EAST COAST RAILWAY
WALTAIR DIVISION

STATION WORKING RULES OF RECEPTION YARD OF WALTAIR MARSHALLING YARD

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

NO:WTF/5/SWR/'A&B' Cabin
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-10822 based pm CSTE/S.E.Rly signal interlocking plan No. SI-10882 shows complete layout of yard, normal position of points signals, gradients and interlocking arrangements including the non interlocked sidings. But actual holding capacity of each running line is not mentioned. However, since the yard deals with lengthy trains operation it is having full length holding capacity on each line. Name of adjacent block station/cabin with inter distance is also depicted.

2. **DESCRIPTION OF STATION:**

2.1 **GENERAL (LOCATION):**

Reception yard (RYD) of the Waltair Marshalling yard complex is a 'B' class station (yard) on the unidirectional electrical BG section of E.Co.Rly, on B class route. It is situated at a distance of 919 M from Gopalapatnam. Two number of cabin situated at either end of the yard as cabin 'A' at one end and cabin 'B' at the other end.

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

a. RYD is situated between Gopalapatnam at North side at a distance of 919 M and classification yard (Hump) at South side.
   Note: Hump is no more is working.
b. IBH/IBS – NIL
c. Automatic Signals – NIL
d. DK Stations/outlying sidings - NIL

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

Between Stations	The Point from which the Block section commences	The Point at which the Block section ends
SCMN – RYD S.E.Rly reception line	UP Adv. Starter No 61 of Simhachalam North.	Facing point No. 14 of RYD ('A' Cabin)
GPT-RYD S.C.Rly reception line	Down Adv. Starter No 15 of Gopalapatnam.	Facing point No. 13 of RYD ('A' Cabin)

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

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

2.4 **GRADIENTS IF ANY:**

South central Rly. Line

1 in 400 falling towards GPT.

South Eastern Rly. Line.

1 in 400 Raising towards SCMN.

Further yard is 1 in 400 Raising from the mid point of yard towards both S.E.Rly & S.C.Rly lines.

Further level upto Adv. Starter No. 30 of 'B' Cabin on port line and South Engine line.

Level followed by 1 in 260 falling towards Departure Yard and North Engine Line at South end of the yard.

2.5 **LAYOUT:**

RYD consists of 13 (thirteen) running lines as Line No. 1, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13 and engine line.

Note: Line No. 2 is detected.

Amongst 13 running lines, L.No. 1, 3, 4 are earmarked for S.C.Rly reception, L.No. 5, 6, 7, 8, 9 are for S.E.Rly reception and L.No. 10, 11, 12, 13 are for reception from port.

2.5.1 RUNNING LINES, DIRECTION OF MOVEMENT AND HOLDING CAPACITY:

Line No. 1	815 M (CAL)
Line No. 3	908 M (CAL)
Line No. 4	98 M (CAL)
Hump Engine Line	1016 M (CAL)
Line No. 5	1115 M (CAL)
Line No. 6	1150 M (CAL)
Line No. 7	972 M (CAL)
Line No. 8	867 M (CAL)
Line No. 9	867 M (CAL)
Line No. 10	686 M (CAL)
Line No. 11	606 M (CAL)
Line No. 12	530 M (CAL)
Line No. 13	520 M (CAL)

2.5.2 NON-RUNNING LINES AND THEIR CAPCITY IN CSR:

NIL

2.5.3 ANY SPECIAL FEATURES IN THE LAYOUT:

NIL

2.6 LEVEL CROSSINGS:

NIL

3. SYSTEM AND MEANS OF WORKING:

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.

b) **BLOCK INSTRUMENTS:**

Two SGE type lock and block instrument with Block telephone are installed in 'A' Cabin for controlling unidirectional traffic, one from E.Co.Rly on SE reception line and the other from S.C.Rly on SC reception line connected to SCMN and GPT respectively. Both the instruments are operated by Cabin Master at 'A' Cabin under the direct instruction from SM on duty at 'B' Cabin as per the provisions of Chapter V of BWM and GR Chapter XIV.

BLOCK WORKING B-CABIN TO D-CABIN AND F-CABIN.

The trains are worked on single line working system under the absolute block system in accordance with the provisions of Chapter VIII, Rule Nos. GR 8.01(1)(a) and (c), 8.03(2) and Chapter XIV of G&SR by means of Electric/communication instruments exchanging private numbers on sections B-Cabin to D-Cabin and B-Cabin to F-Cabin. These train movements are authorised by issue of starting order on form T/511 by the SM on duty. There is a provision of inter cabin slotting arrangement between B-Cabin and F-Cabin for movements on Port Line as well as South Engine line. The train movements form B-Cabin either to D-Cabin or F-Cabins and vice versa are signalled by shunt signals and the speed of the trains shall not exceed 15 KMPH.

Note: (1) The private number shall be recorded in the train signal register as also in the starting orders.

(2) For movements over the routes between B-CABIN and F-Cabin the route i.e. South Engine line or Port line as the case may be must be clearly mentioned in the starting order.

(3) The movements of trains between B-cabin and hump yard including avoiding lines are shunt movements and SM on duty at B-Cabin and AYM on duty at Hump Goomty are personally responsible for such movements. Private numbers are to be exchanged between them supporting such movements.

(4) The movements of trains between B-cabin and GPT are worked under Absolute Block System in accordance with provisions of Chapter-VIII Rule No. 8.01(1)(a) and (c) and Line Clear shall be obtained on Electric Communication instruments using private numbers between B-Cabin and GPT. Paper line clear ticket, starting order is the authority for the Driver to leave this cabin and special precautionary measures have to be taken since this is a non-signalled movement.

4. SYSTEM OF SIGNALLING AND INTERLOCKING:

4.1 a) Standard of interlocking : - I.

b) The significance of various combinations of the two aspect lower quadrant signalling is according to GR No. 3.06(5)(b), 3.08(1) and (2) and 3.14(8)(a).

c) **STATION MASTER'S CONTROL:**
Station Master on duty at 'B' Cabin has slot control for reception of trains on to running lines by Cabin Master at 'A' Cabin.

c) TRACK CIRCUITS AND AXLE COUNTERS:
There no track circuits within the yard either on the berthing tracks or in the point zone or in siding excepting First Vehicle Track (FVT) circuits on both the S.E.Rly. (10BT, 10AT) and S.C.Rly (12BT, 12AT) reception lines for the operation and control of double line Block Instruments in conjunction with reception signals, as shown in the SWR diagram.

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 Relay room is provided with two independent locks vide OM 1.14. The key of one lock is retained under the personal custody of SM on duty while the key of other lock is with the signal maintainer. Whenever required by the maintainer for attending failure or maintenance work, SM on duty shall hand over his key to the maintainer. On completion of the work, maintainer shall return back the key to the SM on duty after closing and locking of the Relay room. The transactions of the key shall be recorded in the Relay room key register maintained at the Station for this purpose promptly. While taking over the key from the SM on duty, signal maintainer shall endorse that he will not interfere the safe working. Otherwise SM on duty shall treat the gear as non interlocked.

4.3 **POWER SUPPLY:**
Normal Power Supply: AT supply.
Stand by Power supply: Local supply.

5. TELECOMMUNICATIONS:

1). Telephone attached to the SGE double line lock and Block instruments connected between A Cabin to adjacent block stations viz.
   a. GPT-RRI Cabin
   b. SCMN
2). Magneto phones are provided between B Cabin and
   (a) 'A' cabin (Reception yard)
   (b) 'D' cabin (Despatch yard)
   (c) 'F' cabin
   (d) Hump Goomty and
3). B Cabin is connected to VSKP Complex Brand Control.
4). Auto telephone are provided at A&B cabins.

5.1 FAILURE OF COMMUNICATIONS:

a) In the event of partial failure of communications SR 6.02.06 shall be followed.

b) In the event of total failure of all communications SR 6.02.03 shall be followed.

6. SYSTEM OF TRAIN WORKING:

6.1 DUTIES OF TRAIN WORKING STAFF:

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 2.14. In the event of suspension of control working, 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 important trains without causing undue detention which occurs to other trains vide OM 2.14 & 2.24(a).

The SM on duty at B-Cabin is responsible for the Reception and Despatch of trains and all the train/engine movements in the yard. He shall obtain permission form the AYM Hump Goomty on the line admission book for reception of train and train engine movements on South Engine Line, North Engine Line and Port Line. The AYM on duty is responsible for all the hand operated points and yard movements.

6.1.1 TRAIN WORKING STAFF IN EACH SHIFT:

The following is the duties of staff are described in Appendix “D”.

Dy. Station Supdt.	3
Cabin Masters	3
Levermen	3
Token Porters	6
Engine Pilots	6

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:

Station Master on duty at ‘B’ Cabin is personally responsible for ascertaining the clearance of line from AYM on duty on trains admission register. For reception of trains since no berthing track circuiting facility is available.

6.1.3 ASSURANCE OF STAFF IN ASSURANCE REGISTER:

Every train passing staff including newly posted staff at the station or reserve staff or staff who resumes duties after a period of 15 days or any such alterations in SWR involve shall sign in the assurance register as a token of having understood the contents as per SR 5.01.02.

SS/DYSS/SM incharge of the stations be personally responsible for the maintenance of this register.

6.2 CONDITIONS FOR GRANTING LINE CLEAR:

a. The conditions laid in GR. 8.03(2)(a)(b)(c) & (ii) shall be complied with by the SM on duty before line is considered clear and line clear is granted to the Station in rear for a train/engine by the Cabin Master/SM on duty as the case may be.

b. Before granting line clear for an Up or down train the SM on duty at B-Cabin shall personally ensure from the cabin towards which the train is approaching from the other block station that all signals which apply to the concerned train are burning brightly and this information should be informed by the Cabin Master with the support of private number to the SM on duty as per GR 3.49(4).

c. Principles to be observed before granting line clear.

Line shall not be considered clear and line clear shall not be given to SCMN for an UP train unless;

i) Whole of the last preceding up train has arrived complete.
ii) Up home signal No. 6/7/8 is put back to ON.
iii) Line is clear upto facing point no. 14.

Line shall not be considered clear and line clear shall not be given to GPT for a down train unless;

i) Whole of the last preceding down train has arrived complete.
ii) Down home signal No. 2/3/4 is put back to ON.
iii) Line is clear upto BSLB at receiving end.

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

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:

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 is prohibited at this yard.
c. Down train form GPT-RRI should not be stopped outside signals normally.
d. Any train coming from GPT-RRI or SCMN must be stopped before a shunting signal is taken off at B-Cabin of this yard.

SPECIAL INSTRUCTIONS:

a. Before backing a train form line 10 to 13 on to a hump the cabin operated facing point No. 17 shall be set to normal. Clamping and padlocking shall be ensured by the SM on duty.
b. Whenever it is intended to make an emergency operation via key locked point No. 9 operated by A-Cabin of this yard, SM on duty at B-Cabin must seek permission from SM on duty of GPT before taking recourse of such emergency operation so that the SM at GPT is full prepared to take necessary precautions while permitting such emergency operation by stopping the movements of trains from GPT to Duvvada on the Orthodox double line as also goods traffic movements form A-Cabin to GPT-RRI.
c. Whenever trains are received on S.C.Rly grid i.e. on line Nos 1 to 4 either from GPT-RRI or SCMN, the Point No. 17 of B-Cabin should be kept in its normal position. i.e. set against the reception of the train and shall be clamped and padlocked similarly.
d. Whenever trains are received on S.E.Rly grid or Port grid either from SCMN or GPT-RRI, the Point No. 10 of B-Cabin should be kept in its normal position. i.e. set against the reception of the train and shall be clamped and padlocked.
e. Whenever humping is going on form lines other than S.C.Rly grid the Point No. 15 of B-Cabin should be set to its normal position and shall be clamped and padlocked.
f. The Cabin Master on duty at A-Cabin shall give a private number to SM on duty at GPT-RRI confirming that the emergency cross over point No. 9 of A-Cabin is in normal position.

6.3 CONDITIONS FOR TAKING 'OFF' APPROACH SIGNALS:

(a) **Conditions**: Conditions for taking 'OFF' approach signals are governed by GR.3.38, 3.40(1)(b), 3.40(2)(b), 3.40(3)(b), 3.40(4). SR 3.40.01 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.

i) **FROM GPT-RRI OR SCMN**

On receipt of the line clear enquiry message from GPT-RRI or SCMN, the Cabin Master on duty at A-Cabin will inform the SM on duty at B-Cabin the train number, description and the direction from which it is coming and obtain his permission before granting line clear of a train vide SR 3.38.01(a) and BWM 5.09(1).

ii) The SM on duty at B-Cabin shall immediately send the 'Line admission book' to the AYM on duty for the nomination of a clear line for admission of the said train.

iii) The AYM on duty shall return the 'Line admission book' clearly earmarking the clear line on which the train is intended to be received duly endorsing his remarks with his signature in full ink to the SM on duty after ensuring that the berthing line is clear of any obstruction and also hunting movements connected to that line are suspended. After getting the line admission book duly signed the SM on duty at B-Cabin will give permission to Cabin Master on duty at A-Cabin to give line clear supported by private No. vide SR 3.38.01(a) and BWM 5.09(1). The Cabin Master will then grant line clear accordingly.

iv) **SETTING AND LOCKING OF POINTS AT RECEPTION END:**
The SM on duty at B-Cabin will advise the Cabin Master on duty at A-Cabin to set and lock the nominated route detailing the number and description of the train, line number on which the said train is to be received, vide SR 3.38.01(b)(i)&(ii).

v) The Cabin Master on duty at A-Cabin shall acknowledge the direction of the SM on duty at B-Cabin by repeating the line number and the number and description of the train. He must stop all non-isolated shunting and ensure that the nominated line is clear and free form any obstruction at his end. He shall set and lock the concerned points, traps, derails etc. for the nominated route. He shall then give a private number to the SM on duty as an assurance for the compliance of the orders given to him vide SR 3.38.01(c).

vi) After getting assurance for the Cabin Master on duty at A-Cabin as indicated above, the SM on duty at B-Cabin shall ensure that all shunting operations on the non-isolated lines are stopped and that the shunting authorities if any issued for shunting on lines not isolated from the line nominated for reception of a train is withdrawn and kept in his possession vide SR 5.13.02. He will also ensure that the trailing points of the nominated route are set against the reception of the train, clamped and padlocked and the key is kept in his custody. After ensuring that the nominated line is clear and free form any obstruction at this end, the SM on duty at B-Cabin will pull the concerned slot lever authorising the Cabin Master on duty at A-Cabin for taking off of the concerned reception signals giving a private number vide SR 3.38.01(e).

vii) **TAKING 'OFF' THE RECEPTION SIGNALS:**
The Cabin Master on duty at A-Cabin finding the slot indication showing 'Off' will take 'OFF' the reception signals for the train. As soon as the train arrives he will satisfy himself that the train has arrived complete and is standing clear of the fouling mark, will put back the reception signal levers to normal position. He shall report it intact arrival to the SM on duty at B-Cabin supported by a private number vide SR 3.38.01(f).
Note: After normalising the reception signal lever behind the incoming train, the Cabin Master shall assure the SM on duty that the signal have been put back to 'ON' supported by private number to comply GR 8.03(2)(b) and 14.10(2)(b).

viii) The SM on duty at B-Cabin shall normalise the slot lever as soon as the train enters into the Station Yard.

ix) As soon as the train arrives complete and is standing on the nominated line clear of fouling marks, the Cabin Master on duty at A-Cabin shall satisfy himself that the conditions for granting line clear are complied in accordance with the provisions of GR 8.03(1)(a)(b)(c)(i) and send train out of block section report to the adjacent block station vide BWM 2.07(b). He shall comply SR 4.17.01(a) and (b).

x) The SM on duty at B-Cabin having satisfied that the train has entered and berthed on the nominated line shall arrange to set the trailing point to normal position.

xi) **FROM F-CABIN TO VZP LINE OR SOUTH ENGINE LINE:**
On receipt of the line clear enquiry form SM on duty at F-Cabin indicating the line (VZP line or South Engine line) on which the train is intended to be received shall send the line admission book to the AYM on duty for nomination of a clear line. After getting lines, admission books from the AYM duly nominating a clear line (to this extent, the AYM shall sign his name in full in ink) the SM on duty at B-Cabin will give line clear to F-Cabin.

xii) The SM on duty at B-Cabin will ring up the Cabin Master of A-Cabin and inform him the train number and description and the line nominated for its reception advising him to ensure the safe reception along with instructions to operate the concerned slot in case of port lines.

xiii) The Cabin Master on duty at A-Cabin will ensure that:
   a. All shunting movements at his end of the yard on the line nominated for reception and the non-isolated shunting on the adjacent lines if any is suspended.
   b. The line nominated is clear at his end.
   c. The trailing points are set and locked against the reception of the train.

   He will then pull the required slot in case of the Port lines and assure the above supported by a private number.

xiv) The Station Master on duty at B-Cabin will ensure that:
   a. All the facing points are set, clamped and padlocked for the admission of the train on the nominated line.
   b. The shunting at his end of the yard on lines not isolated from the line nominated for the reception of the train, is suspended.
   c. The concerned shunting authority and the keys of the padlocks are withdrawn and kept under his custody.
   d. He is satisfied himself that the line nominated for the reception of the train is clear and free form all obstructions at his end of the yard.
   e. The keys of the spare stock lines is in his custody in case the train is received over South Engine Line.

xv) As soon as the train arrives and standing on the line nominated the SM on duty at B-Cabin after satisfying himself that it has arrived complete by verifying the last vehicle number and stood clear of all obstructions and the conditions for giving line clear are complied with, he will send the TRAIN OUT OF BLOCK SECTION report.

xvi) The Cabin Master on duty at A-cabin after complete arrival of the train and after ensuring that it has stopped short of the shunt signals/fouling marks, he will throw back the slot levers(in case of port lines) and set the trailing points to the normal position.

IMPORTANT NOTE: Trains received over the South Engine line shall be stopped at the shunt signal No. 5 and then admitted into this yard.

xvii) **FROM D-CABIN ON NORTH ENGINE LINE:**

xviii) The SM on duty at B-Cabin on receipt of the line clear enquiry form D-Cabin will send the line admission book to AYM on duty for nomination of a clear line. AYM in his turn shall send back the line admission book to SM on duty at B-Cabin duly nominating the clear line and after ensuring that all shunting operations are stopped on the non-isolated lines with his remarks signed in full in ink. On getting the said line admission book form AYM on duty, the SM on duty at B-Cabin shall give the line clear to the D-Cabin. He shall then ring the Cabin master on duty at A-Cabin and inform him the train number and description and the line nominated for its reception advising him to set and lock the trailing points as required for the admission of the said train as per SR 3.38.01(b)(i)&(ii).

xix) The Cabin Master on duty at A-Cabin will ensure that:

a. All shunting at his end of the yard on the line nominated and also on non-isolated lines is suspended.
b. The line nominated is clear and free form all obstructions at his end of the yard, and
c. The trailing points are correctly set and locked against the reception of the train and then will assure the SM on duty at 'B' Cabin of having complied the above instructions supported by a private number vide SR 3.38.01(d).

xx) The Station Master on duty at B-Cabin will ensure that:

a. All shunting at his end of the yard on the lines not isolated from the line nominated for reception is suspended.
b. The concerned shunting authority is under his custody.
c. The line nominated for reception is clear and free form all obstructions at his end of the yard, and
d. All the facing points are correctly set, clamped and padlocked for the admission of train on t he nominated route, and
e. All right signals are exchanged with TPM at the facing points.

xxi) On seeing the green hand signals from the TPM at the facing points, the SM on duty at B-Cabin will arrange for piloting the train. As soon as the train arrives he will satisfy himself that it has arrived complete by verifying last vehicle number and stood clear of all obstructions and the conditions for giving the line clear are complied with. He will then send the **Train Out Of Block Section Report.**

Note:

a. The SM on duty at B-Cabin and Cabin Master at A-Cabin shall record the private numbers exchanged in the concerned Train Signal Register, against relevant entries.

b. Interlocking at this yard permits the setting of the trailing points either against or in favour of the reception of trains. Setting of trailing points against the reception of the trains has to be ensured wherever the interlocking does not prove the same as per the special instructions/restrictions.

xxii) **FROM HUMP YARD:**
The SM on duty at B-Cabin and AYM on duty at Hump Goomty are personally responsible for movement of engine/trains between hump yard and reception yard.

xxiii) The point No. 17 of B-Cabin on the hump engine line is normally to be set to the Hump line and clamped.

xxiv) Whenever any train is to be received on lines No. 1 to 4 the SM on duty at B-Cabin shall contact AYM/Hump Yard and ensure the setting of the Point No. 17 in favour of the movement of the train/engine supported by private number.

xxv) The AYM on duty at Hump yard after ensuring that no movement will take place over the Point No. 17 will authorise the SM on duty at B-Cabin to set the Point No. 17 to the required route supported by a private number.

xxvi) As soon as incoming train engine is allowed to shed, the SM on duty at B-Cabin shall ensure the correct setting and clamping of Point No. 17 to hump engine line.

N.B: The private numbers shall be exchanged between AYM on duty at Hump goomty and ASM on duty at B-Cabin for each movement of engine between the Hump yard and the Reception Yard including hump movements.

c) **Adequate Distance:** To take off the home signal Nos 2, 3, 4, 6, 7 and 8 reception of train the adequate distance (overlap) required as per GR 3.40.(3)(b) and SR thereto is form Home signal to the shunt signal/stop board of the concerned line.

d) **ANY SPECIAL CONDITIONS TO BE OBSERVED WHILE RECEIVING A TRAIN**: NIL

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. According to the existing interlocking at this yard the simultaneous reception and despatch of trains are permitted as stipulated below.

Reception of Down Train from GPT-RRI and S.C.Rly grid.	AND	Reception of an UP Train from SCMN on S.E.Rly or Port line grid.
Reception of an UP Train from SCMN on S.E.Rly or Port line grid.	AND	Despatch of an UP train from GPT on emergency cross over form S.C.Rly grid (non-signalled move)
Despatch of a train from port line to 'F' Cabin on port line.	AND	Despatch of another train from line Nos 1 to 9 to F-Cabin on South Engine line.
Despatch of a train from line Nos 1 to 4 to D-Cabin on North Engine line.	AND	Despatch of another train from line Nos 5 to 9 to F-Cabin on South Engine line.

B. CROSSING OF TRAINS:

As this is a Reception Yard for receiving of trains from GPT-RRI and SCMN on orthodox double line working (uni-directional), crossing of trains does not arise at this yard.

C. ADMISSION OF TRAINS ON OBSTRUCTED LINES:

Under unavoidable circumstances, whenever trains are to be admitted on an obstructed line, it is necessary that the trains are to be piloted "IN" on written authority given by the SM on duty and delivered by a Competent Railway Servant to the Driver of the train and the rules laid down in GR 5.09 and SR 5.09.01 shall be followed.

6.5 COMPLETE ARRIVAL OF TRAINS:

The concerned SM's on duty at the respective cabins are personally responsible for verifying the complete and intact arrival of the train with last vehicle vide GR 4.17 and SR 4.17.01(a) and (d).

6.6 DISPATCH OF TRAINS:

a) Dispatch of trains is governed by the provisions of GR. 3.42 and SRs 3.36.04(b), 3.42.03, 3.42.04, 3.42.01(b)(i)(ii)&(iii) and BWM 2.07(5)(a)(ii), 2.07(5)(b) and other relevant provisions of G & SR, BWM and SWR. Station Master on duty is responsible to ensure clearance of the out going line and for correct setting of the route before taking 'OFF' departure signals.

b) **DESPATCH OF TRAIN FROM NON-SIGNALLED LINE:**
Despatch of trains from Non-signalled line is governed by the Rule GR 5.11 with relevant SR 5.11.01.

c) **ISSUE OF CAUTION ORDERS:**
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.

DESPATCH OF TRAINS:

6.6.1 Despatch of trains is governed by the provisions of GR 3.39 and relevant SRs thereto and other relevant provisions of GR &SR BWM and SWR.

6.6.2 **TO 'F' CABIN (ON VZP LINE or SOUTH ENGINE LINE)**
Whenever an outgoing train/engine is ready to start from reception yard, the SM on duty at 'B' Cabin will ring up 'F' Cabin and ask for line clear detailing the train number and description and the line on which it will be despatched viz., VZP line or south engine line.

6.6.3 The SM on duty at 'F' cabin if he is prepared to accept the train will grant line clear with clear indication on which line, he is prepared to accept the train/engine.

6.6.4 **The SM on duty at 'B' Cabin will ensure that**

a. All shunting on or across the line from which it is intended to despatch the train is suspended.
b. The concerned shunting authority for shunting on the lines not isolated from the line nominated for despatch are under his custody and
c. The key of the spare stock lines is in his possession in case the train is to be despatched over South Engine Line.

He will exchange private number with the AYM on duty as an assurance that the line is kept clear for the despatch of the train/engine and no other shunt movement which interferes the despatch of the said train shall be allowed. He will then get all the points on the route set and all non-interlocked points clamped and padlocked and will take OFF the Departure Signal No. 30 (in case of port line) and 29 (in case of South Engine) on which slot controls are provided from 'F' Cabin, immediately, after exchanging all right signals with TP at the first facing point.

6.6.5 The starting order, taking off shunt signal No. 29 in case of South Engine line and Signal No. 30 in case of port line and the green hand signals by TP at the facing point from an authority for the driver to start his train.

6.6.6 As soon as the train clears the shunt signal No. 29 or starter signal No. 30 as the case may be, The SM on duty at 'B' Cabin will ensure that the starter/shunt signal was put back to normal position and advise the train entering Block Section to the SM on duty at 'F' Cabin.

Note: It should be clearly indicated in the starting order the line to which it is applicable - South Engine Line or port Line.

6.6.7 **TO 'D' CABIN OR NORTH ENGINE LINE)**
Whenever an outgoing train/engine is ready to start the SM on duty at 'B' Cabin will ring up 'D' Cabin and ask for line clear detailing the train number and description and the line on which it will be despatched. After getting the line clear he will ensure that -.

a. All shunting on or across the line from which it is intended to despatch the train is suspended.
b. The concerned shunting authority for shunting on the lines not isolated from the line nominated for despatch are under his custody and
c. The keys of the water column line are in his possession if the train is to be despatched from Line Nos. 1, 3 and 4 and engine line.

6.6.8 SM at 'B' Cabin will exchange private numbers with the AYM on duty as an assurance that the line is kept clear for the despatch of the train and no other shunt movement which interferes with the despatch of the said train will be allowed. He will get all facing and trailing points set and also non-interlocked facing points set, clamped and padlocked. After getting the green hand signals from the TPM at the first facing points he will arrange to handover the starting order and pilot the train upto the complete passage on the last facing points. He will then send the train entering Block Section Report to the SM on duty at 'B' cabin.

6.6.9 **TO GPT ON EMERGECNY CROSSOVER:**
Whenever a train is to be despatched to GPT on emergency cross over the SM on duty at 'B' Cabin will after consulting the controller on duty apply for line clear to the SM on duty at GPT informing the train number and description supported by private number and identification number.

6.6.10 The SM on duty at GPT will immediately obtain permission from the controller on duty supported by an order number and apply for the line clear form GPT-RRI for the said train immediately after getting line clear form GPT-RRI the SM on duty at GPT will grant line clear to 'B' Cabin. The SM on duty at 'B' Cabin after getting the line clear will advise the Cabin Master of 'A' Cabin the train number and description and the line from which it will leave with instructions to set and lock the points in favour of the outgoing train and ensure the safe departure of the train.

6.6.11 The Cabin Master on duty at 'A' Cabin will set and lock the points as required for the out going train and extract the control key of the emergency cross over from Lever No. 9 in its reversed position and hand it over to the TP with instructions to set and lock the succession points on the emergency line and to correctly clamp and padlock, and man the points and exhibit green hand signals. The Cabin Master after getting the green hand signals as indicated above will ensure that:

a. All shunting at his end of the yard of the lines not isolated from the line from which the train is despatched is suspended.

b. The line at his end of the yard is clear and free form all obstructions and

c. The shunting authority pertaining to shunting neck for the non-isolated shunting is kept in his possession, and assure the SM at 'B' Cabin of the above supported by a private number.

