _____hrs. Id No._____". On form No. T/A 1425. On receiving the line clear enquiry from SM/VDPD, the SM/GJC shall unless there is any reason of obstruction reply in the form of "Line is clear for No _____ Up/Down goods arrived here (GJC/GPL) /left here (GJC/GPL) last at _____ hrs. ID No._____ private No _____". On form No.T/A 1425. On receiving the reply from SM/GJC, the SM at VDPD shall prepare the line clear ticket on form T/C 1425 as per GR 14.25 and T/369(3b). He will also endorse that Driver shall stop his train short of the take off point at KM 881/95 and obey the hand signals displayed by the TPM who set, clamp and pad lock the take off point in favour of the GPL siding on the authority T/C 1425 in superscription.

T/C 1425 shall be handed over to the driver of the train bound to GPL as an authority to proceed and authority to pass LSS at ON respectively after ensuring, the closure of all intervening manned level crossing gates if any and correct route in favour of the said train has been set clamped and pad locked unless it is governed by fixed signal.

Further a caution order detailing speed restriction if any in section and an advise to the driver to stop at KM 881/8 (i.e. in rear of take off point to GPL line) and also at the first facing point of R&D yard and be piloted by Operating official not below the rank of a points man on hand signals at the take off point.

All along the period of operation of trains between VDPD-GPL, the signal line tokenless block instrument both at VDPD and GJC shall be under suspension in normal position by exchanging messages between VDPD and GJC supported by Private Number.

Simultaneously SM of GJC shall also depute one of his points man to the take off point with necessary clamp and padlock along with a pilot memo on form No. T/369(3b).

TPM/GJC whoever is deputed by SM/GJC to the take off point, shall speak to the SM/GJC on telephone and extract the key from RKT as transmitted by SM/GJC. The key extracted shall be inserted in the plunger lock at point location and unlocked which releases the point for operation through the ground lever provided at site.

On duty points man of GJC shall not handover the pilot memo No.T/369(3b) unless he sets the take off point both facing and trailing in required position, clamped and padlocked. Handing over of T/369(3b) together with proceed hand signal exhibition at the take off point will constitute the authority for the driver to proceed past the take off point only.

After clearance of the take off point, the same TPM shall normal the take off point, and transmit back the key to SM/GJC through RTK. SM/GJC shall

communicate the same to SM/VDPD supported by private number in token of the take off point is housed in normal position in order to facilitate the further train movement towards the FJC which may be coming for VSPS. Further normal position of take off point is detected in the Block circuit related to VDPD-GJC-VDPD on the VSPS Line No. 3.

Again the driver stop the first facing hand point of R&D yard and wait there till he is piloted by Operating staff of R&D yard.

Immediately after the UP train left VDPD, the SM/VDPD will repeat train out report to GJC. Further, the SM/GJC will communicate the same out report to the SM at R&D yard of GPL.

The SM of R&D of GPL immediately after the receipt of out report from GJC shall nominate a clear line for reception of the train and advice his points man to set, clamp and padlock the required had points in favour of the said train and arrange to pilot the train on the authority of form No.T/369(3b).

On arrival of the train in the R&D yard of GPL the SM/GPL shall send the train complete arrival register duly filling necessary columns on form No.T/1410 to the Guard of the train through his points man.

The guard of the train after arrival shall ensure that the train arrived complete along with LV indicator and stand clear of fouling shall confirm it to the Station Master R&D yard through available communication supported byt Private Number or take the train complete arrival register T/1410 to the SM whichever is earlier.

On getting of confirmation of complete arrival through points man supported by Private Number or the receipt of train complete arrival register, the SM R&D yard of GPL shall communicate arrival report to SM/GJC supported by Private Number. Further SM/GJC shall communicate arrival report to VDPD on train message supported by Private.

(b) **DESPATCH OF DOWN TRAIN:**

Whenever a down train is ready to dispatch from R&D yard which included ready in all respects, SM/R&D yard shall advise the SM/GJC to take line clear supported by Private Number. The SM/GJC on receipt of advise from the SM/R&D yard shall in consultation with SCR on duty, apply line clear enquiry to Station Mater/VDPD provided the section between VDPD-GJC and /or VDPD-R&D yard is clear of any train. On receipt of line clear enquiry, the SM of VDPD shall in consultation with the SCR on duty, shall grant line clear for the train waiting at R&D yard. On getting line clear from VDPD, the SM of GJC shall advise his points man to go the take off point, set the point if favour of the waiting train at R&D yard, clamp and padlock. Simultaneously SM/GJC shall advise the SM/R&D yard to prepare an authority on form No.T/511 & T/D1425 under exchange of ID & PN. The onduty TPM shall set clamp and padlock the nominated outgoing route as explained in para No. 1.3(a) above and confirm the SM/GJC supported by Private Number. There after SM.GJC shall advice

SM/R&D yard in token of having the take off point is set clamped and padlocked supported by Private Number.

The SM/GPL shall then handover T/511 & T/D1425 to Driver of out going train through on duty TPM on confirmation of take off point, outgoing route of R&D are set clamped and padlocked and after setting, claming and padlocking of points in R&D yard by his Pointsman. The responsibility of ensuring outgoing route setting clamping and padlocking in R&D yard devolves on SM/R&D yard.

SM on duty at R&D yard shall before handing over of form No.T/511 physically ensure the correct route is set, all the points involve in such movements are clamped and padlocked and shall also depute his points man to show proceed hand signal at the first facing point.

On complete passing of the train past the last points on the route shall repeat our report to SM at GJC. SM/GJC shall repeat the out report further to SM VDPD.

SM/VDPD on getting our report shall make efforts to admit the train by taking off the home signal or piloting as usual.

1.4 **TRAFFIC HANDLING**

Immediately on arrival of a loaded train at R&D yard of Gangavaram Port Ltd., SM on duty shall advise the onduty point man to detach the locomotive and bring on adjacent clear line through a shunting authority on from No. T/806 and also shall advise to detach the Match Truck.

After completion of detaching of Match Truck, SM/R&D shall advise the Train Examiner on duty to release the complete rake through a memo on from No.T/431.

TXR on completion of release, advise the SM on duty at R&D yard to arrange to give placement in tippler line for unloading.

SM on duty at R&D yard advise GPL authorities to send their locomotive in advance of rake ready.

On receiving the advise from TXR on duty that the rake is released, the SM on duty at R&D yard shall advise his TPM to push the GPL locomotive on rake and make EOT through T/806.

After EOT and rake ready GPL traffic staff will make arrangements to push the rake into the loading yard. All the points involved in the movement either of locomotive movement or of rake movement or any other movements are hand operated and required to be clamped and padlocked.

Similarly on arrival of empty rake in R&D yard, the TPM of R&D yard shall attend to the detaching of GPL locomotive, attaching Match Truck and attaching of Railway locomotive.

All the movements in post R&D yard, post tippler yard are non signalled and governed by hand operated points and required to clamp and padlock.

Immediately on arrival of empty rake or loaded rake when it is back loaded shall be offered for mechanical examination through memo No.T/431.

After the rake is made fit by C&W, Railway locomotive attach Match Truck and make EOT. TXR attends to the AP test and issues necessary BPC for continuing its onward journey.

LEVEL CROSSING GATES

Gate working rules of "C" class manned level crossing gate non-interlocked provided between VDPD-R&D yard of GPL at KM. Ch.2526.60.

1. GENERAL

1.1 DESCRIPTION OF THE LEVEL CROSSING GATE:

Following details shall be mentioned at all manned level crossing gates:

1. Number of Level Crossing Gate: **GPL Gate**
2. Engineering or Traffic Gate: **GPL mid section**.
3. Under control of Station Master/Senior Section Engineer: **SM/R&D/GPL**
4. Location at KM: **CH 2526.60**
5. At Station: **R&D/GPL**
6. In between stations **VDPD & R&D/GPL**
7. BG/MG/NG: **BG**
8. Single line/Double line/Multiple line: **Single Line**
9. Normal Position: **Open for Road Traffic**
10. Interlocked/non-interlocked: **Non-Interlocked**
11. Means of Interlocking _____
12. Provisions of Gate signal at Kms.
    - (i) Up Line _____
    - (ii) Dn Line _____
13. Signalling arrangements
14. Means of Communication – Telephone/Bell etc: **Telephone with SM/ R&D/GPL**
15. Width of level crossing gate **10 Mtrs**
16. Type of Road (NH/SH/Others) **Others**
17. Name of Road **Balcheruvu Road**
18. Metalled/non-metalled **Metalled**
19. Approach road **Pucca**
20. Width of the road **7.5 Meters**
21. Angle of road crossing (In case of skew gates) **51 Degreees**
22. Road gradient (if any)
    - (i) North/East side **1 in 30**
    - (ii) South/West side **1 in 30**
23. Road alignment (straight/curve) **Straight**
    - (i) North/East side _____
    - (ii) South/West side _____
24. Provision of height gauges **Provided**
25. Type of Barriers **Lifting Barriers**
26. Length of Check Rails **10' x 10'**
27. Road Surface in between L – Xing gates **Level**
28. Length of Rumble strip/speed breakers _____
29. Road signs **Provided**
30. Speed breaker indication board **Provided**
31. TVU **1728 in 2008**
32. Census next due on **2011**
33. Demarcation for placement of Detonators **Provided**
34. No. of Gatemen working **2 (Two)**
35. Nearest Medical Assistance Vadlapudi (HU)
36. Nearest Private Medical Assistance available (if any) **RK Hospital/Gajuwaka**
37. List of equipment available Yes/No **Yes**

1.2. EQUIPMENT

ITEMS	QUANTITY/NUMBERS
(1) Hand Signal Lamp Tri Colour	3 (5 on Quadruple/Line or twin single line)
(2) Hand Signal Flag Green	1 Mounted on sticks
(3) Hand Signal Flag Red	3 (6 on Quadruple/Line or twin single line and 7 in case Hexaple Section mounted on sticks)
(4) Banner Flag Red	3 (5 on Quadruple/Line or twin single line)
(5) Posts for exhibiting red banner flag	2 (4 on Q/ twin single line and 5 on Hexaple section)
(6) Spare chains with padlocks	2 with stop mark.
(7) Detonators	10 in tin case
(8) Fusee	1 (3 on multiple line, double line, parallel lines suburban sections, automatic signalling and ghat sections)
(9) Gate lamps	2
(10) Tommy Bar	1
(11) Mortar Bar	1
(12) Spade/Fowrah	1
(13) Rammer	1 (In case of asphalted road this may not be provided)
(14) Pick Axe	1 (In case of asphalted road this may not be provided)
(15) Tin case for flags	1
(16) Can of oil	1
(17) Water pot/Bucket	1
(18) Canister for Muster Roll	1
(19) Set of spare spectacles for gateman wearing glasses	1
(20) Board demarcating protection of level crossing gate diagram in case of obstruction on gate	1
(21) Basket	1
(22) Whistle	1
(23) Wall Clock	1

1.3 RECORDS TO BE KEPT AT GATE LODGE:

In addition to the above equipment, following records shall also be kept at the gate lodge.

1. Gate Working Instructions in Hindi/English.
2. Gate Working Instructions in local vernacular language.
3. Gateman Rule Book in local vernacular language.
4. List of tools and books.
5. Duty Roster.
6. Certificate for working as gateman.
7. Bio-data particulars of Gateman, including date of passing vision test, Initial/refresher course, safety camp, etc.
8. Accident Register.
9. Record of last census of road traffic at level crossing gate.
10. Public Complaint Book.
11. Inspection Book.
12. S&T Register in case of Interlocked Engineering Gate.

1.4 DUTIES OF GATE MAN:

1 ALERTNESS:

The gateman shall be alert and be prepared to take immediate action, should danger be apprehended Keys of the gate shall be in his personal custody

2 POSITION DURING PASSAGE OF TRAINS:

During passage of trains, gate man will stand in the manner indicated below:

i) Gateman will stand attentively in front of the gate-lodge facing the approaching train.
ii) In day time, gateman shall hold red and green flags furled up on separate sticks in right and left hands respectively.
iii) In night time, gateman shall hold lighted hand signal with white light facing the track.
iv) He shall keep the whistle slung around in his neck from a cord.

3 ROUTINE DUTIES OF GATE MAN:

i) Gateman shall ensure that red banner flag is placed across the track whenever the gate is kept in open condition for passage of road vehicles.
ii) Gateman shall ensure that gate lamps and lamps of all gate signals are lighted and kept burning continuously form sunset to sunrise.
iii) Gateman shall perform his duties strictly according to the duty roaster and shall not leave the gate unless reliever arrives and takes charge of it. However, if it is necessary to leave the gate in an emergency, he must close and lock the gates against road traffic, before leaving the gate.
iv) Except where otherwise prescribed under special instructions, he shall observe all passing trains and be prepared to take such action as may be necessary to ensure safety of trains.
v) Gateman shall watch all passing trains and keep sharp look out for any unusual like hot axle, hanging chains, hanging battery, and vehicle/wagon/train/battery box on fire, shifted load, falling material like brake blocks, brake beams, safety bracket, vacuum cylinder or any other situation endangering safe running of trains.
vi) Gateman shall also be prepared to repeat any signal which guard may give to driver on Walkie-talkie or in other way.
vii) If lifting barrier/leaf gates get damaged or becomes out of order, the gateman shall use the spare chain with disc and padlocks for securing the gate against road traffic.
viii) Gateman shall report to the nearest Station Master, Gangmate or Permanent Way Inspector any defect in his gate or apparatus pertaining to it, as soon as possible.
ix) In the event of gate signal becoming defective the Gateman shall maintain the signal in the 'ON' position even by disconnecting the signal or the wire if necessary.
x) At the gate whose signal have become defective, the Gateman shall close and lock the lifting barriers/leaf gates on sighting a train and hand signal or pilot the train past the defective signal. In such case he should inform the driver to report the defect at the next station.
xi) Gateman shall wear badge and prescribed uniform while on duty at level crossing gate.
xii) Gateman shall ensure that his having competency certificate in his possession while on duty.
xiii) Gateman shall work at the gate as per Gate Working Instructions and remain well conversant with these instructions.
xiv) Gateman shall ensure that equipment supplied at the gate is in good order and ready for immediate use.
xv) Gateman shall see that the channel for the flange of the wheel is kept clear.
xvi) Gateman shall keep the road surface well watered and rammed in case of unhealed roads.
xvii) Gateman must be vigilant to see that inconvenience to road users due to closure of gates should be to the minimum possible extent.
xviii) Gateman on electrified section shall watch that road vehicles/animals passing from gate are within the height-loading gauge provided on either side of the level crossing gate.
xix) Gateman shall prevent trespassing by persons or cattle to the maximum extent.

4) ACTION IN CASE OF UNUSUAL OCCURRENCE ON TRAINS:

In case Gateman observes any thing unusual with a passing train, he shall take following action.

i) He shall take prompt action to warn the driver/guard of the passing train by showing red flag by day and red light by night.

ii) He shall simultaneously try to draw the attention of the driver/guard by whistling continuously, shouting, gesticulating, throwing ballast on the brake van or by any other means.

iii) If driver/guard fails to take notice, Gateman shall immediately inform the Station Master/Switchman/Cabinman, if connected on telephone, to take appropriate action, under exchange of private number.

iv) In case of train parting, Gateman shall not show stop hand signal but shall show prescribed signal for train parting.

v) He shall endeavour to attract the attention of the driver/guard by whistling continuously, shouting, gesticulating, and by raising both hands vertically above, quickly parting them and bringing them together in repeated UP and Down motion as high and low as possible.

vi) In case the train does not stop, shall immediately inform the Station Master/Switchman/Cabinman, if connected on telephone, to take appropriate action, under exchange of private number.

5) **ACTION IN AN EMERGENCY AT THE LEVEL CROSSING:**

i) In case of an obstruction at the level crossing gate, Gateman shall maintain the gate signals, if any, in the 'ON' position.

ii) Thereafter, if he is unable to remove the obstruction, gateman shall immediately advise the Station Master/Switchman/Cabinman, on duty, if connected on telephone, to take appropriate action, under exchange of private number.

iii) If there is no response from the Station Master/Switchman/Cabinman after two or three attempts, he shall first protect the gate and then inform of the phone.

The Gateman shall protect the line as under:

a) On Single Line Section

i) Gateman shall plant a red banner flag by day and red light by night 5 meters away on posts duly provided for the purpose. He shall first protect the direction from which a train is expected to arrive first.

ii) Then he will similarly plant the other red banner flag by day and red light by night on the other direction 5 meters away from the site of obstruction.

iii) Gateman shall then proceed to protect the gate along with detonators, fuses and red flag by day and red hand signal lamp by night.

iv) Gateman shall proceed exhibiting red flag by day and red hand signal lamp by night towards the direction from which a train is expected to arrive first, to a point 600 meters, on BG and 400 meters on MG/NG and place one detonator on the line. Thereafter he shall proceed to a distance 1200 meters on BG and 800 meters on MG/NG from the level crossing gate and place 3 detonators on the track 10 meters apart. Having thus protected the line he shall return to the level crossing gate picking up the intermediated detonator on his way back.

v) Thereafter, he shall proceed towards the other direction, showing red hand signal, similarly place detonators as described in Para (iv) above and return to the site of obstruction, picking up the intermediate detonator on his way back.

vi) Having returned to the gate, he must then take steps to remove the obstruction, and warn the driver of the approaching train.

vii) On those meter gauge sections where trains run at more than 75 kmph. Detonators shall be placed at distance to be specified under Special Instructions by the Administration.

viii) In case the Gateman observes or hears a train approaching when he is still on his way to protect and before he reaches the stipulated distance to place detonators, he shall place detonators on the line at a distance as far as he can go.

ix) Thereafter, he shall light up and fix the fuses to warn the driver and stop the approaching train by waving his red flag by day red hand signal lamp by night repeatedly.

c) Other action to be taken by Gateman:

i) At night Gateman shall light two hand signal lamps and take action to exhibit red light and protect the lines as described in sub paras (a) and (b) above.

ii) If the gate is broken by a road vehicle, which is fouling the track, or if lifting barriers/leaf gates or any other obstruction at the gate, the Gateman shall take immediate action.

iii) He shall note down the particulars of the road vehicle, vehicle number, name of the driver, owner and relay these details to the nearest Station master/Switchman/Cabinman or Permanent Way Inspector regarding the particulars and obstructions at the level crossing gate, through messenger or other means available.

1.6 ENGINEERING ITEMS:

Please see paras 916, 918, 919 of IRPWM for visibility requirements at level crossings, provision of speed breakers on the approach roads of level crossings and census of traffic at level crossings.

Annexure – iv

WORKING INSTRUCTIONS FOR ENGINEERING LEVEL CROSSING GATES NON-INTERLOCKED, PROVIDED WITH TELEPHOE WITH NORMAL POSITION "OPEN TO ROAD TRAFFIC"

(General Instructions are common for all types of Manned Level Crossing Gates)

1. MODE OF OPERATION:

Detailed more of operation for opening and closing the level crossing gate shall be provided in the respective Station Working Rules and Gate Working Instructions incorporating local operational requirements. When level crossing gate is required to be opened for passage of road traffic, the gateman first open the gate farthest away from approaching road traffic and then open the gate on the side nearest the approaching road traffic.

2. EXCHANGE OR PRIVATE NUMBER:

(a) When Gate is connected with the station at the dispatching end:

i) Station Master / Switchman / Cabinman at the dispatching end shall advise the gateman the number, description, direction and expected time of the passage of the train at the gate, under exchange of private number.

ii) Such advice shall be given before taking 'OFF' departure signals or giving an authority to proceed to the driver.

iii) The Gateman on receipt of the advice shall close the gate well in time and confirm the same, under exchange of private number.

iv) Station Master / Switchman / Cabinman will lower the departure signals after getting the private number of the gateman.

v) Gate once closed for road traffic must on no account be opened unless this is authorized by the Station Master / Switchman / Cabinman, under exchange of private number.

(b) When Gate is connected with the station at the receiving end:

i) Station Master / Switchman / Cabinman at the dispatching end shall advise the Station Master / Switchman / Cabinman at the other end the number, description, direction and expected time of the passage of the train at the gate, under exchange of private number.

ii) Such advice shall be given before obtaining line clear.

iii) Station Master / Switchman / Cabinman at the receiving end shall in turn convey the same advice to the gateman, under exchange of private number.

iv) The Gateman shall close the and thereafter give his private number to the Station Master / Switchman / Cabinman.

v) Only then shall the Station Master / Switchman / Cabinman at the receiving end grant line clear to the Station Master / Switchman / Cabinman at the dispatching end,

vi) Gate once closed for road traffic must on no account be opened unless this is authorized by the Station Master / Switchman / Cabinman, under exchange of private number.

3. FAILURE OF TELEPHONIC COMMUNICATION:

When Telephone Communication fails or it does not get any response from the Gateman despite 2 or 3 attempts, the following procedure should be adapted:

i) Station Master at dispatching end shall issue a caution order to the driver before dispatching a train in the block section from his end.
ii) The caution order shall advice the driver to whistle continuously and approach the gate cautiously.
iii) The driver shall be instructed to pass the gate cautiously, on being hand signalled by the gateman. If hand signal is not seen, driver should be prepared to stop short of the gate and depute his Assistant Driver to see the conditions of the gate. If the gate is closed, the Assistant Driver will give the all right signal and if the gate is not closed the Assistant Driver must close the gate and then give all right signal. In the absence of the Assistant Driver, the Driver may take the assistance of Assistance Guard/Guard and shall stop clear of the level crossing to pick up the Assistant driver who will reopen the gate for passage of road traffic.
iv) In case of an approaching train, the Station Master shall advise the Station Master at the dispatching end, under exchange of private number, that the telephone at the gate has failed.
v) The station Master at the dispatching end shall issue a caution order to the driver before dispatching a train in the block section from his end.
vi) Station Master shall also advise the gateman through gangman / patrolman or driver of the first train that the telephone has become defective.
vii) He should also advise S&T staff responsible for maintenance of the telephone to rectify the defect at the earliest.
viii) Normal working will be resumed only after S&T staff rectifies the telephone and issue reconnection/fit memo for the same.

4. <u>FAILURE OF LIFTING BARRIERS OR LEAF GATES:</u>

i) When the gate cannot be closed due to failure of lifting barriers / leaf gates, the gateman will immediately inform the Station Master / Switchman / Cabinman on duty, under exchange of private number, and ensure the lifting barriers or leaf gates do not foul the track.
ii) He shall immediately fix red banner flag by day and red light by night on the post at that end first form which the train is approaching and then at the other end.
iii) Gateman shall secure the gate against road traffic by means of safety chains and padlocks.
iv) After securing the gate against road traffic, he shall show green hand signal flag by day and green light by night to the Driver of the approaching train.
v) Station Master on duty shall issue a caution order to the driver of a departing train.
vi) He shall also advice the Station Master at the dispatching end, under exchange of private number, to similarly issue a caution order to the driver before dispatching a train in the block section from this end.
vii) He should advice maintenance staff responsible for maintenance of lifting barriers/leaf gates to repair the defect at the earliest.
viii) Normal working will be resumed only after the maintenance staff repairs the barrier/leaf gates and issue reconnection / fit memo for the same.

5. <u>OBSTRUCTION AT THE GATE:</u>

i) If the gate is broken by a road vehicle which is fouling the track, or if lifting barriers/leaf gates or any other part of the gate foul the track, or if there is any other obstruction at the gate, the Gateman shall immediately fix red banner flag by day and red lamp by night on posts provided at both ends of the gates, for this purpose.

ii) Immediately after this, the Gateman shall advise the Station Master / Switchman / Cabinman on duty, regarding the defects/obstruction at the gate, under exchange of private number.

iii) Station Master/Switchman/Cabinman, on duty shall be advised to put the reception/departure signals back to 'ON' position, if taken 'OFF" for a train.

iv) If there is no response from the Station Master/Switchman/Cabinman after two or three attempts, he shall first protect the gate and then inform on phone.

v) Gateman shall then rush with detonators, fusee and red flag by day and red hand signal lamp by night in the direction of the approaching train and protect the gate as stipulated in General Instruction for duties of Gateman under Item No. 1.5(5).

vi) Thereafter he shall protect he gate from the other direction also.

vii) He shall note down the particulars of the road vehicle, vehicle number, name of the driver, owner and relay these details to the Station master who shall not start the train unless he has been assured by the Gateman that the road vehicle or the lifting barriers/leaf gates are not fouling the track.

viii) The Station Master shall also inform the Station Master at the dispatching end, under exchange of private number, asking him not to dispatch any train in the block section form his end, until the track has been cleared of all obstructions.

ix) After the track has been cleared of all obstructions the Gateman shall inform the Station Master accordingly, under exchange of private number.

x) Station Master shall then issue a caution order to Drivers of all trains to proceed cautiously, and pass the reception/departure signal at 'ON' position on green hand signal of the Gateman, if the gate is broken, but is clear of any obstructions.

xi) Gateman shall secure the gate against road traffic by means of safety chains and padlocks and thereafter exhibit green hand signal, if the gate is not obstructed.

xii) Station Master shall advice maintenance staff responsible for maintaining the lifting barriers/leaf gates to repair the same. At the earliest.

xiii) Normal working will be resumed only after maintenance staff rectify the defective lifting barriers/leaf gates and issue reconnection/fit memo for the same

6. <u>OBSTRUCTION ON THE TRACK NEAR LEVEL CROSSING:</u>

If there is a rail fracture or obstruction on the track due to falling of a tree, fouling by road vehicle or derailment which is visible to the gateman, the gateman and Station Master will adopt the procedure given under Item No.5 above. If the obstruction fouls the Level Crossing Gate, he must keep the gates closed against road traffic till the track is cleared of the obstruction.

EAST COAST RAILWAY
WALTAIR DIVISION

APPENDIX 'G'
GATE JUNCTION CABIN STATION

RULES FOR WORKING OF TRAINS IN ELECTRIFIED SECTIONS.