6.6.12 The SM on duty at 'B' Cabin after receiving the assurance private number from Cabin Master of 'A' Cabin will handover the starting order to the TP with instructions to hand it over to the Driver and pilot out the train by boarding the engines upto the complete passage of train on, take off points of emergency line.

6.6.13 In addition to the a) Starting order b) TP on the engine foot board (c) exhibition of green hand signals at the facing points and d) Guard's signals, the issue of paper line clear ticket forms an authority for the driver to start his train.

6.6.14 After the last vehicle with the last vehicle indicator has passed the trailing points completely on the emergency line, the Cabin Master on duty at 'A' Cabin will inform the SM on duty at 'B' Cabin supported by a private number to enable him to send the train entering block section report to GPT. He will then set the cross over points on the emergency line to normal, insert the key in the lever No. 9 and set the other points relating to the line from which the train was despatched to NOMRAL position.

6.7 TRAINS RUNNING THROUGH:

a) No train is booked to pass through at this yard in view of its being Reception Yard.

b) The sequence of lowering signals shall be followed as per SR 3.42.02(a)(iv), SR 3.42.03 and SR 3.42.04.

6.8 **WORKING IN CASE OF FAILURE:**

a. FAILURE OF TRACK CIRCUITS

In the event of failure of track circuits SR 3.51.04, 3.68.04 shall be observed.

b. DEFECTIVE POINTS

In the event of failure of points GR 3.77 shall be observed.

c. DEFECTIVE AXLE COUNTERS

Not Applicable

d. FAILURE OF SIGNALS AND INTERLOCKING

In the event of failure of signalling and interlocking SS/Dy.SS/SM on duty shall observe GR 3.68 to 3.71 and trains shall be piloted on the authority of T/369 (3b) after clamping and pad locking of all the facing points involved in the movement of trains.

e. FAILURE OF BLOCK INSTRUMENTS:

In the event of failure of block instruments, SR 6.02.06 shall be observed.

6.9 **PROVISIONS FOR WORKING OF TROLLIES /MOTOR TROLLIES / MATERIAL LORRIES:**

a) Motor trolleys shall be worked as per GR 15.25 and SR thereto, BWM 4.28 and circulars and orders issued from time to time.

b) Material Trollies shall be worked as per GR 15.27 and SRs thereto.

7. BLOCKING OF LINE:

a) **USE OF SLIDE COLLARS:**

Slide collars must be placed on the concerned Station Master's slide control vide SR 3.36.03(b), whenever a running line is blocked.

b) **DETACHING OF VEHICLES ON RUNNING LINE:**
Detaching of vehicles on running lines is normally prohibited. "However any vehicle is detached on running lines under unavoidable circumstances such rolling stock shall be placed opposite to the Station Master's Office as far as possible and shall be properly secured vide GR 5.23 and SR 5.23.01 and 5.19.01(d).

c) **DETACHING OF VEHICLES ON RUNNING LINES AND RECORDING THEREOF:**
A clear 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 thereof shall be made in the Station diary also.

d) **BLOCKING AND USE OF LEVER COLLARS:**
Lever collars must be placed on the concerned lever in cabin respectively controlling the blocked line vide SR 5.04.01(a).

A detailed list is given in Appendix – B wherein the numbers of levers for points, signals, slots on which lever collars are to be placed in case of running line blocked.

e) **LOADING AND UNLOADING OF VEHICLE ON RUNNING LINES:**
Loading / unloading of goods from the vehicles on running lines except smalls is normally prohibited unless permitted by DOM vide SR 5.19.01.

f) **SECURING OF VEHICLES:**
The rules laid down in GR 5.23, SRS 5.23.01,3.01.06 and OM 7.08 shall be followed.

NOTE: Special care must be taken to secure specific type wagons provided with roller bearing while standing in siding or on running line as they are liable to roll down easily vide SR 5.23.01(b) and OM 7.03.

8. SHUNTING:

8.1 GENERAL PRECAUTIONS:

8.2 Shunting in the face of an approaching train is prohibited.
Hand shunting and fly shunting is prohibited.

8.3 PROHIBITION OF SHUNTING SPECIAL FEATURES IF ANY:

All the hand points which involve in shunting operations shall be clamped and pad locked before allowing any movement on the said points.

8.4 SHUNTING ON SINGLE LINE:

Not Applicable

8.5 SHUNTING ON DOUBLE LINE:

i). **Block Back:** In the event of necessary to Block the line beyond BSLB on S.C.Rly reception line and/or up facing point No. 14 on S.E.Rly receptioni line the line is required to be blocked back vide GR 1.02(8).

ii). **Block Forward:** Not applicable.
iii). **Following a travelling away train:** Not applicable
iv). **Upto IBS :** Not applicable
v). **Beyond IBS :** Not applicable
vi). During failure of block Instruments: In the event of failure of Block instrument between RYD-GPT on RYD-SCMN, the concerned instrument shall be secured with a label hung with inscription of block instrument in under suspended and messages of block back have been extended between Station Master of 'B' Cabin and GPT and/or SCMN before shunting is commenced.

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

Not Applicable

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.

Not Applicable

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

Not Applicable

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

i) Every failure whether relevant to points, signals, track circuits or block instruments shall be promptly reported by SM on duty to the concerned S&T maintainer through a memo immediately and shall resume normal working

only after rectifying the concerned gear at fault and obtained a memo from S&T maintainer concerned.

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, SR 6.02.03, 6.02.04 shall be observed as the case may be.

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:

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, 6.02.04 shall be followed as the may be.

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/B 602 shall be issued.

b) **ISSUE OF BLOCK TICKET (T/A 602):**

Rules and regulations for working train on an obstructed line in case of obstruction or an accident on the authority of block ticket (T/A-602) when communications are available shall be followed, in accordance with the provisions of SR 6.02.05.

10. VISIBILITY TEST OBJECT:

The light in up direction of last stop signal No. 30 is earmarked to serve as visibility Test object 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 OM. 20.01(11) is given in Appendix-E of the SWR.

12. FOG SIGNAL MEN AND STAFF NOMINATED 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 shall be followed.

Names of the Fog signalman nominated to be called in case of Fog are to be maintained at the station in the Fog signal register.

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'	Rules for Working of DK stations, 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 STATION WORKING RULES.

APPLICATION

THIS ISSUE OF WORKING RULES CANCELS ALL STATION WORKING RULES OF A&B CABIN, MARSHALLING YARD (A&B CABIN) STATION ISSUED PREVIOUSLY AND SHALL BE BROUGHT INTO USE FROM.

EAST COAST RAILWAY
WALTAIR DIVISION

APPENDIX 'A'
WORKING OF LEVEL CROSSING GATES
A&B CABIN, MARSHALLING YARD

NIL

EAST COAST RAILWAY
WALTAIR DIVISION
APPENDIX 'B'
SYSTEM OF SIGNALLING AND INTERLOCKING AND TELECOMMUNICATIONS
A&B CABIN, MARSHALLING YARD

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

1. BRIEF DESCRIPTION OF THE SIGNALLING AND INTERLOCKING INSTALATION:

This is a special class station with Standard – I interlocking with isolation and there are two end cabins for operating points, signals etc at either end of the yard. The yard is equipped with manually operated Multiple Aspect Colour Light Signalling (MACLS).

IRS catch handle type levers machines are installed at "B" Cabin (40 Levers) and 'A' Cabin (60 levers). These levers shall operate points, point locks, slots key controls and signals.

2. POINTS AND LOCKS AND INTERLOCKING BETWEEN BLOCK INSTRUEMNTS AND SIGNALS:

Facing points are fitted with plunger type locks with lock bars and electrically detected by relevant reception signals at A-Cabin. The home signals governing block section must be in the normal position while handling the block instrument of the section concerned at 'A' Cabin.

3. POINTS AND SIGNAL INDICATORS IN THE CABINS:

Miniature light indicators are provided in the cabins for indicating the release of slot for the signals form the other cabin for taking 'OFF' reception signals as the case may be.

4. SLOT CONTROL:

Slot levers are provided at 'B' Cabin for controlling the reception/despatch signals operated from 'A' cabin. Similarly slot levers are also provided at 'A' Cabin for controlling the Reception Signals No. 4 of 'B' Cabin. The SM on duty at 'B' Cabin or Cabin Master on duty at 'A' Cabin can put back the concerned signals in case of emergency by putting back the slot levers with the necessity of the Facing end cabin to put back DN Home signal lever and altering route – this altering of route is not permitted according to G&SR 3.36.02(a) except to avert an accident.

4.1 There is no interlocking between slots and the overlap beyond it at 'B' Cabin and with this non-interlocked facility the points on the route can be set in favour or against as per the special instructions in force. Similarly shunt signals at 'B' cabin leading on to the Hump, South engine line or North Engine line are without interlocking so far as trailing points are concerned and their operations is subject to special restrictions in force.

APPENDIX 'B'

4.2 There is no interlocking between slots and the overlap beyond it at 'B' Cabin and with this non-interlocked facility the points on the route can be set in favour or against as per the special instructions in force. Similarly shunt signals at 'B' cabin.

4.3 Signal No. 4 of 'B' Cabin is a free Home signal. Before taking off this signal all the facing points of the concerned route shall be clamped and padlocked.

4.4 In order to meet the situation when it is necessary to pull back the train or part of train towards Reception yard from hump crust, it is necessary to ensure that all points enroute are clamped – this is to avoid derailment over points and enroute because these are not interlocked for movement from Hump goomty to Reception yard..

5. TELECOMMUNICATIONS:

1). Telephone attached to the SGE double line lock and Block instruments connected between A Cabin to adjacent block stations viz.
   a. GPT-RRI Cabin
   b. SCMN

2). Magneto phones are provided between B Cabin and
   (a) 'A' cabin (Reception yard)
   (b) 'D' cabin (Despatch yard)
   (c) 'F' cabin (Ore Exchange yard)
   (d) Hump Goomty and
   (e) GPT Cabin

4). B Cabin is connected to Waltair-PSA Train Control Circuit.

5). Auto telephone are provided at A&B cabins.

6. TRACK CIRCUITS:

There are no track circuits within this yard either on the berthing tracks or in the point zone or in sidings excepting First Vehicle Track (FVT) circuits on both the S.E.Rly and S.C.Rly reception lines at 'A' Cabin for the operation and control of double line block instruments in conjunction with Reception signals as shown in the SWR diagram.

7. STATION MASTER'S SLIDE CONTROL:

The SM on duty at 'B' cabin exercises control over reception and despatch and shunt movements in the yard. The levers at 'B' cabins are operated by CLM on duty under the direct supervision of SM on duty at 'B' Cabin where as the levers at 'A' cabin are operated by Cabin Master on duty under the direct orders of SM on duty at 'B' Cabin.

8. SIDING CONTROL:

The details are shown in Main SWR.

9. DESCRIPTION OF LEVERS IN 'A' CABIN:

There are 60 levers (IRS CH type) in 'A' Cabin and their individual functions are detailed below.

APPENDIX 'B'

Lever No.	Function
1	Spare
2	Down common home signal for reception on lines 1, 3, 4 from GPT-RRI.
3	Down common home signal for reception on lines 5, 6, 7, 8, 9 from GPT-RRI.
4	Down common home signal for reception on lines 10, 11, 12, 13 from GPT-RRI.
5	Spare
6	Up common Home Signal for reception lines 1, 3, 4 from SCMN.
7	Up common Home Signal for reception lines 5, 6, 7, 8, 9 from SCMN.
8	Up common Home Signal for reception lines 10, 11, 12, 13 from SCMN.
9	Controls the key of the cross-over on emergency line towards GPT.
10	Lock bar on cross-over point No. 14 North end.
11	Spare
12	Lock bar on cross-over point No. 13 North end.
13	Cross over points between S.C.Rly reception line and S.E.Rly reception line.
14	Cross over points between S.C.Rly reception line and S.E.Rly reception line.
15	Spare
16	Spare
17	Lock bar on cross-over point No. 19 North end.
18	Cross over point from engine line to port grid
19	Cross over points between S.E.Rly reception line to port grid with a derailing switch and lock mechanism on the line leading to port grid.
20	Shunt signal from port grid to shunting neck of hump engine line.
21	Lock bar on point No. 22 and 23 North end.
22	Take off points for Line No. 1.
23	Take off points for Line No. 3
24	Spare
25	Spare
26	Common shunt signal from shunting neck to Hump engine Line to line Nos 1, 3, 4.
27	Shunt signal for shunting neck to hump engine line.
28	Common shunt signal from shunting neck to Line Nos 5, 6, 7, 8, 9.
29	Common shunt signal from shunting neck to Line Nos 10, 11, 12, 13 (Port lines).
30	Cross over point between Hump engine line and line No. 4.
31	Single slip cross-over from shunting neck to line no. 3
32	Spare
33	Single slip cross-over from shunting neck to Line No. 1
34	Spare
35	Lock bars on Point No. 36 and 37 North End.
36	Take off point of Line No. 9.
37	Take off point of Line No. 6.
38	Lock bars on Point No. 39 and 40.
39	Take off point of Line No. 7.
40	Take off point of Line No. 8.
41	Single slip cross-over from shunting neck to Line No. 5.

	APPENDIX 'B'
42	Single slip cross-over from shunting neck to Line No. 6.
43	Single slip cross-over from shunting neck to Line No. 7.
44	Single slip cross-over from shunting neck to Line No. 8.
45	Single slip cross-over from shunting neck to Line No. 9.
46	Shunt signal from hump engine line to shunting neck.
47	Spare
48	Lock bar on Point Nos. 49 and 50 North end.
49	Take off point on line No. 13
50	Take off point on line No. 11
51	Lock bar on Point No. 52 North end.
52	Take off point on line No. 12
53	Shunt signal for Line No. 10.
54	Shunt signal for Line No. 11.
55	Shunt signal for Line No. 12.
56	Shunt signal for Line No. 13.
57	Slot for Line No. 10.
58	Slot for Line No. 11.
59	Slot for Line No. 12.
60	Slot for Line No. 13.

9.1 DESCRIPTION OF LEVERS IN 'B' CABIN:

There are 40 levers (IRS CH type) in 'B' Cabin and their individual functions are detailed below.

Lever No.	Function
1	Slot for Down outer signal of Port Line form 'F' Cabin
2	Slot for Down outer signal of South Engine Line form 'F' Cabin
3	Spare
4	Common Home signal for port lines from 'F' Cabin.
5	Down shunt signal for Hump Engine line from South engine line.
6	Spare
7	Cross over and double slip points (South End) on Hump lines and SOT line.
8	Shunt signal from sick line.
9	Shunt signal from transhipline to engine line
10	Cross over and double slip points north
11	Cross over and double slip north end
12	Take off points to south engine line.
13	Cross over points on double slip south end.
14	Shunt signal from Loco line to RYD engine line.
15	Take off points for engine line.
16	Cross over points between hump line and line No. 5
17	Take off points for Engine line.
18	Shunt signal for Line No. 1
19	Spare
20	Shunt signal for Line No. 3
21	Shunt signal for Line No. 4

	APPENDIX 'B'
22	Shunt signal for Engine Line
23	Shunt signal for Line No. 5
24	Shunt signal for Line No. 6
25	Shunt signal for Line No. 7
26	Shunt signal for Line No. 8
27	Shunt signal for Line No. 9
28	Spare
29	Signal to govern the departure of trains to 'F' Cabin on South Engine line.
30	Departure signal on port line towards 'F' Cabin.
31	Common slot for home signals from SCMN or GPT-RRI for VZP lines 10, 11, 12 & 13.
32	Common slot for home signals from SCMN or GPT-RRI for Line No. 9.
33	Common slot for home signals from SCMN or GPT-RRI for Line No. 8.
34	Common slot for home signals from SCMN or GPT-RRI for Line No. 7.
35	Common slot for home signals from SCMN or GPT-RRI for Line No. 6
36	Common slot for home signals from SCMN or GPT-RRI for Line No. 5
37	Common slot for home signals from SCMN or GPT-RRI for Line No. 4
38	Common slot for home signals from SCMN or GPT-RRI for Line No. 3
39	Spare
40	Common slot for home signals from SCMN or GPT-RRI for Line No. 1.

10. AUTOMATIC REPLACEMENT OF SIGNALS:

Up home signals No. 2, 3 and 4 of 'A' Cabin are controlled through track circuit No. 12AT, 12BT for automatic replacement.

10.1 Down home signals No. 6, 7 and 8 of 'A' Cabin are controlled through track circuit No. 10AT, 10BT for automatic replacement.

11. USE OF LEVER COLLARS:

Levers collars are to be placed on respective levers as shown in the Tabular form whenever running lines are otherwise blocked vide SR 5.04.01.

S.No	**Line No. Blocked**	**Lever Collars to be placed on respective levers**	
		'A' Cabin	**'B' Cabin**
1	1	2, 6	40
2	-	-	-
3	3	2, 6	38
4	4	2, 6	37
5	5	3, 7	36
6	6	3	35
7	7	3	34
8	8	3	33
9	9	3	32
10	10	4, 8, 57	31
11	11	4, 8, 58	31
12	12	4, 8, 59	31
13	13	4, 8, 60	31

The above chart shall be exhibited in both the cabins

APPENDIX 'B'

12. MAINTANANCE OF S&T INSTALLATION AND ADHERENCE TO MAINTENANCE SCHEDULES:

The regular maintenance of S&T installations and adherence to the schedules of maintenance of track circuits is also the mandatory schedules of testing of points, track circuits, signals, lever machines, ground frame the associated interlocking apparatus i.e., cables and finally the interlocking functional tests is a must for the safe and satisfactory working of those installations at reception yard of marshalling yard complex.

The tests, checks and replacements etc. including overhauling shall confirm to the schedule of maintenance as indicated in the signal engineering manual as also in the current and extent instruction / circulars on the subject.

13. PROCEDURE TO BE FOLLOWED IN CASE OF FAILURE OF A SIGNAL AND INTERLOCKING INSTALLATIONS:

Whenever there is a failure of points, track circuits, signals or any other interlocking gear at the stations, the failure report should be communicated by the Station Master on duty through a memo to the Sectional Maintainer and the SE/JE of the Section along with others as per G& SR 3.51.04 and 3.60.04 and document all such transactions.

13.1. 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).

14. 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 SR 4.01.01 and 4.01.02.

15. CUSTODY OF THE KEY OF CABIN BASEMENT/RELAY ROOM LOCK:

The SM/Cabin Master shall ensure that the cabin basement key/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 S&T staff immediately after completion of their work and the documentation should be recorded in the Basement/Relay Room key register maintained at the Cabin according to SR 3.51.05 and OM 1.14

16. NORMAL POWER SUPPLY AND STAND BY POWER SUPPLY:

The Electric Mechanical signalling installations at this cabin work with banks of secondary cells installed at several places.

16.1 The secondary cells are charged from the AT power supply source at 230 V single phase. The batteries once charged will normally last for about 3 days. There is the local 230v single phase stand by power supply at this yard.

APPENDIX 'B'

16.2 The Station Master at this cabin must, however, maintain the record of the power failure of the local supply and he must promptly report the failure to the Section controller and the concerned Electrical and S&T maintenance staff.

17. MEANS OF COMMUNICATION:

1). Telephone attached to the SGE double line lock and Block instruments connected between A Cabin to adjacent block stations viz.
   a. GPT-RRI Cabin
   b. SCMN

2). Magneto phones are provided between B Cabin and
   (a) 'A' cabin (Reception yard)
   (b) 'D' cabin (Despatch yard)
   (c) 'F' cabin (Ore Exchange yard)
   (d) Hump Goomty and
   (e) GPT Cabin

4). B Cabin is connected to Waltair-Palasa Section Control Circuit.

5). Auto telephone are provided at A & B cabins.

28. FAILURE OF COMMUNICATIONS:

28.1 Between 'A' Cabin and GPT-RRI and between 'A' Cabin and SCMN

a. In the event of failure/suspension of SGE Double line lock and block instruments, the SM's on duty shall endorse Block Instrument suspended at _____ for _____(cause) in the train signal register at A&B CABIN and draw a prominent red line below the entry. When the block instrument is resumed the SM on duty will make a suitable endorsement shown the time when the normal working is restored and thereafter will maintain the train signal register as usual.

b. In the event of failure/suspension of SGE Double line lock and block instruments the line clear must be obtained on the telephone attached to the lock and block instruments exchanging the identification numbers and supported by private number in accordance with provisions of SR 6.02.01(c).

c. In the event of total failure of all communications the trains shall be worked vide SR 6.02.04.

i) 'B' Cabin to 'F' Cabin
ii) B' Cabin to 'D' Cabin
iii) B' Cabin to GPT via emergency cross over

d. In the event of total failure of all communications the trains shall be worked vide SR 6.02.05.

APPENDIX 'B'

e. In the event of failure of the telephonic communications between the 'B' Cabin and 'A' Cabin manuscript messages shall be sent in duplicate by the SM on duty at 'B' cabin. The Receiving cabin shall retain one copy for his record and return the other copy duly acknowledged as an assurance that all the necessary points in favour of the train and for the line nominated by the SM on duty at 'B' Cabin have been correctly set and locked and the nominated line is clear and free from all obstructions. These instructions shall be supported by a private number. For obtaining intact arrival of a train also these manuscript messages shall be used. Specimen of the form is given is Operating Manual vide No. 20.04(9)(g).

B Cabin and Hump Goomty

In the event of failure of telephone communications between 'B' cabin and hump goomty manuscript messages shall be exchanged between the YM at Goomty and SM at 'B' Cabin in accordance with the procedure laid down in para above.

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EAST COAST RAILWAY
WALTAIR DIVISION

APPENDIX 'C'

A&B CABIN, MARSHALLING YARD

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&B CABIN, MARSHALLING YARD (A&B CABIN) STATION

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

1. **DY.STATION SUPERINTEDENT.**
   They are rostered for 8 hours of train passing duties. They are responsible for the general and satisfactory working of the Station and for the efficient discharge of duties by staff working under him. They will 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. Their 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. They will supervise the work of safe working staff and conduct night inspections and report lapses of staff working under him. They are also responsible to submit all periodical and monthly returns/statements and the correspondence in time and as per schedule.

2. **CABIN MASTER.**
   They are responsible for reception and despatch of trains, correct operations of the lock and block instruments provided in the cabin and maintenance of train signal register and diary. Such duties they will perform in consultation with or under order of the SM on duty. They will operate the levers of points, locks and signals as is required form time to time. They are responsible for keeping the lever frame and the cabin clean and tidy. They will report defects of deficiencies, if any, immediately to the SM on duty.

3. **TOKENPORTER:**
   They will work under the orders of Dy.SS/SM on duty. He shall pick up and deliver the line clear authority FROM and TO the drivers of the trains. He shall do piloting 'IN' and 'OUT' of trains and shall do clamping and pad locking of points. He will also re-light the signal lights whenever it is necessary during his duty hours. He shall carryout any other work entrusted to him by the SM on duty.

4. **ENGINE PILOTMAN:**
   They will be in the 'B' Cabin and attend to the incoming trains on arrival and secure minimum 4 vehicles next to the engine and detach the power. They will set and lock the concerned point and pilot out the engines of incoming trains and pilot in the shunting engines or any other engine required to be received. They will do any other work entrusted to them by the SM on duty.

APPENDIX 'D'

5. CABIN LEVERMAN:

He will set and lock the facing end trailing points for reception and despatch of trains and shunting operations as per the directions given by the SM on duty. He shall operate the levers of the points, locks and signals in proper sequence as is required form time to time under the orders of SM on duty. He will clean and polish the lever handles. He is responsible for keeping the lever frame and the cabin clean and tidy. He shall report defects and deficiencies if any immediately to the 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&B CABIN, MARSHALLING YARD

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	'A' Cabin	'B' Cabin
1.	Detonators	-	10
2	Tri Colour Lamps	2	4
3	Hand Signal flags	2 sets	4 Sets
4	Sprags	-	2
5	Clamps with Padlocks	6	12
6	Safety chains with Padlocks	-	6
7	Fire and Sand Buckets	4	4
8	Lever Collars	10	13

The above Essential equipment provided at the station which shall be maintained in good and proper working order vide OM 20.04(11).

EAST COAST RAILWAY
WALTAIR DIVISION

APPENDIX 'F'
A&B CABIN, MARSHALLING YARD (A&B CABIN) STATION

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

N I L

EAST COAST RAILWAY
WALTAIR DIVISION

APPENDIX 'G'
A&B CABIN, MARSHALLING YARD

RULES FOR WORKING OF TRAINS IN ELECTRIFIED SECTIONS:

Not Applicable

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

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

EAST COAST RAILWAY
WALTAIR DIVISION

APPENDIX 'H'
A&B CABIN, MARSHALLING YARD

RULES FOR WORKING OF PRIVATE SIDINGS:

Not Applicable

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

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

ANNEXURE

2.2 This yard is interlocked with running signals at the west end entry of the yard and controlled by reception end 'A' cabin. The reception signals are controlled from trailing end 'B' cabin with facility for freely (without interlocking) setting the signal over lap beyond shunt signals/stop boards or alternatively setting trailing points against the route subject to other special restrictions/instructions vide paras 19 and 20 of this SWR. This yard is for receiving trains and not for through despatch. Hence all trains hat to stop in the yard and as a sequel to this the speed of the trains entering into the yard from two entry directions restricted to 15 KMPH.

As such the interlocking confirms to Standard I interlocking. But for the purpose of classification of the station since this is neither 'A' class nor 'B' class nor 'C' class, this is classified as special class station according to G&SR 1.03.01. This yard is equipped with manually operated multi-aspect colour light signalling. The SM is positioned at B cabin who exercises control over the movement of all trains into, through and out of this reception yard including the shunt movements. This yard has thirteen lines with three major girds for reception of trains via 'A' cabin and three major grids are.

a. One grid for reception of E.Co.Rly trains from SCMN.
b. Second grid for reception of South Central Railway trains from Duvvada via GPT-RRI.
c. Third grid exclusively for reception of port bound trains and these can be received either from SCMN from E.Co.Rly or from GPT-RRI from S.C.Rly.

There is an engine line too facilitate the engine movements for normal yard shunting purpose and also for humping.

2.3 A Cabin controls the reception of trains into the yard normally and the 'A' cabin, Cabin Master works under the direct instructions of SM on duty at 'B' Cabin. 'B' Cabin is a block cabin. This 'B' cabin control the movements at the trailing end of the reception yard and this end of the yard is directly connected to the manually operated gravity hump yard for onward transmission and sorting the trains out on the classification line via hump goomty and 'C' cabin.

This cabin also facilitates the movements of traffic over North Engine line between 'B' cabin and 'D' cabin and concurrently it also controls the movement of traffic on the south engine line and port line, between 'B' cabin and 'F' cabin.

The entry into, through and out of the yard of RYD complex in any direction is restricted to 15 KMPH speed subject to the other practices in force.

ANNEXURE

2.4 Normally the despatch of S.C.Rly trains from Waltair Marshalling yard complex is through orthodox double line movement from 'D' Cabin to Gopalapatnam on third line between Gopalapatnam and Waltair where it joins the orthodox up line between Gopalapatnam and GPT-RRI. But if for some reasons or the other, the movement on this line cannot be made, the alternative route is an exit from the Marshalling Yard onto this orthodox double line towards GPT-RRI cabins and beyond bound to S.C.Rly is provided via emergency crossover provided between the Reception Yard and the Gopalapatnam station with one end of this crossover at Reception Yard 'A' Cabin of MYD and the other end is at Gopalapatnam.

2.5 The trains shall be worked on paper line clear ticket between Gopalapatnam and 'B' Cabin of WMY. Magneto telephones are provided for this purpose. But during emergency, the movements of such good trains are routed through the North engine line or south engine line or on the port line in extreme cases and special precautionary measures have to be taken for passing the train, for this is a non-signalled movement.

11 Trains are not permitted to run through this yard as this is a terminal reception yard. Trains received on any line shall be stopped and then only started.

12 SHUNTING OPERATIONS

12.1 Rules laid down in GR 3.46, 3.52 to 3.56, 5.13, 5.14 and SRs there to and GR 8.06 shall be adhered to for performing shunting. All shunting movements shall be supervised by the operating official vested with this responsibility as the case may be.

12.2 All signalled movements either of a train or an engine or a vehicle in the yard shall be from one stop signal to the next stop signal and no half-way movements are permitted and if such movements are unavoidable they should be considered as non-signalled moves and precautionary measures should be taken such as CLAMPING AND PADLOCKING/LOCKING OF POINTS ON THE ROUTE both interlocked and non-interlocked points (including derailing switches whether directly or locally operated with or without locks) according to G&SR No. 5.12.05 and 5.14.03.

12.3 The keys and the padlocks of such points shall be in the personal custody of the operating official vested with this responsibility till such movements are completed by the utilisation of the route by the said engine/train/vehicle. The operating official vested with the responsibility of supervising the non-signalled movements of engine/train/vehicle may return the keys along with padlocks to the SM on duty after completion of the said movements or alternatively such a move is cancelled which fact should be properly documents.

12.4 Written authority on form OPT/ 79 shall be issued by the SM on duty to the driver. This memo shall be withdrawn whenever shunting is to be suspended in connection with reception and despatch of trains if the line on which hunting is performed is not isolated. After completion on shunting his shunting order shall be collected from the Driver, cancelled and pasted in the record foil as per SR 5.13.02.

ANNEXURE

13.1 **PILOTING OF TRAINS**

Whenever reception signal has become defective SM on duty shall advise the Station in rear to issue 'WRITTEN AUTHORITY' on form OP/T 27(REV) and the procedure laid down in SR 3.69.02(a) shall be followed.

13.1.2 Whenever reception signal has become defective and the Station in rear has not advised to issue written authority on form OP/t 27(Rev) the following procedure shall be followed for piloting 'IN' of a train vide SR No. 3.69.03.

13.1.3 The SM on duty at B-Cabin shall allot one clear line in consultation with the AYM on duty by means of LINE ADMISSION BOOK for admission of an incoming train. He shall ensure that the nominated line is clear and free form all obstructions, and the route is set all facing points and locked clamped and padlocked. On getting the assurance from Cabin Master on duty at A-Cabin that the nominated route is set, locked clamped and padlocked, The SM on duty at B-Cabin shall handover the written authority in OP/T 27(Rev) to the TP for piloting the train from the defective signal while going to the signal, the TP will satisfy himself that the points on the route have been correctly set, clamped and padlocked. After the train has been brought to a dead stop of the defective signal, the token porter shall handover the pilot memo to the driver, board the engine and display "Proceed hand signal" to pass the defective signal in ON position.

13.1.4 The Cabin Master/Leverman shall man the outermost facing points and shall exhibit hand signals to the approaching trains as per SR 3.39.03(a).

13.1.2 The provision of SR 3.51.02, 3.68.01(c), GR 3.69 and SR 3.69.01, 3.69.03 and 3.69.05 shall be followed.

N.B: The keys of padlocks of the clamps put on the points on the route for piloting IN or piloting OUT shall be in personal custody of the SM on duty or any authorised operating official till such time the engine/train/vehicle has utilised the route or alternatively such a movement is cancelled.

13.2.1 **OUT OF STAITON YARD:**

When any train is to be piloted out the provisions of SR 3.70.1 shall be followed. When the departure shunt signal starter has become defective, the SM on duty at B-Cabin shall ensure the clearance of line over which the train is to be despatched and correct setting, clamping and padlocking of the effacing pints if any on the route and issue a pilot memo in the form OP/T 27-A to the driver of the train through the TP. The TP after handing over the pilot memo to the driver shall exhibit proceed hand signal at the first facing point.

14.1.1 **WORKING OF POINTS AND SIGNALS:**

Points and signals are worked in accordance with the rules laid down in GR Chapter III and GR 5.01, 5.04, 5.08 with relevant SRs shall be followed. The function of each lever and working of signals and points from the cabin is shown in Appendix – B..

ANNEXURE

14.1.2 **DEFECTIVE SIGNALS:**

When signals become defective procedure laid down in GR 3.68 to 3.71, 3.80, 3.81 and OM 1.04(XI) shall be followed.

14.1.3 A signal in the OFF position is the final indication that the points are correctly set for the route for which it applies, and if it is not possible to take OFF a signal, the setting of points on the route to which it applies shall be inspected by the SM/CM before the signal is declared as defective irrespective of what is indicated by the position of the route lever, point lever 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, 3.68 and relevant SRs shall be followed.

14.1.4 In the event of the signal showing no light, and if signal lights cannot be kept burning SM on duty shall before giving LINE CLEAR initiate action in accordance with the procedure prescribed in GR 3.68 to 3.72 and relevant SRs vide GR 3.49(4).

14.2.1 **DEFECTIVE INTERLOCKING:**

When interlocking becomes defective the SM on duty shall responsible and 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 of the adjacent line vide SR 3.69.03(b)(i) and for good train admission, the responsibility devolves on the Cabin Maser.

14.2.2 However, before declaring a signal as defective the setting of the point on the route to which it applied shall be inspected by the SM/Cabin Master irrespective of the position of the route levers, point levers and lock levers in terms of SR 3.68.01(c).

14.2.3 The rules laid down in GR 3.69, 3.70 with relevant SRs, SR 3.77.01(b) shall be followed.

14.3 **DEFECTIVE OR DAMAGED POINTS:**

When points becomes defective the signals controlling these points shall be considered defective and vice-versa and action to be taken as mentioned in paras 14.1.2, 14.1.3, 14.1.4 and 14.2.2 above.

14.4 The SM is the incharge of the S&T installations at his station and he shall ensure efficient discharge of the duties devolving 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 in the Maintainers diary. SM is also responsible for testing of points and signals stipulated in G&SR 5.01.03.

15.1.1 **GENERAL DETACHING OF VEHICLES ON RUNNING LINE:**

EAST COAST RAILWAY
WALTAIR DIVISION

STATION WORKING RULES OF 'BLOCK HUT (ELS)

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

NO:WTF/5/SWR/Block Hut(ELS)
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:**
Station Working Rule diagram No ***SI/VSKP/33*** based on the signalling and interlocking plan No. ***SI/VSKP/33*** of CSTE/S.E.Rly shows the complete layout of the yard, normal position of points, signals, gradients within station limits and interlocking arrangement, names of adjacent Block Stations and their respective distance etc. However, the holding capacity of each running line is not mentioned in view of its having no berthing facility.

2. **DESCRIPTION OF STATION:**
BLOCK HUT is a 'B' Class station on WMY-PSA unidirectional electrified BG section of E.Co.Rly on 'B' special route. It is situated at Km 873.865 from HWH. One centralised block hut cabin is situated for working of points, lock bars and signals.

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

a. Block Hut is situated between Simhachalam North in the west side at a distance of 4.62 KM and 'F' Cabin of WMY in the east side at a distance of 1.78 KM.

b. IBH/IBS : NIL

c. Automatic Signalling: NIL

d. Outlying sidings/D.K. Stations - NIL

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

Between Station	The point from which the Block section commences	The point at which the Block section ends
Block Hut – SCMN KK line	UP Adv. Starter No. 8 of B/H.	Down Advanced starter No. 69 of SCMN on KK line.
Block Hut – SCMN SE Despatch line.	Advanced Block Section at Down Adv. starter No. 6 of B/H.	Facing point No. 161 B on SE Despatch line.
BlockHut–GPT on VSP line.	Up adv. starter No. 7 of B/H	Down Adv Starter No. 16 of GPT on B/H line.
Block Hut – 'F' cabin on K-K line On SE despatch line	Adv. Starter No. 30 on K-K line of Block Hut. BSLB of B/H on SE Despatch line.	Adv. Starter No. 3 of 'F' Cabin on K-K line. Adv. Starter No. 4 of 'F' Cabin on SE Despatch line.

2.4 **GRADIENTS:**

Section	Chainage		Gradient
	From	To	
B/H – SCMN			
KK Line	000.000	39.86	1 in 1000 Raising
	39.86	127.10	1 in 300 Raising
	127.10	Into Section	1 in 400 Raising
SC Despatch	000.000	98.48	1 in 1000 Raising
	98.48	214.365	1 in 260 Raising
	214.365	Into Section	1 in 400 Raising
VSP Line	000.000	151.38	1 in 1000 Raising
	151.38	329.66	1 in 260 Raising
	329.66	Into Section	1 in 400 Raising
B/H – 'F' Cabin	000.000	4.86	1 in 1000 Falling
	4.86	147.54	1 in 1000 Falling
	147.54	249	Level

2.5 **LAYOUT:**

a. The Block Hut is a junction Cabin situated in the Visakhapatnam Marshalling Yard complex between Simhachalam North and 'F' Cabin with single line section and uni-directional double line. It has junction arrangement for movement of trains to VSP via GPT-RRI Cabin and also connected to 'B' Cabin of reception yard of inter yard movements.
b. The Block Hut is additionally connected to Electric Loco Shed, for movement of Electric Locos to and from Electric Loco Shed.
c. There are no berthing tracks and trains are not booked to stop in this yard.

d. The Home Signal No. 33 and 35 for admission of Electric Locos on to ELS line cannot be taken OFF unless the approaching train comes to a stop at the foot of the above Home Signals occupying the Home Signal track circuit 33T/35T.

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

Running Lines:

All lines at Block Hut are running lines and no train is booked to stop at this cabin since there is no berthing track.

Direction of Movement:

a. SE despatch line is unidirectional line and hence trains coming from 'F' Cabin and proceeding towards SCMN on his line are down trains.

b. KK Line is a single line and as such
   (i) Trains coming from 'F' cabin and proceeding towards SCMN on this line are up trains.
   (ii) Trains coming from SCMN and proceeding towards 'F' cabin on this line are down trains.

c. MYD-VSP line is also a single line and as such.
   (i) Trains coming from GPT on this line and proceeding towards 'F' cabin are up trains.
   (ii) Trains coming from 'F' cabin and proceeding towards GPT on this line are down trains.

2.5.2 NON-RUNNING LINES AND THEIR CAPCITY IN CSR:

NIL

2.5.3 ANY SPECIAL FEATURES IN THE LAYOUT:

The interlocking at this station restricts direct admission of Electric Locos to Electric Loco Shed Line.

2.6 LEVEL CROSSINGS:

NIL

3. SYSTEM AND MEANS OF WORKING:

a) Trains are worked under absolute block system in accordance with GR 7.01(1) (a), 8.01(1) (a)(b)&(c), 8.01(2)(b), 8.03(1)(a)(b)(c)(i), 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 II and BWM chapter V.

b) **BLOCK INSTRUMENTS:**

(i) Siemens (SGE) type three position lock and block instrument is provided between Block Hut and Simhachalam North for the traffic on unidirectional despatch line and
between Block hut and – 'F' cabin for the traffic on unidirectional SE despatch line.

(ii) Diado type single line tokenless block instrument is provided
between Block hut – SCMN for K-K line traffic and
between Block hut – 'F' cabin for K-K line traffic.

(iii) Inter slot working for traffic
between Block hut – Gopalapatnam and
between Block hut – B Cabin

Each Siemens (SGE) type three position lock and block instruments and Daido type tokenless single line Block Instruments is provided with Block telephone attach to Block instruments.

c) **CUSTODY OF DAIDO BLOCK INSTRUEMNT KEY:**

The tokenless Block Instruments are provided with locking arrangement and can be locked with its handle in normal or operated position.
The key of the block instrument must be in the personal custody of SM on duty vide GR-5.08.

d) **INTER SLOT SYSTEM OF WORKING (SINGLE LINE SECTION):**

i) Trains shall be worked under the principles of absolute block system in terms of GR 8.01(a) with inter-slotting arrangements between:
Block Hut and GPT-RRI Cabin.
Block Hut and 'B' Cabin of Reception yard.

ii) The interslotting arrangement is non-cooperative. The SM grants slot supported by Private number.

iii) The authority to proceed into the block section shall be taking OFF of the last stop signal vide GR 14.08(b)(iv) or concerned shunt signal towards 'B' Cabin.

e) **MOVEMENT OF TRAINS:**

Movement of trains is regulated by the Area/Section Controlled on duty whose orders must be carried out provided, they do not contravene any G & SR, PWM, OM and SWR and any other safe working principles. In the event of suspension of control working, the SM on duty shall work independently in conjunction with the SM of the adjacent block stations and shall be responsible for reception and despatch of trains. He shall ensure that preference is given to important trains at the same time no undue detention occurs to others trains.

4. SYSTEM OF SIGNALLING AND INTERLOCKING:

4.1

a) This is a 'B' class Junction Cabin with Standard-III interlocking with MACLS and position light shunt signals. The Block Hut cabin is provided with 40 levers IRS CH. Type for operation of points signals and slots etc.
The aspects and indication of MACLS is governed by GR No. 3.06(5)(b), 3.08(1) and (2) and 3.14(8)(a).

b) The last stop signals are interlocking with the 'Line Clear' indication such that unless the Block Instrument in TGT position and the section is clear the concerned Last Stop signal cannot be taken off on single line and unless the Block instrument is in 'Line clear' position and section is clear the concerned advanced starter on the line connected can not be taken off.

c) **POINT AND SIGNAL INDICATORS:**

i) All the points and signals are provided with indicators to show the position of the respective signals and point in the cabin.

ii) All the points are provided with Electric Lock detection. Point indication shall appear in the cabin only after the point is physically locked.

d) TRACK CIRCUITS AND AXLE COUNTERS:

The following track circuits are provided for replacement of signals, Block controls and for in-direct reception to Electric Loco Shed.

i) **KK Line Single line Section**
35T, 27AT, 27BT, 16AT, 16BT.

ii) **Uni-directional E.Co.Rly Despatch Line**
23AT, 23BT, 6T.

iii) **Steel Plant Line**
The entire line from last stop signal-cum-distant signal of GPT upto last stop signal-cum-distant of Block Hut is track circuited as 6T, 6AT, 6T2, 6T1, 33T and 7T.

e) INTERLOCKING OF BLOCK INSTRUMENTS WITH SIGNALS:

Double line SGE type lock and block instruments and single line tokenless Block Instruments are interlocked with the respective Home signals. For this purpose short length track circuits are provides as FVT and LVT and signal replacement track circuits. The levers governing the block section should be in their normal position before handling the block instrument of the concerned block section.

The interlocking is such, the block instruments cannot be handled unless the respective Home signal and the last stop signal are at ON position.

f) COMBINED SIGNALS:

The last stop signal No. 7 of Visakhapatnam Steel Plant line is a combined last stop of Block Hut-cum-distant signal of Gopalapatnam in terms of GR 3.07(7).

g) INDIRECT RECEPTION:

The reception of Electrical Locos from Simhachalam North on KK line, and from Gopalapatnam to Electrical Loco shed is provided with indirect reception through signal Nos. 33 and 35 with short length track circuits as 33-T and 35-T unless power comes and occupies these track circuits, the concerned Home signal cannot be taken OFF.

h) SHUNT SIGNALS AND SLOT CONTROLS:

The movement between Block Hut and 'B' Cabin are treated as inter yard movements and are controlled by inter cabin slotting. Home signal No. 31 is slotted by 'B' Cabin.

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 Relay room is provided with two independent locks vide OM 1.14. The key of one lock is retained under the personal custody of SM on duty while the key of other lock is with the signal maintainer. Whenever required by the maintainer for attending failure or maintenance work, SM on duty shall hand over his key to the maintainer. On completion of the work, maintainer shall return back the key to the SM on duty after closing and locking of the Relay room. The transactions of the key shall be recorded in the Relay room key register maintained at the Station for this purpose promptly. While taking over the key from the SM on duty, signal maintainer shall endorse that he will not interfere the safe working. Otherwise SM on duty shall treat the gear as non-interlocked.

4.3 **POWER SUPPLY:**

The Station is provided with 230 volts single phase power supply. The normal power supply is from the Auxiliary transformer connected to OHE traction distribution.

Standby power supply is from the local power supply source (at 230-V, 50 Hz).

5. TELECOMMUNICATIONS:

1). Telephones are attached to the SGE type double line lock and Block instruments connected to adjacent stations on either side between:

i) Block Hut – 'F' Cabin unidirectional.

ii) Block Hut – Simhachalam North unidirectional.

2). Telephone attached to the Daido type Tokenless block instruments connected between:

i) Block Hut – 'F' Cabin on single line.

ii) Block Hut – Simhachalam North on single line.

3). Magneto phones are provided for inter-slot working between:

i) Block Hut – Gopalapatnam RRI Cabin.

ii) Block Hut – 'B' Cabin of RYD.

4). Magneto phone between:

i) Block Hut – Simhachalam North.

ii) Block Hut – 'F' Cabin.

5). Magneto phone with Bar line of Electric Loco Shed.

6). Train control telephone of VSKP complex Board.

7). Traction power control phone of OEC-KRPU.

8). Telephone with Area Controller.

5.1 FAILURE OF COMMUNICATIONS:

a) In the event of partial failure of communications between adjacent Block Stations, SR 6.02.06 shall be observed.

b) In the event of total failure of all communications SR 6.02.04 for trains working on single line and SR 6.02.03 for trains working on double line shall be observed.

6. SYSTEM OF TRAIN WORKING:

6.1 DUTIES OF TRAIN WORKING STAFF:

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 2.14. In the event of suspension of control working, 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 important trains without causing undue detention which occurs to other trains vide OM 2.14 & 2.24(a).

6.1.1 TRAIN WORKING STAFF IN EACH SHIFT:

The following is the duties of staff are described in Appendix "D".

Dy. Station Supdt./SM	3
Levermen	3
TPM	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:

Station Master on duty is personally responsible for ascertaining the clearance of line for despatch and reception of trains after obtaining line clear.

Note: However the SM on duty, the Cabin Leverman and the Token Porter shall always be alert and watchful of any obstructions on any part of the line.

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 staff who resumed duties after a period of 15 days or any such alterations in SWR involve shall sign in the assurance register as a token of having understood the contents as per SR 5.01.02.

SS/DYSS/SM shall be personally responsible for the maintenance of this register.

6.2 CONDITIONS FOR GRANTING LINE CLEAR:

a) The conditions laid down under GR. 8.03(1)(a)(b)(c) & (ii) for double line and GR. 8.03(2)(a)(b)(c) & (ii) for single line shall be complied with by the SM on duty before granting/taking line clear on the respective lines

b)

i) Line shall not be considered clear and line clear shall not be granted for a down train (from SCMN) unless.
The whole of the last preceding Down train has arrived complete all the necessary signals have been put back to 'ON' and the line is clear upto up advanced starter No. 8 of Block Hut on KK line.

ii) Line shall not be considered clear and line clear for an UP train ('F' Cabin) unless.
Whole of the last preceding up train has arrived complete all the necessary signals have been put back to 'ON' and the line is clear upto down advanced starter No. 30 of Block Hut on KK line.

iii) Line shall not be considered clear and line clear should not be granted for a down train (from 'F' Cabin on SE Despatch line I.e., unidirectional unless) unless.
Whole of the last preceding down train has arrived complete all the necessary signals have been put back to 'ON' and the line is clear upto BSLB of Block Hut.

iv) Line shall not be considered clear and line clear should not be granted to a down train (from GPT) on VSP line unless.
Whole of the last preceding down train has arrived complete all the necessary signals have been put back to 'ON' and the line is clear upto up advanced starter No. 7 of Block Hut

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

The admission of Electric Loco to electric loco shed is restricted to indirect reception. (i.e., when the route to electric loco shed is correctly set locked and the concerned home signal lever is pulled, the concerned home signal assumes OFF aspect 120 seconds after the power has occupied the Home signal track circuits 33-T/35-T as the case may be).

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:

The SM on duty before taking OFF signals for movement of Locos from and to Electric Loco shed shall ensure that the trains on single line and trains on SE despatch line have come to a stop at the home signal.

SPECIAL INSTRUCTIONS:

Placement of the following signals on Right Hand side of the track is permitted by COPS/GRC for improving the visibility vide he letter No. 64/1218/GRC/PTI dt 25.4.1992.

a. Down Home signal No.4/5 on SE Goods Despatch line.

b. Down home signal No.31/32/33 on GPT Electric Loco shed Block Head.

c. A caution order to his effect shall be reiterated once in a year for a period of one month.

6.3 CONDITIONS FOR TAKING 'OFF' APPROACH SIGNALS:

(a) **Conditions**: Conditions for taking 'OFF' approach signals are governed by GR.3.38, 3.40(1)(b), 3.40(2)(b), 3.40(3)(b), 3.40(4). SR 3.40.01 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.

There is no berthing facility and trains are booked to run through at the Block Hut.

c) **HOME SIGNAL OVERLAPS AT BLOCK HUT FOR RECEPTION OF TRAINS:**

S.No.	Description of Home Signal to be taken off.	Reception of train No. Line No.	Adequate Distance
1.	Up home 1/2/3 (KK Line)	L-2 (KK Line)	Controlled by advanced starter No. 8 and on reception of line clear from Simhachalam North.
		L-3 (S.E.Rly despatch)	Controlled by advanced starter No. 6 and on reception of line clear from Simhachalam North.
		L-4 (WAT-MYD-VSP line)	Controlled by advanced starter No. 7 and on receipt of slot from Gopalapatnam RRI Cabin.
2.	Down Home (4/5 E.Co.Rly Goods Despatch)	L-3 (S.E.Rly despatch)	Controlled by advanced starter No. 6 and on reception of line clear from Simhachalam North.
		L-4 (WAT-MYD-VSP line)	Controlled by advanced starter No. 7 and on receipt of slot from Gopalapatnam RRI Cabin
3.	Down Home 31/32/33 (WAT-MYD-VSP line)	L-4 (WAT-MYD-VSP line)	Controlled by Signal No. 74 B of 'B' Cabin and on receipt of slot from 'B' Cabin – MYD.
		L-2 (KK Line)	Controlled by advanced starter No. 30 and on reception of line clear from 'F' Cabin.
		L-1 (Electric Loco Shed)	Indirect reception.
4	Down Home 34/35 (KK line)	L-2 (KK Line)	Controlled by Signal No. 30 and on receipt of line clear from 'F' Cabin.
		L-1 (Electric Loco Shed)	Indirect reception.

d) **SETTING AND LOCKING OF ROUTE AND TAKING OFF RECEPTION SIGNALS:**

The SM on duty is responsible to nominate a clear line for reception of the train and obtain line clear or slot for the train. He shall comply the conditions laid down in SWR 6.4© before taking off any reception signal. He shall satisfy himself that the route over which the train will pass is clear of all obstructions including the adequate distance. He shall advise the cabin Leverman to set the concerned routes and lock all the facing points on the route and after satisfying himself that the route is correctly set and locked the cabin Leverman to take OFF the concerned despatch and reception signals.

e) **WORKING PROCEDURE FOR MOVEMENT OF LOCOS FROM AND TO ELS:**

A Magneto Phone is provided between ELS and Station Master Block Hut. Whenever Electrical Locos are to be despatched to electrical loco shed the SM on duty at Block Hut shall advise the Bar Line Time Keeper of the movement. After getting confirmation that no outgoing power is allowed supported by a private number from the Bar Line Time Keeper, The SM shall take off the signals for the engine.

For outgoing powers, after the arrival of the power on the Bar line, the time, the power punched shall be informed to the SM on duty at Block Hut. The SM on duty if he is prepared to accept the powers shall authorise the Bar line time keeper to allow the powers upto stop board supported by a private number. The out-going posers shall stop short of the stop board with legend 'STOP TILL SHUNT SIGNAL No. 9 IS TAKEN OFF'.

The SM on duty after obtaining line clear for the powers shall set the line and take OFF the shunt signal.

Note: Private Number book shall be supplied by SM Block Hut to the Time Keeper Bar Line for this purpose from time to time.

f) **PLACING BACK SIGNALS TO NORMAL:**

i) Short length track circuits are provided for automatic signal replacement of Home signals and advanced starters.

ii) The SM on duty shall ensure the normalization of the concerned reception signal levers, as soon as the train enters into the yard and after satisfying himself the complete arrival of the train, shall send train out of Block Section Report.

iii) In case of emergency the reception signals may be put back to ON position while a train is approaching it, but the route over which the train would pass shall not be altered unless the train has come to a stop or the route has to be altered to avert an accident.

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:

This is a block hut where trains are booked to run through and there is no berthing track at the cabin.

6.5 COMPLETE ARRIVAL OF TRAINS:

The SM's on duty is responsible to ensure that the train has arrived complete with last vehicle indication as prescribed under clauses (a) and (c) of Sub Rule (1) of SR 4.16.01 and SR 4.16.05 and conditions for closing the block section as laid down in GR 14.10 are compiled with. The SM on duty shall see that the last vehicle of every train passing through his station is provided with tail board or tail lamp or such other device in accordance with the provisions of Rule GR 4.16.

6.6 DISPATCH OF TRAINS:

a) Dispatch of trains is governed by the provisions of GR. 3.42 and SRs 3.36.04(b), 3.42.03, 3.42.04, 3.42.01(b)(i)(ii)&(iii) and BWM 2.07(5)(a)(ii), 2.07(5)(b) and other relevant provisions of G & SR, BWM and SWR. Station Master on duty is responsible to ensure clearance of the out going line and for correct setting of the route before taking 'OFF' departure signals.

b) All trains shall run through at the Block Hut.

c) **OBTAINING LINE CLEAR/INTER-SLOT SETTING AND LOCKING OF ROUTE AND TAKING OFF DEPARTURE SIGNALS:**

The SM on duty shall obtain line clear or inter slot form the block station in advance. He shall satisfy himself that the route over which the train will be despatched is clear and free from all obstructions. For taking OFF signals the procedure indicated in SWR-6.4(c) and (d) are to be complied.

d) **TRAINS ENTERING SECTION SIGNAL:**

As soon as the last vehicle of the train with last vehicle indicator as indicated in GR 4.16 passed the last stop signal, and the train is running safe and proper order, the SM on duty must ensure normalisation of the signal levers and then give train entering block section report to the Station in advance. In addition he shall also repeat the last vehicle number for train running with last vehicle in terms of SR 4.23.02. BWM-2.07(5)(e) and (g).

e) **ISSUE OF CAUTION ORDERS:**

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:

a) In addition to procedure detailed in paras 'Reception and Dispatch' of trains, Rules laid down in GR 4.17, 4.42, 3.36, 3.42 with relevant SRs shall be followed.

b) The sequence of lowering signals shall be followed as per SR 3.42.02(a)(iv), SR 3.42.03 and SR 3.42.04.

6.8 **WORKING IN CASE OF FAILURE:**

a. FAILURE OF TRACK CIRCUITS

In the event of failure of track circuits SR 3.51.04, 3.68.04 shall be observed.

b. DEFECTIVE POINTS

In the event of failure of points GR 3.77 shall be observed.

c. DEFECTIVE AXLE COUNTERS

Not Applicable

d. FAILURE OF SIGNALS AND INTERLOCKING

In the event of failure of signalling and interlocking SS/Dy.SS/SM on duty shall observe GR 3.68 to 3.71 and trains shall be piloted on the authority of T/369 (3b) after clamping and pad locking of all the facing points involved in the movement of trains.

e. FAILURE OF BLOCK INSTRUMENTS:

In The event of failure of block instruments, SR 6.02.06 shall be observed.

6.9 **PROVISIONS FOR WORKING OF TROLLIES /MOTOR TROLLIES / MATERIAL LORRIES:**

a) Motor trolleys shall be worked as per GR 15.25 and SR thereto, BWM 4.28 and circulars and orders issued from time to time.

b) Material Trollies shall be worked as per GR 15.27 and SRs thereto.

7. BLOCKING OF LINE:

No berthing tracks available and hence no Blocking of line arises.

8. SHUNTING:

8.1 GENERAL PRECAUTIONS :

No shunting is permitted at this station. However in case of emergency if a train is required to be backed from one line to the other the procedure detailed in SR 5.14.03 and 5.14.05 and 5.14.06 shall be followed.

8.2 SHUNTING IN THE FACE OF AN APPROACHING TRAIN:

Not Permitted

8.3 PROHIBITION OF SHUNTING - SPECIAL FEATURES:

NIL

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

8.7 **OUTLYING SIDING**: 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.