NIL

EAST COAST RAILWAY
WALTAIR DIVISION

APPENDIX 'H'
GATE JUNCTION CABIN STATION

RULES FOR WORKING OF PRIVATE SIDINGS

NIL

EAST COAST RAILWAY
WALTAIR DIVISION

STATION WORKING RULES OF VADLAPUDI STATION (B.G)

Date of Issue: _____.
Date brought into Force:_____.

NO:WTF/5/SWR/VDPD
Ref.Lr.No.2000/Safety (A&R)/19/36 of Rly. Board dt.27.10.05.

Note:- The Station Working Rules must be read in conjunction with General and subsidiary Rules, Operating Manual and Block Working Manual. These rules do not in any way supersede any rules in the above Rule Books.

1. **STATION WORKING RULES DIAGRAM:**
The Station working rule diagram No. ***SI/VSKP/59 ALT 'A'*** shows the layout of the yard with running lines, interlocking arrangement the control panel for operation of Multi Aspect Colour Light Signals. The other details such as gradient, adjacent block station with block and signal over laps and normal position of the points are shown in the signal plan.

2. **DESCRIPTION OF STATION:**
VADLAPUDI (Code: VDPD) is a 'B' Class RRI Junction Cabin with Standard-III interlocking and Multi Aspect Colour Light Signals (MACLS).
Train are worked under single working system with SCMN towards HWH, GPT towards WAT-MYD & DVD and twin single line working is provided with the adjacent RRI Gate junction cabin.

2.1 **GENERAL (LOCATION):**
The VADLAPUDI junction cabin is located on single lines connecteing to TGMP, SCMN, GPT, DVD and VSPS. The Cabin is situated at KM: 7.91 from SCMN and 5.02 KM from DVD. The inter distance between this cabin and RRI gate junction towards VSPS in 4.72 KM.

2.2 **BLOCK STATIONS ON EITHER SIDE AND THEIR DIRECTION :**

2.3 **BLOCK SECTION LIMITS ON EITHER SIDE OF THE STATION ON DIFFERENT DIRECTIONS:**

a) For section Vadlapudi to Gate Junction RRI Cabin, Block section for line No. 1 commences from last stop signal No. 11a.
AND
For line No. 2 commences from last stop signal No. 12.
b) For section Vadlapudi to Simhachalam North Block section for line No. 1 commences from last stop signal No. 6.
c) For section Vadlapudi to GPT the Block section for line No. 2 commences from last stop signal No. 6.
d) For section Vadlapudi to DVD Block section from last stop signal No. 8.

2.3.1 **STATION SECTION:**
The limits of station section on the different lines at VDPD are as follows:

LINE NO.	SECTION	FROM	TO

[CH.SRINIVAS]
D.S.T.E /WAT

[M.V.R.MURTHY]
DOM[T/S] /WAT:

For Line No. 1	VDPD-DVD	Up last stop signal No. 11	Down last stop signal No. 8
For Line No. 2	VDPD-DVD	Up last stop signal No. 12	Down last stop signal No. 8
For Line No. 1	VDPD-JGPM	Up last stop signal No. 11	Down last stop signal No. 7
For Line No. 2	VDPD-JGPM	Up last stop signal No. 12	Down last stop signal No. 7
For Line No. 1	VDPD-JGPM	Up last stop signal No. 11	Down last stop signal No. 6
For Line No. 2	VDPD-JGPM	Up last stop signal No. 12	Down last stop signal No. 6

However this station section cannot be utilised at berthing track for admission of trains into the yard in view of its short length and no loop line.

2.3.2 **STATION LIMITS:**

2.4 **GRADIENTS:**

a) For Line No. 1 towards Simhachalam North.
From centre of cabin building i.e., 7.916 it is 1 in 400 falling gradient upto chainage 7.483 and onwards level upto chainage 7.263 followed by 1 in 150 falling gradient.

b) For Line No. 2 towards GPT.
From centre of cabin building i.e., 7.916 it is 1 in 400 falling gradient upto chainage 7.483 and onwards level upto chainage 7.359 and 1 in 150 falling gradient upto chainage 6.289 and followed by 1 in 150 falling gradient.

c) For Line No. 3 from Duvvada.
From Duvvada end it is 1 in 200 falling gradient upto chainage 4.840 followed by 1 in 400 raising gradient towards VSP Gate Junction cabin.

d) For Line No. 1 and Line No. 2 towards VSP Gate Junction cabin.
From centre of cabin building i.e., 7.916 it is 1 in 400 raising gradient upto chainage 8.263 onwards it is level.

2.5 **LAYOUT:**

Line No. 1, from gate junction cabin is through line to JGPM Line No. 2 from gate junction cabin is through line to JGPM. DVD line takes off from Line No. 2 with over run line towards VSPS end.
Access is provided from twin single lines from gate junction cabin to all the three lines and vice-versa.

2.5.1 RUNNING LINES, DIRECTION OF MOVEMENT AND HOLDING CAPACITY:

a) **RUNNING LINES**
All the lines are running lines with out Berthing Track.

b) **DIRECTION OF MOVEMENT**:

i) The trains coming from Simhachalam North towards Visakhapatnam Steel Plant are UP trains.

ii) The trains coming from KK branch line via Kottavalasa and passing Simhachalam North towards Visakhapatnam Steel Plant are Down trains.

iii) The trains coming from Waltair Marshalling yard via GPT passing towards Visakhapatnam Steel Plant are UP trains.

iv) The trains coming South Central Railway via Duvvada passing towards Visakhapatnam Steel Plant are Down trains.

v) The trains coming Visakhapatnam Steel Plant bound for Palasa and R.V section via Vizianagaram are Down trains.

vi) The trains coming Visakhapatnam Steel Plant bound for K-K line section via Kottavalasa are UP trains.

vii) The trains coming Visakhapatnam Steel Plant bound for Waltair Marshalling yard via GPT are Down trains.

viii) The trains coming Visakhapatnam Steel Plant bound to South Central Railway via Duvvada are UP trains.

2.5.2 NON-RUNNING LINES AND THEIR CAPACITY:

NIL

2.5.3 ANY SPECIAL FEATURES IN THE LAYOUT:

N I L

2.6 LEVEL CROSSING (STATION INTERLOCKED):

a) An interlocked 'C' Class Level Crossing Gate is situated at KM 7.96 with in the station section across twin single liens between cross over point No. 101 and up last stop signal No. 11 & 12 towards steel plant end, Detailed working procedure is given in appendix 'A'.

b) A non-interlocked 'C' Class manned Level Crossing Gate is situated at KM.5.563 between VDPD-JGPM and 6.603 from GPT.

LEVEL CROSSING (MID SECTION)

c) There is a special class mid-section manned interlocked L.C.Gate at KM 10.058 from Simhachalam North between VDPD and Gate Junction RRI Cabin. Provided with phone communication with VDPD panel cabin.

(The Details of the working of level crossing gates are given in Appendix 'A' to the SWR)

Gate working details:- The gate working details are incorporated in Appendix 'A'.

3. SYSTEM AND MEANS OF WORKING:

a) Trains shall be worked under in either direction under Absolute Block System in accordance with GR 8.01(1) (a) (b), 8.01 (2) (b), 8.03 (1) (a) (b) (c) (ii), 14.01 to 14.11, and GR 14.13 and BWM Chapter-V.

b) **MEANS OF GRANTING/OBTAINING LINE CLEAR:**

I. **BLOCK INSTRUMENTS:**

a. Daido type single line Tokenless Block Instruments are provided. They are co-operative type.

b. Between VDPD and Visakhapatnam Steel plant Gate Junction RRI cabin for twin single lines.
c. Between VDPD and Duvvada for single line section.
d. Between VDPD and JGPM for single line section.
e. Between VDPD and JGPM for single line section.
f. The Tokenless Block Instrument will be operated by SM on duty as per the provisions of GR Chapter VIII rule 8.01 (1)(a) and (c), 8.01 (2)(b), 8.03(2) Chapter XIV, 14.01 to 14.11 and 14.13 and Chapter IV part II of Block working Manual. The lowering of last stop signal is the authority for the driver to proceed into block section vide GR 14.08(b)(iv). The key of the Tokenless block instrument shall be under the personal custody of station master on duty vide BWM 4.31.

II. **AUTHORITY TO PROCEED:**

Taking 'OFF' of the last stop signal (advanced starter) is the authority for the Driver of a train to enter into the block section concerned vide GR 14.08(a).

4. SYSTEM OF SIGNALLING AND INTERLOCKING:

a. This is a 'B' class single line station with standard III panel interlocking provided with MACLS with full fledged track circuiting. The points and signals are power operated from a composite panel board with Mini panel indications on the panel board.
b. The interlocking is achieved through power signalling electrically by means of relays.
c. The points and slots are provided with rotary switches and the interlocked gate is operated with push buttons and IGF. The points can be operated with Route button when the rotary switch is in centre position.
d. All stop signals have RED push buttons on the panel at the signal location.
e. The route buttons are GREY and they are marked as 'A' 'B' 'C' 'D' and 'E'. They control the individual routes.

f. Calling on Signals:

Calling on Signals are provided on all Home signals in all directions. The calling on signal shall show no light in the 'ON' position. In the 'OFF' position it shall show a miniature yellow light.

g. Motor Operated Points:

All the points are motor operated and electrically detected.

h. One common crank handle No. CH2 is provided in HKT in the panel room for emergency operation of all points in the yard. The crank handle in the KHT is interlocked with panel board. Detailed working procedure of the crank handle is given in item No. 3.10 of Appendix 'A'.

i. Point Indications:

All the points are power operated by concerned point switches, the points get set automatically when the signal button and concerned route button are pressed simultaneously for the required direction, provided the point switches either in center or in the required position. Points can also be operated individually by turning the point switch to the required position either 'N' or 'R'. A white light indication appears when the point is in normal position. A green light for the reverse position over the respective point switches. Point locked indication is provided by a RED light on the top of the respective point switches. It will not be possible to operate the points when this RED light is displayed. The RED light will extinguish when the points are free to operate.

j. Route Indications:

When a route is correctly set and locked the complete route over which the movement is to take place is lit with a row of white strip lights. As the train moves over the route the portion of the route occupied will change to RED, and after the train has cleared the particular portion of the track, will change to white lights. When the sectional route/entire route is released the white lights will extinguish. When no route is set the route indication will display no light.

k. Track Circuits:

Track circuits when occupied or failed which display a row or red strip lights (not less than two) on the respective track circuit portion on the panel. When the track is not occupied there will be no indication on the panel, when the route is not initiated.

l. Station Master's Panel Key::

The panel is fitted with SM's lock up key to prevent un-authorised operation of the panel. The SM on duty shall only operate the panel and the panel key shall always remain in his personal custody vide SR 3.36.03. This panel key locks the panel board either in operated position of signals and points or in normal position. In case of emergency, signals can be put back to danger by pressing the concerned signal button and emergency signal cancellation button without releasing the panel lock. Fore re-operation of signals SM's control key to be used.

4.2 CUSTODY OF RELAY ROOM KEY AND PROCEDURE FOR ITS HANDING OVER AND TAKING OVER BETWEEN STATION MASTER AND S&T MAINTENANCE STAFF:

The cabin basement is provided with double locks. One key is kept with SS/SM on duty vide OM 1.14.

The key with SS/SM may be given to S&T staff whenever required for maintenance / repairs under a clear signature and a completion of work, S&T staff shall return the same to SS/SM on duty.

These transactions shall be documented in cabin basement room key register maintained at the Station vide SR 3.51.05.

4.3 POWER SUPPLY:

The electro mechanical signalling installation at the Station works with battery banks of secondary cells installed at several places.

The secondary cells are charged from the local power supply sources at 230V single phase. There is no Stand-by power supply at this Station.

The Station Master must however maintain the record of the power failure and he must promptly report the power failure immediately to the Section controller and to the Concerned electrical and S&T maintenance staff.

5. TELECOMMUNICATIONS:

Telephones are connected with Tokenless block instruments for trains working between:-

i) VDPD junction cabin – VSP Gate junction cabin.
ii) VDPD junction cabin –DVD Station.
iii) VDPD junction cabin –JGPM Station.
iv) VDPD junction cabin –JGPM Cabin

Other telecom facilities are incorporated in Appendix 'C' of the SWR.

5.1 FAILURE OF TELECOMMUNCIATIONS:

Detailed procedure shall be followed wide SR 6.02.06(1)(d).

6. SYSTEM OF TRAIN WORKING:

Movement of trains is regulated by the Section Controller on duty whose orders must be carried out, provided they do not in any way contravene any G&SRM, BWM, OM, SWR or any other safe working principles. In the event of suspension of control working, the Station Master on duty shall work independently in conjunction with the Station Master's of the adjacent block Stations and shall be responsible of safe reception/dispatch of trains. He shall ensure that preference is given to important trains without causing undue detention occurs to other trains vide OM 2.14 & 2.24(a).

6.1 TRAIN WORKING STAFF:

SS/ Dy. SS	1
Station Masters	2
TPM/TP	3
Safaiwala-cum-Lampman	1

(The duties of staff are given in Appendix 'D' of this SWR)

Staff deployed at the station shall follow the posters issued by Sr. DPO/WAT from time to time.

6.1.1 TRAIN WORKING STAFF IN EACH SHIFT:

Details of Staff in shift are shown in Appendix 'D'.

6.1.2 RESPONSIBILITY FOR ASCERTAINING CLEARANCE OF LINE AND ZONES OF RESPONSIBILITY:

Station Master on duty is responsible to ascertaining that the line is clear for reception and despatch of trains. Normally no indication is shown in the panel, when the line is clear of obstruction. Whenever a route is initiated a white strip of light appears on the panel. Displays RED light o the concerned track circuit zones and route cannot be initiated in this condition.

6.1.3 ASSURANCE OF STAFF IN ASSURANCE REGISTER:

Every train passing staff including newly posted staff at the Station or leave reserve staff or regular staff who has resumed duties after more than 15 days absence and if there is any change is made in Station Working Rules shall sign in the Assurance Register as a token of their having gone through and understood clearly the rules in connection with their duties vide SR 5.01.02.

The SS in charge of the Station shall be personally responsible for maintenance of Assurance Register and must not allow any person connected with train passing duties to work independently unless he has given assurance as per SR 5.01.02.

6.2 CONDITIONS FOR GRANTING LINE CLEAR:

a) Trains shall be worked under Absolute Block System and in accordance with GR.8.01(1)(a)(b), 8.01(2)(b), 8.03(1)(a)(b)(c) & (ii), before the line is considered clear and 'LINE CLEAR' granted to the Station in rear for a train by the Cabin Master on duty.

b) Before granting line clear for a train, the SM on duty shall obtain permission from the Station Master on duty at the Station Supported by a private number as per SR 3.38.01(a) and BWM 5.10.

c) At night before granting line clear for Up or a Down train the SM on duty shall ensure that all signal lights which apply to the concerned train are burning properly as per GR 3.49(4).

d) ADEQUATE DISTANCE TO BE kept clear for granting line clear vide GR 8.03(1)(c) & (ii).

Line No.	To Simhachalam North Station.	To GPT	To Duvvada Station	To VSP Gate Junction Cabin
Line No. 1	Upto Advance Starter No. 6.	-	-	Upto Advance Starter No. 11.
Line No. 2	-	Upto Advance Starter No. 7.	-	Upto Advance Starter No. 12.
Line No. 3	--	-	Upto Advance Starter No. 8.	-

6.2.1 SPECIAL CONDITIONS TO BE OBSERVED WHILE RECEIVING A TRAIN:

a) For receiving a train on loop line the Station Master and Cabin Master on duty shall ensure that the over run line/sand hump is clear of all obstructions before admitting a train even when the over-run line/sand hump falls in the trailing direction.

b) One slot one train system is provided at the station. Whenever a slot is given for a train it is absolutely necessary that not only the reception signals behind the first train are put back to 'ON' position but also the departure signals which include starter and advanced starter signal and their slot controls.

6.2.1.1 SETTING OF PONTS AGAINST BLOCK LINE:

In the event of running line is blocked, the points are to be set against such running line vide SR 3.51.06(a).

6.2.1.2 RECEPTION OF TRAIN ON BLOCKED LINE:

The rules laid down in GR 5.09 and relevant SRs shall be followed.

6.2.1.3 RECEPTION OF TRAIN ON NON-SIGNALLED LINE:

The rules laid down in GR 5.10 and 5.10.01 shall be followed.

6.2.1.4 DESPATCH OF TRAIN FROM NON-SIGNALLED LINE:

The rules laid down in GR 5.11 and 5.11.1 shall be followed.

6.2.1.5 DESPATCH OF TRAIN FROM LINE PROVIDED WITH COMMON STATER SIGNAL:

The rules laid down in GR 5.12 and 5.12.1 shall be followed.

6.2.1.6 ANY OTHER SPECIAL CONDITIONS SHOULD BE MENTIONED GIVING REFERENCE TO THE G&SR:

SPECIAL RESTRICTIONS:

When admitting a train cutting across the lines, lien clear shall not be granted to a train in opposite direction on the other line or when line clear has already been ranted no train admitted cutting across the line from which the train in the opposite direction. Unless it has come to a stop at the first stop signal.

SPECIAL INSTRUCTIONS:

6.3 CONDITIONS FOR TAKING 'OFF' APPROACH SIGNALS:

a) Conditions for taking 'OFF' approach signals are governed by GR.3.40(1)(a), 3.40(2)(a), 3.40(3)(b).

Home signal over-laps and adequate distance for reception of trains (GR 3.40(1b)

To take OFF	Conditions to be compiled
1. Home signal No. 15 A for line No. 1 from JGPM	A. Line clear shall be obtained from VSP Gate Junction for Line No. 2.
	B. Line shall be kept clear upto advance starter signal No. 11.
	C. Interlocked L.C Gate at KM 7.96 shall be closed.
	D. Advanced starter signal No. 11 shall be taken 'OFF'.
2. Home signal No. 15 B for line No. 2 from JGPM	A. Line clear shall be obtained from VSP Gate Junction RRI cabin for Line No. 2.
	B. Line shall be kept clear upto advance starter signal No. 12.
	C. Interlocked L.C Gate at KM 7.96 shall be closed.
	D. Advanced starter signal No. 12 shall be taken 'OFF'.
3. Home signal No. 16 A for line No. 1 from GPT	A. Line clear shall be obtained from VSP Gate Junction RRI cabin for Line No. 2.
	B. Line shall be kept clear upto advance starter signal No. 12.
	C. Interlocked L.C Gate at KM 7.96 shall be closed.
	D. Advanced starter signal No. 12 shall be taken 'OFF'.

4. Home signal No. 16 B for line No. 2 from JGPM	A. Line clear shall be obtained from VSP Gate Junction RRI cabin for Line No. 2.
	B. Line shall be kept clear upto advance starter signal No. 12.
	C. Interlocked L.C Gate at KM 7.96 shall be closed.
	D. Advanced starter signal No. 12 shall be taken 'OFF'.
5. Home signal No. 17 A for line No. 1 from DVD.	A. Line clear shall be obtained from VSP Gate Junction RRI cabin for Line No. 1.
	B. Line shall be kept clear upto advance starter signal No. 11.
	C. Interlocked L.C Gate at KM 7.96 shall be closed.
	D. Advanced starter signal No. 11 shall be taken 'OFF'.
6. Home signal No. 17 B for line No. 2 from DVD.	A. Line clear shall be obtained from VSP Gate Junction RRI cabin for Line No. 2.
	B. Line shall be kept clear upto advance starter signal No. 12.
	C. Interlocked L.C Gate at KM 7.96 shall be closed.
	D. Advanced starter signal No. 12 shall be taken 'OFF'.
7. Home signal No. 2-C of line No. 1	A. Line clear shall be obtained from Simhachalam North Station.
	B. Line shall be kept clear upto advance starter No. 6.
	C. Interlocked L.C Gate at KM 7.96 shall be closed.
	D. Advanced starter signal No. 6 shall be taken 'OFF'.
8. Home signal No. 2-E of line No. 1	A. Line clear shall be obtained from Duvvada Station.
	B. Line shall be kept clear upto advance starter signal No. 8.
	C. Interlocked L.C Gate at KM 7.96 shall be closed.
	D. Advanced starter signal No. 8 shall be taken 'OFF'.
9. Home signal No. 3-C of line No. 2	A. Line clear shall be obtained from Simhachalam North Station.
	B. Line shall be kept clear upto advance signal No. 6.
	C. Interlocked L.C Gate at KM 7.96 shall be closed.
	D. Advanced starter signal No. 6 shall be taken 'OFF'.

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10. Home signal No. 3-E of line No. 2	A. Line clear shall be obtained from Duvvada Station.
	B. Line shall be kept clear upto advance starter signal No. 8.
	C. Interlocked L.C Gate at KM 7.96 shall be closed.
	D. Advanced starter signal No. 8 shall be taken 'OFF'.

The procedure for taking OFF calling on signals at this station is incorporated in detail in Appendix 'B' of the Station Working Rules.

b) **RECEPTION OF TRAINS:**
Reception of trains is governed by GR.3.36, 3.38, 3.40 and 4.17 with relevant SRs and SR 3.42.02(a)(iii) and SR 3.42.03.

c) Before taking off any approach signal, the Station Master on duty shall nominate a line which is clear of all obstructions not only upto the starter but also an adequate distance beyond it, vide SR 3.38.01(b)(i).

d) ADEQUATE DISTANCE:
To take off the home signal for admission of train, the adequate distance (signal overlap), as mentioned below shall be kept clear in terms of GR 3.40 and SRs thereto.

6.3.1 RESPONSIBILITY OF STATION MASTER FOR RESTORATION OF SIGNALS TO 'ON':
Station Master should ensure that the signal is put back to 'ON' after passage of train as per GR 3.36(2)(b)

6.4 SIMULTANEOUS RECEPTION / DESPATCH, CROSSING AND PRECEDENCE OF TRAINS:

a) Interlocking and lay out of the yard permits the following simultaneous movements.

i) Reception and despatch of an Up train from SCMN on line No. 1 to gate junction cabin.	AND	Reception and despatch of a Down train gate in cabin on line No. 2 to DVD or GPT. OR Reception and despatch of another Up train from GPT or Dn train from DVD on line No. 2 & to Gate Jn cabin.
ii) Reception and despatch of a Down train from gate junction on line No. 1 to SCMN.	AND	Reception and despatch of another Down train from gate junction cabin on line No. 2 to GPT or DVD.

6.5 COMPLETE ARRIVAL OF TRAINS:
At this Station the trains are booked to run through except in case of admission of a train by taking off OF calling on signals.

The SM on duty is responsible to ensure the complete arrival of the train by observing the last vehicle indicator prescribed in terms of GR 4.16 and SRs thereto.

In the event of trains running without a brake van the procedure prescribed under SR 4.23.02 should be strictly followed.

6.6 DISPATCH OF TRAINS:

a) Dispatch of trains is governed by the provisions of GR. 3.42 and SRs 3.36.04(b), 3.42.04; 3.42.01(a) and BWM 2.07(5)(a)(e)(f) and (g) and other relevant provisions of GR, SR, BWM and SWR.

b) Since there are not berthing lines at the cabin the interlocking does not permit admission of trains unless conditions for despatch of trains are complied.

c) **DISPATCH OF TRAINS FROM A NON-SIGNALLED LINE:**
Dispatch of trains from non-signalled line is governed by GR.5.11 and SR 5.11.01.

d) **ISSUE OF CAUTION ORDERS:**
Whenever the consequence of the line being under repairs, or any other reasons, special precautions are necessary, a caution order detailing the Kilometerage and speed at which a train shall travel, the reasons for taking such precautions shall be handed over to the driver of the train in term of GR 4.09 and SRs thereto.

e) **TRAINS ENTERING BLOCK SECTION SIGNAL:**
The CMR on duty shall send the train entering block section signal to the station in advance after train has passed last stop signal with its last vehicles indicator and inform the Station Master at the station.

6.7 TRAINS RUNNING THROUGH:

The SM on duty shall observe that the last vehicle of every train passing through his station is provided with a trail board or tail lamp or such other device in accordance with the provision of Rule GR 4.16.

The SM on duty shall also exchange signals with the crew and guard of passing trains. He shall also depute a token porter to the other side of the panel building to observe any un-usual or unsafe conditions on the passing trains vide GR 4.42 and SRs thereto.

6.8 WORKING IN CASE OF FAILURE:

DEFECTIVE TRACK CIRCUITS

SS/Dy. SS shall follow procedure laid down in GR 3.51.04, 3.68.04

DEFECTIVE POINTS

Procedure prescribed in GR 3.77 and relevant SRs shall be followed.

DEFECTIVE AXLE COUNTERS

Detailed procedure laid down in GR 3.51.04 and 3.68.04 shall be followed.

FAILURE OF SIGNALS AND INTERLOCKING

SS/Dy. SS on duty shall be responsible and personally supervise the setting, clamping and pad locking of all required facing and trailing points for admission or dispatch of trains and procedure laid in GR 3.68 to 3.71 and SRs there to shall be followed

6.9 SPECIAL PROVISIONS FOR WORKING OF MOTOR TROLLIES / MATERIAL LORRIES ETC:

Motor trolleys/ Material Lorries/Tower Wagons shall be worked in accordance with procedure laid down in as per GR 15.25, 15.27 and 17.08 and SRs thereto, and BWM 4.39 & 4.40.

Note: Trollies which are to be run on track circuited areas shall be insulated as per SR 15.02.02.