Not Applicable

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

Not Applicable

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

i) Every failure whether relevant to points, signals, track circuits or block instruments shall be promptly reported by SM on duty to the concerned S&T maintainer through a memo immediately and shall resume normal working only after rectifying the concerned gear at fault and obtained a memo from S&T maintainer concerned.

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 on double line section, SR 6.02.03 shall be observed to work the trains.

In the event of total failure of communications on single line section, SR 6.02.04 shall be observed to work the trains.

9.2 TEMPORARY SINGLE LINE WORKING ON DOUBLE LINE SECTION:

In the event of introduction of single line working on double line when communications are available the rules laid down in SR 6.02.01 shall be followed.

In the event of introduction of single line working on double line during total interruption of communications the rules laid down in SR 6.02.06 shall be followed.

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

a) During total interruption of communications, while allowing the trains under authority to proceed without line clear, the relevant provisions under SR 6.02.04 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/B 602 shall be issued.

b) **ISSUE OF BLOCK TICKET (T/A 602):**

Rules for working train on an obstructed line in case of obstruction or an accident on the authority of block ticket (T/A-602) when communications are available shall be followed, in accordance with the provisions of SR 6.02.05.

10. VISIBILITY TEST OBJECT:

The light of signal No. 8 (at SCMN end) and signal No. 30 (at 'F' cabin end) during day and night are earmarked to serve as visibility test object 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 OM. 20.01(11) is given in Appendix-E of the SWR.

12. FOG SIGNAL MEN AND STAFF NOMINATED 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 shall be followed.

Names of the Fog signalman nominated to be called in case of Fog are to be maintained at the station in the Fog signal register.

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'	Rules for Working of DK stations, 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 STATION WORKING RULES.

APPLICATION

THIS ISSUE OF WORKING RULES CANCELS ALL STATION WORKING RULES OF 'BLOCK HUT (ELS) ('F' 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
'BLOCK HUT (ELS)

NIL

EAST COAST RAILWAY
WALTAIR DIVISION
APPENDIX 'B'
SYSTEM OF SIGNALLING AND INTERLOCKING AND TELECOMMUNICATIONS
'BLOCK HUT (ELS)

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

1. BRIEF DESCRIPTION OF THE SIGNALLING AND INTERLOCKING INSTALATION:

This is a 'B' class Junction Cabin with Standard – III interlocking with Multiple Aspect Colour Light Signalling (MACLS) and position light signals. SGE type double line lock and block instruments (uni-directional) are provided in the cabin for double line working and Daido Type of Tokenless Block instruments for single line section. In addition inter cabin slot controls are provided for single line sections between 'B' cabin Gopalapatnam RRI cabin and Block Hut.

The cabin is provided with 40 levers IRS (CH) type.
These levers shall operated points, point locks, slots, and signals and inter slot controls.

2. POINTS AND LOCKS:

2.1 Facing points are fitted with plunger type locks with lock bars and electrically detected by relevant reception signals.

2.2 Lock detection is provided for each point individually as such unless point is physically locked by lock lever the point indication will not appear in the indicators provided in the cabin.

2.3. POINT AND SIGNAL INDICATIORS:

All the points and signals are provided with indicators to know the position of the respective signals and points in the cabin.

2.4. INTERLOCKING OF BLOCK INSTRUMENTS WITH SIGNALS:

The Home signal and advanced starter signals are interlocked with SGE type lock and block instruments and Daido type tokenless block instruments. The home signal and advanced starter levers governing block section must be in normal position while handling the block instruments of the concerned section in the cabin. The handle of the block instrument cannot be operated unless the concerned Home signal and Advanced starter signals are in 'ON' position.

2.5 Lamp indicators are provided near the double line lock and block instruments:

i) RED LAMP: This lamp glows whenever train enters into the Block section past the advanced starter. This will extinguish as soon as the lock and block instrument at the station in advance is made to TOL position.

APPENDIX 'B'

ii) YELLOW LAMP: This lamp glows when the train is received on signals. This is extinguished when the home signal lever and the lock bar lever are put to normal and when commutator of lock and block instrument is turned to line closed position.

iii) The tokenless block instruments cannot be normalised unless the Home signal is at ON and the incoming train has operated the incoming track circuit and a buzzer is received and stopped by normalising home signal lever.

2.6 TRACK CIRCUITS:

The following track circuits are provided for replacement of signals, Block controls. LVT and FVT and for indirect reception on to ELS siding.

i) KK Line: 35 T, 27 AT, 27 BT, 16 AT, 16 BT..

ii) Double Line: 23 AT, 23 BT, 6 T.

iii) Steel Plant Line: The entire line from last stop signal, cum distant signal of Gopalapatnam upto last signal cum distant of Block Hut is track circuited as 6 T, 6 AT, 6T2, 33T and 7T.

2.7 PROVISION OF ELECTRICAL CONTROL ON ADVANCED STARTERS:

The last stop signal No. 8 and 30 are controlled by single line tokenless block instruments. Unless the block instrument is in its TGT position and the section is clear the concerned last stop signal cannot be taken 'OFF'.

2.8 FAILURE OF LAST STOP SIGNAL:

When the last stop signal cannot be taken 'OFF' even though the Block instrument is in its TGT position and the section is clear the concerned block instrument shall be suspended vide BWM 4.43 (d) and trains worked as per SR 6.02.03 BWM CH.III pt. I Trans shall be piloted out on form OPT/27-A.

2.9 DESCRIPTION OF LEVERS:

Lever No.	Function
1	KK Line up home signal for line No. 2 (for single line section to SCMN)
2	KK Line up home signal for line No. 3 (for uni-directional despatch line to SCMN)
3	KK Line up home signal for line No. 4 (for VSPS line to GPT).
4	Main Line Down home signal for line No. 3 (for uni-directional despatch line to SCMN)
5	Main Line down home signal for line No. 4 (for VSPS line to GPT)
6	Main Line down advanced starter (for uni-directional despatch line to SCMN).
7	Main Line up advanced starter (for WAT-MYD-VSPS line)
8	KK Line up advanced starter (for single line section to SCMN)
9	Shunt signal from Electrical loco shed line No. 1 to line NO. 2 (KK Line) or Line No. 4 (to WAT-MYD-VSPS line).
10	Shunt signal on line No. 4. from 'B' Cabin to WAY-MYD-VSPS Line.
11	Spare
12	Spare
13	Lock bar on point No. 14 at East end.

	APPENDIX 'B'
14	Crossover point from line No. 1 to line No. 2 (ELS to KK Line).
15	Lock bar on crossover point No. 14 at West end.
16	Holding bar on Line No. 2 at East end (KK Line)
17	Lock Bar on cross over point No. 18 at East end.
18	Crossover point from line No. 2 to Line No. 3
19	Lock Bar on cross over point No. 18 at West end.
20	Spare
21	Lock bar on derailing switch point No. 22.
22	Derailing switch point on line No. 4 at West end.
23	Lock bar cum holding bar for cross over point No. 24 at east end.
24	Crossover point from line No. 3 to Line No. 4.
25	Lock Bar on crossover point No. 24 at West end.
26	Holding bar on Line No. 4 at West end (VSP Line)
27	Holding bar on Line No. 2 at West end (KK Line)
28	Spare
29	Spare
30	KK Line down advanced starter (for single line section to 'F' Cabin)
31	VSPS Line down home signal for line No. 4 to 'B' Cabin.
32	VSPS Line down home signal for line No. 2 (on KK line to 'F' Cabin).
33	VSPS Line down home signal for line No. 1 to Electrical Loco Shed.
34	KK Line down home signal for line No. 2 to 'F' Cabin single line section.
35	KK Line down home signal for line No. 1 to Electrical Loco Shed.
36	Spare
37	Spare
38	Spare
39	Inter slot to 'B' cabin of reception yard.
40	Inter slot to Gopalapatnam RRI cabin FOR VSPS line.

3 PROCEDURE TO BE FOLLOWED IN CASE OF FAILURE OF INTERLOCKING INSTALLATIONS:

Whenever there is a failure of points, track circuits, signals or any other interlocking gear at the stations, the failure report should be communicated by the Station Master on duty through a memo to the Sectional Maintainer and the SE/JE (signal) of the Section along with others as per G& SR 3.51.04 and 3.60.04 and document all such transactions.

3.1. INSPECTION OF POINTS/SIGNALS BEFORE DECLARING THEM DEFECTIVE:

However, before declaring a Signal as defective the setting of points on the route to which it applies shall be inspected by the Station Master on duty irrespective of the position of the route levers, point levers and lock levers in terms of SR 3.68.01(c) & 3.51.02.

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3.2. RECTIFICATIOIN 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).

3.3. 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.

3.4. EMERGENCIES:

Notwithstanding any thing contained in the afore-said Para Nos. 14.1., 14.2 and 14.3 when a Gear is found to be defective and un-safe for passage or trains, the Signal & Telecom staff must at once suspend the working of that gear and the associated installations and issue a 'Suspension Memo' explaining the seriousness of the defect or Damage to the interlocking installation to the Station Master and take disconnection memo and re-connection Memo can follow and the Station Master must promptly act on such messages and take adequate precautions treating the S&T installation as defective and pass trains over the effected interlocking gears according to extent instructions are contained in GR 3.77 and SR thereon.

3.5 LIGHTING OF SIGNAL LAMPS AND THEIR MAINTENANCE:

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.

3.6 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 SR 4.01.01 and 4.01.02.

3.7. CUSTODY OF THE KEY OF CABIN BASEMENT/RELAY ROOM LOCK:

At stations where S&T maintenance staff are posted round the clock in the Relay Rooms attached to the cabin/stations, the relay room/cabin basement may be provided with a lock whose key shall be with the maintainer.

At stations where the cabin basement/relay room is not manned by maintenance staff round the clock, the cabin basement/relay room should be kept locked with a double lock which can be opened only after both the keys are inserted and turned. One key

APPENDIX 'B'

of the lock shall be kept with the SM on duty in his custody and other with the maintainer. Station Master shall ensure that the Relay Room key is given to 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 and OM 1.14.

3.8. NORMAL POWER SUPPLY:

The Station is provided with 230 volts single phase power supply. The normal power supply is from the Auxiliary transformer connected to OHE traction distribution.

3.9. STAND BY POWER SUPPLY:

Standby power supply is from the local power supply source (at 230-V, 50 Hz).

3.10 **MAINTANANCE OF POWER SUPPLY FAILURE AND REPORTING SUCH FAILURES:**

Normal power supply to the Signalling and interlocking installations at this station is drawn from the traction power supply source [at 230V-50Hz]. Whenever traction power supply fails, the SM on duty has to operate the change over switch (provided in the SM office) connecting the power supply form the healthy source to the installation.

The Station Master must however, maintain the record of the power failure either of the traction supply or local supply and he must promptly report the failure of any one or both the power sources immediately to the Section controller and the concerned Electrical and S&T maintenance staff.

Whenever local power supply source fails, the SM on duty has to instruct his TPM to start the Diesel Generator and connect the power supply from the healthy source at the installation by operating the change over switch provided in SM's office.

The Station Master on duty shall not operate the change over switch unless the generator attains a steady voltage of 210 v as indicated in the meter and the Diesel Generator set shall not run for more than three hours at a stretch. To keep the set in healthy condition the generator should be allowed to work for the minimum period possible for working the trains.

4. NORMAL MAINTANANCE AND TESTING:

The SM on duty is in-charge of the S&T installations at his station and he is also responsible for the efficient discharge of the duties devolving 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 adjustment as necessary for the signalling and interlocking gears and that after checking them the SM shall sign the diary indicating the condition of the gears as stipulated in the Maintainer's diary.

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The SM is responsible for efficient discharge of the duties devolving on the staff employed in Safe Working and for up keep of signal cabins in terms of GR 5.01 and 5.04 and SR thereto.

4.1 USE OF LEVER COLLARS AND SLIDE COLLARS:

NIL

4.2 CABIN LEVER PULL CHART:

S.No	To Admit a Train	Levers to be pulled
1	From VSPS line to line No. 1 (ELS) to electric loco shed.	13, 14, 15, 18, 19, 24, 25, 26, & 33.
2	From VSPS line to line No. 2 (KK Line) to 'F' Cabin	15, 18, 19, 24, 25, 26, 30 & 32.
3	Line No. 4 from VSPS line to 'B' Cabin	21, 22, 25, 26, 31
4	Reception from SCMN (KK Line) on line No. 1 to ELS	13, 14, 15, 27 and 35.
5	From SCMN (KK Line) on line No. 2 to 'B' Cabin	15, 27, 30 & 34.
6	Line No. 2 (KK Line) from 'B' Cabin to SCMN	1, 8, 16 and 17.
7	Line No. 2 (KK Line) from 'F' Cabin on to E.Co.Rly despatch line.	2, 6, 16, 17, 18 & 23.
8	Line No. 2 (KK Line) from 'F' Cabin to VSPS line to Gopalapatnam.	3, 7, 16, 17, 18 & 23.
9	Line No. 3 (E.Co.Rly despatch line) to SCMN.	4, 6 & 23
10	Line No. 3 (E.Co.Rly despatch line) to Gopalapatnam on VSPS line.	5, 7, 23 & 24
11.	Despatch from ELS line No. 1 to SCMN (KK Line)	8. 9, 31, 14 & 17.
12.	Despatch from LES Line No. 1 to Gopalapatnam on VSPS line.	7, 9, 13, 14, 17, 18, 23 & 24
13.	Reception and despatch L-4 from 'B' cabin to Gopalapatnam on VSPS line.	7, 10, 21 & 22.

5. TELECOMMUNICATIONS:

1). Telephone attached to the SGE type uni-directional lock and Block instruments connected between Block hut ELS and SCMN.
2). Telephone attached to the SGE type uni-directional lock and Block instruments between 'F' Cabin and Block hut ELS.
3). Telephone attached to the Daido type single line Tokenless Block instruments between Block hut ELS and SCMN..
4). Telephone attached to the Daido type single line Tokenless Block instruments between 'F' Cabin and Block hut ELS.
5). Magneto phones between Block hut ELS and Gopalapatnam RRI
6). Magneto phones between 'B' Cabin of reception yard and Block hut ELS.
7). Magneto phones between Block hut ELS and SCMN.
8). Magneto phones between Block hut ELS and 'F' Cabin

APPENDIX 'B'

9). Magneto phones between Block hut Cabin and Bar line/Electrical Loco Shed.
10). Block hut connected to Visakhapatnam-Palasa section control circuit
11). Block hut connected to Visakhapatnam-KRPU section control circuit
12). Block hut connected to Visakhapatnam-KRPU traction power control circuit
13). Block hut connected to Visakhapatnam traction loco control.
14). Block hut connected to Auto telephone with MPM exchange.

EAST COAST RAILWAY
WALTAIR DIVISION

APPENDIX 'C'

'BLOCK HUT (ELS)

ANTI COLLISION DEVICE (RAKSHA KAVACH)

NOT APPLICABLE TO THIS STATION.

EAST COAST RAILWAY
WALTAIR DIVISION

APPENDIX 'D'
DUTIES OF OPERATING STAFF IN EACH SHIFT.
'BLOCK HUT (ELS) ('F' CABIN) STATION

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

1. **STATION MASTER I/C.**
   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 1976 and GR 5.01 to 5.08 with relevant SRs and OM Chapter-XXII. He shall follow the instructions laid down in SR 3.68.01(c) and (d) and SR 14.07.01 and BWM 2.09(e). 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.

2. **STATION MASTER.**
   He is responsible for train passing duties during his shift. He shall promptly bring to the notice of S.M I/C all irregularities and accident in course of his duty. During the absence of SM I/C the duties of the SM I/C shall 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 1976 and GR 5.01 to 5.08 with relevant SRs as an Assistant to Station Master, he shall carryout the instructions given to him by the SM I/C.

3. **LEVERMAN.**
   He shall operate the levers of the points, locks and signals in proper sequence. He is responsible for keeping the lever frame and the cabin clean and tidy and shall not allow any unauthorised person into cabin vide GR 5.04(3). He will clean and polish the lever handles. He shall report defects and deficiencies if any immediately to the SM on duty. He shall not leave the cabin while on duty until he is relieved by a competent person vide SR 3.51.01. He shall set clamp and lock and concerned points during the course of piloting 'IN' and 'OUT' of trains. He shall carryout any other work entrusted to him by the SM on duty. He will watch the run through trains specially and report irregularities immediately to the SM on duty vide SR 4.42.02.

3. **TOKENPROTER:**
   He shall work under the orders of Dy.SS/SM on duty. He shall pick up and deliver the line clear authority FROM and TO the drivers of the trains. He shall do piloting 'IN' and 'OUT' of trains and shall do clamping and pad locking of points. He will also re-light the signal lights whenever it is necessary during his duty hours. He shall carryout any other work entrusted to him y the 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.

[CH.SRINIVAS] [M.V.R.MURTHY]
D.S.T.E /WAT DOM[T/S] /WAT:

EAST COAST RAILWAY
WALTAIR DIVISION

APPENDIX 'E'
'BLOCK HUT (ELS)

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	Cabin
1.	Detonators	10
2	Tri Colour Lamps	2
3	Hand Signal flags	2 Sets
4	Clamps with Padlocks	6
5	Safety Chains with padlocks	2
6	Fire and Sand Buckets	5
7	Fire Extinguishers	1 DCPT
8	First Aid Box	1
9	Stretcher	1
10	Blanket	1
11	Lever Collars	4
12	Power Block Lever Collars	3

The above Essential equipment provided at the station which shall be maintained in good and proper working order vide OM 20.04(11).

EAST COAST RAILWAY
WALTAIR DIVISION

APPENDIX 'F'
'BLOCK HUT (ELS) ('F' CABIN) STATION

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

N I L

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

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

EAST COAST RAILWAY
WALTAIR DIVISION

APPENDIX 'G'
'BLOCK HUT (ELS)

RULES FOR WORKING OF TRAINS IN ELECTRIFIED SECTIONS:

Not Applicable

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

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

EAST COAST RAILWAY
WALTAIR DIVISION

APPENDIX 'H'
'BLOCK HUT (ELS)

RULES FOR WORKING OF PRIVATE SIDINGS:

Not Applicable

EAST COAST RAILWAY
WALTAIR DIVISION

STATION WORKING RULES OF CLASSIFICATION YARD OF WALTAIR MARSHALLING YARD

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

NO:WTF/5/SWR/'C' Cabin
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 signalling and interlocking installations of this yard confirms to interlocking plan No. SI-9523 and based on these interlocking plan, the Station Working Rules diagram No. SI-9523/WRD-MT is issued for this yard (This is enclosure to B-1 to Appendix 'B') and this drawing shows the position of points, number of lines, sidings, signals together with additional information like gradients, speed restrictions, ground frame cabin etc.

2. **DESCRIPTION OF STATION:**

2.1 **GENERAL (LOCATION):**

The classification yard is a thirty two line gravity hump yard controlling by C-Cabin situated at KM 874.0 (as reckoned from Howrah) and hump goomty located at the entry and of the classification yard.

This classification yard is used for sorting out the vehicles received in Reception yard to form a train/part of train for forward movement in a particular direction or to a particular destination or via the movements in, through end out of this yard are controlled form the entry at west end by hump goomty in conjunction with the C-Cabin; where as at the trailing end at the past and through four gravity grids where all points are hand operated & all operations and controls are manual and non-interlocked movements.

This is a gravity yard as such shorting is done by pushing the trains (received in reception yard) over the crest of the hump of this classification yard so that the vehicle or group of vehicles according to the cut list (which is prepared in advance and which is circulated and which is in the possession of yard master of hump goomty as well C-Cabin during the entire duration of humping operations of the train). These vehicle or vehicles gravitate to various lines according to the nominations assigned for each line by the Sr. Divl. Optg. Supdt., E.Co.Rly Waltair, (Which may be subjected to change from time to time)

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

DEMARCATION OF BOUNDARIES OF THE CLASSIFICATION YARD:
DEMARCATION OF BOUNDARIES – The reception yard and the departure yards are located at the west end and east end of the classification yard respectively. This classification yard on the northern and is planked by adjustment siding as also a SQT platform and the southern and is planed by wagon sick lines followed by Port by pass line and the two running lines for starting the S.E.Rly goods despatch to SCMN and DSK line by passing Gopalapatnam. The entry for the classification yard is facilitated by two entries.

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

a. BLOCK SECTION:

b. STATION SECTION:

c. STATION LIMITS:

2.4 **GRADIENTS:**

2.5 **LAYOUT:**

2.5.1 RUNNING LINES, DIRECTION OF MOVEMENT AND HOLDING CAPACITY:

a. **DIRECTION OF MOVEMENT**:
The S.E.Rly Up goods trains received from SCMN and S.C.Rly Down goods trains received form Kottapalem into the reception yard of marshalling yard complex are pushed into this classification yard for sorting out the vehicles. After sorting out the train/part of the train are pulled into the departure yard where the nomination of UP/Down traffic will be classified in accordance with their destinations and via.

2.5.2 NON-RUNNING LINES AND THEIR CAPCITY IN CSR:

2.5.3 ANY SPECIAL FEATURES IN THE LAYOUT:

NIL

2.5.4 DESCRIPTION OF SIDING:

a. **Spare stock lines siding: -** The spare stock lines siding takes off form avoiding line at the west end of the classification yard and is isolated by a derailing switch. The entrance points and the corresponding derailing switches are coupled and operated by Arc lever provided at site. Hand plunger locks fitted at the entrance point are unlocked by a key brought form C-Cabin. The siding is permanently locked in its normal position and the key is kept in C-Cabin, under the personal custody of the Cabinman on duty at C-cabin.

b. **Repairs lines siding:** - The repair lines siding takes off from a cross over connected to the avoiding line at the west end of the classification yard, and is isolated by derailing switch at the entrance point. The entrance point is operated by hand point provided at site. Hand plunger lock fitted at this entrance point is unlocked by a key brought from TXR of hump goomty. The point is permanently logged in its normal position and the key is kept under the personal custody of the TXR hump goomty. All other point in the repair lines are hand operated.

2.5.5 SYSTEM OF WORKING OF THE YARD:
SYSTEM OF WORKING AND MEANS OF COMMUNICATIONS:

The movements between classification yard and departure yard and those between reception yard and classification yard are non-signalled movements only.

2.6 LEVEL CROSSINGS:

NIL

3. SYSTEM AND MEANS OF WORKING:

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.

b) **BLOCK INSTRUMENTS:**

c) **WORKING OF POINTS AND SIGNALS:**
All the points and signals in this classification yard are not interlocked and are controlled by C-Cabin. The individual function of each lever and indication of signals are shown in Appendix-B.

d) DEFECTIVE SIGNALS:
The setting of the points on the route to which applies shall be inspected by the YM/YF/Cabin Leverman before the point is declared as defective irrespective of what is indicated by the position of point levers. In case of disconnection of signalling and interlocking gears for repairs and maintenance work, procedure laid down in GR 3.51, 3.68 and relevant SRs shall be followed.

e) At night in the event of hump signal (four aspect colour light signals) showing no light it shall be deemed to indicate the aspect at normal position of that signal.

f) DEFECTIVE OR DAMAGED POINTS
When points become defective, the YM on duty shall be responsible and depute a competent operating staff to supervise the correct setting, clamping and padlocking of all required facing points.

g) YM is the incharge of G&T installations at his yard and he shall ensure efficient discharge of the duties devolving on the S&T maintenance staff, to this extent he shall satisfy himself that both the ESM and MSM who visit the yard have done proper oiling, cleaning and adjustments as necessary of the signalling and

interlocking gears and after ensuring this, the CYM shall sign the diary indicating the condition of the gears as stipulated in the maintainer diary.

h) Telecom. Staff consisting of one BTM and one Khalasi are posted at Hump goomty round the clock to look after the maintenance of paging and talk back communications in the entire marshalling yard complex.

4. SYSTEM OF SIGNALLING AND INTERLOCKING:

4.1

a) The significance of various combinations of the two aspect lower quadrant signalling is according to GR No. 3.06(5)(b), 3.08(1) and (2) and 3.14(8)(a).

b) **Significance of Signals:**

Two semaphores square ended upper quadrant signal arms on one post to work during the day time and one four aspect colour light signal to work during night time (operated manually) are provided near hump goomty. The details of significance of various combinations of indications to the driver of the engine humping the train as well as the other yard staff are explained in Appendix-B under item Nos. 2.1 and 2.2.

c) **Operation of signals and points etc.:**

There is only one cabin (C-Cabin) at this classification yard for operating all the points in the classification yard exception king point. C-Cabin has twenty nine levers in the lever machine.

d) The king point is operated by the Ground frame and all other points in the classification yard including the points loading to sick lines and other sidings are operated by C-Cabin Leverman and there is no connection between them and the hump indicators given to the drivers through samphore square and arms or colour light indicators either during day or night and so is the case for a movement reversing the humping operation i.e. in respect of a train being humped into the classification yard is pulled back into the reception yard and not only that the indicators provided in YM's control adjoining the public address equipment for assisting him in responsibly showing him the position of levers pulled by the CLM of C-Cabin for a particular route are not be construed as indicators of a correct setting of the route.

e) The king point and the levers in the C-Cabin are operated by the token porter and Cabin Leverman respectively according to the cut lists as per the directions of YM on duty at hump goomty.

f) **YARD MASTER'S CONTROL:**

The yard master on duty at hump goomty will have a cut list and a duplicate of which will be available with the C-Cabin and as the humping operations progress depending on the route over which the cut of a vehicle or vehicles has to traverse, the yard master orders the route to be set and be addresses his staff at various point/points at the trailing and on the public address equipment (where in addition some talk back facilities form some points are installed in the reception yard,

classification yard as well as departure yard) and other points in the reception yard conforming with the cut list and their details.

g) The operation of levers at C-Cabin for setting a particular route is indicated in a small indication board route-wise in the hump goomty and YM authorises the progression of the humping operations after ensuring that the TP at the hump goomty and the cabin Leverman have set the king/cabin operated points in the desired position either in normal or in reverse. This authorisation by YM is indicated by humping indicator which is provided by a combination of two semaphore square ended upper quadrant signal arms during the time and four aspect colour light indicator during the night time.

h) Further the YM shall also be responsible for supervision the operation of the king point from the hump goomty by a token porter working under his directions as also the humping indicators (details of which are explained in Appendix – B) and to ensure that the movements over the queen point and jack point of affected route/line operated by C-Cabin Leverman are signalled after reasonable assuring himself that the desired route for a particular cut is set by the C-Cabin Leverman.

4.1.1 **HUMPING PROCEDURE:**

a. Preparation of cut slips and their distribution Humping is a joint operation by the staff of operating and mechanical departments, posted at Reception yard and the classification yard to achieve the best results. Five copies of cut slips for each train to be humped shall be prepared by Train clerks and M/YF after indicating the nominated line numbers on each cut slip shall distribute on copy of each cut slip to C-Cabin in STJM on duty, TPM/TP on duty at king point and TXR on duty and the fifth copy will be retained by the YM/YF to conduct humping through public address equipment.

b. YM has to tally number of first vehicle of the train brought on the hump crest. Humping shall be commenced only after satisfying that all the working parties are advised to focus their concentration on humping and the competent TPM/TPs are deputed for operation of king point as well as Samaphore Hump signal during day time. During night time the YM will operate the four aspect colour light hump signal by inserting the plug pin in the sockets provided for this purpose near the yard console equipment in the hump goomty, and that all the points are correctly set to their normal or reverse position in consequent with the operation of the concerned levers in the C-Cabin. The indication of the hump signals is shown in Appendix-B.

c. During humping operations, yard master must also maintain proper liaison with the skid porters to control the movements of cuts over any of the route in a fashion that these cuts reach the destination point on the nominate point with a buffing speed commensurate with the yard gradients track resistance, loads already avoidable on the skid line as well as weather conditions prevalent. All these factors being determined by experience by the Operating Yard staff in the absence of mechanised marshalling so that ultimately when these cuts are single vehicle or group of vehicles gravitated over a nominated line, they by themselves of by the movement impact of the vehicles already available – none of the vehicles reach a point beyond the classification yard fouling of the point at trailing and gravity grid and enter the zone at the

convergence at the west and of the departure yard, and to this extent the deployment of skid porters and the humping speed and this gravitation velocity on stable loads is a function and on exercise of the control and personal discretion of the operating staff involved in the humping operations. It is also necessary that the yard master to make sure that during the entire humping operation the route once set from the reception yard for humping a train on to he classification yard in not in any way disturbed till such humping operations are over and the most important aspect is that whenever and for whatever reasons it is necessary to pull back a train (already in the process) of humping towards the classification yard to the reception yard special precautions are to be taken for clamping the points which are non-interlocked at the trailing yard as such either at the humping and or at the trailing end as also reception yard connecting to the classification yard via. The hump are non-interlocked points and to that extent some of the shunt signals etc. are also non-interlocked and special precautionary measures as laid down for the 'Reception yard station working rules' are to be followed subject to the special restrictions as laid down in the working rules.

d. <u>PRIVATE NUMBERS:</u>

Private numbers shall be exchanged between hump goomty and ASM on duty at B-Cabin for movement of train/engines from reception yard to CYD and vice versa.

e. Private number shall be given by YM at hump goomty to the area controller while intimating the area controller about the readiness of the train/part of the train to be despatched. YF at G-Cabin shall take consent of YM Hump yard supported by a private number before entering into classification yard for drawn out of load. After drawn out YF at G-Cabin shall intimate YM hump yard supported by a private number stating that the drawn our load arrived completely into DYD.

f. The private number book shall be kept in the persona custody of the staff concerned. The supply, usage and disposal of the private number books shall be as par B.M 2.202.