7. BLOCKING OF LINES:

NOT PERMITTED

8. SHUNTING:

NO PROVISION

8.1 **GENERAL PRECUTIONS:**

NO PROVISION

8.2 SHUNTING IN THE FACE OF AN APPROACHING TRAIN:

NO PROVISION

8.3 PROHIBITION OF SHUNTING - SPECIAL FEATURES:

NO PROVISION

8.4 SHUNTING OUTSIDE THE HOME SIGNAL:

NO PROVISION

8.5 SHUNTING OUTSIDE STATION SECTION (BLOCK BACK, BLOCK FORWARD):

NO PROVISION

8.6 SHUNTING IN THE SIDING TAKING OFF FROM STATION YARD.

NO PROVISION

8.7 WORKING OF OUTLAYING SIDINGS.

-------- NIL --------

9. ABNORMAL CONDITIONS.

(Procedure to be followed for working trains during abnormal working).

i) PARTIAL INTRRUPTION FAILURE OF BLOCK INSTRUMENTS:

In the event of failure of electrical communication instruments trains shall be worked vide SR 6.02.06.

ii) AUTHORITY TO PROCESS IN OCCUPIED BLOCK SECTIN:

On block Ticket: (T/A 602). Rules and regulations in GR 6.02.05 shall be followed

iii) TRAINS DELAYED IN BLOCK SECTION:

The rules laid down in GR. 6.04 and SR thereto shall be followed.

v) DEFECTIVE SIGNALS:

When signals become defective the procedure laid down in GR 3.68 to 3.71 and SRs thereto shall be followed. A signal in the 'OFF' position is the final indication that the points are correctly set of the route for which it applies and if it is found impossible to take 'OFF' a signal the setting of points on the route to which it applies shall be inspected by the SM/CMR before the signal is declared as defective irrespective of what is indicated by the position of the route levers, point levers and lock levers vide SR 3.68.01(c). In case of disconnection of signalling and interlocking gears for repairs and maintenance, procedure laid down in GR 3.51 and 3.68 with relevant SRs shall be followed.

vi) IN THE EVENT OF THE SIGNAL SHOWING NO LIGHT:

At night, If signal lights cannot be kept burning, Station Master on duty shall before granting the 'Line Clear' initiate action in accordance with the procedure prescribed in GR 3.68 to 3.72 and SR thereto vide GR 3.49(4).

vii) DEFECTIVE INTERLOCKING:

When interlocking becomes defective, the Station Master on duty shall personally supervise the setting, clamping and padlocking of all required facing points, for admission of passenger train or a goods train, when a passenger train is standing on the adjacent line vide SR 3.69.03(b)(i) and for goods train admission, this responsibility lies on the CMR vide SR 3.69.03(b)(ii).

viii) INSPECTION OF POINTS BEFORE DECLARING THEM DEFECTIVE:

However, before declaring a signal as defective, the setting of point on the route to which it applies shall be inspected by the SM/CMR irrespective of the position of route levers, point levers and lock levers in term of SR 3.68.01(c). The rules laid down in GR 3.69, 3.70 with relevant SRs and SR 3.77.01(b), shall be followed.

ix) DEFECTIVE OR DAMAGED POINTS:

When points become defective, the signal controlling these points shall be considered as defective and vice-versa and action to be taken as mentioned in paras 9.0(a)&(c) above.

Station Master is the incharge of S&T installations at the Station and he shall ensure efficient discharge of the duties lies on the S & T maintenance staff, to this extent he shall satisfy himself that both the ESM and MSM who visit the Station have done proper oiling, cleaning and adjustments as necessary of the signalling and interlocking gears and after ensuring this, the SM shall sign the diary indicating the condition of the gears as stipulated in the maintainer's diary. SM is also responsible for testing of points and signals as stipulated in SR 5.01.03.

x) PILOTING OF TRAINS INTO THE STATION YARD:

Piloting of trains into the Station yard is governed by SR 3.69.02 & 3.69.03.

i) Whenever home signal becomes defective, Station Master on duty shall advised the Station is the rear to issue written authority on form T/369/3(b)and the procedure laid down in SR 3.69.02(a) shall be followed.
ii) Whenever home signal becomes defective and the Station in rear has not been advised to issue a written authority on form T/369/3(b), procedure laid down in SR 3.69.03 shall be followed.

xi) PILOTING OF TRAINS OUT OF THE STATION YARD:

Piloting of trains out of the Station Yard is governed by GR 3.70, SR 3.70.01 & 3.70.02.

Whenever the starter/advanced starter has become defective the Station Master shall issue a written authority on Form T/369/3(b) to pass the starter/advanced starter signal and the procedure laid down in SR 3.70.01 and 3.70.02 shall be followed.

9.1 TOTAL FAILURE OF COMMUNICATIONS:

a) During total failure of communications, trains shall be worked in accordance with provisions of SR 6.02.03.
b) In the event of single line working on a double line section during total failure of communications, the provisions laid down in SR 6.02.02 shall be followed.
c) During partial interruption of communications the rules laid down is SR 6.02.03 shall be followed.

9.2 TEMPORARY SINGLE LINE WORKING ON DOUBLE LINE SECTION:

NIL

9.3 DESPATCH OF TRAINS UNDER AUTHORITY TO PROCEED WITHOUT LINE CLEAR OR UNDER BLOCK TICKET:

a) During total interruption of communications, while allowing the trains under authority to proceed without line clear, the relevant provisions under SR 6.02.03 shall be followed. The last stop signal shall not be taken 'OFF' but an authority to pass the last stop signal at 'ON' in the prescribed Form T/369/3B. shall be issued.

b) **ISSUE OF BLOCK TICKET:**

The Rules and regulations for working train on an obstructed line in case of obstruction or accident on the authority of block ticket (T/A462), when communications are available shall be followed, in accordance with the provisions of SR 6.02.02.

9.4 RUNNING TIME UNDER AUTHORITY TO PROCEED WITHOUT LINE CLEAR:

Section & KM	During day light And visibility is clear (15 KMPH)	During night when visibility is poor or obstructed (8 KMPH)
VDPD JN Cabin-Simhachalam North 7.91 KM	32 Minutes	60 Minutes
VDPD JN Cabin –GPT RRI Cabin 5.39 KM	22 Minutes	41 Minutes
VDPD JN Cabin –VSP Gate Junction 4.72 KM.	19 Minutes	36 Minutes

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VDPD JN Cabin –Duvvada 5.02 KM.	21 Minutes	38 Minutes

10. VISIBILITY TEST OBJECT:

The arm of UP starter signal No.24 and down starter signal No. 24 of common loop (line No.1) during day and their lights during night are earmarked to serve as Visibility Test object vide GR 3.61 (2) (b)(ii).

11. ESSENTIAL EQUIPMENT AT THE STATION

The detailed list of essential equipment to be maintained at the Station in good working order is given in Appendix-E of the SWR.

12. FOG SIGNALS AND STAFF NOMINATED TO BE CALLED IN CASE OF FOG

During thick, foggy or tempestuous whether or dust storm when the visibility of signals is impaired, the Station Master on duty shall initiate action to depute fog signalman with detonators vide GR 3.61 and SR thereto in order to indicate the location of the station approach signals for the driver of any approaching train.

The fog signal men shall be regular employees whose assurance must be obtained in the fog signal register of the station in the month of October every year. Temporary/Casual/Substitute employee shall not be employed as fog signal man.

The details of supply, stock use. Testing etc., shall be maintained as per GR 3.64 and SRs thereto.

Names of Fog signal man available at the Station shall be exhibited in the Station Office.

The use of fog signals in case of fog is governed by GR 3.61, 3.64 and relevant SRs thereto.

13. APPENDICES:

APPENDIX ‘A’	Working or level Crossing gates.
APPENDIX ‘B’	System of signalling and interlocking and Telecommunications
APPENDIX ‘C’	Anti Collision Device (Raksha Kavach).
APPENDIX ‘D’	Duties of train passing and Staff in each shift.
APPENDIX ‘E’	Essential equipment at the Station.
APPENDIX ‘F’	Working of DK stations, halts, IBH, IBS and outlying sidings.

CERTIFICATE

NOTHING IN THESE RULES SHALL BE READ AS CANCELLING, AMENDING OR MODIFYING ANY GENERAL AND SUBSIDIARY RULES, BLOCK WORING MANUAL AND OPERATING MANUAL. THESE RULES CANCEL ALL PREVIOUS STATION WORKING RULES.

APPLICATION

THIS ISSUE OF WORKING RULES CANCELS ALL STATION WORKING RULES OF DONKINIVALASA STATION ISSUED PREVIOUSLY AND SHALL BE BROUGHT INTO USE FROM.

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DOM[T/S] /WAT:

EAST COAST RAILWAY
WALTAIR DIVISION

APPENDIX 'A'
WORKING OF LEVEL CROSSING GATES
VADLAPUDI STATION

GATE WORKING RULES:

Working rule for 'C' Class level crossing gate interlocked with station signals situated at KM 7.96 from Simhachalam North on Steel plant line is station yard of Vadlapudi Panel RRI Cabin.

1. GENERAL

1.1 DESCRIPTION OF THE LEVEL CROSSING GATE:

Following details shall be mentioned at all manned level crossing gates:

1.	Number of Level Crossing Gate:	_____
2.	Engineering or Traffic Gate:	_____
3.	Under control of Station Master/Senior Section Engineer:	_____
4.	Location at KM:	**7.96**
5.	At Station:	**VADLAPUDI**
6.	In between stations	_____
7.	BG/MG/NG:	**BG**
8.	Single line/Double line/Multiple line:	**Double Line**
9.	Normal Position:	_____.
10.	Interlocked/non-interlocked:	**Interlocked**
11.	Means of Interlocking	_____
12.	Provisions of Gate signal at Kms.	
	i) Up Line	_____
	ii) Dn Line	_____
13.	Signalling arrangements	
14.	Means of Communication – Telephone/Bell etc:	**Telephone**
15.	Width of level crossing gate	_____
16.	Type of Road (NH/SH/Others)	_____
17.	Name of Road	_____.
18.	Metalled/non-metalled	_____.
19.	Approach road	_____
20.	Width of the road	_____.
21.	Angle of road crossing (In case of skew gates)	_____
22.	Road gradient (if any)	
	i) North/East side	_____.
	ii) South/West side	_____.
23.	Road alignment (straight/curve)	
	i) North/East side	_____
	ii) South/West side	_____
24.	Provision of height gauges	_____.
25.	Type of Barriers	_____.
26.	Length of Check Rails	_____
27.	Road Surface in between L – Xing gates	_____
28.	Length of Rumble strip/speed breakers	_____
29.	Road signs	_____

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APPENDIX 'A'

30. Speed breaker indication board _____
31. TVU _____
32. Census next due on _____
33. Demarcation for placement of Detonators _____
34. No. of Gatemen working _____
35. Nearest Medical Assistance _____
36. Nearest Private Medical Assistance available (if any) _____
37. List of equipment available Yes/No **Yes**

1.2. EQUIPMENT

ITEMS	QUANTITY/NUMBERS
(1) Hand Signal Lamp Tri Colour	3 (5 on Quadruple/Line or twin single line)
(2) Hand Signal Flag Green	1 Mounted on sticks
(3) Hand Signal Flag Red	3 (6 on Quadruple/Line or twin single line and 7 in case Hexaple Section mounted on sticks)
(4) Banner Flag Red	3 (5 on Quadruple/Line or twin single line)
(5) Posts for exhibiting red banner flag	2 (4 on Quadruple/Line or twin single line)
(6) Spare chains with padlocks	2 with stop mark.
(7) Detonators	10 in tin case
(8) Fusee	1 (3 on multiple line, double line, parallel lines suburban sections, automatic signalling and ghat sections)
(9) Gate lamps	2
(10) Tommy Bar	1
(11) Mortar Bar	1
(12) Spade/Fowrah	1
(13) Rammer	1 (In case of asphalted road this may not be provided)
(14) Pick Axe	1 (In case of asphalted road this may not be provided)
(15) Tin case for flags	1
(16) Can of oil	1
(17) Water pot/Bucket	1
(18) Canister for Muster Roll	1
(19) Set of spare spectacles for gateman wearing glasses	1
(20) Board demarcating protection of level crossing gate diagram in case of obstruction on gate	1
(21) Basket	1
(22) Whistle	1
(23) Wall Clock	1

1.3 RECORDS TO BE KEPT AT GATE LODGE:

In addition to the above equipment, following records shall also be kept at the gate lodge.

1. Gate Working Instructions in Hindi/English.
2. Gate Working Instructions in local vernacular language.
3. Gateman Rule Book in local vernacular language.

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APPENDIX 'A'

4. List of tools and books.
5. Duty Roster.
6. Certificate for working as gateman.
7. Bio-data particulars of Gateman, including date of passing vision test, Initial/refresher course, safety camp, etc.
8. Accident Register.
9. Record of last census of road traffic at level crossing gate.
10. Public Complaint Book.
11. Inspection Book.
12. S&T Register in case of Interlocked Engineering Gate.

1.4 DUTIES OF GATE MAN:

1 ALERTNESS:

The gateman shall be alert and be prepared to take immediate action, should danger be apprehended . Keys of the gate shall be in his personal custody

2 POSITION DURING PASSAGE OF TRAINS:

During passage of trains, gate man will stand in the manner indicated below:

i) Gateman will stand attentively in front of the gate-lodge facing the approaching train.

ii) In day time, gateman shall hold red and green flags furled up on separate sticks in right and left hands respectively.

iii) In night time, gateman shall hold lighted hand signal with white light facing the track.

iv) He shall keep the whistle slung around in his neck from a cord.

3 ROUTINE DUTIES OF GATE MAN:

i) Gateman shall ensure that red banner flag is placed across the track whenever the gate is kept in open condition for passage of road vehicles.

ii) Gateman shall ensure that gate lamps and lamps of all gate signals are lighted and kept burning continuously form sunset to sunrise.

iii) Gateman shall perform his duties strictly according to the duty roaster and shall not leave the gate unless reliever arrives and takes charge of it. However, if it is necessary to leave the gate in an emergency, he must close and lock the gates against road traffic, before leaving the gate.

iv) Except where otherwise prescribed under special instructions, he shall observe all passing trains and be prepared to take such action as may be necessary to ensure safety of trains.

v) Gateman shall watch all passing trains and keep sharp look out for any unusual like hot axle, hanging chains, hanging battery, and vehicle/wagon/train/battery box on fire, shifted load, falling material like brake blocks, brake beams, safety bracket, vacuum cylinder or any other situation endangering safe running of trains.

vi) Gateman shall also be prepared to repeat any signal which guard may give to driver on Walkie-talkie or in other way.

vii) If lifting barrier/leaf gates get damaged or becomes out of order, the gateman shall use the spare chain with disc and padlocks for securing the gate against road traffic.

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viii) Gateman shall report to the nearest Station Master, Gangmate or Permanent Way Inspector any defect in his gate or apparatus pertaining to it, as soon as possible.

ix) In the event of gate signal becoming defective the Gateman shall maintain the signal in the 'ON' position even by disconnecting the signal or the wire if necessary.

x) At the gate whose signal have become defective, the Gateman shall close and lock the lifting barriers/leaf gates on sighting a train and hand signal or pilot the train past the defective signal. In such case he should inform the driver to report the defect at the next station.

xi) Gateman shall wear badge and prescribed uniform while on duty at level crossing gate.

xii) Gateman shall ensure that his having competency certificate in his possession while on duty.

xiii) Gateman shall work the gate as per Gate Working Instructions and remain well conversant with these instructions.

xiv) Gateman shall ensure that equipment supplied at the gate is in good order and ready for immediate use.

xv) Gateman shall see that the channel for the flange of the wheel is kept clear.

xvi) Gateman shall keep the road surface well watered and rammed in case of unhealed roads.

xvii) Gateman must be vigilant to see that inconvenience to road users due to closure of gates should be to the minimum possible extent.

xviii) Gateman on electrified section shall watch that road vehicles/animals passing from gate are within the height-loading gauge provided on either side of the level crossing gate.

xix) Gateman shall prevent trespassing by persons or cattle to the maximum extent.

4) ACTION IN CASE OF UNSUAL OCCURRENCE ON TRAINS:

In case Gateman observes any thing unusual with a passing train, he shall take following action.

i) He shall take prompt action to warn the driver/guard of the passing train by showing red flag by day and red light by night.

ii) He shall simultaneously try to draw the attention of the driver/guard by whistling continuously, shouting, gesticulating, throwing ballast on the brake van or by any other means.

iii) If driver/guard fails to take notice, Gateman shall immediately inform the Station Master/Switchman/Cabinman, if connected on telephone, to take appropriate action, under exchange of private number.

iv) In case of train parting, Gateman shall not show stop hand signal but shall show prescribed signal for train parting.

v) He shall endeavour to attract the attention of the driver/guard by whistling continuously, shouting, gesticulating, and by raising both hands vertically above, quickly parting them and bringing them together in repeated UP and Down motion as high and low as possible.

vi) In case the train does not stop, shall immediately inform the Station Master/Switchman/Cabinman, if connected on telephone, to take appropriate action, under exchange of private number.

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5) **ACTION IN AN EMERGENCY AT THE LEVEL CROSSING:**

i) In case of an obstruction at the level crossing gate, Gateman shall maintain the gate signals, if any, in the 'ON' position.

ii) Thereafter, if he is unable to remove the obstruction, gateman shall immediately advise the Station Master/Switchman/Cabinman, on duty, if connected on telephone, to take appropriate action, under exchange of private number.

iii) If there is no response from the Station Master/Switchman/Cabinman after two or three attempts, he shall first protect the gate and then inform of the phone.

The Gateman shall protect the line as under:

a) On Double Line Section

i) If both lines are obstructed the Gateman shall plant a red banner flag by day and a red light by night 5 meters away on posts duty provided for the purpose. He shall first protect the line on which a train is expected to arrive first.

ii) Then he will similarly plant the other red banner flag by day and red light by night 5 meters away from the site of obstruction.

iv) Gateman shall then proceed to protect the gate along with detonators, fuses and red flag by day and red hand signal lamp by night.

APPENDIX 'A'

v) Gateman shall proceed exhibiting red flag by day and red hand signal lamp by night on the line on which a train is expected to arrive first, to a point 600meters, on BG and 400 meters on MG/NG and place one detonator on the line. Thereafter he shall proceed to a distance 1200 meters on BG and 800 meters on MG/NG from the level crossing gate and place 3 detonators on the track 10 meters apart. Having thus protected the line he shall return to the level crossing gate picking up the intermediated detonator on his way back.

vi) Thereafter, he shall proceed on the other line, showing red hand signal, similarly place detonators as described in Para (iv) above and return to the site of obstruction, picking up the intermediate detonator on his way back.

vii) Having returned to the gate, he must then take steps to remove the obstruction, and warn the driver of the approaching train..

viii) On those meter gauge sections where trains run at more than 75 kmph. Detonators shall be placed at distance to be specified under Special Instructions by the Administration.

ix) In case the Gateman observes or hears a train approaching when he is still on his way to protect and before he reaches the stipulated distance to place detonators, he shall place detonators on the line at a distance as far as he can go.

x) Thereafter, he shall light up and fix the fuses to warn the driver and stop the approaching train by waving this red flag by day red hand signal lamp by night repeatedly.

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b) Other action to be taken by Gateman:

i) At night Gateman shall light two hand signal lamps and take action to exhibit red light and protect the lines as described in sub paras (a) and (b) above.

ii) If the gate is broken by a road vehicle, which is fouling the track, or if lifting barriers/leaf gates or any other obstruction at the gate, the Gateman shall take immediate action.

iii) He shall note down the particulars of the road vehicle, vehicle number, name of the driver, owner and relay these details to the nearest Station master/Cabin Master or Sr. Section Engineer regarding the particulars and obstructions at the level crossing gate, through messenger or other means available.

APPENDIX 'A'

ANNEXURE – IV

WORKING INSTRUCTIONS FOR ENGINEERING LEVEL CROSSING GATES NON-INTERLOCKED, PROVIDED WITH TELEPHOE WITH NORMAL POSITION "OPEN TO ROAD TRAFFIC" - IT IS A "C" CLASS GATE AT KM 347/3-4

(General Instructions are common for all types of Manned Level Crossing Gates)

1. MODE OF OPERATION:

Detailed more of operation for opening and closing the level crossing gate shall be provided in the respective Station Working Rules and Gate Working Instructions incorporating local operational requirements. When level crossing gate is required to be opened for passage of road traffic, the gateman first open the gate farthest away from approaching road traffic and then open the gate on the side nearest the approaching road traffic.

2. EXCHANGE OR PRIVATE NUMBER:

(a) When Gate is connected with the station at the dispatching end:

i) Station Master / Switchman / Cabinman at the dispatching end shall advise the gateman the number, description, direction and expected time of the passage of the train at the gate, under exchange of private number.

ii) Such advice shall be given before taking 'OFF' departure signals or giving an authority to proceed to the driver.

iii) The Gateman on receipt of the advice shall close the gate well in time and confirm the same, under exchange of private number.

iv) Station Master / Switchman / Cabinman will lower the departure signals after getting the private number of the gateman.

v) Gate once closed for road traffic must on no account be opened unless this is authorized by the Station Master / Switchman / Cabinman, under exchange of private number.

(b) When Gate is connected with the station at the receiving end:

i) Station Master / Switchman / Cabinman at the dispatching end shall advise the Station Master / Switchman / Cabinman at the other end the number, description, direction and expected time of the passage of the train at the gate, under exchange of private number.

ii) Such advice shall be given before obtaining line clear.

iii) Station Master / Switchman / Cabinman at the receiving end shall in turn convey the same advice to the gateman, under exchange of private number.

iv) The Gateman shall close the and thereafter give his private number to the Station Master / Switchman / Cabinman.

v) Only then the Station Master / Switchman / Cabinman at the receiving end grant line clear to the Station Master / Switchman / Cabinman at the dispatching end,

vi) Gate once closed for road traffic must on no account be opened unless this is authorized by the Station Master / Switchman / Cabinman, under exchange of private number.

ANNEXURE – IV **APPENDIX 'A'**

3. FAILURE OF TELEPHONIC COMMUNICATION:

When Telephone Communication fails or it does not get any response from the Gateman despite 2 or 3 attempts, the following procedure should be adopted:

i) Station Master at dispatching end shall issue a caution order to the driver before dispatching a train in the block section from his end.

ii) The caution order shall advice the driver to whistle continuously and approach the gate cautiously.

iii) The driver shall be instructed to pass the gate cautiously, on being hand signalled by the gateman. If hand signal is not seen, driver should be prepared to stop short of the gate and depute his Assistant Driver to see the conditions of the gate. If the gate is closed, the Assistant Driver will give the all right signal and if the gate is not closed the Assistant Driver must close the gate and then give all right signal. In the absence of the Assistant Driver, the Driver may take the assistance of Assistance Guard/Guard and shall stop clear of the level crossing to pick up the Assistant driver who will reopen the gate for passage of road traffic.

iv) In case of an approaching train, the Station Master shall advise the Station Master at the dispatching end, under exchange of private number, that the telephone at the gate has failed.

v) The station Master at the dispatching end shall issue a caution order to the driver before dispatching a train in the block section from his end.

vi) Station Master shall also advise the gateman through gangman / patrolman or driver of the first train that the telephone has become defective.

vii) He should also advise S&T staff responsible for maintenance of the telephone to rectify the defect at the earliest.

viii) Normal working will be resumed only after S&T staff rectifies the telephone and issue reconnection/fit memo for the same.

4. FAILURE OF LIFTING BARRIERS OR LEAF GATES:

i) When the gate cannot be closed due to failure of lifting barriers / leaf gates, the gateman will immediately inform the Station Master / Switchman / Cabinman on duty, under exchange of private number, and ensure the lifting barriers or leaf gates do not foul the track.

ii) He shall immediately fix red banner flag by day and red light by night on the post at that end first form which the train is approaching and then at the other end.

iii) Gateman shall secure the gate against road traffic by means of safety chains and padlocks.

iv) After securing the gate against road traffic, he shall show green hand signal flag by day and green light by night to the Driver of the approaching train.

v) Station Master on duty shall issue a caution order to the driver of a departing train.

vi) He shall also advice the Station Master at the dispatching end, under exchange of private number, to similarly issue a caution order to the driver before dispatching a train in the block section from this end.

vii) He should advice maintenance staff responsible for maintenance of lifting barriers/leaf gates to repair the defect at the earliest.

viii) Normal working will be resumed only after the maintenance staff repairs the barrier/leaf gates and issue reconnection / fit memo for the same.

ANNEXURE – IV **APPENDIX 'A'**

5. OBSTRUCTION AT THE GATE:

i) If the gate is broken by a road vehicle which is fouling the track, or if lifting barriers/leaf gates or any other part of the gate foul the track, or if there is any other obstruction at the gate, the Gateman shall immediately fix red banner flag by day and red lamp by night on posts provided at both ends of the gates, for this purpose.

ii) Immediately after this, the Gateman shall advise the Station Master / Cabinman on duty, regarding the defects/obstruction at the gate, under exchange of private number.

iii) Station Master/Switchman/Cabinman, on duty shall be advised to put the reception/departure signals back to 'ON' position, if taken 'OFF" for a train.

iv) If there is no response from the Station Master/ Cabinman after two or three attempts, he shall first protect the gate and then inform on phone.

v) Gateman shall then rush with detonators, fuse and red flag by day and red hand signal lamp by night in the direction of the approaching train and protect the gate as stipulated in General Instruction for duties of Gateman under Item No. 1.5(5).

vi) Thereafter he shall protect he gate from the other direction also.

vii) He shall note down the particulars of the road vehicle, vehicle number, name of the driver, owner and relay these details to the Station master who shall not start the train unless he has been assured by the Gateman that the road vehicle or the lifting barriers/leaf gates are not fouling the track.

viii) The Station Master shall also inform the Station Master at the dispatching end, under exchange of private number, asking him not to dispatch any train in the block section form his end, until the track has been cleared of all obstructions.

ix) After the track has been cleared of all obstructions the Gateman shall inform the Station Master accordingly, under exchange of private number.

x) Station Master shall then issue a caution order to Drivers of all trains to proceed cautiously, and pass the reception/departure signal at 'ON' position on green hand signal of the Gateman, if the gate is broken, but is clear of any obstructions.

xi) Gateman shall secure the gate against road traffic by means of safety chains and padlocks and thereafter exhibit green hand signal, if the gate is not obstructed.

xii) Station Master shall advice maintenance staff responsible for maintaining the lifting barriers/leaf gates to repair the same. At the earliest.

xiii) Normal working will be resumed only after maintenance staff rectify the defective lifting barriers/leaf gates and issue reconnection/fit memo for the same

6. OBSTRUCTION ON THE TRACK NEAR LEVEL CROSSING:

If there is a rail fracture or obstruction on the track due to falling of a tree, fouling by road vehicle or derailment which is visible to the gateman, the gateman and Station Master will adopt the procedure given under Item No.5 above. If the obstruction fouls the Level Crossing Gate, he must keep the gates closed against road traffic till the track is cleared of the obstruction.

EAST COAST RAILWAY
WALTAIR DIVISION

APPENDIX 'A'
WORKING OF LEVEL CROSSING GATES
VADLAPUDI STATION

GATE WORKING RULES:

This is a special class interlocked level crossing gate situated at KM 2.12 from Simhachalam North on Steel plant lines outside station limits of VADLAPUDI Jn panel cabin between Vadlapudi junction panel cabin and Gate junction RRI cabin across the twin single lines. The gate is provided with coupled type lifting barriers operated with winch from gate lodge.

1. GENERAL

1.2 DESCRIPTION OF THE LEVEL CROSSING GATE:

Following details shall be mentioned at all manned level crossing gates:

1.	Number of Level Crossing Gate:	_____
2.	Engineering or Traffic Gate:	_____
3.	Under control of Station Master/Senior Section Engineer:	_____
4.	Location at KM:	**2.12**
5.	At Station:	**VADLAPUDI**
6.	In between stations	_____
7.	BG/MG/NG:	**BG**
8.	Single line/Double line/Multiple line:	**Double Line**
9.	Normal Position:	_____
10.	Interlocked/non-interlocked:	**Interlocked**
11.	Means of Interlocking	_____
12.	Provisions of Gate signal at Kms.	
	i) Up Line	_____
	ii) Dn Line	_____
13.	Signalling arrangements	
14.	Means of Communication – Telephone/Bell etc:	**Telephone**
15.	Width of level crossing gate	_____
16.	Type of Road (NH/SH/Others)	_____
17.	Name of Road	_____.
18.	Metalled/non-metalled	_____.
19.	Approach road	_____
20.	Width of the road	_____.
21.	Angle of road crossing (In case of skew gates)	_____
22.	Road gradient (if any)	
	i. North/East side	_____.
	ii. South/West side	_____.
23.	Road alignment (straight/curve)	
	iii. North/East side	_____
	iv. South/West side	_____
24.	Provision of height gauges	_____.
25.	Type of Barriers	**Coupled Lifting Type**
26.	Length of Check Rails	_____
27.	Road Surface in between L – Xing gates	_____
28.	Length of Rumble strip/speed breakers	_____

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29. Road signs _____
30. Speed breaker indication board _____
31. TVU _____
32. Census next due on _____
33. Demarcation for placement of Detonators _____
34. No. of Gatemen working _____
35. Nearest Medical Assistance _____
36. Nearest Private Medical Assistance available (if any) _____
37. List of equipment available Yes/No **Yes**

1.2. EQUIPMENT

ITEMS	QUANTITY/NUMBERS
(1) Hand Signal Lamp Tri Colour	3 (5 on Quadruple/Line or twin single line)
(2) Hand Signal Flag Green	1 Mounted on sticks
(3) Hand Signal Flag Red	3 (6 on Quadruple/Line or twin single line and 7 in case Hexaple Section mounted on sticks)
(4) Banner Flag Red	3 (5 on Quadruple/Line or twin single line)
(5) Posts for exhibiting red banner flag	2 (4 on Quadruple/Line or twin single line)
(6) Spare chains with padlocks	2 with stop mark.
(7) Detonators	10 in tin case
(8) Fusee	1 (3 on multiple line, double line, parallel lines suburban sections, automatic signalling and ghat sections)
(9) Gate lamps	2
(10) Tommy Bar	1
(11) Mortar Bar	1
(12) Spade/Fowrah	1
(13) Rammer	1 (In case of asphalted road this may not be provided)
(14) Pick Axe	1 (In case of asphalted road this may not be provided)
(15) Tin case for flags	1
(16) Can of oil	1
(17) Water pot/Bucket	1
(18) Canister for Muster Roll	1
(19) Set of spare spectacles for gateman wearing glasses	1
(20) Board demarcating protection of level crossing gate diagram in case of obstruction on gate	1
(21) Basket	1
(22) Whistle	1
(23) Wall Clock	1

1.3 RECORDS TO BE KEPT AT GATE LODGE:

In addition to the above equipment, following records shall also be kept at the gate lodge.

1. Gate Working Instructions in Hindi/English.
2. Gate Working Instructions in local vernacular language.

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3. Gateman Rule Book in local vernacular language.
4. List of tools and books.
5. Duty Roster.
6. Certificate for working as gateman.
7. Bio-data particulars of Gateman, including date of passing vision test, Initial/refresher course, safety camp, etc.
8. Accident Register.
9. Record of last census of road traffic at level crossing gate.
10. Public Complaint Book.
11. Inspection Book.
12. S&T Register in case of Interlocked Engineering Gate.

1.4 DUTIES OF GATE MAN:

1 ALERTNESS:

The gateman shall be alert and be prepared to take immediate action, should danger be apprehended . Keys of the gate shall be in his personal custody

2 POSITION DURING PASSAGE OF TRAINS:

During passage of trains, gate man will stand in the manner indicated below:

i) Gateman will stand attentively in front of the gate-lodge facing the approaching train.

ii) In day time, gateman shall hold red and green flags furled up on separate sticks in right and left hands respectively.

iii) In night time, gateman shall hold lighted hand signal with white light facing the track.

iv) He shall keep the whistle slung around in his neck from a cord.

3 ROUTINE DUTIES OF GATE MAN:

i) Gateman shall ensure that red banner flag is placed across the track whenever the gate is kept in open condition for passage of road vehicles.

ii) Gateman shall ensure that gate lamps and lamps of all gate signals are lighted and kept burning continuously form sunset to sunrise.

iii) Gateman shall perform his duties strictly according to the duty roaster and shall not leave the gate unless reliever arrives and takes charge of it. However, if it is necessary to leave the gate in an emergency, he must close and lock the gates against road traffic, before leaving the gate.

iv) Except where otherwise prescribed under special instructions, he shall observe all passing trains and be prepared to take such action as may be necessary to ensure safety of trains.

v) Gateman shall watch all passing trains and keep sharp look out for any unusual like hot axle, hanging chains, hanging battery, and vehicle/wagon/train/battery box on fire, shifted load, falling material like brake blocks, brake beams, safety bracket, vacuum cylinder or any other situation endangering safe running of trains.

vi) Gateman shall also be prepared to repeat any signal which guard may give to driver on Walkie-talkie or in other way.

vii) If lifting barrier/leaf gates get damaged or becomes out of order, the gateman shall use the spare chain with disc and padlocks for securing the gate against road traffic.

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viii) Gateman shall report to the nearest Station Master, Gangmate or Permanent Way Inspector any defect in his gate or apparatus pertaining to it, as soon as possible.

ix) In the event of gate signal becoming defective the Gateman shall maintain the signal in the 'ON' position even by disconnecting the signal or the wire if necessary.

x) At the gate whose signal have become defective, the Gateman shall close and lock the lifting barriers/leaf gates on sighting a train and hand signal or pilot the train past the defective signal. In such case he should inform the driver to report the defect at the next station.

xi) Gateman shall wear badge and prescribed uniform while on duty at level crossing gate.

xii) Gateman shall ensure that his having competency certificate in his possession while on duty.

xiii) Gateman shall work the gate as per Gate Working Instructions and remain well conversant with these instructions.

xiv) Gateman shall ensure that equipment supplied at the gate is in good order and ready for immediate use.

xv) Gateman shall see that the channel for the flange of the wheel is kept clear.

xvi) Gateman shall keep the road surface well watered and rammed in case of unhealed roads.

xvii) Gateman must be vigilant to see that inconvenience to road users due to closure of gates should be to the minimum possible extent.

xviii) Gateman on electrified section shall watch that road vehicles/animals passing from gate are within the height-loading gauge provided on either side of the level crossing gate.

xix) Gateman shall prevent trespassing by persons or cattle to the maximum extent.

4) ACTION IN CASE OF UNSUAL OCCURRENCE ON TRAINS:

In case Gateman observes any thing unusual with a passing train, he shall take following action.

i) He shall take prompt action to warn the driver/guard of the passing train by showing red flag by day and red light by night.

ii) He shall simultaneously try to draw the attention of the driver/guard by whistling continuously, shouting, gesticulating, throwing ballast on the brake van or by any other means.

iii) If driver/guard fails to take notice, Gateman shall immediately inform the Station Master/Switchman/Cabinman, if connected on telephone, to take appropriate action, under exchange of private number.

iv) In case of train parting, Gateman shall not show stop hand signal but shall show prescribed signal for train parting.

v) He shall endeavour to attract the attention of the driver/guard by whistling continuously, shouting, gesticulating, and by raising both hands vertically above, quickly parting them and bringing them together in repeated UP and Down motion as high and low as possible.

vi) In case the train does not stop, shall immediately inform the Station Master/Switchman/Cabinman, if connected on telephone, to take appropriate action, under exchange of private number.

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5) **ACTION IN AN EMERGENCY AT THE LEVEL CROSSING:**

i) In case of an obstruction at the level crossing gate, Gateman shall maintain the gate signals, if any, in the 'ON' position.

ii) Thereafter, if he is unable to remove the obstruction, gateman shall immediately advise the Station Master/Switchman/Cabinman, on duty, if connected on telephone, to take appropriate action, under exchange of private number.

iii) If there is no response from the Station Master/Switchman/Cabinman after two or three attempts, he shall first protect the gate and then inform of the phone.

The Gateman shall protect the line as under:

a) On Double Line Section

i) If both lines are obstructed the Gateman shall plant a red banner flag by day and a red light by night 5 meters. Away on posts duty provided for the purpose. He shall first protect the line on which a train is expected to arrive first.

ii) Then he will similarly plant the other red banner flag by day and red light by night 5 meters away from the site of obstruction.

iv) Gateman shall then proceed to protect the gate along with detonators, fuses and red flag by day and red hand signal lamp by night.

v) Gateman shall proceed exhibiting red flag by day and red hand signal lamp by night on the line on which a train is expected to arrive first, to a point 600meters, on BG and 400 meters on MG/NG and place one detonator on the line. Thereafter he shall proceed to a distance 1200 meters on BG and 800 meters on MG/NG from the level crossing gate and place 3 detonators on the track 10 meters apart. Having thus protected the line he shall return to the level crossing gate picking up the intermediated detonator on his way back.

vi) Thereafter, he shall proceed on the other line, showing red hand signal, similarly place detonators as described in Para (iv) above and return to the site of obstruction, picking up the intermediate detonator on his way back.

vii) Having returned to the gate, he must then take steps to remove the obstruction, and warn the driver of the approaching train.

viii) On those meter gauge sections where trains run at more than 75 kmph. Detonators shall be placed at distance to be specified under Special Instructions by the Administration.

ix) In case the Gateman observes or hears a train approaching when he is still on his way to protect and before he reaches the stipulated distance to place detonators, he shall place detonators on the line at a distance as far as he can go.

x) Thereafter, he shall light up and fix the fuses to warn the driver and stop the approaching train by waving this red flag by day red hand signal lamp by night repeatedly.

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b) Other action to be taken by Gateman:

i) At night Gateman shall light two hand signal lamps and take action to exhibit red light and protect the lines as described in sub paras (a) and (b) above.

ii) If the gate is broken by a road vehicle, which is fouling the track, or if lifting barriers/leaf gates or any other obstruction at the gate, the Gateman shall take immediate action.

iii) He shall note down the particulars of the road vehicle, vehicle number, name of the driver, owner and relay these details to the nearest Station master/Switchman/Cabinman or Permanent Way Inspector regarding the particulars and obstructions at the level crossing gate, through messenger or other means available.

APPENDIX 'A'

ANNEXURE – II

WORKING INSTRUCTIONS FOR TRAFFIC LEVEL CROSSING GATES INTERLOCKED WITH STOP SIGNALS OF THE STATION PROVIDED WITH TELEPHONE, WITH NORMAL POSITION "OPEN TO ROAD TRAFFIC" - IT IS A "C" CLASS GATE AT KM 349/663:

(General Instructions are common for all types of Manned Level Crossing Gates)

1. MODE OF OPERATION:

Detailed more of operation for opening and closing the level crossing gate shall be provided in the respective Station Working Rules and Gate Working Instructions incorporating local operational requirements. When level crossing gate is required to be opened for passage of road traffic, the gate must first open the gate on the side nearest the approaching road traffic.

2. EXCHANGE OR PRIVATE NUMBER:

i) Before taking off reception/departure signals Station Master / Switchman / Cabinman shall inform the Gateman, the number, description and direction of the train, under exchange of private number.

ii) The gateman shall close the gate and transfer the key to the Station Master / Switchman / Cabinman.

iii) The reception/departure signals will then be taken 'OFF'.

iv) In order to ensure that road traffic is not held up for along time, the Station Master / Switchman / Cabinman must ensure that the train is ready for departure in all respects before he advises the gateman for closing the gate.

v) If the gate is operated from the cabin itself, Station Master / Switchman / Cabinman shall ensure that the gate is closed against road traffic, before taking 'OFF' reception/departure signals.

vi) When a train has to be piloted to and from the station yard or any shunting movement is to be done, the staff deputed to pilot the train or to perform the shunting across the gate shall be personally responsible to ensure that the gate is closed against road traffic before allowing any movement across the gate.

3. FAILURE OF TELEPHONIC COMMUNICATION:

When Telephone Communication falls or it does not get any response from the Gateman despite 2 or 3 attempts, the following procedure should be adapted:

i) Station Master on duty shall send written advice to the Gateman through the Porter with full details of number, description and direction of the train.

ii) Gateman or receipt of such advice shall close the gate and transmit the key to the Station Master / Switchman / Cabinman, which will enable them to take 'OFF' reception/departure signals.

iii) When sufficient time is not available because of greater frequency of train service, Station Master issue written authority to the train driver to pass the signal at 'ON' position.

iv) In addition Station Master shall also issue a caution order advising the Driver to whistle continuously and approach the gate cautiously.

v) The train Driver shall be instructed to pass the gate cautiously, on being hand signalled by the Gateman. If hand signal is not seen, driver should be prepared to stop the stop short of the gate and ensure that gate is closed following GR 3.73(2)(b)

ANNEXURE – II **APPENDIX 'A'**

vi) In case of an approaching train, the Station Master Shall advise the Station Master at the dispatching end, under exchange of private number, that the telephone at the gate has failed.

vii) The Station Master at the dispatching end shall then issue a caution order to the driver before dispatching a train in the block section from his end.

viii) He should also advise S&T staff responsible for maintenance of the telephone to rectify the defect at the earliest.

ix) Normal working will be resumed only after staff rectifies the telephone and issue reconnection/fit memo for the same.

4. FAILURE OF LIFTING BARRIERS OR LEAF GATES:

i) When the gate cannot be closed due to failure of lifting barriers or leaf gates, the Gateman will immediately inform the Station Master on duty, under exchange of private number, end ensure the lifting barriers or leaf gates do not foul the track.

ii) He shall immediately fix red banner flag by day and red light by night on the post at that end first form which the train is approaching and then at the other end.

iii) Gateman shall secure the gate against road traffic by means of safety chains and padlocks.

iv) After securing the gate against road traffic gateman shall show green hand signal flag by day and green light by night to the Driver of the approaching train.

v) Station Master on duty shall issue a caution order to the driver of a departing train.

vi) He shall also advice the Station Master at the dispatching end, under exchange of private number, to similarly issue a caution order to the driver before dispatching a train in the block section from this end.

vii) Station Master will advice maintenance staff responsible for maintenance of lifting barriers/leaf gates to repair the defect at the earliest.

viii) Normal working will be resumed only after the maintenance staff repairs the barrier/leaf gates to repair the defect at the earliest.

NOTE:

a) In case of failure of lifting barriers/leaf gates worked form the cabin, Station Master will send station porter to secure the gate against road traffic by safety channels and padlocks.

b) Authority to pass signals at 'ON' position as per rules shall also be issued to the drivers of both departing and arriving trains.

5. FAILURE OF GATE KEY WITH THE GATE IN CLOSED POSITION WHEN GATE KEY CANNOT BE EXTRACTED FOR OPENING THE GATE:

i) If the gate key cannot be extracted from the winch, the gate leaver or the key transmitter, then Gateman must immediately inform the Station Master / Switchman / Cabinman on duty on telephone, under exchange or private number.

ii) If emergency key is available at the gate lodge/cabin, Gateman / Switchman / Cabinman/ Leverman will take it out from the sealed box by breaking the seal and open the gate for road traffic. Emergency key provision is not available.

ANNEXURE – II **APPENDIX 'A'**

iii) The record of the data and time of breaking the sealed cover of Emergency key box shall be recorded and signed with reasons.

iv) Thereafter, the gate must be treated as non-interlocked and procedure for reception/dispatch of trains as prescribed for non-interlocked gates, should be adopted.

v) Station Master on duty shall issue a caution order to the driver of a departing train.

vi) He shall also advise the Station Master at the dispatching end, under exchange of private number, to similarly issue a caution order to the Driver before dispatching the train in the block section form his end.

vii) Station Master will advise S&T staff responsible for maintenance of winch/gate levers/key transmitter to rectify the defect at the earliest.

viii) Normal working will resume only after S&T staff repairs the winch/gate leaves/key transmitter and issue reconnection/fit memo for the same.

ix) After rectification, the Emergency key shall be replaced in the Emergency Key Box and resealed by the S&T maintainer.

6. FAILURE OF GATE KEY WITH THE GATE IN OPEN POSITION:

i) If the gate key cannot be extracted from the winch, the gate leaver or the key transmitter, then Gateman must immediately inform the Station Master on duty on telephone, under exchange or private number.

ii) Thereafter, the gate must be treated as non-interlocked and procedure for reception/dispatch of trains as prescribed for non-interlocked gate should be adopted.

iii) Gateman shall secure the gate against road traffic by mans of chains and padlocks and pass the trains on hand signals.

iv) Station Master on duty shall issue a caution order to the driver of a departing train.

v) He shall also advise the Station Master at the dispatching end, under exchange of private number, to similarly issue a caution order to the Driver before dispatching the train in the block section form his end.

vi) Station Master will advise S&T staff responsible for maintenance of winch/gate levers/key transmitter to rectify the defect at the earliest.

vii) Normal working will resume only after S&T staff repairs the winch/gate leaves/key transmitter and issue reconnection/fit memo for the same.

viii) After rectification, the Emergency key shall be replaced in the Emergency Key Box and resealed by the S&T maintainer.

7. OBSTRUCTION AT THE GATE:

i) If the gate is broken by a road vehicle which is fouling the track, or if lifting barriers/leaf gates or any other part of the gate foul the track, or if there is any other obstruction at the gate, the Gateman shall immediately fix red banner flag by day and red lamp by night on posts provided at both ends of the gates, for this purpose.

ii) Immediately after this, the Gateman shall advise the Station Master / Switchman / Cabinman on duty, regarding the defects/obstruction at the gate, under exchange of private number.

iii) Station Master / Switchman / Cabinman, on duty shall be advised to put the reception/departure signals back to 'ON' position, if taken 'OFF" for a train.

ANNEXURE – II **APPENDIX 'A'**

iv) If there is no response from the Station Master / Switchman / Cabinman after two or three attempts, he shall first protect the gate and then inform on phone.

v) Gateman shall then rush with detonators, fuse and red flag by day and red hand signal lamp by night in the direction of the approaching train and protect the gate as stipulated in General Inspection for duties of gateman under Item No. 1.5(5).

vi) Thereafter he shall protect he gate from the other direction also.

vii) He shall note down the particulars of the road vehicle, vehicle number, name of the driver, owner and relay these details to the Station master who shall not start the train unless he has been assured by the Gateman that the road vehicle or the lifting barriers/leaf gates are not fouling the track.

viii) The Station Master shall also inform the Station Master at the dispatching end, under exchange of private number, asking him not to dispatch any train in the block section form his end, until the track has been cleared of all obstructions.

ix) After the track has been cleared of all obstructions the Gateman shall inform the Station Master accordingly, under exchange of private number.

x) Station Master shall then issue a caution order to Drivers of all trains to proceed cautiously, and pass the reception/departure signal at 'ON' position on green hand signal of the Gateman, if the gate is broken, but is clear of any obstructions.

xi) Gateman shall secure the gate against road traffic by means of safety chains and padlocks and thereafter exhibit green hand signal, if the gate is not obstructed.

xii) Station Master shall advice maintenance staff responsible for maintaining the lifting barriers/leaf gates to repair the same at the earliest.

xiii) Normal working will be resumed after maintenance staff rectify the defective lifting barriers/leaf gates and issue reconnection/fit memo for the same.

8. OBSTRUCTION ON THE TRACK NEAR LEVEL CROSSING:

If there is a rail fracture or obstruction on the track due to falling of a tree, fouling by road vehicle or derailment which is visible to the Gateman, the Gateman and Station Master will adopt the procedure given under Item No.7 above. If the obstruction fouls the Level Crossing Gate, Gateman must keep the gates closed against road traffic till the track is cleared of the obstruction.

EAST COAST RAILWAY
WALTAIR DIVISION

APPENDIX 'A'
WORKING OF LEVEL CROSSING GATES
VADLAPUDI STATION

GATE WORKING RULES:

Working rule for 'C' Class non-interlocked crossing gate situated at KM 875/2 between VDPD-SCMN/GPT.

1. GENERAL

1.1 DESCRIPTION OF THE LEVEL CROSSING GATE:

Following details shall be mentioned at all manned level crossing gates:

1.	Number of Level Crossing Gate:	_____
2.	Engineering or Traffic Gate:	_____.
3.	Under control of Station Master/Senior Section Engineer:	_____
4.	Location at KM:	**875/2**
5.	At Station:	**VADLAPUDI**
6.	In between stations	**VDPD & SCMN/GPT**
7.	BG/MG/NG:	**BG**
8.	Single line/Double line/Multiple line:	**Double Line**
9.	Normal Position:	_____.
10.	Interlocked/non-interlocked:	**Non-Interlocked**
11.	Means of Interlocking	_____
12.	Provisions of Gate signal at Kms.	
	i). Up Line	_____
	ii). Dn Line	_____
13.	Signalling arrangements	
14.	Means of Communication – Telephone/Bell etc:	**Telephone**
15.	Width of level crossing gate	_____
16.	Type of Road (NH/SH/Others)	_____
17.	Name of Road	_____.
18.	Metalled/non-metalled	_____.
19.	Approach road	_____
20.	Width of the road	_____.
21.	Angle of road crossing (In case of skew gates)	_____
22.	Road gradient (if any)	
	i). North/East side	_____.
	ii). South/West side	_____.
23.	Road alignment (straight/curve)	
	i). North/East side	_____
	ii). South/West side	_____
24.	Provision of height gauges	_____.
25.	Type of Barriers	**Coupled Lifting Type**.
26.	Length of Check Rails	_____
27.	Road Surface in between L – Xing gates	_____
28.	Length of Rumble strip/speed breakers	_____
29.	Road signs	_____
30.	Speed breaker indication board	_____

[CH.SRINIVAS]
D.S.T.E /WAT

[M.V.R.MURTHY]
DOM[T/S] /WAT:

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31. TVU _____
32. Census next due on _____
33. Demarcation for placement of Detonators _____
34. No. of Gatemen working _____
35. Nearest Medical Assistance _____
36. Nearest Private Medical Assistance available (if any) _____
37. List of equipment available Yes/No **Yes**

1.2. EQUIPMENT

ITEMS	QUANTITY/NUMBERS
(1) Hand Signal Lamp Tri Colour	3 (5 on Quadruple/Line or twin single line)
(2) Hand Signal Flag Green	1 Mounted on sticks
(3) Hand Signal Flag Red	3 (6 on Quadruple/Line or twin single line and 7 in case Hexaple Section mounted on sticks)
(4) Banner Flag Red	3 (5 on Quadruple/Line or twin single line)
(5) Posts for exhibiting red banner flag	2 (4 on Quadruple/Line or twin single line)
(6) Spare chains with padlocks	2 with stop mark.
(7) Detonators	10 in tin case
(8) Fusee	1 (3 on multiple line, double line, parallel lines suburban sections, automatic signalling and ghat sections)
(9) Gate lamps	2
(10) Tommy Bar	1
(11) Mortar Bar	1
(12) Spade/Fowrah	1
(13) Rammer	1 (In case of asphalted road this may not be provided)
(14) Pick Axe	1 (In case of asphalted road this may not be provided)
(15) Tin case for flags	1
(16) Can of oil	1
(17) Water pot/Bucket	1
(18) Canister for Muster Roll	1
(19) Set of spare spectacles for gateman wearing glasses	1
(20) Board demarcating protection of level crossing gate diagram in case of obstruction on gate	1
(21) Basket	1
(22) Whistle	1
(23) Wall Clock	1

1.3 RECORDS TO BE KEPT AT GATE LODGE:

In addition to the above equipment, following records shall also be kept at the gate lodge.

1. Gate Working Instructions in Hindi/English.
2. Gate Working Instructions in local vernacular language.
3. Gateman Rule Book in local vernacular language.
4. List of tools and books.

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5. Duty Roster.
6. Certificate for working as gateman.
7. Bio-data particulars of Gateman, including date of passing vision test, Initial/refresher course, safety camp, etc.
8. Accident Register.
9. Record of last census of road traffic at level crossing gate.
10. Public Complaint Book.
11. Inspection Book.
12. S&T Register in case of Interlocked Engineering Gate.

1.4 DUTIES OF GATE MAN:

1 ALERTNESS:

The gateman shall be alert and be prepared to take immediate action, should danger be apprehended . Keys of the gate shall be in his personal custody

2 POSITION DURING PASSAGE OF TRAINS:

During passage of trains, gate man will stand in the manner indicated below:

i) Gateman will stand attentively in front of the gate-lodge facing the approaching train.
ii) In day time, gateman shall hold red and green flags furled up on separate sticks in right and left hands respectively.
iii) In night time, gateman shall hold lighted hand signal with white light facing the track.
iv) He shall keep the whistle slung around in his neck from a cord.