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

The Relay room is provided with two independent locks vide OM 1.14. The key of one lock is retained under the personal custody of SM on duty while the key of other lock is with the signal maintainer. Whenever required by the maintainer for attending failure or maintenance work, SM on duty shall hand over his key to the maintainer. On completion of the work, maintainer shall return back the key to the SM on duty after closing and locking of the Relay room. The transactions of the key shall be recorded in the Relay room key register maintained at the Station for this purpose promptly. While taking over the key from the SM on duty, signal maintainer shall endorse that he will not interfere the safe working. Otherwise SM on duty shall treat the gear as non interlocked.

4.3 **POWER SUPPLY:**

In case of failure of electric current (230 V/AS) supply during day, humping shall not be suspended. Efforts are to be made by YM/TXR to avoid retardation of hump progress. In case of failure of power supply during night the humping is to be suspended.

The yard master on duty at hump goomty must however maintain the record of power failures and he must promptly report the failure of power supply immediately to the ELC/AEE-MPM with instructions to start the generator as also to the area controller.

5. TELECOMMUNICATIONS:

1). Magneto telephone communications are provided between hump goomty and:
   (a) 'A' cabin of Reception yard
   (b) 'B' cabin of Reception yard
   (c) 'C' cabin of classification yard

2). Auto telephone are provided at hump goomty, C-Cabin, 'A' and 'B' cabins.

3). The public address equipment (where additionally some talk-back facilities form some points) is installed at the Hump goomty. The talk back and paging facilities are provided as detailed below.
   a. Four numbers of paging point and four numbers of talk-back points are provided in the reception yard controlled by AYM/Hump goomty.
   b. Six numbers of paging point and seven numbers of talk-back points are provided at the classification yard under the control of AYM/Hump goomty.

3). The public address equipment (where additionally some talk-back facilities form some points) is installed in the Area Controller's office. The talk back and paging facilities are provided as detailed below.
   a. Four numbers of paging point and five numbers of talk-back points are provided in the Departure yard controlled by Area Controller.
   b. At the junction of classification yard and the departure yard on speaker pint with talk-back facility is provided controlled by Area Controller.

5.1 FAILURE OF COMMUNICATIONS:

a) In the event of partial failure of communications SR 6.02.06 shall be followed.
b) In the event of total failure of all communications SR 6.02.04 shall be followed.

6. SYSTEM OF TRAIN WORKING:

6.1 DUTIES OF TRAIN WORKING STAFF:

Movement of trains are regulated by the Area 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 2.14. In the event of suspension of communication between the area controller and the hump goomty, the YM on duty at hump goomty shall work independently in conjunction with the ASM of the adjacent yards i.e. Reception and despatch yards and shall be responsible for safe reception/dispatch of trains into and out of classification yard.

6.1.1 TRAIN WORKING STAFF IN EACH SHIFT:

The following is the duties of staff are described in Appendix "D".

Yard Master II.	3
Yard Foreman	3
STOMS	6
Cabin Leverman	6
TPM-A	12
TPM-B/TPS	12

Note: Staff deployed at the station shall follow the rosters issued by DPO/WAT from time to time. The rosters shall be exhibited in a conspicuous place in the office of the yard master at hump goomty and C-Cabin.

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

Station Master on duty is personally responsible for ascertaining the clearance of line for despatch and reception of trains since it is a junction cabin and no berthing facility is available.

6.1.3 ASSURANCE OF STAFF IN ASSURANCE REGISTER:

As per SR 5.01.02 and OM 21.02 the assurance register shall be maintained in two parts one for class II on form 'A' and the other for Class IV on form 'B'. YM must maintain a duplicate assurance register which shall be kept under his custody. Whenever any staff is away form the Station for a period of fifteen days or over before he is allowed to resume of it there is any change of rules permanent or temporary relating to the working of the classification yard his fresh declaration shall be obtained form such staff and duly certified by the YM.

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 to the Station in rear for a train/engine by the Switchman/SM on duty as the case may be.
b. Before granting line clear for an Up or down train the SM on duty at B-Cabin shall personally ensure from the cabin towards which the train is approaching from the other block station that all signals which apply to the concerned train are burning brightly and this information should be informed by the Switchman with the support of private number to the SM on duty as per GR 3.49(4).

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

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:

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. Meticulous care is to be taken by YM/YF while humping vehicles on a clear line of CYD.
b. During tempestuous weather of severe nature, humping should be avoided, and the vehicles in the classification yard/reception yard are to be secured against any mishap.
c. The four grids of the classification yard at the trailing end are not isolated form the intra yard movements, occurring at the junction point at the west end of the D-Cabin and special precautionary measures are to be taken by the yard master to see that a vehicle of a cut of a vehicle or vehicles does not go beyond fouling marks of the nominated lines in the classification yard to which extend he should exercise his control over the humping speed as well as the application of skids etc. (as already stipulated)
d. Whenever a formed train or a part of a train is to be drawn into the departure yard form the classification yard and any movements connected with such a move are in progress which include the engine movements humping over hump crest of any cuts involving the single or multiple vehicles shall not be permitted till the completion of drawn out of load is confirmed by YF on duty at G-Cabin to the YM at hump goomty either directly or through area controller..

SPECIAL INSTRUCTIONS:

a. Before drawing wagons the skids under the wagons in classification yard are to be removed. This is the personal responsibility of TXR of classification yard.
b. ODC wagon loads, coaching vehicles live stock cranes, wagons escorted by human being shall not be humped.
c. Wagons in classified yard at departure yard end are to be secured by pinning down brake levers – YM/YF at hump goomty to instruct their staff to do this job in view of safety.
d. The speed of humping on hump crest should not exceed 5 KMPH. Similarly the speed of train form reception to the hump crest should not exceed 10 KMPH.
e. The STJM/TPM incharge of humping shall ensure correct uncoupling of the wagons in accordance with cut slips.

f. The loco shunter while humping should obey the aspect of hump signals meticulously and maintain steady and smooth movement. In addition he has to obey any hand signals displayed by any operating official of hump yard promptly in the course of backing and humping of trains, besides adhering to the instructions given on the public address equipment.

g. Before commencement of humping operations, the YM on duty at hump yard must ensure that all the cabin operated points are correctly set to their normal and reversed positions corresponding to the operation of the levers in the C-Cabin. This is necessary because all the points are non-interlocked points.

6.3 CONDITIONS FOR TAKING 'OFF' APPROACH SIGNALS:

(a) **Conditions**: Conditions for taking 'OFF' approach signals are governed by GR.3.38, 3.40(1)(b), 3.40(2)(b), 3.40(3)(b), 3.40(4). SR 3.40.01 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 Nos 2, 3, 4, 6, 7 and 8 reception of train the adequate distance (overlap) required as per GR 3.40.(3)(b) and SR thereto is form Home signal to the shunt signal/stop board of the concerned line.

d) **ANY SPECIAL CONDITIONS TO BE OBSERVED WHILE RECEIVEING A TRAIN**: NIL

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. According to the existing interlocking at this yard the simultaneous reception and despatch of trains are permitted as stipulated below.

B. CROSSING OF TRAINS:

As this is a Reception Yard for receiving of trains from GPT-RRI and SCMN on orthodox double line working (uni-directional), crossing of trains does not arise at this yard.

C. ADMISSION OF TRAINS ON OBSTRUCTED LINES:

Under unavoidable circumstances, whenever trains are to be admitted on an obstructed line, it is necessary that the trains are to be piloted "IN" on written authority given by the SM on duty and delivered by a Competent Railway Servant to the Driver of the train and the rules laid down in GR 5.09 and SR 5.09.01 shall be followed.

6.5 COMPLETE ARRIVAL OF TRAINS:

The concerned SM's on duty at the respective cabins are personally responsible for verifying the complete and intact arrival of the train with last vehicle vide GR 4.17 and SR 4.17.01(a) and (d).

6.6 DISPATCH OF TRAINS:

a) Dispatch of trains is governed by the provisions of GR. 3.42 and SRs 3.36.04(b), 3.42.03, 3.42.04, 3.42.01(b)(i)(ii)&(iii) and BWM 2.07(5)(a)(ii), 2.07(5)(b) and other relevant provisions of G & SR, BWM and SWR. Station Master on duty is responsible to ensure clearance of the out going line and for correct setting of the route before taking 'OFF' departure signals.

b) When the sorting of a particular train/part of train on different and nominated as assigned line is over and when a train/part of train is ready to be despatched after the formalities (such as their check by the operating and C&W staff), these completed and marshalled train/part of a train shall be drawn into the D-Cabin for despatch via. Designated route to the destination and via.

c) The YM at hump goomty shall intimate the area controller that the train/part of train is ready to be despatched specifying the line numbers and then only are controller shall arrange to draw the train/part of train form the concerned lines into the despatch yard.

Note:

i) Whenever a formed train or a part of train is to be drawn into the departure yard from the classification yard and any movements connected with such a move are in pro9gress which include the engine movements, shunting over hump crest of any cuts involving the signal or multiple vehicles shall not be permitted till the complete arrival of the train is confirmed by ASM on duty at D-Cabin within this yard to the YM at the hump goomty, either directly or through area controller.

ii) There are some trains received in the Marshalling yard which may not need humping or marshalling and for these a direct by-pass line is available from the reception yard to the D-Cabin and via. Including that of the port.

iii) The four grids of the classification at the trailing end are not isolated from the intra yard movements, occurring at the junctions points at the west end of D-Cabin and special precautionary measures are to be taken by the YM to see that a vehicle or a cut of vehicles/vehicles does no go beyond the fouling marks of the nominated lines in the classification yard to which extent the humping speed as well as the application of skids etc. (as already stipulated).

d) **DESPATCH OF TRAIN FROM NON-SIGNALLED LINE:**

Despatch of trains from Non-signalled line is governed by the Rule GR 5.11 with relevant SR 5.11.01.

e) **ISSUE OF CAUTION ORDERS:**

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:

a) In addition to procedure detailed in paras 'Reception and Dispatch' of trains, Rules laid down in GR 4.17, 4.42, 3.36, 3.42 with relevant SRs shall be followed.

b) The sequence of lowering signals shall be followed as per SR 3.42.02(a)(iv), SR 3.42.03 and SR 3.42.04.

6.8 **WORKING IN CASE OF FAILURE:**

a. FAILURE OF TRACK CIRCUITS

In the event of failure of track circuits SR 3.51.04, 3.68.04 shall be observed.

b. DEFECTIVE POINTS

In the event of failure of points GR 3.77 shall be observed.

c. DEFECTIVE AXLE COUNTERS

Not Applicable

d. FAILURE OF SIGNALS AND INTERLOCKING

In the event of failure of signalling and interlocking SS/Dy.SS/SM on duty shall observe GR 3.68 to 3.71 and trains shall be piloted on the authority of T/369 (3b) after clamping and pad locking of all the facing points involved in the movement of trains.

e. FAILURE OF BLOCK INSTRUMENTS:

In The event of failure of block instruments, SR 6.02.06 shall be observed.

6.9 **PROVISIONS FOR WORKING OF TROLLIES /MOTOR TROLLIES / MATERIAL LORRIES:**

a) Motor trolleys shall be worked as per GR 15.25 and SR thereto, BWM 4.28 and circulars and orders issued from time to time.

b) Material Trollies shall be worked as per GR 15.27 and SRs thereto.

7. BLOCKING OF LINE:

a) This cabin is meant for only through running of trains, so stabling cannot be entertained due to the berthing track.

b) **USE OF SLIDE COLLARS:**

Slide collars must be placed on the concerned Station Master's slide control vide SR 3.36.03(b), whenever a running line is blocked.

c) **DETACHING OF VEHICLES ON RUNNING LINE:**

Detaching of vehicles on running lines is normally prohibited. "However any vehicle is detached on running lines under unavoidable circumstances such rolling stock shall be placed opposite to the Station Master's Office as far as possible and shall be properly secured vide GR 5.23 and SR 5.23.01 and 5.19.01(d).

DETACHING OF VEHICLES ON RUNNING LINES AND RECORDING THEREOF:

A clear remark is 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 thereof shall be made in the Station diary also.

BLOCKING AND USE OF LEVER COLLARS:

Lever collars shall be placed on the concerned lever in the C-Cabin controlling the blocked (i.e.) when humping or shunting is restricted into a particular line whether due to C&W staff are at work on the stabled wagons or due to drawn our of load to DYD yard is in progress or due to any other reasons, vide SR 5.04.01(a).

A detailed list is given in Appendix – B wherein the numbers of levers for points on which lever collars are to be placed.

d) **LOADING AND UNLOADING OF VEHICLE ON RUNNING LINES:**

Loading / unloading of goods from the vehicles on running lines except smalls is normally prohibited unless permitted by DOM vide SR 5.19.01.

e) **SECURING OF VEHICLES:**

Wagons in classified yard at despatch yard and are to be secured properly by pinning down brake levers – YF/YM/TXR at hump goomty shall instruct their staff to do this job in view of safety.

The rules laid down in GR 5.23, SRS 5.23.01,3.01.06 and OM 7.08 shall be followed.

NOTE: Special care must be taken to secure specific type wagons provided with roller bearing while standing in siding or on running line as they are liable to roll down easily vide SR 5.23.01(b) and OM 7.03.

f) **ACCIDENTS:**

Accident shall be reported and action taken as laid down in GR 2.11, 6.01 to 6.04, 6.06, 6.08 and 6.10 with relevant SRs, accident manual, other circulars and orders issued form time to time.

g) In case of accident at classification yard/reception yard, the yard master on duty at hump goomty is responsible to feed the necessary details of accident to CYM/Area Controller and other concerned officials. In the absence of competent traffic official, YM has to supervise all restoration operations in consultation with area controller on duty. He has to plan studiously to avoid dislocation of humping. The clamping of the affected lines is to be ensured against access to isolate other liens for free humping.

8. SHUNTING:

No shunting is permitted at this cabin/station.

OUTLYING SIDING: 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.

Not Applicable

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

Not Applicable

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

i) Every failure whether relevant to points, signals, track circuits or block instruments shall be promptly reported by SM on duty to the concerned S&T maintainer through a memo immediately and shall resume normal working only after rectifying the concerned gear at fault and obtained a memo from S&T maintainer concerned.

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, SR 6.02.04 shall be observed to work the trains.

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:

a) During total interruption of communications, while allowing the trains under authority to proceed without line clear, the relevant provisions under SR 6.02.04 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/B 602 shall be issued.

b) **ISSUE OF BLOCK TICKET (T/A 602):**

Rules and regulations for working train on an obstructed line in case of obstruction or an accident on the authority of block ticket (T/A-602) when communications are available shall be followed, in accordance with the provisions of SR 6.02.05.

9.4 RUNNING TIME AUTHORITY TO PROCEED WITHOUT LINE CLEAR:

10. VISIBILITY TEST OBJECT:

The light in up direction of last stop signal No. 3 is earmarked to serve as visibility Test object 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 OM. 20.01(11) is given in Appendix-E of the SWR.

12. FOG SIGNAL MEN AND STAFF NOMINATED 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 shall be followed.

Names of the Fog signalman nominated to be called in case of Fog are to be maintained at the station in the Fog signal register.

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'	Rules for Working of DK stations, halts, IBH, IBS and outlying sidings.
APPENDIX 'G'	Rules for working of trains in electrified sections.
APPENDIX 'H'	Rules for Working of Private Sidings

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

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

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 A&B CABIN, MARSHALLING YARD (A&B 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
CLASSIFICATION YARD OF WALTAIR MARSHALLING YARD

NIL

EAST COAST RAILWAY
WALTAIR DIVISION
APPENDIX 'B'

SYSTEM OF SIGNALLING AND INTERLOCKING AND TELECOMMUNICATIONS

CLASSIFICATION YARD OF WALTAIR MARSHALLING YARD

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

1. BRIEF DESCRIPTION OF THE SIGNALLING AND INTERLOCKING INSTALATION:

This is a non-interlocking gravity hump yard. There is one cabin (C-Cabin) for operating points, at the entry end of classification yard. The king point is operated by the ground frame near the hump goomty and all other pints in the classified yard are operated by the 'C' cabin Leverman.

The 3 aspect colour light Hump signal is provided as per the para 2214 of Signal Engineering manual of 1984 with the following indication.
When the signal exhibit Red indication, it indicates to STOP, when it shows yellow the movement of hump is yellow and it shows green it indicated the movement of hump is fast. The flashing red indicates the movement of train is to go back.

The operational levers at 'C' Cabin for setting a particular route is indicated in a small indicator board route-wise in the hump goomty and these indication are not to be construed as indicator of a correct setting of the route.
BNR Type Lever machine installed at 'C' Cabin (29 levers) there levers shall operate points.

2. **SEMAPHORE SQUARE-ENDED UPPER QUADRANT SIGNALS:**

2.1 Two semaphore square-ended upper quadrant indicators arms are provided on one post near Hump goomty which is operated manually for indicating the drivers during the day time.

COLOR LIGHT SIGNALS:

One three aspect colour light indication provided near the hump goomty and their aspects and indications are as follows:

ASPECTS	INDICATION
i. RED.	Stop Dead-No humping
ii. Yellow	Hump slowly
iii. Green	Hump Fast
iv. Flashing Red	Go Back

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APPENDIX 'B'

3. TELEPHONE COMMUNICATIONS:

3.1 Magneto telephone communications are provided between Hump goomty and 'C' Cabin.

3.2 The Public address equipments (where additionally some talk back facilities for some points) are installed in the YM's office of Classification yard and in the Area Controller office

4. SIDING CONTROL:

The details are shown in Main SWR.

5. DESCRIPTION OF LEVERS IN 'C' CABIN:

5.1 There are 29 levers (BNR Type) in the C-Cabin and their individual functions are detailed below.

Lever No.	Function
1.	Queen point, controls entry into line Nos. 9 to 16 in the normal position and 1 to 8 in its reverse position.
2.	Jack point, controls entry into line Nos. 2 to 4 in the normal position and 5 to 8 in its reverse position.
3.	Jack point, controls entry into line Nos. 13 to 16 in the normal position and 9 to 12 in its reverse position.
4.	Controls entry into line Nos. 9 and 10 in the normal position and 12 in the reverse position.
5.	Controls entry into line Nos. 13 and 14 in the normal position and 15 and 16 in the reverse position.
6.	Controls entry into line No. 14 in the normal position and to 13 in its reverse position.
7.	Controls entry into line No. 15 in the normal position and 16 in the reverse position.
8.	Spare.
9.	Controls entry into line No. 10 in the normal position and 9 in its reverse position.
10.	Controls entry into line No. 8 in the normal position and 7 in its reverse position.
11.	Controls entry into line Nos. 7 and 8 in the normal position and 5 and 6 in its reverse position.
12.	Controls entry into line Nos. 3 and 4 in the normal position and 2 in its reverse position.
13.	Controls entry into line No. 6 in the normal position and 5 in its reverse position.
14.	Controls entry into line No. 4 in the normal position and 3 in its reverse position.
15.	Spare.
16.	Queen point, controls entry into line Nos. 17 to 21 in the normal position and to line Nos. 25 to 30 in its reverse position.

	APPENDIX 'B'
17.	Jack point, controls entry into line Nos. 21 in the normal position and 17 to 20 in its reverse position.
18.	Spare.
19.	Spare.
20.	Spare.
21.	Controls entry into line Nos. 17 and 18 in the normal position and 19 and 20 in its reverse position.
22.	Controls entry into line No. 17 in the normal position and to 18 in its reverse position.
23.	Controls entry into line No. 19 in the normal position and to 20 in its reverse position.
24.	Jack Point Controls entry into line Nos. 25 to 27 in the normal position and 28 to 30 in its reverse position.
25.	Controls entry into line Nos. 25 and 26 in the normal position and 27 in its reverse position.
26.	Controls entry into line No. 25 in the normal position and to 26 in its reverse position.
27.	Spare.
28.	Controls entry into line Nos. 29 and 30 in the normal position and 28 in its reverse position.
29.	Controls entry into line Nos. 30 in the normal position and 29 in its reverse position.

NOTE:

a) King point is separated form the ground frame of the site near the goomty. Normal setting of this point controls entry into line nos. 1 to 10 and reverse setting of this point controls entry into line Nos. 17 to 32.
b) Line nos. 1 to 8 are termed as first grid, line Nos. 9 to 16 are termed as second grid, line Nos. 17 to 24 are termed as third grid, and line Nos. 25 to 32 are termed as fourth grid for identification purpose.

6. USE OF LEVER COLLARS:

6.1 Lever collars are to be placed on respective point levers as shown in the Tabular form whenever the entry in the particular lines are restricted in terms of para No. 15.1 of this Main SWR.

Line No. Blocked	Lever Collars are to be placed on point levers at C-Cabin
1	Lever No. 12 N
2	Lever No. 14 N
3	Lever No. 14 R
4	Lever No. 13 N
5	Lever No. 13 R
6	Lever No. 10 N
7	Lever No. 9 N
8	Lever No. 9 R
9	Lever No. 4 N
10	Lever No. 6 N

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11	Lever No. 6 R
12	Lever No. 7 N
13	Lever No. 7 R
14	Lever No. 22 R
15	Lever No. 22 N
16	Lever No. 23 R
17	Lever No. 23 N
18	Lever No. 17 R
19	Lever No. 26 R
20	Lever No. 26 N
21	Lever No. 25 N
22	Lever No. 28 N
23	Lever No. 29 N
24	Lever No. 29 R

6.2 The above chart shall be exhibited in the C-Cabin and Hump goomty.

7. MAINTANANCE OF S&T INSTALLATION AND ADHERENCE TO MAINTENANCE SCHEDULES:

7.1 The regular maintenance of S&T installations and adherence to the schedules of maintenance of track circuits is also the mandatory schedules of testing of points, track circuits, signals, lever machines, ground frame the associated interlocking apparatus i.e., cables and finally the interlocking functional tests is a must for the safe and satisfactory working of those installations at reception yard of marshalling yard complex.

7.2 The tests, checks and replacements etc. including overhauling shall confirm to the schedule of maintenance as indicated in the signal engineering manual as also in the current and extent instruction / circulars on the subject.

8. PROCEDURE TO BE FOLLOWED IN CASE OF FAILURE OF A SIGNAL AND INTERLOCKING INSTALLATIONS:

8.1 Whenever there is a failure of points, track circuits, signals or any other interlocking gear at the stations, the failure report should be communicated by the Station Master on duty through a memo to the Sectional Maintainer and the SE/JE of the Section along with others as per G& SR 3.51.04 and 3.60.04 and document all such transactions.

8.2. INSPECTION OF POINTS BEFORE DECLARING THEM DEFECTIVE:

However, before declaring a point 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).

8.3. LIGHTING OF SIGNAL LAMPS AND THEIR MAINTENANCE:

The Yard 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.

APPENDIX 'B'

9. CORRECTING TIME IN STATION CLOCK:

The Yard 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 SR 4.01.01 and 4.01.02.

10. CUSTODY OF THE KEY OF CABIN BASEMENT/RELAY ROOM LOCK:

The YM/Cabin Leverman shall ensure that the cabin basement key/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 S&T staff immediately after completion of their work and the documentation should be recorded in the Basement/Relay Room key register maintained at the Cabin according to SR 3.51.05 and OM 1.14

11. TELECOMMUNICATIONS:

11.1 MEANS OF COMMUNICATIONS:

1). Magneto telephone communications are provided between hump goomty and:
   (a) 'A' cabin of Reception yard
   (b) 'B' cabin of Reception yard
   (c) 'C' cabin of classification yard

2). Auto telephone are provided at hump goomty, C-Cabin, 'A' and 'B' cabins.

3). The public address equipment (where additionally some talk-back facilities form some points) is installed at the Hump goomty. The talk back and paging facilities are provided as detailed below.
   a. Four numbers of paging point and four numbers of talk-back points are provided in the reception yard controlled by AYM/Hump goomty.
   b. Six numbers of paging point and seven numbers of talk-back points are provided at the classification yard under the control of AYM/Hump goomty.

3). The public address equipment (where additionally some talk-back facilities form some points) is installed in the Area Controller's office. The talk back and paging facilities are provided as detailed below.
   a. Four numbers of paging point and five numbers of talk-back points are provided in the Departure yard controlled by Area Controller.
   b. At the junction of classification yard and the departure yard on speaker pint with talk-back facility is provided controlled by Area Controller.

12. FAILURE OF COMMUNICATIONS:

In the event of failure of the telephonic communications between hump goomty and 'B' Cabin or 'C' Cabin, manuscript messages shall be sent by YM on duty at Hump goomty. The receiving cabin will retain one copy of his record and return the other copy duly acknowledging the instruction.

EAST COAST RAILWAY
WALTAIR DIVISION

APPENDIX 'C'

CLASSIFICATION YARD OF WALTAIR MARSHALLING YARD

ANTI COLLISION DEVICE (RAKSHA KAVACH)

NOT APPLICABLE TO THIS STATION.

EAST COAST RAILWAY
WALTAIR DIVISION

APPENDIX 'D'
DUTIES OF OPERATING STAFF IN EACH SHIFT.
CLASSIFICATION YARD OF WALTAIR MARSHALLING YARD

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

1. **DY.STATION SUPERINTEDENT.**
   They are rostered for 8 hours of train passing duties. They are responsible for the general and satisfactory working of the Station and for the efficient discharge of duties by staff working under him. They will 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. Their 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. They will supervise the work of safe working staff and conduct night inspections and report lapses of staff working under him. They are also responsible to submit all periodical and monthly returns/statements and the correspondence in time and as per schedule.

2. **CABIN MASTER.**
   They are responsible for reception and despatch of trains, correct operations of the lock and block instruments provided in the cabin and maintenance of train signal register and diary. Such duties they will perform in consultation with or under order of the SM on duty. They will operate the levers of points, locks and signals as is required form time to time. They are responsible for keeping the lever frame and the cabin clean and tidy. They will report defects of deficiencies, if any, immediately to the SM on duty.

3. **TOKENPROTER:**
   They will work under the orders of Dy.SS/SM on duty. He shall pick up and deliver the line clear authority FROM and TO the drivers of the trains. He shall do piloting 'IN' and 'OUT' of trains and shall do clamping and pad locking of points. He will also re-light the signal lights whenever it is necessary during his duty hours. He shall carryout any other work entrusted to him by the SM on duty.

4. **ENGINE PILOTMAN:**
   They will be in the 'B' Cabin and attend to the incoming trains on arrival and secure minimum 4 vehicles next to the engine and detach the power. They will set and lock the concerned point and pilot out the engines of incoming trains and pilot in the shunting engines or any other engine required to be received. They will do any other work entrusted to them by the SM on duty.