3 ROUTINE DUTIES OF GATE MAN:

i) Gateman shall ensure that red banner flag is placed across the track whenever the gate is kept in open condition for passage of road vehicles.
ii) Gateman shall ensure that gate lamps and lamps of all gate signals are lighted and kept burning continuously form sunset to sunrise.
iii) Gateman shall perform his duties strictly according to the duty roaster and shall not leave the gate unless reliever arrives and takes charge of it. However, if it is necessary to leave the gate in an emergency, he must close and lock the gates against road traffic, before leaving the gate.
iv) Except where otherwise prescribed under special instructions, he shall observe all passing trains and be prepared to take such action as may be necessary to ensure safety of trains.
v) Gateman shall watch all passing trains and keep sharp look out for any unusual like hot axle, hanging chains, hanging battery, and vehicle/wagon/train/battery box on fire, shifted load, falling material like brake blocks, brake beams, safety bracket, vacuum cylinder or any other situation endangering safe running of trains.
vi) Gateman shall also be prepared to repeat any signal which guard may give to driver on Walkie-talkie or in other way.
vii) If lifting barrier/leaf gates get damaged or becomes out of order, the gateman shall use the spare chain with disc and padlocks for securing the gate against road traffic.

APPENDIX 'A'

viii) Gateman shall report to the nearest Station Master, Gangmate or Permanent Way Inspector any defect in his gate or apparatus pertaining to it, as soon as possible.

ix) In the event of gate signal becoming defective the Gateman shall maintain the signal in the 'ON' position even by disconnecting the signal or the wire if necessary.

x) At the gate whose signal have become defective, the Gateman shall close and lock the lifting barriers/leaf gates on sighting a train and hand signal or pilot the train past the defective signal. In such case he should inform the driver to report the defect at the next station.

xi) Gateman shall wear badge and prescribed uniform while on duty at level crossing gate.

xii) Gateman shall ensure that his having competency certificate in his possession while on duty.

xiii) Gateman shall work the gate as per Gate Working Instructions and remain well conversant with these instructions.

xiv) Gateman shall ensure that equipment supplied at the gate is in good order and ready for immediate use.

xv) Gateman shall see that the channel for the flange of the wheel is kept clear.

xvi) Gateman shall keep the road surface well watered and rammed in case of unhealed roads.

xvii) Gateman must be vigilant to see that inconvenience to road users due to closure of gates should be to the minimum possible extent.

xviii) Gateman on electrified section shall watch that road vehicles/animals passing from gate are within the height-loading gauge provided on either side of the level crossing gate.

xix) Gateman shall prevent trespassing by persons or cattle to the maximum extent.

4) ACTION IN CASE OF UNUSUAL OCCURRENCE ON TRAINS:

In case Gateman observes any thing unusual with a passing train, he shall take following action.

i) He shall take prompt action to warn the driver/guard of the passing train by showing red flag by day and red light by night.

ii) He shall simultaneously try to draw the attention of the driver/guard by whistling continuously, shouting, gesticulating, throwing ballast on the brake van or by any other means.

iii) If driver/guard fails to take notice, Gateman shall immediately inform the Station Master/Cabinman, if connected on telephone, to take appropriate action, under exchange of private number.

iv) In case of train parting, Gateman shall not show stop hand signal but shall show prescribed signal for train parting.

v) He shall endeavour to attract the attention of the driver/guard by whistling continuously, shouting, gesticulating, and by raising both hands vertically above, quickly parting them and bringing them together in repeated UP and Down motion as high and low as possible.

vi) In case the train does not stop, shall immediately inform the Station Master/Cabinman, if connected on telephone, to take appropriate action, under exchange of private number.

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5) **ACTION IN AN EMERGENCY AT THE LEVEL CROSSING:**

i) In case of an obstruction at the level crossing gate, Gateman shall maintain the gate signals, if any, in the 'ON' position.

ii) Thereafter, if he is unable to remove the obstruction, gateman shall immediately advise the Station Master/Cabinman, on duty, if connected on telephone, to take appropriate action, under exchange of private number.

iii) If there is no response from the Station Master/Cabinman after two or three attempts, he shall first protect the gate and then inform of the phone.

The Gateman shall protect the line as under:

a) On Double Line Section

i) If both lines are obstructed the Gateman shall plant a red banner flag by day and a red light by night 5 meters away on posts duty provided for the purpose. He shall first protect the line on which a train is expected to arrive first.

ii) Then he will similarly plant the other red banner flag by day and red light by night 5 meters away from the site of obstruction.

iv) Gateman shall then proceed to protect the gate along with detonators, fuses and red flag by day and red hand signal lamp by night.

v) Gateman shall proceed exhibiting red flag by day and red hand signal lamp by night on the line on which a train is expected to arrive first, to a point 600meters, on BG and 400 meters on MG/NG and place one detonator on the line. Thereafter he shall proceed to a distance 1200 meters on BG and 800 meters on MG/NG from the level crossing gate and place 3 detonators on the track 10 meters apart. Having thus protected the line he shall return to the level crossing gate picking up the intermediated detonator on his way back.

vi) Thereafter, he shall proceed on the other line, showing red hand signal, similarly place detonators as described in Para (iv) above and return to the site of obstruction, picking up the intermediate detonator on his way back.

vii) Having returned to the gate, he must then take steps to remove the obstruction, and warn the driver of the approaching train..

viii) On those meter gauge sections where trains run at more than 75 kmph. Detonators shall be placed at distance to be specified under Special Instructions by the Administration.

ix) In case the Gateman observes or hears a train approaching when he is still on his way to protect and before he reaches the stipulated distance to place detonators, he shall place detonators on the line at a distance as far as he can go.

x) Thereafter, he shall light up and fix the fuses to warn the driver and stop the approaching train by waving this red flag by day red hand signal lamp by night repeatedly.

b) Other action to be taken by Gateman:

i) At night Gateman shall light two hand signal lamps and take action to exhibit red light and protect the lines as described in sub paras (a) and (b) above.

ii) If the gate is broken by a road vehicle, which is fouling the track, or if lifting barriers/leaf gates or any other obstruction at the gate, the Gateman shall take immediate action.

iii) He shall note down the particulars of the road vehicle, vehicle number, name of the driver, owner and relay these details to the nearest Station master/Switchman/Cabinman or Permanent Way Inspector regarding the particulars and obstructions at the level crossing gate, through messenger or other means available.

APPENDIX 'A'

ANNEXURE – II

WORKING INSTRUCTIONS FOR TRAFFIC LEVEL CROSSING GATES INTERLOCKED WITH STOP SIGNALS OF THE STATION PROVIDED WITH TELEPHONE, WITH NORMAL POSITION "OPEN TO ROAD TRAFFIC"-IT IS A "C" CLASS GATE AT KM 350.895:

(General Instructions are common for all types of Manned Level Crossing Gates)

1. MODE OF OPERATION:

Detailed more of operation for opening and closing the level crossing gate shall be provided in the respective Station Working Rules and Gate Working Instructions incorporating local operational requirements. When level crossing gate is required to be opened for passage of road traffic, the gate must first open the gate on the side nearest the approaching road traffic.

2. EXCHANGE OR PRIVATE NUMBER:

i) Before taking off reception/departure signals Station Master / Cabinman shall inform the Gateman, the number, description and direction of the train, under exchange of private number.

ii) The gateman shall close the gate and transfer the key to the Station Master / Cabinman.

iii) The reception/departure signals will then be taken 'OFF'.

iv) In order to ensure that road traffic is not held up for along time, the Station Master / Cabinman must ensure that the train is ready for departure in all respects before he advises the gateman for closing the gate.

v) If the gate is operated from the cabin itself, Station Master / Cabinman shall ensure that the gate is closed against road traffic, before taking 'OFF' reception/departure signals.

vi) When a train has to be piloted to and from the station yard or any shunting movement is to be done, the staff deputed to pilot the train or to perform the shunting across the gate shall be personally responsible to ensure that the gate is closed against road traffic before allowing any movement across the gate.

3. FAILURE OF TELEPHONIC COMMUNICATION:

When Telephone Communication falls or it does not get any response from the Gateman despite 2 or 3 attempts, the following procedure should be adapted:

i) Station Master on duty shall send written advice to the Gateman through the Porter with full details of number, description and direction of the train.

ii) Gateman or receipt of such advice shall close the gate and transmit the key to the Station Master / Cabinman, which will enable them to take 'OFF' reception/departure signals.

iii) When sufficient time is not available because of greater frequency of train service, Station Master issue written authority to the train driver to pass the signal at 'ON' position.

iv) In addition Station Master shall also issue a caution order advising the Driver to whistle continuously and approach the gate cautiously.

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v) The train Driver shall be instructed to pass the gate cautiously, on being hand signalled by the Gateman. If hand signal is not seen, driver should be prepared to stop the stop short of the gate and ensure that gate is closed following GR 3.73(2)(b)

vi) In case of an approaching train, the Station Master Shall advise the Station Master at the dispatching end, under exchange of private number, that the telephone at the gate has failed.

vii) The Station Master at the dispatching end shall then issue a caution order to the driver before dispatching a train in the block section from his end.

viii) He should also advise S&T staff responsible for maintenance of the telephone to rectify the defect at the earliest.

ix) Normal working will be resumed only after staff rectifies the telephone and issue reconnection/fit memo for the same.

4. FAILURE OF LIFTING BARRIERS OR LEAF GATES:

i) When the gate cannot be closed due to failure of lifting barriers or leaf gates, the Gateman will immediately inform the Station Master on duty, under exchange of private number, end ensure the lifting barriers or leaf gates do not foul the track.

ii) He shall immediately fix red banner flag by day and red light by night on the post at that end first form which the train is approaching and then at the other end.

iii) Gateman shall secure the gate against road traffic by means of safety chains and padlocks.

iv) After securing the gate against road traffic gateman shall show green hand signal flag by day and green light by night to the Driver of the approaching train.

v) Station Master on duty shall issue a caution order to the driver of a departing train.

vi) He shall also advice the Station Master at the dispatching end, under exchange of private number, to similarly issue a caution order to the driver before dispatching a train in the block section from this end.

vii) Station Master will advice maintenance staff responsible for maintenance of lifting barriers/leaf gates to repair the defect at the earliest.

viii) Normal working will be resumed only after the maintenance staff repairs the barrier/leaf gates to repair the defect at the earliest.

NOTE:

a) In case of failure of lifting barriers/leaf gates worked form the cabin, Station Master will send station porter to secure the gate against road traffic by safety channels and padlocks.

b) Authority to pass signals at 'ON' position as per rules shall also be issued to the drivers of both departing and arriving trains.

5. FAILURE OF GATE KEY WITH THE GATE IN CLOSED POSITION WHEN GATE KEY CANNOT BE EXTRACTED FOR OPENING THE GATE:

i) If the gate key cannot be extracted from the winch, the gate leaver or the key transmitter, then Gateman must immediately inform the Station Master / Switchman / Cabinman on duty on telephone, under exchange or private number.

ANNEXURE – II **APPENDIX 'A'**

ii) If emergency key is available at the gate lodge/cabin, Gateman / Switchman / Cabinman/ Leverman will take it out from the sealed box by breaking the seal and open the gate for road traffic. Emergency key provision is not available.

iii) The record of the data and time of breaking the sealed cover of Emergency key box shall be recorded and signed with reasons.

iv) Thereafter, the gate must be treated as non-interlocked and procedure for reception/dispatch of trains as prescribed for non-interlocked gates, should be adopted.

v) Station Master on duty shall issue a caution order to the driver of a departing train.

vi) He shall also advise the Station Master at the dispatching end, under exchange of private number, to similarly issue a caution order to the Driver before dispatching the train in the block section form his end.

vii) Station Master will advise S&T staff responsible for maintenance of winch/gate levers/key transmitter to rectify the defect at the earliest.

viii) Normal working will resume only after S&T staff repairs the winch/gate leaves/key transmitter and issue reconnection/fit memo for the same.

ix) After rectification, the Emergency key shall be replaced in the Emergency Key Box and resealed by the S&T maintainer.

6. FAILURE OF GATE KEY WITH THE GATE IN OPEN POSITION:

i) If the gate key cannot be extracted from the winch, the gate leaver or the key transmitter, then Gateman must immediately inform the Station Master on duty on telephone, under exchange or private number.

ii) Thereafter, the gate must be treated as non-interlocked and procedure for reception/dispatch of trains as prescribed for non-interlocked gate should be adopted.

iii) Gateman shall secure the gate against road traffic by mans of chains and padlocks and pass the trains on hand signals.

iv) Station Master on duty shall issue a caution order to the driver of a departing train.

v) He shall also advise the Station Master at the dispatching end, under exchange of private number, to similarly issue a caution order to the Driver before dispatching the train in the block section form his end.

vi) Station Master will advise S&T staff responsible for maintenance of winch/gate levers/key transmitter to rectify the defect at the earliest.

vii) Normal working will resume only after S&T staff repairs the winch/gate leaves/key transmitter and issue reconnection/fit memo for the same.

viii) After rectification, the Emergency key shall be replaced in the Emergency Key Box and resealed by the S&T maintainer.

7. OBSTRUCTION AT THE GATE:

i) If the gate is broken by a road vehicle which is fouling the track, or if lifting barriers/leaf gates or any other part of the gate foul the track, or if there is any other obstruction at the gate, the Gateman shall immediately fix red banner flag by day and red lamp by night on posts provided at both ends of the gates, for this purpose.

ii) Immediately after this, the Gateman shall advise the Station Master / Cabinman on duty, regarding the defects/obstruction at the gate, under exchange of private number.

ANNEXURE – II **APPENDIX 'A'**

iii) Station Master / Cabinman, on duty shall be advised to put the reception/departure signals back to 'ON' position, if taken 'OFF" for a train.

iv) If there is no response from the Station Master / Cabinman after two or three attempts, he shall first protect the gate and then inform on phone.

v) Gateman shall then rush with detonators, fuse and red flag by day and red hand signal lamp by night in the direction of the approaching train and protect the gate as stipulated in General Inspection for duties of gateman under Item No. 1.5(5).

vi) Thereafter he shall protect he gate from the other direction also.

vii) He shall note down the particulars of the road vehicle, vehicle number, name of the driver, owner and relay these details to the Station master who shall not start the train unless he has been assured by the Gateman that the road vehicle or the lifting barriers/leaf gates are not fouling the track.

viii) The Station Master shall also inform the Station Master at the dispatching end, under exchange of private number, asking him not to dispatch any train in the block section form his end, until the track has been cleared of all obstructions.

ix) After the track has been cleared of all obstructions the Gateman shall inform the Station Master accordingly, under exchange of private number.

x) Station Master shall then issue a caution order to Drivers of all trains to proceed cautiously, and pass the reception/departure signal at 'ON' position on green hand signal of the Gateman, if the gate is broken, but is clear of any obstructions.

xi) Gateman shall secure the gate against road traffic by means of safety chains and padlocks and thereafter exhibit green hand signal, if the gate is not obstructed.

xii) Station Master shall advice maintenance staff responsible for maintaining the lifting barriers/leaf gates to repair the same at the earliest.

xiii) Normal working will be resumed after maintenance staff rectify the defective lifting barriers/leaf gates and issue reconnection/fit memo for the same.

8. OBSTRUCTION ON THE TRACK NEAR LEVEL CROSSING:

If there is a rail fracture or obstruction on the track due to falling of a tree, fouling by road vehicle or derailment which is visible to the Gateman, the Gateman and Station Master will adopt the procedure given under Item No.7 above. If the obstruction fouls the Level Crossing Gate, Gateman must keep the gates closed against road traffic till the track is cleared of the obstruction.

EAST COAST RAILWAY
WALTAIR DIVISION

APPENDIX 'B'
STATION WORKING RULES OF
VADLAPUDI STATION

Details of Signalling and Interlocking installations, instructions for working them normally and in emergencies etc., including the power supply arrangements.

1. BRIEF DESCRIPTION OF THE SIGNALLING AND INTERLOCKING INSTALLATION:

This is a 'B' Class Station with Standard-III interlocking with full fledged track circuiting. The points and signals are power operated from a composite panel board with mini indications installed in the SM's office.

1.1 **DESCRIPTION OF THE PANEL:**

The yard layout is depicted on the panel board in a miniature form end the panel is fixed parallel to the track so that when the SM on duty faces this panel, the yard drawing on the panel corresponds to the actual field layout in either direction.

2. SIGNAL PUSH BUTTON, ROUTE PUSH BUTTON, POINT SWITCHES, INTERSLOT SWITCHS AND GATE OPERATON BUTTONS:

Rotary switches for points are fitted in one row at bottom of the panel opposite to the points, Gate operation buttons placed on top & bottom, Inter slot switches are placed for line No. 1 at bottom and for line No. 2 at top. The direction of the train is established and indicated with illuminated arrow marks for both directions, indicating the slot received, or slot granted, with distinct mark of line numbers. The slot switch has three positions receiving, centre/sending. Signal push button are with RED indicating with signal numbers.

SM on duty is only authorised person for operating this panel and none-else.

2.1 STATION MASTER'S LOCK UP KEY ARRANGEMENTS:

The panel is also fitted with SM's lock up key to prevent un-authorised operation of this panel but arrangement is there to put back the signal to the on position in case of emergency without altering the route (even without unlocking the panel).

2.2 RUNNIG LINE, POINTS, SLOT SWITCHES:

All running line points are operated by Electric point machine witch have got inbuilt locking arrangement and detection.

2.3 The level crossing is interlocked with panel push button 9 XN and XXN and power operated.

2.4 For emergency operation of the Electric point machines, crank handle is provided interlocked with system.

2.5 ELECTRIC POINT MACHINES AND OEPRATING SWITCHS:

The point switches are normally kept in the centre position 'C'. The point get set automatically when signal button and route buttons are pressed to the required direction (either 'N' or 'R') in case of individual operation of point (without pressing signal button an route button) the point switches are to be turned to 'N' or 'R' position as

requited. Either operation will energize the point machine and set and lock the point and detection will be indicated on the panel.

2.6 INDICATION OF MOVEMENT OF POINTS AND SETTING:

There are three small circular illuminated indicators above the point rotary switch viz., Normal 'N' on the left, Reverse 'R' on the right and the centre RED, when point is free to operate centre indication will extinguish. RED flashing indication appears during transition period while point is on move with the switch placed at center the point shall indicate either 'N' or 'R' position of the point. When the point switch is operated from normal to reverse or reverse to normal the illuminated normal or reverse indication disappears and RED flashing indication shows on the indication disappears and RED flashing indication shows on the centre indication, showing transition of the point movement from one position to the other position and this RED flashing ceases when the point is correctly housed either in normal or reverse position. The normal time taken for the point operation is about ten seconds. If the red flashing indication continues beyond ten seconds, it indicated the point is not set in the desired position. Facilities however exit to bring back points to their original position in mid-stroke. This stops the RED flashing indication.

2.7 **FAILURE OF TRACK CIRCUITS ON POINT ZONES:**

The failure of track circuits over the point zone shall make the power operation of the points from the panel inoperative. In such cases the SM on duty has to report to emergency operation of these points by Crank handle while doing this operation, it is necessary that the SM on duty or an authorized operating official shall check the point zone track circuits to ensure that it is clear of any obstruction and then only resort to cranking the points, cranking should be done till lit is ensured that the point is fully housed in the desired position. While crank handling, it should be ensured that trailing and facing points are operated and clamped and pad locked for movement of trains.

2.8 **OPERATION OF POINTS BY ROTARY SWITCHES:**

Whenever an individual point or a cross over has to be operated, which is not locked by any signal, the operation of the point switch will change the position of the point from 'Normal' to 'Reverse' or 'Reverse' to 'Normal', the point zone track circuits are unoccupied and not locked by any route. The setting of the points is either "Normal' or 'Reverse' position and getting point indication on the panel does not amount to locking of these points.

Therefore, the points have to be clamped and padlocked for any signalled movement over the point.

2.9 OPERATION OF POINTS BY ROUTE INITIATION:

There are A, B, C, D & E push buttons for initiation of route in normal course of working. The points are automatically operated by initiation of the route button provided at the point rotary switch is in centre position.

The cause for non-setting of the point in the desired position has to be checked up by the SM on duty according to GR & SR 3.68.01© and if there is a defect other than an obstruction this point has to be considered as defective and action taken for correct setting clamping and pad locking those points init he desired position by the SM on duty himself for all trains according to SR 3.69.03©.

2.10 USE OF CRANK HANDLE FOR MOTOR OPERATED POINTS O.P MANUAL 20.06:

a) At Stations where points are worked by means of electrical point motor as in the case of panel interlocked in the event of their failure, the point can be operated locally by using crank handle.

b) For this purpose a common crank handle is provided according to the design of interlocking at the station. The crank handle is interlocked with the signals and are housed in the appropriate interlocking electrical apparatus called HKT. In the event of failure of motor operated point to set points manually crank handle may be taken out from the interlocking Electrical apparatus HKT.

c) In the event of failure/defect of electrically operated points, trains may be received/Despatched on signals after manual operation of points by the emergency crank handle which is interlocked with the signals provided. The SM shall depute a responsible operating official not below the rank of pointsman with the crank handle to operate the defective motor operated points manually. The emergency crank handle shall be personally handed over by the SM on duty with instructions to set the defective point to the desired positions (viz. Normal to Reverse) and clamp and padlock the same. Both the ends of cross over must be set in correspondence with (viz. Normal or Reverse) the facing and trailing points must be clamped and padlocked. The operating official so deputed after complying with the instruction should return the emergency crank handle personally to the SM on duty.

d) The SM on duty should verify form the visual indication displayed on the panel that the points are set to the desired position as instructed by him. (Normal or Reverse) and thereafter return the crank handle received by him to the appropriated interlocking box.

e) He should also verify from the operating official deputed to set the defective points that the same is also clamped and padlocked by obtaining signature of the operating official in the crank handle register.

f) The SM on duty after ensuring the correct setting of defective points as requited in paras (b) (c) (d) above can take off the concerned signals for movement of the trains over the said points.

g) If even after complying with the instructions contained in para (b) to (e) by SM on duty the correct setting of the defective points to be desired position is not indicated in the visual indication provided the train will be piloted IN and OUT in terms of SR 3.69.01, 3.69.02, 3.69.03, 3.70.01 and 3.70.02.

Note: In case of failure of Motor Operated Points should be promptly reported to the concerned Signal Inspector/ESM for immediate rectification.

2.11 Whenever an emergency Crank Handle is required to be used by a Signal Official for maintenance of work attending to failure, the Signal Official will give a disconnection memo to the Station Master on duty and after making necessary entries in the emergency Crank Handle register, the Station Master on duty will obtain acknowledgement of the Signal Official in the emergency Crank Handle register and then handover to him the emergency Crank Handle for the Points concerned. All the Points will be treated as Non-Interlocked till the emergency Crank Handle is returned back to Station Master on duty.

2.12 Before parting with the Emergency crank handle either for attending failure or for maintenance work by signal Maintenance officials, the Station Mater on duty will ensure that the reception and departure signals are put back to on position. The Points of all the lines should be treated as Non-Interlocked and the Station Master on duty is responsible for introduction of non- Interlocked working and the trains will be piloted IN and OUT duly clamping and Padlocking the points, both in facing and trailing directions over which the train is to pass, asp per GR 3.69 and l3.70 with relevant SRs, the Station Master on duty will be personally responsible for setting and locking of points for reception and dispatch of all trains.

2.13 The Emergency Crank Handle Register is to be maintained in the following proforma by the Station Master on duty wherein the particulars of usage of the Emergency Crank Handle must be recorded:

1) Date:
2) Point Number, which failed or required to be tested.
3) Time of failure
4) Disconnection memo number received from S&T staff.
5) Signature of Pointsmen/Signal Official to whom the Emergency Crank Handle is handed over:
6) Time of Emergency Crank handle is sent out:
7) Signature of the pointsmen ensuring correct setting clamping and padlocking of the points.
8) Date and Time of fault rectified.
9) Time of emergency Crank handle received back by SM on duty.
10) Signature and Designation of the Signal Official who rectified the fault.
11) Remarks.

IMPORTANT NOTE:

When performing shunting operations in the sidings it must be clearly noted that the siding points are interlocked with the system in the NORMAL position of the Points and in REVERSED position they are not interlocked. The official responsible for shunting operation must clamp the points at the both facing and trailing before permitting any movement.

3. When the route is initiated there shall be RED flashing indications at the point switches till the route is finally settled either to normal or reverse ‘N’ or ‘R’ on the switch. It will also indicate a white strip of lights over the point zone. It indicated the locking of the route including the point. The position cannot be altered unless the route in cancelled. A train once occupy the approach track circuit of a signal in the OFF position the route cannot be altered and points get locked in the original position till the required time element of 120 seconds is over. Once the train has passed Home signal the entire route gets locked unless the rear track is cleared by the train.

3.1 SIGNAL PUSH BUTTONS:

The reception and despatch signals have independent push buttons for each route which have to be pressed down concurrently with route initiation button at exit. When such an operation is restored to the route, the route automatically sets provided the permissibility of such an action is accepted by the interlocking system. ON important condition for such an operation of automatic route initiation and setting and locking is that the rotary switches of the points on the running line must be in the centre position and the emergency point crank handle berthed properly and gate control (XN of gate is in closed position and closed indication in the panel board when the operation is correct, a white strip light appears on the route.

3.2 SIGNAL INDICATION:

When the signal is taken off the back indication of the signal shall be available in the panel board which is the authority that the signal is correctly taken off.

3.3 POWER FAILURE:

Power on indication is given on the panel. If power fails a buzzer sounds and the indication flashes. Buzzer can be stopped by pressing 'P' ack. button. When power is changed over or resumes indication becomes steady but buzzer again sound and 'P' ack. To be pressed and buzzer stops.

3.4 SIGNAL LAMP FAILURE INDICATION:

Whenever the lamp of any signal fails, an audible alarm (bell) and a visual indication of white light (GXYNKE) is initiated on the panel board. To stop the alarm bell the group button (GXYN) provided on the panel to be pressed. The white light on the panel will however continue glowing, till the concerned defective signal lamp is replaced.