APPENDIX 'D'

5. CABIN LEVERMAN:

He will set and lock the facing end trailing points for reception and despatch of trains and shunting operations as per the directions given by the SM on duty. He shall operate the levers of the points, locks and signals in proper sequence as is required form time to time under the orders of SM on duty. He will clean and polish the lever handles. He is responsible for keeping the lever frame and the cabin clean and tidy. He shall report defects and deficiencies if any immediately to the 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'
CLASSIFICATION YARD OF WALTAIR MARSHALLING YARD

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	Hump goomty	'C' Cabin
1	Tri Colour Lamps	5	1
2	Hand Signal flags	5 sets	1 Sets
3	Clamps with Padlocks	6	--
4	Lever Collars	--	17

The above Essential equipment provided at the station which shall be maintained in good and proper working order vide OM 20.04(11).

EAST COAST RAILWAY
WALTAIR DIVISION

APPENDIX 'F'

CLASSIFICATION YARD OF WALTAIR MARSHALLING YARD

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

N I L

EAST COAST RAILWAY
WALTAIR DIVISION

APPENDIX 'G'

CLASSIFICATION YARD OF WALTAIR MARSHALLING YARD

RULES FOR WORKING OF TRAINS IN ELECTRIFIED SECTIONS:

Not Applicable

EAST COAST RAILWAY
WALTAIR DIVISION

APPENDIX 'H'

CLASSIFICATION YARD OF WALTAIR MARSHALLING YARD

RULES FOR WORKING OF PRIVATE SIDINGS:

Not Applicable

EAST COAST RAILWAY
WALTAIR DIVISION

STATION WORKING RULES OF DEPARTURE YARD OF WALTAIR MARSHALLING YARD COMPLEX

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

NO:WTF/5/SWR/Departure Yard of WMY Complex
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 signalling and interlocking installations of this departure yard confirms to interlocking plan No. SI-10648 Alt 'D' (for D & G Cabins) and SI-10637 Alt 'A' (for E Cabin and H Goomty) and based of this, the Station Working Rule diagram is issued for this station and this diagram shows the position of points, number of lines, signals and stop boards together with additional information like gradients, speed restrictions, track circuits, cabins and level crossing gates within and outside station limits. (including VTOs)

2. **DESCRIPTION OF STATION:**

a. 'D' CABIN is the departure yard of the Waltair Marshalling Yard complex at the west of this departure yard situated at Km 875/15/16 (as reckoned form HWH) on the double line section between Howrah and Waltair) is controlling cabin (with the SM incharge of departure yard and the signalling gears) for all movements "IN" and "OUT" of departure yard end to the extend 'G' Cabin (which is situated at the West extreme end of the yard and commonly known as 'West our Cabin' and adjacent to 'D' Cabin) and the 'E' Cabin together with the 'H' Goomty as an adjacent to 'E' Cabin at the Eastern end of this yard are subsidiary cabins.

b. All IN and OUT movements at the North end of this departure yard and 'F' Cabin which is the junction cabin are routed through 'G' cabin in conjunction with and as controlled by 'D' cabin working where as, all movements between the classification yard and the departure yard are directly controlled by 'D' cabin as also control the movements on North engine line between 'B' and 'D' Cabins by passing classification yard. IN addition 'D' Cabin also directly control the South Central Railway despatch line connected to Gopalapatnam by passing the classification yard and the reception yard.

c. The movements within the departure yard are controlled by inter-cabin slotting system on running lines between 'D' and 'F' Cabins as per the signalling installation as detailed in the signalling and interlocking plan No. 10648 Alt 'D' (for D & G Cabins) and SI-10637 Alt 'A' (for E Cabin and H Goomty).

d. At the eastern end of the yard 'E' Cabin controls all 'to' and 'fro' movements of trains, vehicles etc. between the departure yard and the port complex (via Port North Cabin) on one hand and all 'to' and 'fro' movements of electric and Diesel engine empty coaching rakes and any other vehicle/locals between Waltair coaching yard and the departure yard on the other via 'E' cabin and 'H' Goomty.

e. 'H' Goomty is an adjacent goomty manned by a Leverman under SM 'E' cabin for movements between departure yard and Waltair Coaching yard.

2.1 **GENERAL (LOCATION):**

a. General pattern of working is that loads are marshalled in the classification yard on the designated route according to the nominations made by the Sr. DOM (subject to change time to time on his orders). They are formed and brought into the departure yard and after due process of making the formed load made fit are readied for departure.

b. The East Coast Railway trains re bound to SCMN and via are dispatched in south west direction through the East Coast Railway despatch line via 'G' Cabin and 'F' Cabin and the South Central Railway bound trains through via DVD are dispatched in North West direction through 'D' cabin via Gopalapatnam on the S.C. Railway goods despatch line (generally known as third line between Waltair and Gopalapatnam). Some port bound loads/trains are dispatch in the South East direction to the port complex via port north cabin.

c. In addition of these, there are other facilities like reception of trains from Port Yard directly into this departure yard for onward despatch form departure yard either via. E.Co.Rly despatch line or south Central railway despatch line as already stipulated above.

d. The other facilities include control of the engine line movements between various points as already stipulated.

e. The important point to note here is that this departure yard does not deal with port, for ore train movements as separate system of the yard, obtaining the same.

f. AS ALREADY MENTIONED, THE SIGNALLING AND INTERLOCKING INSTALLATIONS OVER THE ENTIRE YARD, ARE OPERATED AND CONTROLLED BY THREE CABINS AND ONE GOOMTY VIZ., D, G & E CABINS AND 'H' GOOMTY with the necessary interlocking arrangements between them.

g. 'G' and 'D' cabins are situated at the west end of the departure yard and for all practical purposes 'G' Cabin is an auxiliary cabin to 'D' Cabin. 'G' cabin operates part of points and signals of departure yard that are situated at far end to 'D' cabin and works under the orders of control of 'D' cabin sharing certain despatch and reception facilities as already explained. 'E' cabin and 'H'

Goomty are situated at the east end of the yard and for all practical purposes 'H' Goomty is an extension to 'E' Cabin operating certain reception and despatch point and signals for movements between Waltair coaching yard and departure yard in the North west direction. The movements of the departure yard, as such, are controlled by 'D' and 'E' cabins which are manned by SMs. 'D' Cabin SM is overall incharge of the entire yard whose jurisdiction and orders 'E' cabins SM's and 'G' cabin Leverman shall work.

h. 'D' cabin is the block station of this departure yard for movement between 'F' Cabin. 'B' Cabin and GPT and 'E' cabin is the block cabin for movements between R&D yard of port and VSKP coaching yard.

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

Adjacent Cabin to 'D' Cabin	System of working between 'D' Cabin and the adjacent Cabin
1. GPT RRI	Orthodox down line working on double line lock and block instruments.
2. 'B' Cabin of Reception yard.	Single line system of working with starting orders etc., on the North engine line.
3. 'C' Cabin of classification yard (hump goomty)	The movements between 'D' cabin and classification yard (hump goomty where YM is stationed) are considered as inter-yard shunt movements and all such movements are permitted by exchanging private numbers clearing of shunt signals and setting the hand points on the route subject to special restrictions in force in Marshalling yard.
4. 'F' Cabin (Junction Cabin)	The movements between 'D' cabin and 'F' cabin via 'G' cabins are worked on single line system of working with starting orders & intercabin slotting arrangements.
5. 'G' Cabin	All Diesel engine 'to and fro' movements between departure yard and the diesel loco shed via., 'G' Cabin are considered as inter-yard movements and such movements are authorized on telephonic conversation and clearing of necessary shunt signals (with necessary interlocking)
6. North cabin of Waltair Coaching Yard.	'To and fro' movements of electric and diesel engines, locals, vehicles and empty coaching rakes etc between departure yard and North Cabin of WAT coaching yard are controlled via 'E' Cabin and 'H' goomty by means of single line system of working with inter cabin slotting arrangement, with starting orders by exchanging private numbers.
7. North cabin of Port.	The movements between departure yard and North cabin or port complex are controlled through 'E' cabin by means of double line system of working with the provision of inter cabin slotting by exchanging private numbers between 'E' cabin SM and south cabin SM of port complex (north cabin where CLM is posted works under the control of SM of south cabin or port complex).

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

a. For Section 'D' Cabin of WMY to GPT on the uni-directional UP line (S.C.Rly goods despatch line) between UP advanced starter signal No. 63 of 'D' cabin of WMY and facing point 105A Gopalapatnam.

b. Station Section:

The station section extends upto Up advanced starter No. 63 of S.C.Rly despatch line towards GPT.

c. Station Limits:

The station limits extends upto the UP advanced starter No. 63 of S.C.Rly despatch line towards GPT.

Note: The Station section/station limits extends up to the first stop signals controlling the entry into the departure yard form Waltair Coaching Yard, North Cabin of Port Complex, 'B' and 'F' cabins of WMY in the respective directions.

2.4 **GRADIENTS:**

2.5 **LAYOUT:**

This yard consists of eighteen lines partially interlocked, in that the points at the west end of the yard dealing with reception and despatch are fully equipped with the necessary signalling and interlocking arrangements, whereas at the east end of the yard only those points that are directly involved in the reception and despatch of trains to the port yard as also the engines to the coaching yard and fully interlocked and signalled as shown in the SI plan No. SI-10637 Alt 'A' (of 'E' Cabin) and all other gathering points are non-interlocked as such.

The interlocking and signalling in so far as running lines of this yard are concerned, confirm with terminal yard facilities of Standard-I interlocking, MACLS and therefore, the maximum speed of 15 KMPH is only permissible for all movements in the yard whether they are running trains or shunting trains. This speed restriction is subject to other restriction in the yard.

These eighteen lines are distributed mainly into the following grids:

a. Line No. 1 to 3 — Port line grids
b. Line No. 4 to 10. — S.E.Rly despatch grid.
c. Line No. 12 to 17. — S.C.Rly despatch grid.
d. Line No. 11 and 18. — Engine Lines.

Note:

1. Line No. 1 is designated to be port through line.
2. Line No. 4 and 5 are designated to be cripple lines.
3. North engine line between 'D' cabin and 'B' cabin is also used as emergency exit from departure yard to S.C.Rly despatch line by an emergency cross over one end of which is at 'A' Cabin of reception yard and the other end at the GPT RRI according to the special working instructions as stipulated in the reception yard station working rules.

This is a special class station with Standard-I interlocking and equipped with manually operated Multiple Aspect Colour Light Signalling.

DESCRIPTION OF SIDING IN 'D' CABIN DIESEL OIL SIDING:

The diesel oil siding with a dead end at HWH end is connected and isolated from the S.E.Rly despatch line by means of cross over point No. 9 operated form 'G' Cabin. The movements in the siding are controlled by shunt signals operated from 'G' Cabin.

COAL SIDING:

The coal stack loop siding takes off the line No. 1 at 'D' Cabin end. One spur siding takes off the loop siding at 'D' Cabin end and terminated in a dead end towards 'E' Cabin. The loop siding is isolated from Line No. 1 by means of a derailing switch. The entrance points and the derailing switch are coupled by rodding and are operated by arc levers provided at site. Mechanical lock is provided at the entrance points which is unlocked by a control key extracted form Lever No. 19D of 'D' Cabin in its reversed position. Happer's key transmitters are provided in 'D' Cabin and in the goomty at the site for transmitting the control key.

When the key is out from the lever, the UP and DOWN reception signals and down despatch signals for lines 1,2 and 3 will be held locked in their normal position. the entrance points of the dead end and spur are free and hand operated.

DSK SIDING:

The DSK siding takes off the S.C.Rly despatch line of the despatch yard of the Waltair Marshalling Yard towards GPT end. It is a short loop siding of 300 CAL (Clear available length). This siding is isolated form the running line by means of derailing switch. The entrance points and the derailing switch are coupled by rodding and are operated by an arc levers provided at the site. Mechanical lock is provided at the entrance point which is unlocked by a control key extracted from Lever No. 90 of 'D' Cabin in its reversed position. When the key is out from the lever the departure signals for trains proceeding on S.C.Rly despatch line will beheld locked in their normal position. Engines movement from RYD to WAT and vice versa via engine line can not be done. The point inside the siding are free and hand operated.

H.S.L SIDING:

It is an extension of the DSK siding having gone main line and one loop, terminating into a dead end towards WAT end. The procedure for working DSK siding is also applicable to this. The points inside the siding are free and hand operated.

The operating staff accompanying the pilot should exchange OPT 18 with representative of the siding holder present at the siding. CYM-WAT should send his foil of OPT 18 to GC I/C of the HSL siding for maintaining the T.39 register of the siding on that basis.

MAJOR SICK LINE:

The sick line is connected and isolated from engine line by means of cross over No. 17 operated by C-Cabin. He will transmit the control lever keys 5 and 6 to G-Cabin through the Heeper's key transmitter. After setting and locking the route for sick line the CLM of 'G' cabin will give a private number ensuring the correct setting of point for the local. The SM on duty D-Cabin will then start the local for D-Cabin.

DESCRIPTION OF SIDING IN 'E' CABIN WATER COLUMN SIDING:

Water column siding: A water column siding (loop siding) takes off the line No. 1 at the centre of the line. This is isolated by means of derailing switches at either end. The entrance at sound end of the siding is controlled by E-Cabin. The entrance points and the derailing switch are coupled by rodding and are operated by arc lever situated at the site. The entrance points are unlocked by the key extracted from lever No. 22 of E-Cabin in its reversed position. To work the siding the control key must be brought form the E-Cabin.

COACHING MAINTENANCE COMPLEX:

Coaching maintenance complex takes off at east end of the yard through crossover point No. 7 operated by the Leverman at 'H' Goomty. The movements into coaching maintenance complex are governed by shunt signal No. 1 at 'H' Goomty. The movements from coaching maintenance complex towards VSKP North Cabin is governed by shunt signal No. 3B of 'H' goomty which can be cleared by slot No. 11 of VSKP north cabin.

BLOCK WORKING D-CABIN TO GPT:

a. Trains are worked under absolute block system in accordance with GR Chapter-VIII Rule No. 8.01(1)(a),(b), 8.03(1) and chapter XIV and Block Working Manual Chapter-V and GR Chapter-III Rule Nos. 3.02(1)&(2) on section D-Cabin to GPT on orthodox double line (E.Co.Rly goods despatch line generally known as third line). SGE double line lock and block instrument is provided in the D-Cabin for the above section and it is operated by the SM on duty at D-Cabin personally as per the provisions of GR Chapter XIV and BWM Chapter-V. Taking off the last stop signal No. 63 of D-Cabin is the authority for the driver of UP train to proceed into the block section vide GR 14.08(a).

b. D-Cabin and 'B' Cabin on North Engine Line:

The trains are worked on single line working system under the absolute block system in accordance with the provisions of Chapter VIII, Rule No. 8.01(1)(a)and (c) and Chapter XIV of GR by means of electric communication instruments exchanging private numbers between B-Cabin and D-Cabin. These train movements are authorized by issued of starting orders on OP/T/30 by SM on duty. The train movements form B-Cabin to D-Cabin and vice versa are signalled by shunt signals and the speed of the trains shall not be exceeding 15 KMPH.

c. D-Cabin and classification yard:

The movements between D-Cabin and classification yard are considered as inter-yard shunt movements and all such movements are permitted by exchanging private numbers, clearing of shunt signals wherever provided and getting the hand points on the route and the speed of the train shall not be exceeding 15 KMPH.

d. Between D-Cabin and F-Cabin:

The trains between D-Cabin and F-Cabin via G-Cabin are worked on single line working system under the absolute block system in accordance with the provisions of Chapter-VIII Rules Nos. 8.01(1)(a)&(c), 8.03(2) and chapter XIV of GR by means of Electric communications instruments exchanging private number between SM on duty at F-Cabin and D-Cabin. These train/engine movements are authorised by issue of starting order on OP/T.30 by SMs on duty. There is a provision of inter cabin slotting arrangements for these movements as indicated in the SWR diagram. These train/engine movements are signalled either by running or shunt signals and the speed of the trains/engines shall not exceed 15 KMPH.

NOTE: For movements between D-Cabin and F-Cabin the route via S.C.Rly despatch line, port line, engine-cum-sick line etc., as the case may be clearly mentioned not only in the line clear entry, line clear reply message but also in the starting order.

e. Between D-Cabin and G-Cabin:

All diesel engines 'to and fro' movements between D-Cabin and the diesel loco shed via G-Cabin are considered as inter-yard movements and such movements are authorized on telephonic conversation and clearing off necessary shunt signals (with necessary interlocking)

f. Between North Cabin of WAT coaching yard and E-Cabin of departure yard and coaching maintenance complex:

The movements between E-Cabin and departure yard coaching maintenance complex and north cabin of Waltair are worked under absolute block system with single line system of working in accordance with the provisions of G&SR Chapter VIII Rule No. 8.01(a) and (c) and 8.03(2) and Chapter XIV and BWM Chapter III and these movements are authorized by issue of starting order on form T-511 by the SM on duty at E-Cabin and North Cabin or WAT coaching yard. There is a provision of inter cabin slotting arrangement between these two cabins which shall be supported by private numbers.

g. Between E-Cabin and North Cabin of Port Complex:

The trains between E-Cabin of DVD and North Cabin of port complex are worked on double line working system under the absolute block system in accordance with the provisions of Chapter VIII rule 8.01(a)&(b), 8.03(1) and chapter XIV of GR by means of electric communication instruments exchanging private numbers between the SM on duty at E-Cabin of WMY and south cabin of port complex. There is a provision of inter cabin slotting arrangements between these two cabins i.e. E-Cabin of WMY and North Cabin of port complex which shall be supported by Private numbers.

(a) SGE type double line lock and block instrument is provided in the D-Cabin for the UP line working on the orthodox double line working between D-Cabin and Gopalapatnam.

2.5.1 RUNNING LINES, DIRECTION OF MOVEMENT AND HOLDING CAPACITY:

Running Lines:

Direction of Movement:

a. The S.C.Rly Trains leaving departure yard and proceeding to Gopalapatnam and via S.C.Rly despatch line (generally known as third line).
b. The E.Co.Rly trains leaving departure yard and proceeding towards SCMN on the E.Co.Rly despatch line via 'F' and 'F' Cabins bound to VZM end and via are Down trains..

2.5.2 NON-RUNNING LINES AND THEIR CAPCITY IN CSR:

2.5.3 ANY SPECIAL FEATURES IN THE LAYOUT:

Nil

2.5.4 DESCRIPTION OF SIDING:

2.6 LEVEL CROSSINGS:

NIL

3. SYSTEM AND MEANS OF WORKING:

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.

b) **BLOCK INSTRUMENTS:**

c) **MOVEMENT OF TRAINS:**

Movement of trains is regulated by the Area/Section Controlled on duty whose orders must be carried out provided, they do not contravene any G & SR, PWM, OM and SWR and any other safe working principles. In the event of suspension of control working, the SM on duty shall work independently in conjunction with the SM of the adjacent block stations and shall be responsible for reception and despatch of trains. He shall ensure that preference is given to important trains at the same time no undue detention occurs to others trains.

d) **AUTHORITY TO PROCEED:**

'Taking OFF' of the last stop signal along with delivery of ball token extracted from the block instrument to the driver shall constitute the authority for the driver to enter into the block section concerned vide GR 14.08(b)(i).

4. SYSTEM OF SIGNALLING AND INTERLOCKING:

4.1

a) The significance of various combinations of the Multiple Aspect Colour Light Signalling is in according with the GR No. 3.08(4)(b), 3.14(9).

b) Operation of signals and points etc: There are three cabins and one goomty viz., D, E, G Cabins and H goomty in the despatch yard for operating points, point locks, holding bars, signals, slots and L.C. Gates and L.C. Gates control etc. D-Cabin has 120 levers, E-Cabin has 28 levers, G-Cabin has 25 levers and H goomty has 8 levers. The double line lock and block instruments is operated by the SM on duty personally and the levers of this cabin are operated by the Cabin Leverman under the direct supervision of SM on duty at D-Cabin. The Cabin Leverman at G-Cabin operates the cabin levers under the direct supervision of SM on duty at D-Cabin. The cabin Leverman at G-Cabin operates the cabin levers under the direct orders of SM on duty at D-Cabin. The cabin lever at E-Cabin are operated by the cabin Leverman under the direct supervision of SM on duty at E-cabin (The SM on duty at E-Cabin works according to the directions of the SM on duty at D-Cabin). The levers at H-Goomty are operated by the Leverman according to the orders of the E-Cabin.

c) The Station Master positioned at D-Cabin is responsible for all the movements into, through and out of departure yard inclusive of coaching maintenance complex and thus, exercises direct control over the operation of all levers, connected with the points, locks, signals etc., in the entire departure yard.

c) TRACK CIRCUITS AND AXLE COUNTERS:

There are no track circuits with the berthing track or in the point zone or in the siding except the signal replacement track circuits 63T, 72DT, 88/89DT and 96/97/98 DT at ‘D’ Cabin; 2/3T, 24T and 27/28T at ‘E’ Cabin; 7/20T at ‘G’ Cabin and 1/3/3AT at ‘H’ goomty.

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 Relay room is provided with two independent locks vide OM 1.14. The key of one lock is retained under the personal custody of SM on duty while the key of other lock is with the signal maintainer. Whenever required by the maintainer for attending failure or maintenance work, SM on duty shall hand over his key to the maintainer. On completion of the work, maintainer shall return back the key to the SM on duty after closing and locking of the Relay room. The transactions of the key shall be recorded in the Relay room key register maintained at the Station for this purpose promptly. While taking over the key from the SM on duty, signal maintainer shall endorse that he will not interfere the safe working. Otherwise SM on duty shall treat the gear as non interlocked.

4.3 **POWER SUPPLY:**

5. TELECOMMUNICATIONS:

1). Telephone attached to the SGE double line lock and Block instruments connected to Gopalapatnam Cabin from 'D' Cabin.

2). Magneto telephones are provided between 'D' cabin and
   (a) 'B' cabin (Reception yard)
   (b) 'E' cabin
   (c) 'F' cabin
   (d) 'G' cabin
   (e) Water Column Goomty

3). 'D' Cabin is connected to Waltair-PSA Section Control Circuit & WAT-KRDL TPC.

4). 'D' Cabin is connected to Rajahmundry-Waltair Section Control Circuit of S.C.Rly.

5). Magneto telephones are provided between 'E' cabin and
   (a) 'H' Goomty
   (b) North Cabin of Port Complex
   (c) South Cabin of Port Complex

5.1 FAILURE OF COMMUNICATIONS:

a) In the event of partial failure of communications SR 6.02.06 shall be followed.
b) In the event of total failure of all communications SR 6.02.04 shall be followed.

6. SYSTEM OF TRAIN WORKING:

6.1 DUTIES OF TRAIN WORKING STAFF:

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 2.14. In the event of suspension of control working, 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 important trains without causing undue detention which occurs to other trains vide OM 2.14 & 2.24(a).

6.1.1 TRAIN WORKING STAFF IN EACH SHIFT:

The following is the duties of staff are described in Appendix "D".

Description	'D' Cabin	'G' Cabin	'E' Cabin	'H' Goomty
Station Supdt.	04	--	--	--
Dy. Station Supdt.	--	--	03	--
Cabin Levermen	03	03	03	03
TPM	03	--	03	--
Engine Pilotmen	03	--	--	--
TPM 'B'	03	--	--	--

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

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

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

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

Station Master on duty is personally responsible for ascertaining the clearance of line for despatch and reception of trains since it is a junction cabin and no berthing facility is available.

6.1.3 ASSURANCE OF STAFF IN ASSURANCE REGISTER:

Every train passing staff including newly posted staff at the station or reserve staff or staff who resumed duties after a period of 15 days or any such alterations in SWR involve shall sign in the assurance register as a token of having understood the contents as per SR 5.01.02.

SS/DYSS/SM incharge of the stations be personally responsible for the maintenance of this register.

6.2 CONDITIONS FOR GRANTING LINE CLEAR:

a. The conditions laid in GR. 8.01(1)(a)&(c), 8.01(2)(a) and 8.03(2) shall be complied with the SM on duty before line is considered clear and line clear is granted to the station/cabin in rear for a train/engine by the SM on duty at 'D' Cabin or 'E' Cabin as the case may be.
b. At night before granting line clear for an UP/Down train, the SM on duty at 'D' Cabin or 'E' Cabin as the case may be shall personally ensure that all signals which apply to the concerned train are burning brightly and this information should be documented properly vide GR 3.49(4).

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

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:

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:

i) The speed of Trains/Engine making movements 'From and to Departure Yard shall be at a speed not exceeding 15 KMPH.
ii) Shunting in the face of an approaching train is prohibited.
iii) Hand shunting is prohibited.
iv) While performing shunting at E-Cabin, engine should be always at Waltair end.

SPECIAL INSTRUCTIONS:

a. Whenever an Up train with un-attached banking engine is despatched to Gopalapatnam on orthodox double line (S.C.Rly goods despatch line) it shall not be considered that the line is closed after complete arrival of the train unless this banking engine also arrives into Gopalapatnam Yard or alternatively this banking engine comes back to D-Cabin of WMY in which case, the Gopalapatnam SM must verify the last vehicle of the train and on verification form D-Cabin of WMY certifying that the light banking engine has returned intact and has cleared the Block Section duly mentioning the line of its arrival.
b. The normal practice of handing a 'Placard' indicating that the line is occupied on the block instruments shall be followed by the SMs on duty at D-Cabin of SMY as well as GPT cabin as in the case of Motor Trollies following the trains.
c. Whenever any shunting is to be performed between F-Cabin of DVD and south cabin of R&D Yard of Port Complex, messages are to be exchanged for blocking the line supported by private number and SM on duty at E-Cabin should make an entry in RED INK in the Train Signalling Register to that effect.

6.3 CONDITIONS FOR TAKING 'OFF' APPROACH SIGNALS:

(a) **Conditions**: Conditions for taking 'OFF' approach signals are governed by GR.3.38, 3.40(1)(b), 3.40(2)(b), 3.40(3)(b), 3.40(4). SR 3.40.01 and relevant SR's there to.

Reception of trains:

Reception of trains is governed by GR 3.36 to 3.41, 4.10 and SR 4.17.01(b) and other relevant provisions of G&SR, BWM, OM and SWR.

RECEPTION OF A TRIAN FROM 'B' CABIN OF WMY ON NORTH ENGINE LINE ON LINE NUMBERS 15, 16 AND 17.

The SM on duty at 'D' cabin on receipt of line clear enquiry from 'B' cabin will ring up 'E' Cabin, inform the SM on duty at 'E' Cabin the train number and description and the direction form which it is coming with an advise to nominate a clear line and ensure safe reception of trains.

On receipt of the advice over the phone the SM on duty at E-Cabin will immediately send line admission book to the YM on duty for the nomination of a clear line in any one of the lines NO. 15, 16 & 17 under his clear signature in ink and in full. On receipt

of this line admission book with line nomination duly signed, SM on duty at E-Cabin shall ensure that:

(a) All shunting on the lines not isolated form the line nominated for reception is suspended.
(b) The line nominated is clear and free from all obstructions at his end of the yard.
(c) The route is clearly set, clamped and padlocked against the access to the nominated line.

SM on duty at E-Cabin will then ensure that the SM on duty at D-cabin of the above supported by a Private Number.

After getting the assurance form E-Cabin, supported by a private number, the SM on duty at D-Cabin will grant line clear to B-Cabin and ensure that:

(a) The line nominated is clear and free from all obstructions at his end of the yard.
(b) The route for the nominated line is correctly set and locked as is required for the admission of the train.
(c) All the shunting authority memo for shunting on lines not isolated from the line nominated for reception are withdrawn.

He will then take off the reception signal No. 89. As soon as the train arrives intact and complete, the SM on duty after satisfying himself that the train has arrived complete will put back the reception signal to 'ON' position and the conditions under which the line clear can be granted are complied with and then sends the 'Trains out of block section' report to 'B' Cabin.

RECEPTION OF A TRIAN FROM 'B' CABIN ON NORTH ENGINE LINE ONTO 18TH LINE.