3.5 TRACK CIRCUITS:

The track is track circuited form Down distant signal at VSP Gate Junction end and ends at two rail beyond home signal Nos. 15, 16, 17. A short length track circuit is provided at distant signal No. D-17 at Duvvada end. These track circuits effect the approach indications, track indications and track locking on the panel board. It also proves the presence of a train /Vehicle with the direction of the movement of the train provided procedure in consistent with general principles I followed. Whenever there is a failure of point zone track circuits at either end of cross over the said points cannot be operated. Normally no indication is shown in the panel. Whenever a route is initiated se4t and locked a white strip of light appears on the indicating panel on the entire route form stop signal to stop signal (Without the overlap indication which is notional). At this station the last stop signal is interlocked with Home signal. The advanced starter beyond last stop signal shall also indicate the white strip of lights, i.e. exit track circuit shows occupancy by RED light and these indication extinguish as and when vehicles clear the concerned track circuit area governing the signal.

Whenever a signalled movement is made it is necessary that the such move is made from stop signal to stop signal and that all the track circuits enroute are occupied and cleared in the order of train movement and unless such movement is complete as indicated in the penal. It would not be possible for altering the route or change points.

3.6 VERIFICATION OF LINE CLEARANCE BY SM ON DUTY FOR RECEPTION OF TRAIN INTO STATION YARD:

At this station there in no berthing track. The twin running lines comprises of 'entrance', and 'exit' portion of the yard and this portion of the line should be clear of any obstruction for the passage of a train or for any other movements. The clearance of the route including overlap must be ensured by SM on duty personally for all trains before any movement is permitted on the concerned route subject to the conditions such as locking of points.

When a train is to be despatched from the station yard the SM on duty must ensure that the route between the last stop signal and the Home signal is clear.

3.7 NON-SIGNALLED SHUN MOVEMENTS:

Whenever a non-signalled move is made the SM on duty must ensure that the concerned points on the route (both facing and trailing) are properly clamped and padlocked. Further he must ensure that the points control switches are in appropriate position and the SM's panel lock-up key is taken out from the panel and kept in his possession till such movements are completed or other wise cancelled.

Normal working shall be resumed by the SM on duty after properly ensuring the fact that there is no vehicle standing on any of the point zones constituting an obstruction on this said line.

3.8 CRANK HANDLE EXTRACTION:

Point crank handle is interlocked with the signalling arrangement. Crank handle can be extracted when all signals are in normal position. The keys from HKT can be extracted by operating push buttons CHN and CH2 YN when crank handle is out, signals cannot be taken off.

3.9 OPERATION OF TRACK CIRCUIT BY LIGHT VEHICLES:

On account of the doubtful operation of any track circuit by light vehicle/ vehicles including self propelled vehicles such as motor trolley or a tower wagon, material trolley of shunting engine indicating the occupancy of the track, it is necessary that the station master on duty satisfied himself that the said vehicle/ vehicles has/have cleared the point zone track circuits by observing the track occupancy and clearance of the track indication on either side of the crossovers in accordance with the movement of trains.

3.10 **PROCEDURE TO BE FOLLOWED IN CASE OF FAILURE OF A SIGNAL OR PONTS AND USE OF EMERGENCY CRANK HANDLES:**

1. Whenever a signal or a point becomes defective the movements over the points on the running line shall be made after clamping and padlocking the points (both facing and trailing). The SM on duty shall personally supervise clamping and padlocking of the points for all trains Vide SR 3.69.03.
2. In case of failure of motor Point which can not be operated from the Panel, the emergency Crank Handle which is interlocked with the system of signalling is to be extracted and the following procedure shall be followed.
3. One common emergency crank handle is provided for all motor operated points. This is mechanically revitted to the key of HKT. This key along with crank handle can be released from the RKT by pressing the CHN and CH2 YN button on the panel after cutting the seal between HKT and the crank handle. All signals will be locked in the 'Normal' position as soon as the crank handle is released from the HKT. The points are to be operated with crank handle at both ends and clamped and pad locked, in terms of operating manual 20.06. SR 3.77.02. In case of motor operated points become defective trains may be received or despatched on signal strictly following the instruction laid down in the O.P manual.
4. When the crank handle is removed from HKT for operation of the defective motor operated points, the responsibility for its safe custody rests with the SM on duty, till it is replaced back in HKT and sealed by Signal Maintainer.
5. The cases of failure of motor operated points should be promptly repeated to the concerned signal maintainer/signal inspector for immediate rectification.
6. Whenever an emergency crank handle is requited to be used by a signal official for maintenance work or attending to failure the signal official will give a disconnection memo to the SM on duty and after making necessary entries in the emergency crank handle register, the SM on duty will obtain the acknowledgement of the signal official in the emergency crank handle register and then hand over to him the emergency crank handle is returned back to SM on duty followed by reconnection memo by signal official.
7. Before parting with the emergency crank handle either for attending failure or for Maintenance work by Signal Maintenance Officials, the Station Master on duty will ensure that the reception and departure Signals are put back to ON position. The Points of all the lines should be treated as Non-interlocked and the Station Master on duty is responsible for introduction of Non-interlocked working and the trains will piloted IN and OUT duly clamping and Padlocking the Points, both in facing and

trailing directions over which the train is to pass, as per GR 3.69 and 3.70 with relevant SR's. The Station Master on duty will be personally responsible for setting and locking of Points, for reception and dispatch of all trains.

4. **INSTRUCTIONS REGARDING STABLING OF TRAINS ON RUNNING LINES:**

Whenever a running line is not used either by not passing a train or by stabling train for a duration of more than ten hours the use of said running line for passing the trains "IN" "THROUGH" and "OUT" at the station has to be done with a lot or care and diligence and the SM on duty shall meticulously observe the proper functioning of the track circuited areas and such observation should continue for a minimum of four to five trains there after. If the SM on duty is not satisfied with the proper functioning of the track circuits in which the train was earlier stabled, the signals leading to the line shall be suspended and the S&T maintenance staff be informed for attending to this failure.

4.1 EMERGENCY OPERATIONS:

The following are the instructions for Emergency operations.

Cancellation of route before the train has touched the approach track.

When once a route is not approach locked and the signal taken 'OFF' for the route, the same is cancelled by putting back the governing stop signal to the ON position provided the approach track of the concerned signal is not occupied and that the other track circuits enroute are also clear. This operation is instantaneous and these instructions apply to all stop signals. For this operation signal button and EGGN are to be pressed as per panel working instruction incorporated in the SWR special instruction item – 8

When once a signal is taken off and the train has entered in side the approach track (the route gets approach locked), then first the concerned stop signals has to be put back to ON position by pressing signal button and emergency signal cancellation button EGGN. If the train is controlled at the stop signal the route button and emergency route release button EUUYN are pressed and after count down of 120 seconds of time interval the route setting can be altered from its original setting provided the other track circuits on the route are clear.

4.2 CANCELLATION OF ROUTE WHEN THE SIGNAL FAILS IN THE FACE OF AN APPROACHING TRAIN:

When once a signal has been taken off and the train has entered the approach track and if the signal once taken OFF assumes ON aspect for whatever reason. 120 seconds as in the case of reception signals as referred in earlier para.

4.3 FAILURE OF BLOCK INSTRUMENTS:

Single line Tokenless Block instruments are interlocked with the first stop signal.

a. Whenever line clear is granted unless the 'ON' aspect of 1st stop signal indication is available the instrument cannot be turned to train receiving position for granting line clear. On arrival of the train unless the aspect of 1st stop signal shows 'ON' aspect after the signal goes to normal position instrument cannot be brought to line closed position. In addition an audible buzzer shall indicate the

incoming track circuit release of the block instrument. In case of failure of audible buzzer the instrument. In case of failure of audible buzzer the instrument cannot be brought to line closed position.

b. Whenever the last stop signal 'ON' aspect (RED) is not indicated in the signal, block instrument cannot be operated to 'Train going' to position or receiving or normal position.

c. In all the above occasions the block instrument to be suspended and trains worked as per G&SR 14.13 and BWM CH iii and points clamped and pad locked at both ends and train piloted out.

4.4 CALLING ON SIGNALS:

a. Calling on signal can be taken 'OFF' in case of failure of any track circuit on a route except the signal replacement track circuit or when the block instrument is in "Line closed position" and also when the concerned advanced starter fails. The calling on signal cannot be taken 'OFF' unless the approaching train has occupied the track circuited portion of the concerned signal. (Which is stretched to 5 rail length in rear of the concerned stop signal as viewed by the approaching train)

b. For taking off the calling on signal, first the concerned signal button GN and the common calling on button COGGN to be pressed simultaneously, the leaving the calling on button 'COGGN' signal button GN and the route button UN are to be pressed simultaneously. After the time lapse of 120 seconds, the calling on signal will appears on the panel. Veeder counter is provided for recording such operations.

4.5 INTERLOCKING OF SIGNALS – HOME SIGNALS WITH POINTS:

All running line points are fitted with facing points locks in the point machines and facing plunger machines are provided and all electrically detached by the relevant home signals.

4.6 Last stop signals are interlocked with respective block instruments in sending position i.e., 'Train going position'

4.7 Home signals are interlocked with Block instruments. The Block instruments cannot be made to normal unless the respective Home signals are in normal position.

4.8 For putting back a signal to danger in emergency, concerned signal button and EGGN button are to be pressed. Then the signal will go back to danger but route will be held locked.

5. LOCKING OF RELAY ROOM:

The relay room at this station is provided with double locks as necessary vide Rly. Board's circular No. 75/W3/SG/G/1/ dt. 16.2.79. (issued vide DSO & DSTE's joint safety circular No. 85 of 1982 circulated vide DS/WAT's endorsement No. WTA/24 date 31.5.1982) and OM 1.14.

5.1 The SM shall ensure that the Relay Room key is given to the S&T maintenance staff under clear signature as and when required for their normal maintenance and special works and that the key should be returned by the staff immediately after completion of their work and the documentation should be made in the Relay Room Key register maintained at the Station according to SR 3.51.05.

5.2 INSPECTION OF POINTS BEFORE DECLARING THEM DEFECTIVE:
However, before declaring a Signal as defective the setting of point on the route to which it applies shall be inspected by the Station Master on duty irrespective of the position of the switches on he Panel in term of SR 3.68.04(c).

5.3. RECTIFICATION AND CHECK BEFORE RESUMING NORMAL WORKING:
It is only after receipt of this information the sectional maintainer (Electrical or Mechanical) shall attend to the failure after giving a disconnection memo. After rectification of the fault the sectional maintainer shall give a reconnection memo detailing rectification and it is only after the Station Master of duty has personally checked this defective gear and is satisfied that it is in good and proper working order, he shall resume the normal working of the said defective gear in terms of SR 3.64.04 (c) and (d).

5.4 The Station Master on duty at every shift must also ensure from the Panel Board that all the signals lights are burning properly and brightly. This fact must also be recorded in the diary under a separate entry and confirm to the section controller on duty as per instruction contained in Divisional Safety Circular No. 82/82, Dated 2.5.82 and GR 3.49(3) and SR thereto.

5.5 BURNING OF SIGNAL LIGHTS:
The Station Master on duty shall not grant LINE CLEAR unless he has ensured that the Lamps of fixed signals that apply to the train are burning brightly. If the Signal Lights can not keep burning the Station Master on duty shall before giving LINE CLEAR initiate action in accordance with the procedure prescribed in GR3.68 to 3.72 and relevant SR's vide GR 3.49(4).

The procedure detailed in the Joint circular No. WTA/11/ GENL dt. 27.8.91 shall be strictly followed.

5.6. CORRECTING TIME IN STATION CLOCK:
The Station Master shall set the time on his clock according to the time signal given by the Section Controller on duty at 16.00 Hours. Every day according to G & SR 4.01.01 and 4.01.02 and record thereof should be made in the station diary also.

5.7 **POWER SUPPLY:**
The normal power supply is from the auxiliary transformer connected to OHE traction distribution.

5.8 **STANDBY POWER SUPPLY:**
The standby is local power supply.

5.9 Normal power supply to the signalling and interlocking installation at station is drawn from the traction power supply. Whenever traction power supply fails, the SM on duty has to operate the 'change over switch' (provided in the SM's office) connecting to the local power supply.

6. **PROCEDURE FOR CARRYING OUT PLANNED MAINTENANCE WORKS:**

Whenever any normal maintenance or special works for heavy renewals etc., are involved, these works should be pre planned by the Signal and Telecom field staff and the inspector of the section should give to the Station Master in writing 'Advance intimation' about this planned work in terms of G&SR 15.08.01.

6.1 MAINTANANCE OF S&T INSTALLATION AND ADHERENCE TO MAINTENANCE SCHEDULES:

The regular maintenance of the S&T installation and adherence to the schedules of Maintenance is also to the mandatory schedules of testing of Points, Track Circuits, Signals. Ground Frames, Level Crossing Gates, the associated interlocking apparatus i.e., Cables and finally the interlocking functional tests is a must for the safe and satisfactory working these installations at the Station.

The tests, checks and re-placement etc., including overhauling shall confirm to the Schedules of the maintenance as indicated in the Signal Engineering Manual is also in the current and extent instructions/Circulars on the subject.

7. DESCRIPTION OF PANEL SWITCHES:

S.No	Button/Switch	Description	Colour switch	Indication of the panel
1	S2/CO2	Home signal No. 2 (CE) & calling on for L-1	RED	RED-GREEN Route calling on
2	S3/CO3	Home signal No. 3 (CE) & calling on for L-2	RED	RED-GREEN Route calling on
3	S-6	Last stop signal No. 6 for L-1	RED	RED-GREEN
4	S-7	Last stop signal No. 7 for L-2	RED	RED-GREEN in operative
5	S-8	Last stop signal No. 8 for L-3	RED	RED-GREEN
6	S-11	Last stop signal No. 11 for L-1	RED	RED-GREEN
7	S-12	Last stop signal No. 12 for L-2	RED	RED-GREEN
8	S-15/CO-15	Home signal No. 15 (AB) & calling on for L-1	RED	RED-GREEN route calling on
9	S-16/CO-16	Home signal No. 16 (AB) & calling on for L-2	RED	RED-GREEN route calling on
10	S-17C/CO-17	Home signal No. 17 (AB) & calling on for L-3	RED	RED-GREEN route calling on
11	A	Route button to VSP Gate Jn. for L-1	GREY	
12	B	Route button to VSP Gate Jn. for L-2	GREY	

13	C	Route button to SCMN for L-1	GREY	
14	D	Route button to KAPM for L-2	GREY	RED
15	E	Route button to DVD for L-3	GREY	RED
16	G XYN	Signal lamp failure mutting button	GREY	RED
17	GOGGN	Common calling on button	RED	
18	CH1 YN	SPARE		
19	CH2 YN	Pont crank handle button	BLUE	
20	CHN	Common crank handle button	BLUE	
21	EGGN	Emergency signal cancellation button	RED	
22	EUUYN	Emergency route cancellation button	GREY	
23	9XN	L.C. Gate common button	CHOCOLATE	
24	XXN	L.C. Gate opening button	CHOCOLATE	
25	P.ACK	Power Ack. Button	RED	
26	SM'S KEY	Panel SM's lock up key	RED	
27	19 YN	SPARE		
28	20 YN	SPARE		
29	101	SPAR3 Position point switch normally n 'C' position for pt. 101	BLACK	
30	102	SPAR3 Position point switch normally n 'C' position for pt. 102	BLACK	
31	103		BLACK	

8. GUIDE LINES IN RESPECT OF PANEL OPERATION:

1. For clearing signal concerned signal button and any of the desired clear route button to be pressed and released. This will set, lock detect and clear the signals. For this point switches must be in 'C' position.
2. For clearing calling on signal first main signal has to be tried as per item-1 above if it does not clear again concerned signal button and common calling on button to be pressed and released calling on signal will clear after laps of 120 seconds on occupation of calling on track circuit. Counters are provided to count the number of such operation.
3. When signal lamp fails the concerned signal indication flashed and a buzzer comes. To stop the buzzer con to be pressed. Buzzer stop but signal indication flashes. When fused lamp is replaced flashing stops and again buzzer comes and stops on GXYN pressing.
4. If any button remains in pressed position for more than 15 seconds NCR indication comes and buzzer comes. Buzzer stops on turning the toggle switch but indication continues and all signal get locked till the pressed button is released. On release of

button again buzzer comes an indication extinguishes . Buzzer is stopped by reserving the toggle switch.

5. Point crank handle IN is indicated. To extracted crank handle for point when all signals are normal CHN and CHYN to be pressed. The crank handle IN and OUT is indicated.
6. For putting back a signal to danger concerned signal button and EGGN button to be pressed. Signal will go back to danger but route will be held.
7. To release route (a) if the train has not occupied approach tack circuit signal to be replaces as in item-6 above the route will get released immediately.
8. If train has already occupied track circuit after putting the signal to danger as in item-6 above again concerned signal button and EUUYN button are to be pressed after 120 seconds route will get released of back lock track circuits are clear.
9. For opening or level crossing gate station master on duty should press XN & XXN when all signals are normal. The open and close in addition is controlled by I.G.F level with lever lock. Open and close condition of gate is indicated in the panel.
10. Power on indication is given on the panel. If power fails a buzzer sounds and the indication flashes. Buzzer can be stopped by pressing 'p' Ack. Button. When power is changes over or resumes indication becomes steady but buzzer again comes the 'p' ack. To be pressed and buzzer stops.
11. Point switches are normally in 'C' position and setting of point is automatic along with signal clearance as in (1) above. However for individual operation of point the switch can be turned to "n' or 'R' as requited. Small indications are provided to indicate point normal and reverse. In addition a small RED indication is provided to indicate locking of point, This RED indication flashes during point operation and in case of point failure. Point indications are also indicated on the route by white strip light.
12. Normally when track circuit is clear no indication for track circuits are there on the panel. When a route is set and signal clears white strip of light appears on the particular route set, when train occupies the particular track circuit white indication turns to RED and again on clearance of track circuit indication extinguishes.
13. In case of failure of track circuit the track exhibits RED indication.

9. TELEPHONE COMMUNICATIONS:

a. Telephone attached to the block Tokenless instruments connected to the block station/cabin i.e., VSP Gate Junction, Duvvada, and Simhachalam North and GPT RRI.
b. Magneto phones have also been provided for the sections VDPD-VSP Gate Junction, VDPD-DVD, VDPD-GPT (for the purpose of line clear for line No. 2) and VDPD-Simhachalam North.
c. Cabin is connected to
   1). Palasa – Control Cicuit
   2). Visakhapatnam Steel Plant traction power control
   3). Visakhapatnam Steel Plant traction loco control
   4). Visakhapatnam Deputy control

9.1 FAILURE OF COMMUNICATION/FAILURE OF BLOCK INSTRUMENTS:

a. In the event of failure/ suspension of Block Tokenless instrument for section VDPD-DVD, VDPD- SCMN, VDPD-VSP Gate Junction, line clear shall be obtained over telephone attached to the Block instrument by exchanging

identification numbers support by private numbers in terms of GR 14.13, SR 6.02.03 (i) (a) and chapter-III part-I of BWM.

b. In the event of failure/suspension of block instrument Block telephone, and magneto phone, 'Line Clear' Shall be obtained over control phone by exchanging identification numbers and supported by Private number in terms of GR 14.13, SR 6.02.03 (i) (a) and chapter-III part-I of BWM.

c. Te event of total failure of all communications trains shall be worked wide SR 6.02.03.

EAST COAST RAILWAY
WALTAIR DIVISION

APPENDIX 'C'
VADLAPUDI STATION

ANTI COLLISION DEVICE (RAKSHA KAVACH)

NOT APPLICABLE TO THIS STATION.

EAST COAST RAILWAY
WALTAIR DIVISION

APPENDIX 'D'
STATION WORKING RULES OF
VADLAPUDI STATION

DUTIES OF THE STAFF"

The following staff are concerned with the movement of trains whose duties are given below.

1. SS/DY. STATION SUPERINTEDENT.

He is the in-charge for 8 hours of train passing duties. He is responsible for the general maintenance and satisfactory working of the Station and for the efficient discharge of duties by staff working under him. He shall keep all rule books, registers, files and documents, apparatus neat and upto-date. He is also responsible to see that all equipment apparatus and instruments including signalling and interlocking gears and fittings are kept clean and oiled by S&T officials. His special attention is drawn to Chapter-II of G & SR 1976 and GR 5.01 to 5.08 with relevant SRs and OM Chapter-XXII of operating manual. He shall follow the instructions laid down in SR 3.68.01(c) (d) and SR 14.07.01 and BWM 2.09(e). He shall supervise the work of safe working staff and conduct night inspections and report lapses of staff working under him.

2. STATION MASTER.

He is responsible for train passing duties during his shift. He shall promptly bring to the notice of SS/Dy.SS, all irregularities and accidents in course of his shift duties. During the absence of SS/Dy.SS, the duties of the SS/Dy.SS will devolve on him. He shall follow SR 3.68.01(c)(d), SR 14.07.01. His Special attention is drawn to Chapter-II of G&SR and GR 5.01 to 5.08 WITH RELEVANT SRs and OM chapter-XII. As Station Master he shall carryout the instructions given to him by SS/Dy. Station Superintendent.

3. TRAFFIC POINTS MAN:

He shall work under the orders of SS/SM on duty. He shall couple and un-couple vehicles under the supervision of SS/SM/Guard. He shall operate ground lever/ lever and clamps and padlock the necessary points for shunting operations. He shall watch and guard the packages and other Railway property laying in the Station premises. He shall be thorough with the correct usage of displaying hand signals. He shall report to SM on duty any irregularities coming to his notice. He shall do loading and unloading or parcels, smalls and guard boxes. He shall do piloting of trains 'IN' and 'OUT'. He shall deliver any official messages to the proper person/office. Will shall carryout any other duties entrusted to him.

5.0 SAFAIWALA-CUM-LAMPMAN:

He should attend to the sanitation of Railway premises including SM's Office, platforms, staff quarters, latrines and cleaning of drainages etc. He shall clean the hand signal lamps and fill them with oil under the direct supervision of the Station Master. He shall carryout any work entrusted to him by the Dy.SS/SM on duty.

NOTE: ALL STAFF WHILE OF DUTY SHOULD BE IN PROPER UNIFORM.

[CH.SRINIVAS] D.S.T.E /WAT

[M.V.R.MURTHY] DOM[T/S] /WAT:

EAST COAST RAILWAY
WALTAIR DIVISION

APPENDIX 'E'
STATION WORKING RULES OF
VADLAPUDI STATION

ESSENTIAL EQUIPMENT OF THE STATION

A list of essential equipment is given below vide OM 20.04(11) which shall be maintained in good work order.

Sl. No.	Equipment	Station
1.	Detonators	12
2	Hand Signal Lamps	4 (2 spare)
3	Hand Signal flags	4 Sets
4	Sprags	6
5	Claps and Padlocks	6 (1 spare)
6	Safety chains with Padlocks	6
7	Fire and Sand Buckets	5
8	First Aid-Box	1
9	Stretcher	1
10	Blanket	1
11	Minimax fire extinguishers	1
12	Power type fire extinguisher to take electrical fire (CTC Type)	1

[CH.SRINIVAS]
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EAST COAST RAILWAY
WALTAIR DIVISION

APPENDIX 'F'
STATION WORKING RULES OF
VADLAPUDI STATION

WORKING OF D.K. STATIONS, HALTS, IBH, IBS AND OUTLAYING SIDINGS:

TEMPORARY WORKING INSTRUCTIONS FOR WORKING OF TRAINS BETWEEN VADLAPUDI (VDPD) - GANGAVARAM PORT LIMITED (GPL) TILL SUCH TIME THE INERLOCKING IS COMMISSIONED

1.1 DESCRIPTION;

1.1.1 LOCATION(GENERAL)

Gangavaram Port Ltd. (GPL) siding takes off between Electrical Mast No. 881/95-881/105 located between Vadlapudi (VDPD) and Gate Jn. (GJC) on Simhachalam North – Visakhapatnam Steel Plant line of East Coast Railway on VSP Line No.3.

Further Reception and Departure (R&D Yard) if GPL consisting of 6 (Six) running lines as L.No.1–708 M, L.No.2 – 678 M, L.No.3- 717 M, L.No.4-777 M, L.No.5-738 M and L.No.6-738 M.

Take off point is fitted with Hand Plunger lock with electrical point detection in normal position i.e. when the point is housed in normal position leads towards Gate Jn. only. The Take off point is operated by a ground lever provided at site. The said ground lever can be operated only when the key is transmitted from GJC station and extracted at location through RKT provided at location

1.1.2 DEPLOYMENT OF STAFF AT TAKE OFF POINT GOOMTY;

Gangavaram Port Ltd. (GPL) shall provide staff round the clock as required for manning the point location to guard against unauthorized interference on the point and also to exhibit proceed hand signal (Green hand signal) to the trains which are bound for VSPS.

1.2 PATTERN OF TRAFFIC HANDLING;

All the trains bound to GPL would take off from VSP lines between VDPD-GJC and would be handed over to GPL at R&D yard i.e. Railway locomotives would be released at R&D yard. Further movement of rakes to unloading location or loading location would be made by GPL locomotives worked by GPL pilots. For all the commercial transactions the time of handing over and taking over at R&D yard would be taken into consideration. However, the taking over time from GPL is the same as the train would be ready to dispatch from R&B yard towards VDPD as agreed in the Detailed Project Report (DPR)

[CH.SRINIVAS]
D.S.T.E /WAT

[M.V.R.MURTHY]
DOM[T/S] /WAT:

1.3 (a) <u>WORKING OF TRAINS (RECEPTION OF UP TRAINS):</u>

The trains shall work between VDPD and R&D yard of Gangavaram Port Ltd. (GPL) on non-interlocking work. GPL will provide round the clock man-power at Take off point till full fledged interlocking is commissioned as per SI plan No.23027.

As and when the Station Master(SM)/VDPD intends to dispatch the GPL bound goods train, shall put up line clear enquiry to the SM at Gate Junction Cabin (GJC) in the form of "is line clear for _____ Up goods bound to R&D yard of GPL. No._____ Up/Down goods left here (GJC/GPL)/arrived here (GJC/GPL) last at _____hrs. Id No._____". On form No. T/A 1425. On receiving the line clear enquiry from SM/VDPD, the SM/GJC shall unless there is any reason of obstruction reply in the form of "Line is clear for No _____ Up/Down goods arrived here (GJC/GPL) /left here (GJC/GPL) last at _____ hrs. ID No._____ private No _____". On form No.T/A 1425. On receiving the reply from SM/GJC, the SM at VDPD shall prepare the line clear ticket on form T/C 1425 as per GR 14.25 and T/369(3b). He will also endorse that Driver shall stop his train short of the take off point at KM 881/95 and obey the hand signals displayed by the TPM who set, clamp and pad lock the take off point in favour of the GPL siding on the authority T/C 1425 in superscription.

T/C 1425 shall be handed over to the driver of the train bound to GPL as an authority to proceed and authority to pass LSS at ON respectively after ensuring, the closure of all intervening manned level crossing gates if any and correct route in favour of the said train has been set clamped and pad locked unless it is governed by fixed signal.

Further a caution order detailing speed restriction if any in section and an advise to the driver to stop at KM 881/8 (i.e. in rear of take off point to GPL line) and also at the first facing point of R&D yard and be piloted by Operating official not below the rank of a points man on hand signals at the take off point.

All along the period of operation of trains between VDPD-GPL, the signal line tokenless block instrument both at VDPD and GJC shall be under suspension in normal position by exchanging messages between VDPD and GJC supported by Private Number.

Simultaneously SM of GJC shall also depute one of his points man to the take off point with necessary clamp and padlock along with a pilot memo on form No. T/369(3b).

TPM/GJC whoever is deputed by SM/GJC to the take off point, shall speak to the SM/GJC on telephone and extract the key from RKT as transmitted by SM/GJC. The key extracted shall be inserted in the plunger lock at point location and unlocked which releases the point for operation through the ground lever provided at site.

On duty points man of GJC shall not handover the pilot memo No.T/369(3b) unless he sets the take off point both facing and trailing in required position, clamped and padlocked. Handing over of T/369(3b) together with proceed hand signal exhibition at the take off point will constitute the authority for the driver to proceed past the take off point only.

After clearance of the take off point, the same TPM shall normal the take off point, and transmit back the key to SM/GJC through RTK. SM/GJC shall communicate the same to SM/VDPD supported by private number in token of the take off point is housed in normal position in order to facilitate the further train movement towards the FJC which may be coming for VSPS. Further normal position of take off point is detected in the Block circuit related to VDPD-GJC-VDPD on the VSPS Line No. 3.

Again the driver stop the first facing hand point of R&D yard and wait there till he is piloted by Operating staff of R&D yard.

Immediately after the UP train left VDPD, the SM/VDPD will repeat train out report to GJC. Further, the SM/GJC will communicate the same out report to the SM at R&D yard of GPL.

The SM of R&D of GPL immediately after the receipt of out report from GJC shall nominate a clear line for reception of the train and advice his points man to set, clamp and padlock the required had points in favour of the said train and arrange to pilot the train on the authority of form No.T/369(3b).

On arrival of the train in the R&D yard of GPL the SM/GPL shall send the train complete arrival register duly filling necessary columns on form No.T/1410 to the Guard of the train through his points man.

The guard of the train after arrival shall ensure that the train arrived complete along with LV indicator and stand clear of fouling shall confirm it to the Station Master R&D yard through available communication supported byt Private Number or take the train complete arrival register T/1410 to the SM whichever is earlier.

On getting of confirmation of complete arrival through points man supported by Private Number or the receipt of train complete arrival register, the SM R&D yard of GPL shall communicate arrival report to SM/GJC supported by Private Number. Further SM/GJC shall communicate arrival report to VDPD on train message supported by Private.

(b) **DESPATCH OF DOWN TRAIN:**

Whenever a down train is ready to dispatch from R&D yard which included ready in all respects, SM/R&D yard shall advise the SM/GJC to take line clear supported by Private Number. The SM/GJC on receipt of advise from the

SM/R&D yard shall in consultation with SCR on duty, apply line clear enquiry to Station Mater/VDPD provided the section between VDPD-GJC and /or VDPD-R&D yard is clear of any train. On receipt of line clear enquiry, the SM of VDPD shall in consultation with the SCR on duty, shall grant line clear for the train waiting at R&D yard. On getting line clear from VDPD, the SM of GJC shall advise his points man to go the take off point, set the point if favour of the waiting train at R&D yard, clamp and padlock. Simultaneously SM/GJC shall advise the SM/R&D yard to prepare an authority on form No.T/511 & T/D1425 under exchange of ID & PN. The onduty TPM shall set clamp and padlock the nominated outgoing route as explained in para No. 1.3(a) above and confirm the SM/GJC supported by Private Number. There after SM.GJC shall advice SM/R&D yard in token of having the take off point is set clamped and padlocked supported by Private Number.

The SM/GPL shall then handover T/511 & T/D1425 to Driver of out going train through on duty TPM on confirmation of take off point, outgoing route of R&D are set clamped and padlocked and after setting, claming and padlocking of points in R&D yard by his Pointsman. The responsibility of ensuring outgoing route setting clamping and padlocking in R&D yard devolves on SM/R&D yard.

SM on duty at R&D yard shall before handing over of form No.T/511 physically ensure the correct route is set, all the points involve in such movements are clamped and padlocked and shall also depute his points man to show proceed hand signal at the first facing point.

On complete passing of the train past the last points on the route shall repeat our report to SM at GJC. SM/GJC shall repeat the out report further to SM VDPD.

SM/VDPD on getting our report shall make efforts to admit the train by taking off the home signal or piloting as usual.

1.4 **TRAFFIC HANDLING**

Immediately on arrival of a loaded train at R&D yard of Gangavaram Port Ltd., SM on duty shall advise the onduty point man to detach the locomotive and bring on adjacent clear line through a shunting authority on from No. T/806 and also shall advise to detach the Match Truck.

After completion of detaching of Match Truck, SM/R&D shall advise the Train Examiner on duty to release the complete rake through a memo on from No.T/431.

TXR on completion of release, advise the SM on duty at R&D yard to arrange to give placement in tippler line for unloading.

SM on duty at R&D yard advise GPL authorities to send their locomotive in advance of rake ready.

On receiving the advise from TXR on duty that the rake is released, the SM on duty at R&D yard shall advise his TPM to push the GPL locomotive on rake and make EOT through T/806.

After EOT and rake ready GPL traffic staff will make arrangements to push the rake into the loading yard. All the points involved in the movement either of locomotive movement or of rake movement or any other movements are hand operated and required to be clamped and padlocked.

Similarly on arrival of empty rake in R&D yard, the TPM of R&D yard shall attend to the detaching of GPL locomotive, attaching Match Truck and attaching of Railway locomotive.

All the movements in post R&D yard, post tippler yard are non signalled and governed by hand operated points and required to clamp and padlock.

Immediately on arrival of empty rake or loaded rake when it is back loaded shall be offered for mechanical examination through memo No.T/431.

After the rake is made fit by C&W, Railway locomotive attach Match Truck and make EOT. TXR attends to the AP test and issues necessary BPC for continuing its onward journey.

LEVEL CROSSING GATES

Gate working rules of "C" class manned level crossing gate non-interlocked provided between VDPD-R&D yard of GPL at KM. Ch.2526.60.

1. GENERAL

1.1 DESCRIPTION OF THE LEVEL CROSSING GATE:

Following details shall be mentioned at all manned level crossing gates:

1. Number of Level Crossing Gate:	**GPL Gate**
2. Engineering or Traffic Gate:	**GPL mid section**.
3. Under control of Station Master/Senior Section Engineer:	**SM/R&D/GPL**
4. Location at KM:	**CH 2526.60**
5. At Station:	**R&D/GPL**
6. In between stations	**VDPD & R&D/GPL**
7. BG/MG/NG:	**BG**
8. Single line/Double line/Multiple line:	**Single Line**
9. Normal Position:	**Open for Road Traffic**
10. Interlocked/non-interlocked:	**Non-Interlocked**
11. Means of Interlocking	_____
12. Provisions of Gate signal at Kms.	
Up Line	_____
Dn Line	_____
13. Signalling arrangements	
14. Means of Communication – Telephone/Bell etc:	**Telephone with SM/ R&D/GPL**
15. Width of level crossing gate	**10 Mtrs**
16. Type of Road (NH/SH/Others)	**Others**
17. Name of Road	**Balcheruvu Road**
18. Metalled/non-metalled	**Metalled**
19. Approach road	**Pucca**
20. Width of the road	**7.5 Meters**
21. Angle of road crossing (In case of skew gates)	**51 Degreees**
22. Road gradient (if any)	
North/East side	**1 in 30**
South/West side	**1 in 30**
23. Road alignment (straight/curve)	**Straight**
North/East side	_____
South/West side	_____
24. Provision of height gauges	**Provided**
25. Type of Barriers	**Lifting Barriers**
26. Length of Check Rails	**10' x 10'**
27. Road Surface in between L – Xing gates	**Level**
28. Length of Rumble strip/speed breakers	_____
29. Road signs	**Provided**
30. Speed breaker indication board	**Provided**
31. TVU	**1728 in 2008**
32. Census next due on	**2011**
33. Demarcation for placement of Detonators	**Provided**
34. No. of Gatemen working	**2 (Two)**
35. Nearest Medical Assistance	**Vadlapudi (HU)**
36. Nearest Private Medical Assistance available (if any)	**RK Hospital/Gajuwaka**
37. List of equipment available Yes/No	**Yes**

1.2. EQUIPMENT

ITEMS	QUANTITY/NUMBERS
(1) Hand Signal Lamp Tri Colour	3 (5 on Quadruple/Line or twin single line)
(2) Hand Signal Flag Green	1 Mounted on sticks
(3) Hand Signal Flag Red	3 (6 on Quadruple/Line or twin single line and 7 in case Hexaple Section mounted on sticks)
(4) Banner Flag Red	3 (5 on Quadruple/Line or twin single line)
(5) Posts for exhibiting red banner flag	2 (4 on Q/ twin single line and 5 on Hexaple section)
(6) Spare chains with padlocks	2 with stop mark.
(7) Detonators	10 in tin case
(8) Fusee	1 (3 on multiple line, double line, parallel lines suburban sections, automatic signalling and ghat sections)
(9) Gate lamps	2
(10) Tommy Bar	1
(11) Mortar Bar	1
(12) Spade/Fowrah	1
(13) Rammer	1 (In case of asphalted road this may not be provided)
(14) Pick Axe	1 (In case of asphalted road this may not be provided)
(15) Tin case for flags	1
(16) Can of oil	1
(17) Water pot/Bucket	1
(18) Canister for Muster Roll	1
(19) Set of spare spectacles for gateman wearing glasses	1
(20) Board demarcating protection of level crossing gate diagram in case of obstruction on gate	1
(21) Basket	1
(22) Whistle	1
(23) Wall Clock	1

1.3 RECORDS TO BE KEPT AT GATE LODGE:

In addition to the above equipment, following records shall also be kept at the gate lodge.

1. Gate Working Instructions in Hindi/English.
2. Gate Working Instructions in local vernacular language.
3. Gateman Rule Book in local vernacular language.
4. List of tools and books.
5. Duty Roster.
6. Certificate for working as gateman.
7. Bio-data particulars of Gateman, including date of passing vision test, Initial/refresher course, safety camp, etc.
8. Accident Register.
9. Record of last census of road traffic at level crossing gate.
10. Public Complaint Book.
11. Inspection Book.
12. S&T Register in case of Interlocked Engineering Gate.

1.4 DUTIES OF GATE MAN:

1 ALERTNESS:

The gateman shall be alert and be prepared to take immediate action, should danger be apprehended Keys of the gate shall be in his personal custody

2 POSITION DURING PASSAGE OF TRAINS:

During passage of trains, gate man will stand in the manner indicated below:

i) Gateman will stand attentively in front of the gate-lodge facing the approaching train.

ii) In day time, gateman shall hold red and green flags furled up on separate sticks in right and left hands respectively.

iii) In night time, gateman shall hold lighted hand signal with white light facing the track.

iv) He shall keep the whistle slung around in his neck from a cord.

3 ROUTINE DUTIES OF GATE MAN:

i) Gateman shall ensure that red banner flag is placed across the track whenever the gate is kept in open condition for passage of road vehicles.

ii) Gateman shall ensure that gate lamps and lamps of all gate signals are lighted and kept burning continuously form sunset to sunrise.

iii) Gateman shall perform his duties strictly according to the duty roaster and shall not leave the gate unless reliever arrives and takes charge of it. However, if it is necessary to leave the gate in an emergency, he must close and lock the gates against road traffic, before leaving the gate.

iv) Except where otherwise prescribed under special instructions, he shall observe all passing trains and be prepared to take such action as may be necessary to ensure safety of trains.

v) Gateman shall watch all passing trains and keep sharp look out for any unusual like hot axle, hanging chains, hanging battery, and vehicle/wagon/train/battery box on fire, shifted load, falling material like brake blocks, brake beams, safety bracket, vacuum cylinder or any other situation endangering safe running of trains.

vi) Gateman shall also be prepared to repeat any signal which guard may give to driver on Walkie-talkie or in other way.

vii) If lifting barrier/leaf gates get damaged or becomes out of order, the gateman shall use the spare chain with disc and padlocks for securing the gate against road traffic.

viii) Gateman shall report to the nearest Station Master, Gangmate or Permanent Way Inspector any defect in his gate or apparatus pertaining to it, as soon as possible.

ix) In the event of gate signal becoming defective the Gateman shall maintain the signal in the 'ON' position even by disconnecting the signal or the wire if necessary.

x) At the gate whose signal have become defective, the Gateman shall close and lock the lifting barriers/leaf gates on sighting a train and hand signal or pilot the train past the defective signal. In such case he should inform the driver to report the defect at the next station.

xi) Gateman shall wear badge and prescribed uniform while on duty at level crossing gate.

xii) Gateman shall ensure that his having competency certificate in his possession while on duty.

xiii) Gateman shall work at the gate as per Gate Working Instructions and remain well conversant with these instructions.

xiv) Gateman shall ensure that equipment supplied at the gate is in good order and ready for immediate use.

xv) Gateman shall see that the channel for the flange of the wheel is kept clear.

xvi) Gateman shall keep the road surface well watered and rammed in case of unhealed roads.

xvii) Gateman must be vigilant to see that inconvenience to road users due to closure of gates should be to the minimum possible extent.

xviii) Gateman on electrified section shall watch that road vehicles/animals passing from gate are within the height-loading gauge provided on either side of the level crossing gate.

xix) Gateman shall prevent trespassing by persons or cattle to the maximum extent.

4) ACTION IN CASE OF UNUSUAL OCCURRENCE ON TRAINS:

In case Gateman observes any thing unusual with a passing train, he shall take following action.

i) He shall take prompt action to warn the driver/guard of the passing train by showing red flag by day and red light by night.

ii) He shall simultaneously try to draw the attention of the driver/guard by whistling continuously, shouting, gesticulating, throwing ballast on the brake van or by any other means.

iii) If driver/guard fails to take notice, Gateman shall immediately inform the Station Master/Switchman/Cabinman, if connected on telephone, to take appropriate action, under exchange of private number.

iv) In case of train parting, Gateman shall not show stop hand signal but shall show prescribed signal for train parting.

v) He shall endeavour to attract the attention of the driver/guard by whistling continuously, shouting, gesticulating, and by raising both hands vertically above, quickly parting them and bringing them together in repeated UP and Down motion as high and low as possible.

vi) In case the train does not stop, shall immediately inform the Station Master/Switchman/Cabinman, if connected on telephone, to take appropriate action, under exchange of private number.

5) **ACTION IN AN EMERGENCY AT THE LEVEL CROSSING:**

i) In case of an obstruction at the level crossing gate, Gateman shall maintain the gate signals, if any, in the 'ON' position.

ii) Thereafter, if he is unable to remove the obstruction, gateman shall immediately advise the Station Master/Switchman/Cabinman, on duty, if connected on telephone, to take appropriate action, under exchange of private number.

iii) If there is no response from the Station Master/Switchman/Cabinman after two or three attempts, he shall first protect the gate and then inform of the phone.

The Gateman shall protect the line as under:

a) On Single Line Section

i) Gateman shall plant a red banner flag by day and red light by night 5 meters away on posts duly provided for the purpose. He shall first protect the direction from which a train is expected to arrive first.

ii) Then he will similarly plant the other red banner flag by day and red light by night on the other direction 5 meters away from the site of obstruction.

iii) Gateman shall then proceed to protect the gate along with detonators, fuses and red flag by day and red hand signal lamp by night.

iv) Gateman shall proceed exhibiting red flag by day and red hand signal lamp by night towards the direction from which a train is expected to arrive first, to a point 600 meters, on BG and 400 meters on MG/NG and place one detonator on the line. Thereafter he shall proceed to a distance 1200 meters on BG and 800 meters on MG/NG from the level crossing gate and place 3 detonators on the track 10 meters apart. Having thus protected the line he shall return to the level crossing gate picking up the intermediated detonator on his way back.

v) Thereafter, he shall proceed towards the other direction, showing red hand signal, similarly place detonators as described in Para (iv) above and return to the site of

obstruction, picking up the intermediate detonator on his way back.

vi) Having returned to the gate, he must then take steps to remove the obstruction, and warn the driver of the approaching train.

vii) On those meter gauge sections where trains run at more than 75 kmph. Detonators shall be placed at distance to be specified under Special Instructions by the Administration.

viii) In case the Gateman observes or hears a train approaching when he is still on his way to protect and before he reaches the stipulated distance to place detonators, he shall place detonators on the line at a distance as far as he can go.

ix) Thereafter, he shall light up and fix the fuses to warn the driver and stop the approaching train by waving his red flag by day red hand signal lamp by night repeatedly.

c) Other action to be taken by Gateman:

i) At night Gateman shall light two hand signal lamps and take action to exhibit red light and protect the lines as described in sub paras (a) and (b) above.

ii) If the gate is broken by a road vehicle, which is fouling the track, or if lifting barriers/leaf gates or any other obstruction at the gate, the Gateman shall take immediate action.

iii) He shall note down the particulars of the road vehicle, vehicle number, name of the driver, owner and relay these details to the nearest Station master/Switchman/Cabinman or Permanent Way Inspector regarding the particulars and obstructions at the level crossing gate, through messenger or other means available.

1.6 ENGINEERING ITEMS:

Please see paras 916, 918, 919 of IRPWM for visibility requirements at level crossings, provision of speed breakers on the approach roads of level crossings and census of traffic at level crossings.

Annexure – iv

WORKING INSTRUCTIONS FOR ENGINEERING LEVEL CROSSING GATES NON-INTERLOCKED, PROVIDED WITH TELEPHOE WITH NORMAL POSITION "OPEN TO ROAD TRAFFIC"

(General Instructions are common for all types of Manned Level Crossing Gates)

1. MODE OF OPERATION:

Detailed more of operation for opening and closing the level crossing gate shall be provided in the respective Station Working Rules and Gate Working Instructions incorporating local operational requirements. When level crossing gate is required to be opened for passage of road traffic, the gateman first open the gate farthest away from approaching road traffic and then open the gate on the side nearest the approaching road traffic.

2. EXCHANGE OR PRIVATE NUMBER:

(a) When Gate is connected with the station at the dispatching end:

vi) Station Master / Switchman / Cabinman at the dispatching end shall advise the gateman the number, description, direction and expected time of the passage of the train at the gate, under exchange of private number.

vii) Such advice shall be given before taking 'OFF' departure signals or giving an authority to proceed to the driver.

viii) The Gateman on receipt of the advice shall close the gate well in time and confirm the same, under exchange of private number.

ix) Station Master / Switchman / Cabinman will lower the departure signals after getting the private number of the gateman.

x) Gate once closed for road traffic must on no account be opened unless this is authorized by the Station Master / Switchman / Cabinman, under exchange of private number.

(b) When Gate is connected with the station at the receiving end:

vii) Station Master / Switchman / Cabinman at the dispatching end shall advise the Station Master / Switchman / Cabinman at the other end the number, description, direction and expected time of the passage of the train at the gate, under exchange of private number.

viii) Such advice shall be given before obtaining line clear.

ix) Station Master / Switchman / Cabinman at the receiving end shall in turn convey the same advice to the gateman, under exchange of private number.

x) The Gateman shall close the and thereafter give his private number to the Station Master / Switchman / Cabinman.

xi) Only then shall the Station Master / Switchman / Cabinman at the receiving end grant line clear to the Station Master / Switchman / Cabinman at the dispatching end,

xii) Gate once closed for road traffic must on no account be opened unless this is authorized by the Station Master / Switchman / Cabinman, under exchange of private number.

3. FAILURE OF TELEPHONIC COMMUNICATION:

When Telephone Communication fails or it does not get any response from the Gateman despite 2 or 3 attempts, the following procedure should be adapted:

ix) Station Master at dispatching end shall issue a caution order to the driver before dispatching a train in the block section from his end.

x) The caution order shall advice the driver to whistle continuously and approach the gate cautiously.

xi) The driver shall be instructed to pass the gate cautiously, on being hand signalled by the gateman. If hand signal is not seen, driver should be prepared to stop short of the gate and depute his Assistant Driver to see the conditions of the gate. If the gate is closed, the Assistant Driver will give the all right signal and if the gate is not closed the Assistant Driver must close the gate and then give all right signal. In the absence of the Assistant Driver, the Driver may take the assistance of Assistance Guard/Guard and shall stop clear of the level crossing to pick up the Assistant driver who will reopen the gate for passage of road traffic.

xii) In case of an approaching train, the Station Master shall advise the Station Master at the dispatching end, under exchange of private number, that the telephone at the gate has failed.

xiii) The station Master at the dispatching end shall issue a caution order to the driver before dispatching a train in the block section from his end.

xiv) Station Master shall also advise the gateman through gangman / patrolman or driver of the first train that the telephone has become defective.

xv) He should also advise S&T staff responsible for maintenance of the telephone to rectify the defect at the earliest.

xvi) Normal working will be resumed only after S&T staff rectifies the telephone and issue reconnection/fit memo for the same.

4. <u>FAILURE OF LIFTING BARRIERS OR LEAF GATES:</u>

ix) When the gate cannot be closed due to failure of lifting barriers / leaf gates, the gateman will immediately inform the Station Master / Switchman / Cabinman on duty, under exchange of private number, and ensure the lifting barriers or leaf gates do not foul the track.

x) He shall immediately fix red banner flag by day and red light by night on the post at that end first form which the train is approaching and then at the other end.

xi) Gateman shall secure the gate against road traffic by means of safety chains and padlocks.

xii) After securing the gate against road traffic, he shall show green hand signal flag by day and green light by night to the Driver of the approaching train.

xiii) Station Master on duty shall issue a caution order to the driver of a departing train.

xiv) He shall also advice the Station Master at the dispatching end, under exchange of private number, to similarly issue a caution order to the driver before dispatching a train in the block section from this end.

xv) He should advice maintenance staff responsible for maintenance of lifting barriers/leaf gates to repair the defect at the earliest.

xvi) Normal working will be resumed only after the maintenance staff repairs the barrier/leaf gates and issue reconnection / fit memo for the same.

5. <u>OBSTRUCTION AT THE GATE:</u>

xiv) If the gate is broken by a road vehicle which is fouling the track, or if lifting barriers/leaf gates or any other part of the gate foul the track, or if there is any

other obstruction at the gate, the Gateman shall immediately fix red banner flag by day and red lamp by night on posts provided at both ends of the gates, for this purpose.

xv) Immediately after this, the Gateman shall advise the Station Master / Switchman / Cabinman on duty, regarding the defects/obstruction at the gate, under exchange of private number.

xvi) Station Master/Switchman/Cabinman, on duty shall be advised to put the reception/departure signals back to 'ON' position, if taken 'OFF" for a train.

xvii) If there is no response from the Station Master/Switchman/Cabinman after two or three attempts, he shall first protect the gate and then inform on phone.

xviii) Gateman shall then rush with detonators, fusee and red flag by day and red hand signal lamp by night in the direction of the approaching train and protect the gate as stipulated in General Instruction for duties of Gateman under Item No. 1.5(5).

xix) Thereafter he shall protect he gate from the other direction also.

xx) He shall note down the particulars of the road vehicle, vehicle number, name of the driver, owner and relay these details to the Station master who shall not start the train unless he has been assured by the Gateman that the road vehicle or the lifting barriers/leaf gates are not fouling the track.

xxi) The Station Master shall also inform the Station Master at the dispatching end, under exchange of private number, asking him not to dispatch any train in the block section form his end, until the track has been cleared of all obstructions.

xxii) After the track has been cleared of all obstructions the Gateman shall inform the Station Master accordingly, under exchange of private number.

xxiii) Station Master shall then issue a caution order to Drivers of all trains to proceed cautiously, and pass the reception/departure signal at 'ON' position on green hand signal of the Gateman, if the gate is broken, but is clear of any obstructions.

xxiv) Gateman shall secure the gate against road traffic by means of safety chains and padlocks and thereafter exhibit green hand signal, if the gate is not obstructed.

xxv) Station Master shall advice maintenance staff responsible for maintaining the lifting barriers/leaf gates to repair the same. At the earliest.

xxvi) Normal working will be resumed only after maintenance staff rectify the defective lifting barriers/leaf gates and issue reconnection/fit memo for the same

6. <u>OBSTRUCTION ON THE TRACK NEAR LEVEL CROSSING:</u>

If there is a rail fracture or obstruction on the track due to falling of a tree, fouling by road vehicle or derailment which is visible to the gateman, the gateman and Station Master will adopt the procedure given under Item No.5 above. If the obstruction fouls the Level Crossing Gate, he must keep the gates closed against road traffic till the track is cleared of the obstruction.

EAST COAST RAILWAY
WALTAIR DIVISION

APPENDIX 'G'
GATE JUNCTION CABIN STATION

RULES FOR WORKING OF TRAINS IN ELECTRIFIED SECTIONS.