On receipt of the line clear enquiry from B-Cabin, the SM on duty at 'D' cabin will ring up 'E' Cabin, inform the SM on duty at 'E' Cabin the train number and description and the direction form which it is coming with an advise that the train will be received on 18th line and ensure safe reception of the train. On getting confirmation from E-Cabin, that he is prepared to admit the train on Line No. 18, the SM on duty at D-Cabin will grant line clear to B-Cabin.

SM on duty at E-Cabin will then ensure that:

(a) The line is clear and free from all obstructions.
(b) The non isolated shunting, if any, is suspended.
(c) The shunting authority memo for shunting on lines or siding not isolated from the 18th line is withdrawn.

He will then advice the H-Goomty Leverman to pull the slot lever No. 5 for 18th line and advise the compliance authenticated by a private number. On getting the assurance, private number form H-Goomty the SM on duty at E-Cabin will than assure SM on duty at D-Cabin of giving slot authenticated by a private number.

The SM on duty at D-Cabin will ensure that:

(a) The 18th line is clear and free from all obstructions at his end of the yard.
(b) The route is set correctly and locked as is required for the admission of trains.
(c) All the shunting authority memo for shunting on lines not isolated from the line nominated for reception are withdrawn.

After getting the slot indication and assurance private number from the SM on duty at E-Cabin, he will take 'OFF' the reception signal No. 88, and thus receive the train and pass the same to E-Cabin by handing over starting order on form T-511. He will put back the signal to ON position and send the train out of section report to B-Cabin as soon as the train arrives intact and complete and the conditions under which the line clear can be granted, are complied with.

Note: In case of local the last vehicle number is verified and recorded.

The SM on duty at E-Cabin will advise the H-Goomty Leverman to put back the slot lever to its normal position as soon as the train arrives intact.

When the pilot is ready for despatch at classification yard, the STJM on duty with the pilot shall inform the SM on duty at D-Cabin as also to AYM on duty at hump goomty over phone form G-cabin for the safe reception of the pilot into departure yard.

The AYM on duty at hump goomty after satisfying himself that the pilot is ready to be despatched into the despatched yard will advice the SM on duty at D-0Cabin specifying the line numbers for arranging to draw the pilots into the departure yard supported by a private number. In addition he will also advise the Area Controller.

On getting information form the STJM form G-Cabin and AYM at hump goomty or area controller, SM on duty at D-Cabin will ring up the E-Cabin and advise the SM on duty at E-Cabin the number and description of the pilot with an advise for the nomination of a clear line for safe reception of the pilot at his end.

The SM on duty at E-Cabin shall immediately send the line admission book for the nomination of a clear line to the AYM on duty. After getting the line admission book with line nomination duly signed in ink and in full will ensure that:

a. The line nominated is clear and free from all obstructions at his end of the yard
b. The nominated line at the trailing end is set, clamped and padlocked against the access to the nominated other than line Nos 1, 2 and 3.
c. If the line nominated is in any of the lines 1, 2 and 3 the line must be set, clamped and padlocked in favour of the incoming line.
d. All the shunting authority memo for shunting on lines not isolated from the line nominated for reception are withdrawn.

He will then inform the SM on duty at D-Cabin the line nominated and assure the above conditions supported by a private number.

On receipt of the assurance the SM on duty at D-Cabin shall ensure that:

a. The line nominated is clear and free from all obstructions at his end of the yard
b. The shunting on the lines not isolated form the line nominated is suspended and shunting memo, if any, are withdrawn.
c. All the points are correctly set and locked as is required for the safe reception of the pilot.

He will than take-off the relevant shunt signals and thus admit the pilot. The off aspect of the shunt signals for 'C', 'D' grids constitutes the authority for loco shunters to draw pilots from classification yard into the departure yard. As soon as the pilot arrived complete and intact he will put back the shunt signals to 'ON' position and advise the SM on duty at E-Cabin, AYM on duty at hump goomty and the area controller.

The SM on duty at E-Cabin as well as at D-Cabin shall record the intact arrival of the train as soon as the pilot arrived into the departure yard completely and intact.

Note:

i) All movements between classification yard and departure yard are considered as intra-yard shunt movements.
ii) Shunting engines with or without vehicles shall be allowed on any clear line in the departure yard from E-Cabin and to classification yard. As, there are no shunt signals provided for lines other than line No. 11 (Engine turn-round line) towards E-Cabin and such movements shall be piloted by shunting staff attached to the shunting engine past starters at danger, after getting permission from SM on duty at D-Cabin through the magneto phone provided at the water column goomty.

TO AND FRO MOVEMENTS OF DIESEL ENGINES BETWEEN DIESEL LOCO SHED AND DEPARTURE YARD VIA 'G' CABIN:

All Diesel engines 'to and fro' movements between the departure yard and Diesel Loco shed via 'G' Cabin are considered as intra-yard movements and such movements are authorised on telephonic conversation and clearing of necessary shunt signals (with necessary interlocking) supported by private numbers between D and G Cabins. The SM on duty at D-Cabin is over all in change and responsible for safe movements of engines between departure yard and the Diesel Loco Shed.

RECEPTION OF TRAINS FROM 'F' CABIN:

On receipt of line clear enquiry form 'F' Cabin the SM on duty at D-Cabin will ring up the SM on duty at E-Cabin and inform him the train number and description, the direction form which it is coming with an advice to nominate a clear line and ensure safe reception of the train.

On receipt of the advice over the SM on duty at E-Cabin will immediately send line admission book to the AYM on duty for the nomination of a clear line (except for line Nos. 1, 2 & 3 which are cabin operated points). On receipt of this line admission book with line nomination duly signed in ink and in full the SM on duty at F-Cabin will ensure that.

(a) The line nominated is free from all obstructions at his end of the yard.
(b) The route is clearly set, clamped and padlocked against the access to the nominated line.
(c) All the shunting operations on the lines are isolated from the line nominated for reception is suspended.

He will then ensure the SM on duty at D-cabin of the above supported by a Private Number.

Note: For admission of train on line Nos. 1, 2 and 3, the trailing points at the E-Cabin will be set in favour of the line nominated for reception of the train, and the key of the water column siding at E-Cabin end in 'Normal' position as they are in the custody of the SM on duty at E-Cabin. For admission of train on line No. 1 concerned slot levers shall be pulled by the E-Cabin additionally.

The SM on duty at D-Cabin will ring up G-Cabin and inform him the train number and description, the line nominated for its reception, the line on which the train is coming viz., E.Co.Rly goods line, port line, South engine line etc. as the case may be with instruction to correctly set and lock the correct renewal to give relevant slot to F-Cabin and ensure safe reception of the train. In addition, the SM on duty at D-Cabin will pull the required slot lever to take off the relevant signal of G-Cabin.

The cabin man on duty at G-Cabin shall ensure that-
(a) All the shunting operations at his end of the yard on lines not isolated form the line nominated for the passage of the train suspended.
(b) The route for the safe passage of the train to departure yard is correctly set and locked.
(c) The line nominated for the safe passage of the train is clear and free form all obstructions.

He will than assure the SM on duty at D-Cabin of the above, authenticated by a private number.

The SM on duty at D-Cabin after getting assurances from E-Cabin and G-Cabin as indicated above and confirm by private numbers will ensure that-
a) The line nominated is clear and free form all obstructions at this end.
b) The route for the nominated line is correctly set and locked.
c) The shunting authority memo for shunting on the lines not isolated form the line nominated for reception are withdrawn suspending the shunting operations thereon.

The SM on duty at D-Cabin will ring up F-Cabin and grant line clear for the train supported by a private number and advise the G-Cabin to take 'OFF' the reception signals for the train by pulling the concerned slot levers supported by a private number.

NOTE:
a) In case of admission of train on line No. 1, the SM on duty at D-Cabin will in advance send one of the engine pilot men to petrol the nominate line and ensure its clearance physically. The EPM nominated will ensure its clearance authenticated by a private number of the magneto phone provided near water column goomty to SM on duty at

B-Cabin. The SM on duty at D-Cabin shall record the name of the EPM who was deputed to patrol the line.

b) In case of admission of train on line No.1, the SM on duty at D-Cabin shall ensure that the key of coal stack siding is in his custody before signal No. 72.

On seeing the slot indication showing 'OFF' the cabin man at G-Cabin shall take 'OFF' the concerned signals of relevant line and pull the required slot for the concerned signals of F-Cabin.

As soon as the train arrives complete and intact and after satisfying himself that the train has arrived complete and intact and the conditions under which line clear can be granted are compiled with, the SM on duty at D-Cabin shall send the "trans out of block section" report and arrange to put back the signals to 'ON' position.

NOTE:

a) For all local movements, the SM on duty at D-Cabin will verify the last vehicle number and convey the same to F-cabin along with the train out of block section report.
b) In all the line clear enquiry and reply messages, it must be clearly specified as to on which line i.e., E.Co.Rly despatch line, port line or south engine line, the train will proceed.

RECEPTION OF TRAINS FORM NORTH CABIN OF WALTAIR ONTO 18TH LINE OF DVD AND INTO COACHING MAINTENANCE COMPLEX:

On receipt of line clear enquiry for a train from Waltair North cabin the SM on duty at E-Cabin will ring up D-Cabin and inform the SM on duty at D-Cabin the train number, description and the direction from which the train is coming along with the line number.

The SM on duty at E-Cabin will inform the Leverman at H-goomty the train number and the description with instructions to take 'OFF' signals correctly for the passage of the train safely on 18th line or coaching maintenance complex as the case may be.

The Leverman at H-goomty on receipt of the slot indication from D-Cabin and private number from E-Cabin will take off the reception signals for passage of train on 18th line. In addition he will note the last vehicle number and repeat it to the SM on duty at E-Cabin soon after the last vehicle of the train passes the signals number 3A.

He will than put back the signals to normal position and advise the gate man to open the gate for road traffic transmitting the gate control key.

The SM on duty at E-Cabin will verify the last vehicle number as confirmed by Leverman of H-goomty and on being satisfied with the intact and complete arrival of the said train will send the "train out of section" report to North cabin or Waltair and advise the same to SM on duty at D-cabin also.

NOTE:

a) All movements from Waltair Coaching Yard to Departure Yard other than on line No. 18 are non-signalled movements.

b) In case of reception of trains from WAT coaching yard on any line other than line No. 18 all the concerned facing points in favour of the movement at E-cabin and H-goomty are to be clamped and padlocked and the trailing points at D-Cabin and for the concerned line shall be set against the access to the nominated line and lever collars placed at D-Cabin.
c) The clearance of the nominated line shall be ensured by the E-Cabin SM by sending line admission book.

RECEPTION OF TRAINS FORM NORTH CABIN OF PORT COMPLEX ON TO LINE NOS 1, 2 AND 3:

On receipt of line clear enquiry from South Cabin SM of port complex, the SM on duty at E-Cabin will inform the SM of D-Cabin and advise him the train number, description and the line on which the train will be received with clear instructions to ensure the safe reception of the train.

The SM on duty at D-Cabin shall insure that –

a) All shunting at his end of the yard on lines not isolated form the line nominated for reception is suspended.
b) The shunting authority memo for shunting on the lines not isolated from the nominated line is withdrawn and is in his position.
c) The line nominated is clear and free form all obstructions at his end of the yard.
d) In case of line No. 1 is physically patrolled by EPMs. The EPM nominated will ensure the clearance of the nominated line authenticated by a private number on the goomty telephone provided near water column to SM D-Cabin. The SM D-Cabin will record the name of the EPM who patrolled the line.
e) The route is set against the access to the nominated line. He will then pull the required slot and assure the SM E-Cabin of the above supported by a private number.

The SM on duty at E-Cabin on receipt of the slot indication and assurance private number from D-Cabin will grant line clear to the SM on duty at Port South Cabin. He will then ensure that-

a) The line nominated is clear and free form all obstructions at his end of the yard.
b) All shunting authority memo for shunting on the lines not isolated from the line nominated are in his possession.
c) The route is correctly set and locked and the reception signal No. 3 is taken off then release slot by reversing lever No. 6 to enable North Cabin of Port Complex to take off departure signals on being satisfied after verifying the last vehicle number that the train has arrived intact, he will put back the signals to ‘ON’ position and send the train out of section report to SM south cabin of port complex and also advise the SM on duty at D-Cabin.

RECEPTION OF TRAIN PORT COMPLEX (NORTH CABIN ONTO LINE NOS 4 TO 17:

On receipt of line clear enquiry for a train from SM on duty at south cabin of port complex, the SM on duty at E-Cabin shall send the line admission book to AYM on duty for nomination of a clear line.

The AYM on duty in consultation with the Area controller nominates a clear line form out of line No 4 to 17 of DVD. After getting the line nomination duly signed in ink and in full on the line admission book by AYM on duty, the SM on duty at E-Cabin will grant LC to SM on duty at South Cabin of port complex.

The SM on duty at E-Cabin will ring up D-Cabin and advise the SM on duty at D-Cabin the train number, description of train and the line number on which the train is intended to be received and to ensure safe reception of the same.

The SM on duty at D-Cabin shall then insure that –

a) All shunting operation at his end of the yard on line not isolated form the line nominated for reception is suspended.
b) The concerned shunting memo for shunting on lines not isolated from the nominated line are withdrawn and are in his possession.
c) The nominated line is clear and free from all obstructions at his end of the yard.
d) The route is set against access to the nominated line and assure the SM on duty at E-Cabin of the above conditions supported by a private number.

The SM on duty at E-Cabin shall insure that –

a) All shunting on lines not isolated form the line nominated line is suspended and shunting memo withdrawn and kept in his possession.
b) The nominated line is clear and free from all obstructions at his end of the yard.
c) The route leading to the nominated line is correctly set, all the facing points are locked and all the hand points facing on the route are clamped and padlocked and the key of the padlocks are in his custody shall take 'OFF' shunt signal No. 2 and release slot reversing lever No. 6 to enable North Cabin of Port Complex to take 'OFF' concerned departure signal.

a) **ANY SPECIAL CONDITIONS TO BE OBSERVED WHILE RECEIVEING A TRAIN**: NIL

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)

ADEQUATE DISTANCE

Since the departure yard of Waltair Marshalling Yard complex is a terminal yard for all E.Co.Rly trains bound to and from port complex and all train movements other than ore trains, the question of adequate distance does not arise. However, the SMs on duty at D-Cabin and E-Cabins of departure yard shall ensure that an adequate distance beyond the starter of last trailing points as the case may be kept clear & comply GR 3.40

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

A. According to the existing interlocking at this Station, the simultaneous movements of trains are permitted as stipulated below.

1	Passing a down train on KK line form Blockhut towards ore exchange yard or an up train form OEC to Blockhut.	AND	Passing a down train either from departure Yard or ore exchange yard to block hut on E.Co.Rly despatch line..
2	Passing of a down train from 'D' cabin to Block hut on E.Co.Rly Despatch line.	AND	Passing of Up train from 'B' cabin to 'D' cabin or south engine line.
3	Passing of A train from 'B' cabin on to port line and another train on to south engine line.	AND	Despatch both the trains on the respective line to 'D' cabin.

According to the existing interlocking at this yard, the simultaneous reception and despatch of trains, are permitted as stipulated below.

1	Despatch a train from anyone of the lines No 1 to 14 on E.Co.Rly despatch line.	AND	Despatch of another train from any one of the lines No. 15 to 17 on S.C.Rly despatch lines.
2	Reception of a train from Visakhapatnam port lines No. 1 to 3.	AND	Reception of a train from F-Cabin on Visakhapatnam port line onto Line No. 5 to 8. AND Reception of another train from South Engine line from F-Cabin onto Line Nos. 10 to 14. AND Reception of another train from B-Cabin on North Engine line onto Line Nos. 15 to 17. AND Reception of another train from Waltair Coaching Yard onto Line No. 18.

B. <u>CROSSING OF TRAINS:</u>

In addition to the procedure mentioned under paras 'Reception and despatch of trains' rules laid down in SR 3.47.01 & 3.47.02 shall be followed.

C. <u>ADMISSION OF TRAINS ON OBSTRUCTED LINES:</u>

Under unavoidable circumstances, whenever trains are to be admitted on an obstructed line, it is necessary that the trains are to be piloted "IN" on written authority given by the SM on duty and delivered by a Competent Railway Servant to the Driver of the train and the rules laid down in GR 5.09 and SR 5.09.01 shall be followed.

6.5 COMPLETE ARRIVAL OF TRAINS:

The concerned SM's on duty at the respective cabins are personally responsible for verifying the complete and intact arrival of the train with last vehicle vide GR 4.17 and SR 4.17.01(a) and (d).

THROUGH TRAINS:

Although this is a terminal yard, the facility of passing the trains through this yard from and to VZP on lines 1 and 3 exits. The same procedure detailed in paras No. 11 and 13, above shall be followed. The provisions of GR 4.17, 4.42 and SRs thereto shall be 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), 3.42.03, 3.42.04, 3.42.01(b)(i)(ii)&(iii) and BWM 2.07(5)(a)(ii), 2.07(5)(b) and other relevant provisions of G & SR, BWM and SWR. Station Master on duty is responsible to ensure clearance of the out going line and for correct setting of the route before taking 'OFF' departure signals.

6.6.1 **DESPATCH OF A TRAIN TO GOPALAPATNAM:**

To despatch a train from departure yard, whenever a train is ready to start the SM on duty at D-Cabin after obtaining line clear form Gopalapatnam will ensure that:-

i) The line form which it is intended to despatch the train, is clear and free form all obstructions at the departure end of the yard.
ii) Shunting on lines not isolated form the line from which it is intended to despatch the train is suspended.
iii) The shunting authority memo for shunting on lines not isolated form the line form which it is intended to despatch the train, if any, are withdrawn.
iv) The route for the outgoing train is correctly set and locked as is required for safe despatch of the trains.

He will then take 'OFF' the last stop signal No. 63 and other concerned departure signals. The taking 'OFF' the last stop signal No. 63 is the authority for the driver to proceed into the block section. He will send the 'train entering block section signal to Gopalapatnam' immediately after the last vehicle with the last vehicle indicator has completely passed the last stop signal vide BWM 2.07(5)(A). He will put back the departure signals to 'ON' position as soon as the train passed the same intact.

6.6.2 **DESPATCH OF A TRAIN TO B-CABIN ON NORTH ENGINE LINE**

Whenever a is ready to start form departure yard to B-Cabin on North Engine lines, the SM on duty at D-Cabin after obtaining the line clear form B-Cabin will ensure that:-

i) Shunting on lines not isolated form the line from which it is intended to despatch the train is suspended.
ii) The shunting authority memo for shunting on lines not isolated form the line form which it is intended to despatch the train, if any, are withdrawn.

iii) The line form which it is intended to despatch the train, is clear and free form all obstructions at the departure end of the yard.
iv) The route for the outgoing train is correctly set and locked as is required for safe despatch of the trains.

He will then arrange to take 'OFF' the shunt signal No. 62 (in case of line No. 18) and handover the starting order to the driver. For trains to be despatched from departure yard (other than line No. 18) they must be piloted out. He will put back the departure signal to normal position and send the 'train entering section' signal to B-Cabin as soon as the train clears the derailing switch point No. 87 intact.

6.6.3 **DESPATCH OF A TRAIN TO F-CABIN**

Whenever a train is ready to start form departure yard towards F-Cabin, the SM on duty at D-Cabin after obtaining the line clear form F-Cabin will advise G-Cabin over phone and inform him the train number and description and the route over which the train will be passed (South Engine line, or E.Co.Rly despatch line as the case may be) with instructions to set and lock the route as is required for the safe despatch of the train and to pull the required slot

The Cabin man on duty at G-Cabin on receipt of the above information will ensure that-

i) The line nominated for passing the train is clear and free form all obstructions.
ii) All shunting in the yard which is under his control on the lines not isolated form the line on which the train is intended to be passed is suspended.
iii) The route is correctly set and locked and is required for safe passage of the train. He will also assure the SM of the above supported by a private number and pull the required slot.

The SM on duty at D-Cabin after getting the assurance as indicated and seeing the slot indicating showing 'OFF' will ensure that-

i) The line from which the train is intended to be despatched is clear and free form all obstructions at the departure end.
ii) All the non isolated shunting is suspended at the departure end.
iii) All the concerned shunting authority/memo if any for shunting on lines not isolated form the line on which it is intended to despatch the train is withdrawn. He will then arrange to take off the relevant departure signals of the concerned line. He will hand over the starting orders to the driver. the taking 'OFF' of the concerned departure signals and the starting orders are the authority for the driver to proceed towards F-Cabin. He will send the train entering section signal to F-Cabin as soon as the last vehicle with last vehicle indicator has completely passed the starter signal vide BWM 2.07(5)9b). He will put back the departure signal to 'Normal' position.

As soon as the vehicle with its last vehicle clears all the points concerning to G-Cabin intact the Cabinman will put back the points and slots to 'normal' position and inform the same to the SM on duty at D-Cabin

NOTE: In all the line clear enquiry and reply messages, it must be clearly and specifically mentioned to which line it belongs.

a. E.Co.Rly despatch line.
b. Port Line
c. South Engine line etc.

6.6.4 **DESPATCH OF A TRAIN TO WALTAIR COACHING YARD**

To despatch a train form line No. 18 of DVD and coaching maintenance complex, the SM on duty at F-Cabin shall obtain line clear for the train form North Cabin/VSKP. The Dy.SS North Cabin – VSKP after granting line clear shall release slot to DVD.

The SM on duty at E-Cabin shall instruct Leverman at H-goomty to take 'OFF' shunt signal No. 3A.

The SM on duty at E-Cabin after satisfying himself that shunt signal No. 3A or 3B as the case may be is taken 'OFF' shall send line clear to the driver of the train on Line No. 18.

6.6.5 **TO DESPATCH A TRAIN FROM LINE NO. 11 TO 17 OF DVD TO VSKP**

The SM on duty at E-Cabin after obtaining line clear for the train from North Cabin/VSKP, shall stop all non-isolated shunting by withdrawing shunting authority Memo.

He shall arrange to set route for the train to be despatched; clamp and padlock all facing points on the route and instruct Leverman at H-goomty to set crossover Point NO. 2 and arrange to take 'OFF' shunt signal No. 3.

The Leverman at H-goomty on receiving crossover key and slot for North Cabin/VSK shall set crossover point No. 2 clamp and padlock the facing point and take off common starter signal No. 3.

The SM on duty at E-Cabin after getting assurance from H-goomty Leverman that the crossover point No. 2 is clamped and padlocked, and observing that common starter signal No. 3 is taken 'OFF' shall send line clear to the driver of the train.

6.6.6 **TO DESPATCH A TRAIN FROM LINE NO. 1 TO 10 OF DVD TO VSKP**

In addition to the procedure for setting the route mentioned in the above paras, the SM on duty at E-Cabin shall instruct the Leverman at H-goomty to transmit key from lever No. 7 (in reverse) of H-goomty through RKT. This key in turn will release lever No. 16 of E-Cabin.

The SM on duty after arranging the route for despatch of train shall see that the facing points on the route are clamped and padlocked and ensure that the keys of the locked clamps are in his custody and common starter signal No. 3 is taken 'OFF' shall send line clear on OP/T-30 to driver of the train.

In all the above cases, as soon as the train clears H-goomty crossover point No. 2 SM on duty at E-Cabin shall send 'train entering block section' report to North cabin VSKP along with last vehicle number.

The Cabinman at H-goomty will put back the signal to 'ON' position and advise compliance to SM on duty at E-Cabin.

6.6.7 **DESPATCH OF A TRAIN TO R&D YARD OF PORT COMPLEX**

Whenever a train is ready to be despatched to R&D yard of Port Complex form departure yard of Waltair Marshalling yard complex, the SM on duty at E-Cabin after receiving line clear from SM on duty at South Cabin of R&D yard of Port complex will ensure that:

i) The line from which the train is to be despatched is clear and free form all obstructions for the despatch of the train.
ii) All shunting at his end of the yard on the line not isolated form the line from which the train is to be despatched is suspended and concerned shunting authority memo is withdrawn and kept under his personal custody.
iii) The route for the outgoing train is correctly set and facing points locked.

He will take 'OFF' the concerned departure signals in case of lines No. 1 to 3 and is case of line No 4 to 10. He shall take off the common starter No. 1 and issue starting order on form OP/T-30 to the driver of the train. As soon as the train clears the departure signal No. 18, he will send the train entering section report to south cabin of R&D yard.

6.6.8 **TRAINS FROM DVD LINE NO.11 CANNOT BE DESPATCHED ON UP LINE TO R&D YARD:**

b) **DESPATCH OF TRAIN FROM NON-SIGNALLED LINE:**
Despatch of trains from Non-signalled line is governed by the Rule GR 5.11 with relevant SR 5.11.01.

c) **ISSUE OF CAUTION ORDERS:**
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:

a) In addition to procedure detailed in paras 'Reception and Dispatch' of trains, Rules laid down in GR 4.17, 4.42, 3.36, 3.42 with relevant SRs shall be followed.

b) The sequence of lowering signals shall be followed as per SR 3.42.02(a)(iv), SR 3.42.03 and SR 3.42.04.

6.8 **WORKING IN CASE OF FIALURE:**

a. FAILURE OF TRACK CIRCUITS

In the event of failure of track circuits SR 3.51.04, 3.68.04 shall be observed.

b. DEFECTIVE POINTS

When points become defective, the signals controlling these points shall be considered defective and vice versa and action to be taken as mentioned in paras 20.1.2 to 20.2.3 above.

The SMs on duty at D-Cabin and E-Cabins are in charge of S&T installations at their respective cabins and they shall ensure efficient discharge of the duties devolving on the S&T maintenance staff, to this extent they shall satisfy themselves that both ESM and MSM who visit the station have done proper oiling, cleaning and adjustment 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. The SMs are also responsible for testing of points and signals as stipulated in G&SR 5.01.03.

c. DEFECTIVE AXLE COUNTERS

Not Applicable

d. FAILURE OF SIGNALS AND INTERLOCKING

In the event of failure of signalling and interlocking SS/Dy.SS/SM on duty shall observe GR 3.68 to 3.71 and trains shall be piloted on the authority of T/369 (3b) after clamping and pad locking of all the facing points involved in the movement of trains.

e. FAILURE OF BLOCK INSTRUMENTS:

In The event of failure of block instruments, SR 6.02.06 shall be observed.

f. DEFECTIVE SIGNALS

When signals become defective, the procedures laid down in GR 3.68 to 3.71, 3.80, 3.81 shall be followed.

A signal in the 'OFF' position is the final indication that the points are correctly set for the route for which it applies and if it is found impossible to take 'OFF' a signal the setting of same shall be inspected by SM/Cabin man before the signal is declared as defective irrespective of what is indicated by the position of route levers, point levers, and lock levers vide SR 3.68.01(c).

In case of disconnection of signalling and interlocking gears or repairs and maintenance procedure laid down in GR 3.51, 3.68 and relevant SRs shall be followed.

In the event of a signal showing no light, it shall be deemed to indicate the aspect of 'Normal' position of that signal. Movement of trains to pass such stop signals shall be governed by usual piloting rules. If the signal lights are not burning, the SM on duty at D-Cabin or E-Cabin as the case may be, shall before giving 'Line Clear' initiate action in accordance with the procedure prescribed in GR 3.68 to 3.72 and relevant SRs vide GR 3.49(4).

g. DEFECTIVE INTERLOCKING

When interlocking becomes defective, the SM on duty at D-Cabin and E-Cabins shall be responsible and ensure correct setting clamping and padlocking of all the required facing points for admission of a train at their ends.

h. 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).

6.9 **PROVISIONS FOR WORKING OF TROLLIES /MOTOR TROLLIES / MATERIAL LORRIES:**

a) Motor trolleys shall be worked as per GR 15.25 and SR thereto, BWM 4.28 and circulars and orders issued from time to time.
b) Material Trollies shall be worked as per GR 15.27 and SRs thereto.

7. BLOCKING OF LINE:

a) This cabin is meant for only through running of trains, so stabling cannot be entertained due to the berthing track.

b) **USE OF SLIDE COLLARS:**

Slide collars must be placed on the concerned Station Master's slide control vide SR 3.36.03(b), whenever a running line is blocked.

c) **DETACHING OF VEHICLES ON RUNNING LINE:**

Detaching of vehicles on running lines is normally prohibited. "However any vehicle is detached on running lines under unavoidable circumstances such rolling stock shall be placed opposite to the Station Master's Office as far as possible and shall be properly secured vide GR 5.23 and SR 5.23.01 and 5.19.01(d).