NIL

EAST COAST RAILWAY
WALTAIR DIVISION

APPENDIX 'H'
GATE JUNCTION CABIN STATION

RULES FOR WORKING OF PRIVATE SIDINGS

NIL

EAST COAST RAILWAY

WALTAIR DIVISION

APPENDIX- 'G'

TO

SWR

OF

RRI/EMPTIES YARD OF VSPS

(I.E. FOR EMPTIES YARD OF RINL/VSP)

(DRG. No. WAT/TRD/SWR/VSP/304/15)

STATION WORKING RULES FOR 25 KV A.C ELECTRIC TRACTION

RRI/EMPTIES YARD OF VSPS (i.e. FOR EMPTIES YARD OF RINL/VSP)

1. **GENERAL & SUBSIDIARY RULES** :

i) The rules applicable to Electrified Section have been given in Chapter XVII of the General Rules and in the Subsidiary rules made hereunder for Electric traction. The General principles governing operation and maintenance of Traction Overhead Equipment, Electric Locomotives, Signal & Telecommunications installations have been given in the A.C. Traction Manual. These rules books and an extract of the relevant paras of A.C. Traction Manual, shall be kept in each station and yard office and all the staff dealing with safe working shall make themselves thoroughly familiar with the same (GR 17.01).

ii) Brief reference to important rules required to be followed by Station / Yard staff in their day to day work has been given in this Appendix. These are, however, illustrative and not exhaustive.

2. **GENERAL SAFETY PRECAUTIONS** :

i) All staff are warned that contact with or very near (within 2 meters, unless protected by a screen as per rules) to live portion of the 25 KV Traction Overhead Equipment is dangerous and shall be strictly avoided.

ii) No work on overhead lines or in the zones within two meters, of any live equipment shall be carried out unless a regular 'permit to work' is obtained from the authorized Traction staff and line is made dead and earthed as per rules (GR 17.04) ACTM 20600 to 20619 Vol.II Pt.I.

3. **SECTIONING DIAGRAM (Station Working Rules Diagram for Electric Traction)**

i) A Diagram No. **WAT/TRD/SWR/VSP/304/15** indicating schematically the lines which have been equipped with for Electric traction is exhibited. The diagram also indicates different electrical stations (Sectors, Sub-Sectors or Elementary sections) the Controlling Switches (Isolator Switches or Interrupters) Insulated Over laps and Section Insulators where the over head equipment is electrically separated. The limits of an Electrical section (Sub-Sector or Elementary Section) and are indicated by relevant section. A copy of this diagram is also enclosed with these special working rules and will form part of the same.

ii) For all purposes connected with train movements and power blocks, this diagram is the only authorized document to be referred to. The normal position of various switches is indicated on the diagram.

4. **UNWIRED TRACKS** : No electric locomotive with pantograph raised shall under any circumstances be taken to an un wired section.

5. OPERATION OF SWITCHES :

I) All switching operations shall be carried out in accordance with the instructions of the Traction Power Controller except in respect of Switching operations for local blocks, which may be carried out by authorized traction staff, after they have been granted local block by the Station Master or Assistant Station Master accordance with GR 17.04.09 and ACTM 20600,20601, Vol.II Pt.I.

II) "In case of emergency, Authorized and trained station staff may open Isolator switches under specific instructions of the Traction Power Controller (GR.17.04.14-B) with exchanging of Private Nos. to perform the operations of the following isolator switches as well as any other isolators within the station limits".

Sl. No.	Isolator No.	Loc. No.	Sl. No.	Isolator No.	Loc. No.
1.	SS/87	UC/21A	5.	SS/91	U-40/1
2.	SS/88	UC/32A	6.	SS/93	UC-44/1
3.	SS/89	U-53/4	7.	SS/96	UC/26
4.	SS/90	U-4/35			

6. POSITION OF SWITCH HANDLES :

When a switch is in the closed position, the operating handle of the Switch is at the top.

7. LOCATION OF KEYS OF SWITCHES : The keys for the padlocks of various isolator switches are kept in the ASM's Office in a box with a glass mounted cover (GR 17.04.13). The Station Master shall daily check the locks on switches within the station limits and report any defect or deficiency to the Traction Power Controller.

8. PROCEDURE AND PRECAUTIONS FOR OPERATING ISOLATORS :

The procedure for Operation of Isolator Switches have been given in and GR 17.04.15 and SR 17.04.14 (b) which must be rigidly observed.

Isolator switches may be opened only after ensuring : -

A) If the Isolator switch is on the main line that the adjacent interrupters on either end of Isolators switch have been opened.

B) If the Isolator switch is controlling supply to yard lines, that either the Elementary Section controlled by the Isolator switch is free of raised pantographs of Electric Locomotives, on the Interrupters controlling the supply to the yard lines in question are open (GR.17.04.15).

9. **POWER BLOCKS** :

i) The detailed procedure for obtaining Power Block has been given in (GR.17.04.02, 17.04.03 & 17.04.04) ACTM 20603, 20604, 20611, 20612 & 20613 which must be rigidly followed except in case of emergency.

ii) The sequence of switching operations for granting and canceling the Power block for particular section, are included in the Annexure. These shall be strictly followed by all staff. Failure to follow the sequence indicated, is likely to lead to dangerous consequences. When any isolator switch is changed from its normal position, for staff to work in over head equipment, a danger board shall be exhibited on the switch with the caption "DANGER MEN WORKING". An adequate number or such Danger Boards have been provided at each stations.

10. PROTECTION AT THE TIME OF POWER BLOCK :

i) All sections over which a power block has been granted shall be protected against the entry of Electric Locomotives with pantograph raised from either end during the period (GR 17.04) and ACTM 20620, 20621 to 20627 Vol.II Pt.I strict enforcement of longitudinal and transverse, protection as per the Annexure attached shall be ensured before imposing power block. If there is / are locomotive on the section over which the power block to be given, the Loco Pilot of such, locomotives shall be given a memo by the Station Master on duty or authorized Traction staff to lower the pantograph and not to raise it until further instructions and an acknowledgement shall be obtained. The Loco Pilots shall not be given instructions to raise the pantograph still the power block is cancelled.

ii) Station master or station staff conducting shunting operation with electric locomotive will ensure that under no circumstances any electric locomotive approaches near the traction structure limiting electrical sections power with the power block may be granted. Limits of each electrical section at a station are shown in the station sectioning diagram.

11. **SECTION INSULATORS** : In order to insulate main and loop lines on different grid in the yard, cross over / turn out connecting main and loop lines or different grids of the yard are provided with section insulators, so that, when one line / or grid is made electrically dead and there be any fault on the same, the other line / grid is not affected. The speed of the electric locomotives with pantograph raised over such section insulators shall not exceed 50 KMPH subject to an other speed restriction which may be in force. When one of two sections separated by a Section Insulator is dead, the pantograph of the electric locomotive on the live section shall not proceed closer than 30 feet (10 meters) towards the section insulator marking the end of the dead section.

12. BREAK DOWNS OF TRACTION OVER HEAD EQUIPMENTS : All the break downs or defects noted or reported on the Traction Overhead Equipment or any other traction equipment including bonding, shall immediately be reported to the Traction Power Controllers (GR 17.03.02) ACTM 20605 Vol.II Pt.I. Necessary caution order should be issued to the Loco Pilot concerned as directed by the Traction Power Controller observing the existing rules regarding issue of Caution Orders.

13. REGISTER OF MESSAGES : All messages relating to faults on the Traction over head equipment, operation of switches custody of keys of out-door switches and other important communications in connection with the operation and maintenance of Traction Overhead Equipment shall be recorded serially in a register by both the sender and the receiver indicating the time at which the messages are received of exchanged (GR 17.04.12) ACTM 20610 Vol.II Pt.I.

14. MOVEMENT OF DIESEL ENGINES OR TRAINS HAULED BY SUCH ENGINES

Goods or Passenger trains hauled by other than electric locomotives may be allowed to pass through the dead section subject to the following conditions :-

(a) This has not been prohibited specifically in the power block message.

(b) Other than Electric trains hauled by such engines shall be brought to a stand at the station preceding the station/section at which power block is granted and the Station Master or this station shall satisfy himself by personal inspection that there is no electric locomotive in the train.

(c) He shall also give a Caution Order to the Loco Pilot of such engine or train, warning him of the power block ahead and instructing him to watch for hand signals and observe them.

(d) No Station Master shall give line clear or lower signals for a train to run over a section under power block unless he has received an assurance (supported by Private Number) from the Station Master of the preceding station that there is no electric locomotive or Inspection Car with pantograph raised in the train. (ACTM 20627 Vol.II Pt.I.)

Note : For purpose of this Rule a Dead Electric Engine dispatched as a vehicle shall not be considered as a Electric Locomotive.

15. ELECTRIC LOCOMOTIVE : Provisions included in A.C. Traction Manual must be completed with in case of double heading or banking by electric locomotive and precautions indicated therein must be complied with when dispatching locomotive ACTM 30636 Vol.III.

16. ESM : Any direct contact or close proximity to 25 KV line conductors is dangerous, the station Lamp man/ESM climbing up the Signal post for removing or fixing or cleaning the signal lamp should not carry any long article which may accidentally touch or come in close proximity to live conductors. The ESM shall also be warned against bringing any part or body near live conductors.

17. CRANES: No crane shall be worked on or near Traction over head equipment, unless such equipment is first made dead and earthed and authorized representative of the OHE section is present (SR. 17.04.17(a) & (b))

18. WORK ON ROOF OF ROLLING STOCK :

No person shall climb on to the top of engine or tenders or on the roofs of carriages or wagons, when these vehicles are located beneath, overhead equipment except, when a regular ' permit to work' has been obtained from authorized traction staff and the overhead equipment is dead and earthed (GR 17.05 (02), at ACTM 10402 & 10403 Vol.I)

19. BLOCK INSTRUMENTS OR ANY OTHER ELECTRICAL,SIG.EQUIPMENT:

The Station Master or cabin man on duty must always watch for any unusual working in the Block Instrument or any other Signaling equipment which may arise due to voltage induced from the Traction system. The block instrument or the signaling equipment must be suspended whenever there is any signs of unusual working and the nearest Signal & Telecom Maintenance Inspector contacted to inspect and certify the same. In the event of break of catenary, the Station Master must immediately check up whether all block and Morse signaling equipment are working normal before permitting any train movement

20. TELECOMMUNICATION CIRCUITS :
The details of the Telecommunication facilities available on the electrified sections and the use of the same have been given to ACTM 10213, 10429 VolI, 20703 Vol .II Pt.I

21. ELECTRIC SHOCK :
The Station Masters shall exhibit prominently the instructions issued regarding the treatment to persons suffering from Electric Shock. In the Station, he shall ensure that all class-III staff are familiar with these instructions.

22. F I R E : Regarding Fire on or adjacent to any Electrical equipment refer GR 6.10 & SR there to
23. Nothing in these rules amends or supersedes any general or subsidiary Rules or instructions included in A.C. Traction Manual. These working rules shall be read as supplement to the aforesaid Rule books and also to the existing station working rules of the station.

24. AMENDMENTS FOR SUPPLEMENTARY CORRECTION SLIPS :
Any amendment to these working rules or any of the Annexure will be notified by Correction slip to the Station Working Rules. The correction slip will be serially numbered and it is the responsibility of SM in charge of a station to bring the contents to the notice of the staff concerned and take their acknowledgement.

25. CONTINUOUS WATCH BY INSPECTING STAFF : The inspecting staff of operating, Telecommunication and Traction Department , shall make regular checks at all points to which these special working rules are supplied to ensure that the rules corrected up to date and the staff concerned are fully conversant with the rules and abide by them.

NOTE : Whenever the codes “GR” and “SR” appear in these special working Rules please refer to the General and Subsidiary Rules for 25 KV A.C. Electric Traction, Chapter-XIX.

DGM/RITES/VSKP DEE/TRD/ECoR/WAT Sr.DOM(M)/ECoR/WAT

OPERATING STATION WORKING ON A.C. TRACTION AREA.

DO(s) AND DON'T(s)

A) FOR ALL STAFF :

(a) DO(s) :

1. In case of fire on Electric Traction equipment or wires
   - i) Inform Traction Power Controller.
   - ii) Extinguish Fire by Special extinguishers if available.
   - iii) Ensure no water jet is used under any circumstances.

2. Anything unusual on Traction wires or electric locomotives inform Traction Power Controller of nearest Station Master.
3. In any emergency speak to Traction Power Controller on emergency Telephone system (Sockets for connecting emergency Telephone) are provided at interval of approximately every Kilometer and defection to nearest socket is indicated on OHE Mast.

(b) DON'T(s) :

1. Do not approach within a range of 2 meters (Approx. 7 feet of any traction wires on line equipment)
2. Do not work on or near Traction wires or any line equipment unless they are made dead, earthed and 'Permit to Work' obtained from an authorized traction staff.
3. Do not permit unauthorized persons to operate any equipment even if it be for making it dead.
4. Do not disturb any earthing bonding' or tractions wires.
5. Do not enter any switching station or remote control center unless specially permitted and accompanied by authorized Traction staff.
6. Do not attempt to turn the person in contact with live traction wire either by touching him or with the help of wooden bamboo pole or by grabbing his clothing or with the help of rubber gloves if or any other means. Under such conditions contact the TPC switch off the power supply and remove the person in contact with the live traction wire by using wooden bamboo pole on by grabbing his clothes or with rubber gloves if available only after ensuring from TPC that the power supply has been switched off.
7. Do not forget to give artificial respiration to the victim.

B. FOR RUNNING STAFF :

(A) DO(s)

1. Avoid slipping of wheels
2. Load coal or oil in loose outside the electrified zone only.
3. Keep a safe distance of two meters (7 feet) from Traction wires while working on the locomotives.

(B) DON'T (s) :

1. Do not lift or raise your tools towards traction wires, (keep the tools in their respective position immediately after use).
2. Do not load coal on the engine tender to a height more than 4 mtrs. above rail level.
3. Do not take electric locomotive with raised pantograph to any unwired line, power block working limit or near the section insulators at the end of section under power block.
4. Do not climb on the locomotive (of any type) on the engine tender for any purpose, while under traction wire unless power is cut-off and permit to work obtained (for watering, use the water column from the ground with the special device provided for this purpose and open tank over by the special device provided).
5. Do not place a steam locomotive with chimney directly opposite a traction mast or under any insulator or under bridge.
6. Do not allow long articles like fixing rod, shovel or any other thing to protrude above the engine while on electrified tracks.
7. Do not direct any jet or spray towards the traction wires (Jets of water, if necessary may be used horizontally of size the safety zone of 2 Mtrs (7 feet).

DGM/RITES/VSKP DEE/TRD/ECoR/WAT Sr.DOM(M)/ECoR/WAT

C) FOR STATION MASTER :
(A) DO (s) :

1. Ensure all staff are conversant with safety precautions.
2. Report defects in traction wires or any electric locomotives of Electric Multiple Unit promptly to the traction power controller.
3. Keep sufficient number of button collars and ensure safety understand their use.
4. Ensure fitting of button collars to the points and signal buttons which give access to selection under power block.
5. Observe procedure given in Station Working Rules for 25 KV A.C. Electric Traction while operating Isolator switches.
6. Ensure safe custody of isolator switch keys.
7. Ensure that traction power staff protect sections from all directions by banner flag during power block
8. Suspend working of block and signals if single of unusual working are noticed always check block instruments and signaling equipment seen by breakdown in traction wires occurs.

(B) DON'T (s) :

1. Do not permit an electric locomotive or multiple unit with raised pantograph to approach any section under power block beyond (Power block) working limit or near section insulators.
2. Do not permit any crane to work adjacent to live with traction wires.
3. Do not permit your staff to approach live traction wires within the danger zone of 2 mtrs. (approximately 7 feet)
4. Do not permit electric locomotive with raised pantograph to enter any unwired section.
5. Do not take off signals for direct reception for any electric engine or train, if there is a power block within the adequate distance of the signal.

NOTE : This Appendix-G supersedes the previous appendix-G.

DGM/RITES/VSKP DEE/TRD/ECoR/WAT Sr.DOM(M)/ECoR/WAT

ANNEXURE TO APPENDIX-G

STATION WORKING RULES OF **RRI/EMPTIES YARD OF VSPS (I.E. FOR EMPTIES YARD OF RINL/VSP)** FOR 25 KV AC TRACTION
THESE RULES SHALL BE READ IN CONJUNCTION WITH THE STATION WORKING RULES IN FORCE

S. No.	Description	Steps of precautions to be taken during power block in respect of Electric locos hauling trains or running light or standing with pantograph raised		Sequence of Switching operation for granting power block	Sequence of switching operation for restoring power Block
		Longitudinal Protection	Transverse Protection		
1	2	3	4	5	6
A 1.	SECTOR Duvvada/TSS – Kottapalem/SP on Up & Down Main Lines; Duvvada/TSS – Jaggayyapalem on NTPC Line; Jaggayyapalem/SP-Vadlapudi on VSP-1 Line, VSP-2 Line, Engine Line; Duvvada-Vadlapudi Tie Line, Vadlapudi-VSPS on VSP Line, Engine Line, VSPS Yard, Gangavaram Port Main Lines including Gangavaram R&D Yard.	---	---	1) Ensure no electric loco is stabling with its panto-raised position in the section. 2) Ensure SM-88A at loc. EN/86N is in open condition at Jaggayyapalem. 3) Ensure SM/89A at loc. 873/16AN is in open condition at Jaggayyapalem. 4) Ensure SM/90A at loc. 873/16SN is in open condition at Jaggayyapalem. 1)Open CB-111 at Duvvada/TSS.	1)Close CB-111 at Duvvada/TSS.
B	ELEMENTARY SECTIONS:				
1.	E/Section 15501 on U-2 line of VSPS and Line No.3 of VSP Gate Junction from VSP Gate Junction/SSP to SS-94 at VSP 'A'-Goomty.	1)Line clear shall not be granted/obtained to/from VSP 'A'-Goomty for Electric trains / Locos on U-4 Line for reception / dispatch of trains on U-2 line.	Nil	1)Open BM-155 at VSP Gate Junction/SSP. 2)Open SS-94 at Loc. U-1/6 at VSP 'A'-Goomty. 3)Close SS-96 at Loc. UC/26 at VSPS Empties Yard.	1)Open SS-96 at Loc. UC/26 at VSPS Empties Yard. 2)Cose BM-155 at VSP Gate Junction/SSP 3)Close SS-94 at Loc. U-1/6 at VSP 'A'-Goomty.

Sr.DGM/RITES/VSKP DEE/TRD/ECoR/WAT Sr.DOM(M)/ECoR/WAT

1.	2.	3.	4.	5.	6.
2.	E/Section 15701 on U-4 Line of VSPS and Line No.2 of VSP Gate Junction from VSP Gate Junction/SSP to SS-77 at VSPS Empties Yard.	1)Movement of Electric Trains or Electric Locos shall not be permitted in the section VSP Gate Junction Cabin – VSP 'A' Goomty – VSPS empties yard on U-4 Line under E/section 15701. 2)Line clear shall not be granted/obtained to/from VSP 'A'-Goomty for Electric trains / Locos on Line No.2 of VSP Gate Junction and U-4 Line of VSPS. 3)Shunting of Electric Locos/Trains is prohibited on U-4 Line from adjacent lines under E/section 15701.	Nil	1)Open BM-157 at VSP Gate Junction/SSP. 2)Open SS-77 at Loc. U-4/4 near 'A' Goomty. 3)Close SS-96 at Loc. UC/26 at VSPS Empties Yard.	1)Open SS-96 at Loc. UC/26 at VSPS Empties Yard. 2)Close BM-157 at VSP Gate Junction/SSP. 3)Close SS-77 at Loc. U-4/4 near 'A'-Goomty. .
3.	E/Section X-95 on U-2, BV-2 & U-4 Lines between SS/95 to SS/187, SS/96 & SS/87 at VSPS. [E/Sections X-187, X-188, X-189 & X-190 on Line Nos. U-22 to U-30 of Coal Pre-tippling yard also gets blocked]	1)Movement of Electric Trains or Electric Locos shall not be permitted on U-2, BV-2 & U-4 Lines. 2)Ensure that no Electric train / loco shall be with its panto raised condition on E/Section X-95 i.e. U-2, BV-2 & U-4 Lines and U-22 to U-30 of Coal Pre-tippling yard. 3)Shunting of Electric Locos/Trains is prohibited on lines under E/Section X-95 from adjacent lines.	1)Point No. 147A and Hand Point of line under E/section X-87 at Empties Yard shall be kept in normal position.	1)Ensure SS/96 at loc. UC-26 is in open condition near Empties Yard. 1)Open BM-155 at VSP Gate Junction SSP. 2)Open SS-95 at Loc.UC/4 near 'E' Goomty. 3)Open SS-87 at Loc.UC/21A at Empties Yard. 4)Close SS-88 at loc. UC/32A at Empties Yard.. 5)Close BM-155 at VSP Gate Junction SSP.	1)Open SS-88 at loc. UC/32A at Empties Yard. 2)Close SS-87 at Loc.UC/21A at Empties Yard. 3)Close SS-95 at Loc.UC/4 near 'E' Goomty.
4.	E/Section X-77 between SS/77 and SS/93, SS/96 at VSPS Empties Yard. [E/Sections X-90 and X-89 on U-46 to U-49, U-52 to U-54 Lines of VSPS Empties Yard also gets blocked]	1)Movement of Electric Trains or Locos shall not be permitted on U-46 to U-49, U-52 to U-54 Lines 2)Line clear shall not be obtained / granted from/to VSP 'A'-Goomty for dispatch/reception of Electric Trains on U-46 to U-49, U-52 to U-54 Lines. 3)Ensure that no Electric train / loco shall be with its panto raised condition on E/Section X-77 and U-46 to U-49, U-52 to U-54 Lines. 4)Shunting of Electric Locos/Trains is prohibited on lines under X-77 from adjacent lines.	1)Point Nos. 147A and 140 shall be kept in normal position.	1)Ensure SS/96 at loc. UC-26 is in open condition near Empties Yard. 1)Open SS-77 at loc. U-4/4 near 'A' Goomty. 2)Open SS-93 at loc. UC-44/1 at Empties Yard. 3)Close SS-88 at loc. UC/32A at Empties Yard.	1)Open SS-88 at loc. UC/32A at Empties Yard. 2)Close SS-93 at loc. UC-44/1 at Empties Yard. 3)Close SS-77 at loc. U-4/4 near 'A' Goomty.

1.	2.	3.	4.	5.	6.
5.	E/Section X-87 between SS/87 and SS/88 at Empties yard of VSPS.	1)Movement of Electric Trains or Locos shall not be permitted on X-87. 2)Ensure that no Electric train / loco shall be with its panto raised condition on E/Section X-87. 3)Shunting of Electric Locos/Trains is prohibited on the line under E/Section X-87 from adjacent lines.	1)Hand points of the line under E/section X-87 shall be kept in normal position.	1)Open SS/87 at loc. UC/21A at Empties Yard.	1)Close SS/87 at loc. UC/21A at Empties Yard.
6.	E/Section X-89 from SS/89 on U-52, U-53 & U-54 Lines at Empties yard of VSPS.	1)Movement of Electric Trains or Locos shall not be permitted on U-52, U-53 & U-54 Lines. 2)Ensure that no Electric train / loco shall be with its panto raised condition on U-52, U-53 & U-54 Lines. 3)Shunting of Electric Locos/Trains is prohibited on U-52, U-53 & U-54 Lines from/to adjacent lines.	1)Hand points of cross-over connected to U-48 & U-53 lines shall be kept in normal position.	1)Open SS/89 at loc. U-53/4 at Empties Yard.	1)Close SS/89 at loc. U-53/4 at Empties Yard.
7.	E/Section X-90 from SS/90 on U-46 to U-49 Lines at Empties yard of VSPS.	1)Movement of Electric Trains or Locos shall not be permitted on U-46 to U-49 Lines. 2)Ensure that no Electric train / loco shall be with its panto raised condition on U-46 to U-49 Lines. 3)Shunting of Electric Locos/Trains is prohibited on U-46 to U-49 Lines from/to adjacent lines.	Nil	1)Open SS/90 at loc. U-4/35 at Empties Yard.	1)Close SS/90 at loc. U-4/35 at Empties Yard.
8.	E/Section X-93 from SS/93 to SS/88 on U-42 to U-45 Lines at Empties yard of VSPS. [E/Section X-91 on U-40 & U-41 Lines of VSPS Empties Yard also gets blocked]	1)Movement of Electric Trains or Locos shall not be permitted on U-40 to U-45 Lines. 2)Ensure that no Electric train / loco shall be with its panto raised condition on U-40 to U-45 Lines. 3)Shunting of Electric Locos/Trains is prohibited on U-40 to U-45 Lines from/to adjacent lines.	1)Point No. 140 shall be kept in normal position. 2)Hand point of line under E/section X-87 connected to U-40 to U-45 grid shall be kept in normal position.	1)Ensure SS-88 at loc. UC/32A is in open condition at Empties yard.	
				1)Open SS/93 at loc. UC-44/1 at Empties Yard.	1)Close SS/93 at loc. UC-44/1 at Empties Yard.

1.	2.	3.	4.	5.	6.
9.	E/Section X-91 from SS/91 on U-40 & U-41 Lines at Empties yard of VSPS.	1)Movement of Electric Trains or Locos shall not be permitted on U-40 & U-41 Lines. 2)Ensure that no Electric train / loco shall be with its panto raised condition on U-40 & U-41 Lines. 3)Shunting of Electric Locos/Trains is prohibited on U-40 & U-41 Lines from/to adjacent lines.	1)Hand point of U-40 & U-41 lines grid connected to U-42 line shall be kept in normal position.	1)Open SS/91 at loc. U-40/1 at Empties Yard.	1)Close SS/91 at loc. U-40/1 at Empties Yard.

NOTE :-

1) For any unusual movement of electric locomotive, the station master on duty must refer to the station working rules, Diagrams of his Station and ensure that there is no chance of energizing the section where power block has been granted.
2) Points leading to unwired tracks shall not be used for movement of Electric locos with pantograph raised.
3) Refer latest Drawing no. WAT/TRD/SWR/VSP/304/15.

Sr.DGM/RITES/VSKP DEE/TRD/ECoR/WAT Sr.DOM(M)/ECoR/WAT