A clear remark in RED INK shall be made immediately in the 'Train Signal Register' indicating time and number of running line on which vehicles are staled. A record thereof should be made in the Station Diary also.

d) **LOADING AND UNLOADING OF VEHICLE ON RUNNING LINES:**
Loading / unloading of goods from the vehicles on running lines except smalls is normally prohibited unless permitted by DOM vide SR 5.19.01.

e) **SECURING OF VEHICLES:**
The rules laid down in GR 5.23, SRS 5.23.01,3.01.06 and OM 7.08 shall be followed.

NOTE: Special care must be taken to secure specific type wagons provided with roller bearing while standing in siding or on running line as they are liable to roll down easily vide SR 5.23.01(b) and OM 7.03.

Accidents shall be reported and action taken as laid down in GR 2.11, 6.01 to 6.05, 6.08 and 6.10 with relevant SRs, Accidents Manual other circulars and others issued from time to time.

8. SHUNTING:

8.1 GENERAL PRECAUTIONS :

The rules laid down in GR 3.46, 3.56, SR 3.56.01, 5.13, 5.14, 5.16 to 5.23, 8.05(2) (3), 8.06, 8.14 and 8.15(c) with relevant SRs and OM 7.01,7.07 and 7.08, shall be followed. All shunt movements shall be supervised by the Guard or point man when guard is not available vide SR 5.13.03.

For any non-signalled movement, the Dy S.S/S.M. on duty shall ensure clearance of crossover through the indication on the panel.

8.2 SHUNTING IN THE FACE OF AN APPROACHING TRAIN:

Shunting in the face of an approaching train is strictly prohibited vide SR 8.09.02.

8.3 PROHIBITION OF SHUNTING - SPECIAL FEATURES:

a) Hand/Fly shunting is prohibited at this station.
b) The over run line/Sand hump must not be used for stabling of vehicles or harbouring an engine.
c) Shunting in the face of an approaching train is strictly prohibited.
d) Shunting is not permitted in the Yard unless the engine is leading towards the falling gradient.
e) SR 5.13.04, SR 5.14.02 and SR 5.14.03 shall be followed. SR 5.20.01 shall apply to this station.

8.4 SHUNTING ON SINGLE LINE:

i) Shunting within the station section is governed by GR 8.10.
ii) Shunting between last stop signal and opposite first stop signal is governed by GR 8.12.
iii) Shunting beyond opposite first stop signal unless the line is blocked back, the line outside the first stop signal shall not be obstructed vide GR 8.13.
iv) During failure of Block instruments, block back messaged shall be exchanged between station masters at either end of such section which is intended to obstruct supported by private number. Both the SMs shall fix line block labels on block instruments and shall continue shunting.

8.5 SHUNTING ON DOUBLE LINE:

Not applicable

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

a) PROVISIONS

While performing shunting in the hot axle siding proper written shunting authority T/806 shall be given to the train staff.

While performing shunting in sidings, the relevant provisions of GR 5.14 and SRs thereto shall be followed.

b) NON-SIGNALLED MOVEMENTS:

All signalled movements in the yard either a train or an engine with or without vehicles shall be from one stop signal to the next stop signal and no half way movement are permitted and if such movements are unavoidable it should be considered as non-signalled move and precautionary measures should be taken, such as clamping and padlocking of points both facing and trailing on the route both interlocked and non-interlocked points including derailing switches whether directly or locally operated with or without locks according to SR 5.13.5 and 5.14.03. In addition to clamping and padlocking of points, it must be ensured that point controlling switches are in appropriate position and that the SM's panel lock up key is removed and is in personal custody of the SM on duty.

c) CUSTODY OF KEYS:

The keys of the pad locks of such points shall be in the personal custody of the operating official vested with the responsibility till such time movements are completed. The operating official vested with the responsibility of supervising the non-signalled movement of the engine/train/vehicle must return the key along with pad locks to the Station Master on duty, after completion of the said movement or alternatively when such a move is cancelled which fact should be properly documented.

d) PILOTING OF TRAINS INTO THE YARD:

i) Whenever home signal has become defective SM on duty shall advise the Station/Cabin in rear to issue "Written Authority" on Form OP/T-27(Rev) and the procedure laid down in SR 3.69.02 shall be followed.

ii) Whenever home signal has become defective and the cabin in rear has not been advised to issue written authority on Form OP/T-27(Rev), the following procedure shall be followed for piloting 'IN' of a train vide SR 3.69.03.

iii) The SM on duty at D-Cabin or E-Cabin as the case may be shall ensure that the nominated line is clear and free form all obstructions and the route is set. All facing points are locked, clamped and padlocked and shall then handover the written authority in form OP/T-27(Rev) to the token porter for piloting the train form the defective signals. While going to home

signal, the Token Porter will satisfy himself that the points on the route have been brought to a dead stop at the defective home signal, the T.P shall handover the pilot memo to the drive, board the engine and display proceed hand signal to pass the defective home signal in defective position. The Leverman shall man the outer most facing points ands shall exhibit hand signals to the approaching train as per SR 3.39.03(a). The provisions of SR 3.51.02, 3.68.01(c) and SRs 3.69.01, 3.69.03 and 3.69.05 shall be followed.

NOTE: The keys of padlocks of the clamps put on the points on the route for piloting 'IN' or piloting 'OUT' shall be in the personal custody of the SM on duty or any authorized operating official till such time the engine/train/vehicle has utilized the route or alternatively such a movement is cancelled.

e) PILOTING OF TRAINS OUT OF STATION YARD:

When the starter signal has become defective, the SM on duty at E-Cabin or F-Cabin as the case may be shall ensure the clearance of the line over which the train is to be despatched by correct setting, locking, clamping and padlocking of facing points, if any on the route and issue a pilot memo in the form OP.T-27A to the driver of the train through TP. 'Proceed hand signal' shall be exhibited at the foot of the starter by the token porter after handing over the pilot memo to the driver vide SR 3.70.01.

f) USE OF PRIVATE NUMBERS:

The private numbers shall be exchanged between SMs on duty at D-Cabin, E-Cabin and the neighbouring cabins while granting line clear by giving slot, and also while giving intact arrival of the train with last vehicle indicator/number.

g) PRIVATE NUMBER BOOKS:

Private number books shall be kept in the personal custody of the staff concerned. The supply, usage and disposal of the private number books shall be as per ESM 2.02.

h) IDENTIFICATION NUMBER SHEETS:

The rules laid down in SR 6.02.03 shall be followed.

OUTLYING SIDING: 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.

Not Applicable

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

Not Applicable

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

i) Every failure whether relevant to points, signals, track circuits or block instruments shall be promptly reported by SM on duty to the concerned S&T maintainer through a memo immediately and shall resume normal working only after rectifying the concerned gear at fault and obtained a memo from S&T maintainer concerned.

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, SR 6.02.04 shall be observed to work the trains.

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:

a) During total interruption of communications, while allowing the trains under authority to proceed without line clear, the relevant provisions under SR 6.02.04 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/B 602 shall be issued.

b) **ISSUE OF BLOCK TICKET (T/A 602):**
Rules and regulations for working train on an obstructed line in case of obstruction or an accident on the authority of block ticket (T/A-602) when communications are available shall be followed, in accordance with the provisions of SR 6.02.05.

9.4 RUNNING TIME AUTHORITY TO PROCEED WITHOUT LINE CLEAR:

10. VISIBILITY TEST OBJECT:
The light in up direction of last stop signal No. 3 is earmarked to serve as visibility Test object 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 OM. 20.01(11) is given in Appendix-E of the SWR.

12. FOG SIGNAL MEN AND STAFF NOMINATED 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 shall be followed.
Names of the Fog signalman nominated to be called in case of Fog are to be maintained at the station in the Fog signal register.

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'	Rules for Working of DK stations, 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 STATION WORKING RULES.

APPLICATION

THIS ISSUE OF WORKING RULES CANCELS ALL STATION WORKING RULES OF 'F' CABIN, MARSHALLING YARD ('F' 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
DEPARTURE YARD OF , WALTAIR MARSHALLING YARD COMPLEX

One 'B' class interlocked level crossing gate is situated at KM 874.425 between 'D' Cabin and GPT. Telephone communications are between GPT and LC Gate.

EAST COAST RAILWAY
WALTAIR DIVISION
APPENDIX 'B'
SYSTEM OF SIGNALLING AND INTERLOCKING AND TELECOMMUNICATIONS
DEPARTURE YARD OF , WALTAIR MARSHALLING YARD COMPLEX

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

1. BRIEF DESCRIPTION OF THE SIGNALLING AND INTERLOCKING INSTALATION:

1.1 This is a special class station with Standard – I interlocking and equipped with Multiple Aspect Colour Light Signalling (MACLS).

1.2 This is a terminal yard of all S.E.Rly trains bound to and from port complex and all train movements other than ore trains are controlled between this yard and the R&D of port complex. Therefore, this is an exchange yard for trains others than iron ore trains.

1.3 All the points, signals etc, in this yard are operated from D-Cabin and G-Cabin at Western end of the yard, E-Cabin and H-Goomty at eastern end of this yard.

1.4 IRS Catch handle type lever machine is installed at D-Cabin (120 levers). These levers shall operate points, point locks, slot and signals etc.

1.5 IRS Direct type lever machine is installed at G-Cabin (West Outer Cabin) (25 levers). These levers shall operate points, point locks, slot and signals etc.

1.6 IRS Direct type lever machine is installed at E-Cabin (28 levers). These levers shall operate points, point locks, slot and signals etc.

1.7 An Eight lever ground frame is installed at H-Goomty to operate the points and signals etc.

2. POINTS AND LOCKS AND INTERLOCKING BETWEEN BLOCK INSTRUEMNTS AND SIGNALS:

Facing points are fitted with plunger type locks with lock bars and electrically detected by relevant reception signals. The signals No. 63 of D-Cabin is interlocked with the block instrument of the section 'D' cabin/GPT.

3. POINTS AND SIGNAL INDICATIONS IN THE CABIN:

Luminous indicators for slots received from other cabin for taking 'OFF' reception/despatch signals as the case may be are provided. These indicators also show the status of points positions & signal aspects.

4. SLOT CONTROL:

Slot levers are provided for controlling the reception signals at the respective cabins. In case of emergency, by putting the slot levers without the necessity of the controlling cabin to put back his concerned signal lever, Signals can be put to danger. Altering of route is not permitted according to GR and SR 3.36.02(a)&(b) except to avert an accident. One slot-one train system is introduced at these cabins.

APPENDIX 'B'

5. TELECOMMUNICATIONS:

Magneto phones are provided between the cabin as indicated below:

(a) 'D' cabin AND 1. 'B' Cabin
2. 'E' Cabin
3. 'F' Cabin
4. 'G' Cabin
5. Water Column Goomty

(b) 'E' cabin AND 1. 'H' Goomty
2. North Cabin Port Complex
3. South Cabin of Port Complex
4. North Cabin VSKP
5. 'D' Cabin

6. TRACK CIRCUITS:

There are no track circuits within this yard on the running line over the berthing zones excepting short length track circuits as shown in the Diagram Board.

7. STATION MASTER'S SLIDE CONTROL:

The SM on duty at 'D' cabin exercises control over all reception and despatch of the trains and shunt movements in this departure yard. The levers of D-Cabin are operated by CLM on duty under the direct supervision of SM on duty at D-Cabin. ASM at E-Cabin and Leverman at G-Cabin shall work under the direct orders of ASM on duty at D-Cabin. The levers at E-Cabin are operated by CLM at H-goomty operates the levers under the direct orders of ASM on duty at E-Cabin.

8. DESCRIPTION OF LEVERS:

There are 120 levers in D-Cabin and their individual function is detailed below.
FUNTION OF LEVERS (IRS CATCH HANDLE TYPE)

Lever No.	Function
1	Common slot for Port line Nos. 1, 2 and 3.
2	Down starter for line No. 1.
3	Down starter for line No. 2.
4	Down starter for line No. 3.
5	Down starter for line No. 4.
6	Down starter for line No. 5.
7	Spare
8	Down starter for line No. 6.
9	Down starter for line No. 7.
10	Down starter for line No. 8.
11	Down routing signal for lines 1 to 8 towards F-Cabin.
12	Down routing signal for lines 1 to 8 towards GPT.
13	Down routing signal for lines 1, 2 & 3 towards F-Cabin
14	Down routing signal for lines 1, 2 & 3 towards GPT
15	Down starter for line No. 9
16	Down starter for line No. 10

	APPENDIX 'B'
17	Down routing signal for lines 9 & 10 towards F-Cabin
18	Down routing signal for lines 9 & 10 towards GPT
19	Control key of coal siding.
20	Lock bar on point No. 21.
21	Take off point of line No. 2.
22	Take off point of line No. 3
23	Lock bar on point No. 22.
24	Spare
25	Take off point of line No. 5.
26	Take off point of line No. 7.
27	Take off point of line No. 8.
28	Take off point of line No. 4 & 5.
29	Lock bar of crossover point No. 30 east end
30	Crossover points between port grid and S.E.Rly grid.
31	Shunt signal for the movement towards line No. 1 to 8 coal siding.
32	Lock bar on Point No. 34.
33	Shunt signal form Line No. 11 to 94/95/96D to O/G Bahar line.
34	Take off point of line No. 9.
35	Lock bar of crossover point No. 36 east end
36	Crossover points between line No. 10 and engine run round line.
37	Shunt signal from engine line No. 11 towards classification yard.
38	Take off point of S.E.Rly grid line No. 4 to 8.
39	Lock bar of crossover point No. 40 east end.
40	Double slip points.
41	Double slip points.
42	Lock bars on double slip point No. 41.
43	Up starter for line No. 14.
44	Lock bars on point No. 38.
45	Lock bars on point No. 40.
46	Down starter for line No. 13.
47	Down starter for line No. 12.
48	Routing signal for lines 12, 13 & 14 towards GPT.
49	Routing signal for lines 12, 13 & 14 towards F-Cabin.
50	Spare
51	Emergency control key of cross over between S.C.Rly despatch line and north engine line (Succession locking)
52	Take off point of line No. 13.
53	Take off point of line No. 14.
54	Spare.
55	Spare.
56	Up starter for line No. 17.
57	Up starter for line No. 16.
58	Up starter for line No. 15.
59	Routing signal from line No. 15, 16 and 17 towards GPT.
60	Routing signal from line No. 15, 16 and 17 towards F-Cabin.
61	Slot for 18th line to H-Cabin.

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DOM[T/S] /WAT:

	APPENDIX 'B'
62	Shunt signal on 18th line to B-Cabin.
63	UP Advanced starter on SCR despatch line.
64	Spare.
65	Spare.
66	Take off point of line no. 16.
67	Take off point of line no. 17.
68	Lock bar on cross over point no. 69 east end.
69	Double slip points.
70	Double slip points.
71	Lock bar of double slip point no. 70 east-end.
72	Reception signal form F-Cabin to line No. 1.
73	Shunt signal form 'B' route to line nos. 1 to 8 and coal siding.
74	Shunt signal form 'H' route to line nos. 9, 10.
75	Shunt signal form 'C' route to line nos. 1 to 8 and coal siding.
76	Shunt signal form 'C' route to line nos. 9, 10 & 11.
77	Shunt signal form 'C' route to line nos. 12 to 17.
78	Cross over points between SCR grid & 18th line.
79	Lock bar on crossover point No. 80 at east end.
80	Cross Over point between 18th line and north engine line.
81	Lock bar on point Nos. 83 and 91 (east end).
82	Lock bar on point No 84 (east end).
83	Double slip points.
84	Double slip points.
85	Cross Over points between the North engine line and S.C.Rly despatch line.
86	Lock bar on point No 85 (east end).
87	De-railing switch points on the North engine line.
88	Reception signal form North engine line to 18th line.
89	Reception signal form North engine line to line Nos. 15, 16 & 17.
90	Controls the Key of DSK Siding.
91	Cross Over points between B and C route.
92	Lock bar on cross over points No. 93 (east end)
93	Cross Over points between 'C' and 'B' routes.
94	Shunt signal on 'B' route towards sick lines.
95	Shunt signal on 'B' route towards south engine line.
96	Routing signal on route towards south engine line.
97	Shunt signal on 'A' route towards 'F' Cabin on port lines.
98	Shunt signal on 'A' route towards 'F' Cabin on S.E.Rly despatch line.
99	Lock bar on point No. 100 (east end)
100	Cross Over points between 'A' route and 'B' route.
101	Cross Over points between 'C' route and 'B' route.
102	Shunt Signal form CYD to Line Nos. 12 to 17.
103	Shunt Signal form CYD to Line Nos. 11(engine line).
104	Shunt Signal form CYD to Line Nos. 1 to 10.
105	Shunt Signal form CYD to DYD.
106	Shunt Signal form CYD to DYD.
107	Common slot for signal Nos. 18 & 18A of 'G' Cabin.

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D.S.T.E /WAT

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

	APPENDIX 'B'
108	Common slot for signal Nos. 20 & 22 of 'G' Cabin.
109	Slot for shunt signal Nos. 23 of 'G' Cabin.
110	Lock bar on Point No. 100.
111 to 113	Spare.

9. There are 25 levers in G-Cabin and their individual function is detailed below.
'G' Cabin 25 levers (IRS direct-type)

Lever No.	**Function**
1	Common slot for signal Nos. 96 & 98 of D-Cabin.
2	Common slot for shunt signal Nos. 94 & 95 of D-Cabin.
3	
4	Shunt signal from Diesel oil siding towards shunting neck or Diesel loco line.
5	Control lever for releasing point levers 13 & 14.
6	Control lever for releasing point levers 10, 13 & 14.
7	Signal for electric engine to DYD over S.E.Rly despatch line.
8	Lock bars on Point Nos. 9 and 10 east end.
9	Cross over points between S.E..Rly despatch line and Diesel Loco Line.
10	Cross over points between S.E.Rly despatch line and port line.
11	Lock bars on Point No. 10 west end.
12	Lock bar on Point No. 13.
13	Take off point of port line.
14	Derailing switch points on the engine line.
15	Lock bar on derailing switch point No. 14.
16	Lock bar on crossover No. 17 east end.
17	Cross over points between sick line and engine line.
18	Shunt signal form sick line to departure yard through 'B' route.
18A	Shunt signal form engine line to departure yard through 'B' route.
19	Slot for E-Cabin for engines to come and form electric engine line.
20	Signal on port line towards departure yard line Nos. 1 to 8 through 'A' route.
21	Shunt signal form Diesel engine siding to Diesel oil siding.
22	Shunt signal form Diesel engine siding to port lines in the departure yard.
23	Shunt signal form Diesel engine siding to departure yard.
24	Slot for the signal of 'F' Cabin on engine line.
25	Slot for the signal of 'F' Cabin on port line.

10. There are 28 levers in E-Cabin and their individual function is detailed below.
'E' Cabin - 28 levers (IRS direct-type)

Lever No.	**Function**
1	Common starter from line Nos. 4 to 10.
2	Shunt signal from port reception line to line No. 4 to 17.
3	Common Home signal for trains coming from port R&B yard to line Nos. 1, 2 & 3.
4	Cross over points between port up and down lines E-north end.
5	Lock bars on over point No. 4 North end H.B

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D.S.T.E /WAT DOM[T/S] /WAT:

	APPENDIX 'B'
6	Slot for North cabin and R&D yard.
7	Lock bars on crossover point No. 4 south end.
8	Cross over points between UP and down lines south end.
9	Lock bar on point Nos. 10 and 11 south end.
10	Take off point of Line No. 2
11	Take off point of Line No. 3
12	Lock bar on Point No. 8 North End and 13 North End.
13	Cross over points between double line and double slip 16.
14	Cross over points between line no. 11 and down line.
15	Lock bar on point No. 13 South End.
16	Double slip between line no. 11 and shunting neck.
17	Lock bar Point No. 14 south end.
18	Lock Bar on point no. 8
19	Starter from port dep. line No. 3.
19 A	Starter from port dep. line No. 2.
20	Starter from port dep. line No. 1.
21	Slot No for line no. 1,2 & 3.
22	Siding point for port through line
23	Slot from E cabin.
24	Routing starter for port line.
25	Routing starter for port line.
26	Routing starter for line no 9 & 10.
27	Slot signal to S.E.Rly departure line.
28	Slot to 'D' Cabin.

'H' Cabin - 8 levers:

Lever No.	**Function**
1	Shunt signal for trains coming form WAT into DYD or coaching maintenance complex.
2	Cross over points between line no. 18 and shunting neck with point indicators.
3	Common shunt signal for trains leaving from the yard towards WAT. Selected by crossover Point No. 2.
3A	Shunt from engine line to VSKP coaching. Yard.
3B	Shunt signal from coach maintenance line to VSKP coaching yard.
4	Control on Point No. 16 of E-Cabin.
5	Slot for 18th line signal of D-Cabin
6	Lock bars at East and point No. 7 & point No. 2.
7	Crossover between engine line and coaching maintenance complex.
8	Slot for signal No. 65 of WAT coaching yard.

11. **AUTOMATIC REPLACEEMNT OF SIGNALS:**

The last stop signal no. 63 of D-Cabin is controlled through track circuit no. 63-T for automatic replacement of signals 96, 97 & 98 of D-Cabin are controlled through 96/97/98DT for automatic replacement. Shunt signals 88 & 89 of D-Cabin are controlled through 88/89DR for automatic replacement and shunt signal no. 72 is controlled through 72DT. Shunt signals 7 & 20 of G-Cabin are controlled through 7/20T for automatic replacement. Signals 3, 24 and 29 of E-cabin are controlled

APPENDIX 'B'

through 2/3T, 24T & 27/28 for automatic replacement (at E-Cabin). Shunt signals 1, 3, 3A of H-goomty are controlled through 1/3/3AT for automatic replacement.

12. **USE OF LEVER COLLARS:**

Lever collars are to be placed on the respective levers as shown in the tabular forms when running lines are otherwise, blocked vide SR 5.04.01(a).

Line No.	Lever collars are to be placed on levers at D-Cabin		
	Home Signal/Shunt Signal	Point Levers	Slot Levers
1	31, 72, 73 & 75	--	01
2	31, 73 & 75	21 N	01
3	--do--	22 N	01
4	--do--	23 N	--
5	--do--	25 N	--
6	31, 73 & 75	--	--
7	--do--	26 N	--
8	--do--	27 N	--
9	74 & 76	34 N	--
10	--do--	34 N	--
11	76	--	--
12	77 & 103	--	--
13	--do--	52 N	--
14	--do--	53 N	--
15	77, 89 & 102	--	--
16	--do--	66 N	--
17	--do--	67 N	--
18	88	--	--

AT 'E' CABIN AND 'H'GOOMTY:

Line No.	Lever collars are to be placed on levers at D-Cabin				
	'E' Cabin			'H' Goomty	
	Home Signal / Shunt Signal	Point Levers	Slot Levers	Point Levers	Slot Levers
1	03	--	21	--	--
2	03	10 N	--	--	--
3	03	11 N	--	--	--
18	--	--	--	--	5 & 8

NOTE: On account of the frequent shunting operations, in the departure yard, the ASMs on duty/CLM on duty at the respective cabin/goomty shall be more vigilant and cautious while performing shunting operations.

The above charts shall be exhibited in the respective cabins.

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13. MAINTANANCE OF S&T INSTALLATION AND ADHERENCE TO MAINTENANCE SCHEDULES:

The regular maintenance of S&T installations and adherence to the schedules of maintenance as also to the mandatory schedules of testing of points, track circuits, signals, lever machines, 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 of these installations at DYD of WMY complex.

The tests, checks and replacements etc. including overhauling shall confirm to the schedule of maintenance as indicated in the signal engineering manual as also in the current and extent instruction / circulars on the subject.

14. PROCEDURE TO BE FOLLOWED IN CASE OF FAILURE OF A SIGNAL AND INTERLOCKING INSTALLATIONS:

14.1 Whenever there is a failure of points, track circuits, signals or any other interlocking gear at the stations, the failure report should be communicated by the Station Master on duty through a memo to the Sectional Maintainer and the SE/JE of the Section along with others as per G& SR 3.51.04 and 3.60.04 and document all such transactions.

14.2. 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/Cabin Leverman on duty irrespective of the position of the switches on he Panel in term of SR 3.68.04(c).

15. RECTIFICATIOIN 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).

16. PROCEDURE FOR CARRYING OUT PLANNED MAINTENANCE WORK:

Whenever any normal maintenance or special works for heavy renewals etc., are involved, these works should be planned by the Signal and Telecom field staff and the inspector of the section should give to the SM in writing, 'Advance intimation' about this planned work in terms of G&SR 15.08.01.

17. EMERGENCIES:

Notwithstanding anything contained in above said paras, when a gear is found to be defective and unsafe for passage of trains, the Signal and Telecom staff shall at once suspend the working of such gear and the associated installation and issue a "Suspension Memo" explaining the seriousness of the defect or damage to the

APPENDIX 'B'

interlocking installation to the Station Master and obtain SM's acknowledgement. After this, the usual practice of issuing disconnection memo and reconnection memo can follow and the Station Master must promptly act on such messages and take adequate precautions treating the S&T installations as defective and pass trains over the affected interlocking gears according to extant instructions as contain in GR 3.77 and SR thereto.

18. LIGHTING OF SIGNAL LAMPS AND THEIR MAINTENANCE:

All signals are colour light signals

19. 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 SR 4.01.01 and 4.01.02.

20. CUSTODY OF THE KEY OF CABIN BASEMENT/RELAY ROOM LOCK:

Station Master shall ensure that the cabin basement key/relay room key is given to 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 and OM 1.14.

21. NORMAL POWER SUPPLY AND STAND BY POWER SUPPLY:

The signalling installations at this station work AT supply normally. In case of AT supply failure or during power blocks, the signals will work with local supply by means of change over switches provided at D-Cabin and E-Cabin. Power supply for signals at D-Cabin and H-Goomty is taken form D-Cabin and E-Cabin respectively.

22. The Station Master, must, however, maintain the record of the power failure and he must promptly report the failure of anyone or both the power sources immediately to the section controller and to the concerned Electrical and S&T maintenance staff.

23. MEANS OF COMMUNICATIONS:

1). Telephone attached to the SGE double line lock and Block instruments connected to Gopalapatnam Cabin from 'D' Cabin.

2). Magneto telephones are provided between 'D' cabin and
   (a) 'B' cabin (Reception yard)
   (b) 'E' cabin
   (c) 'F' cabin
   (d) 'G' cabin
   (e) Water Column Goomty

3). 'D' Cabin is connected to Waltair-PSA Section Control Circuit & WAT-KRDL TPC.

4). 'D' Cabin is connected to Rajahmundry-Waltair Section Control Circuit of S.C.Rly.

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5). Magneto telephones are provided between 'E' cabin and
(a) 'H' Goomty
(b) North Cabin of Port Complex
(c) South Cabin of Port Complex

24. FAILURE OF COMMUNICATIONS:

24.1 **Between 'B' Cabin and Gopalapatnam.**

a. In the event of failure/suspension of SGE the SM on duty shall endorse Block Instrument suspended at _____ for _____(cause) in the train signal register with cabin and draw a prominent RED line below the entry. During the period of suspension/failure of block instrument, the SM on duty must take a suitable endorsement showing the time when the normal working is restored and thereafter will maintain the train signal register as usual.
b. In the event of failure/suspension of SGE Double line lock and block instruments the line clear must be obtained on block telephones attached to the block instruments and exchange the identification numbers and supported by private number in accordance with provisions of SR 6.02.01(a).
c. In the event of failure/suspension of SGE Double line lock and block instruments and the telephones attached to the block instrument the line clear must be obtained on train control phone exchanging the identification numbers and supported by private number vide SR 6.02.03(1)(c).
d. **Between D-Cabin and GPT:** In the event of total failure of all communications the trains shall be worked vide SR 6.02.04.
e. **Between D-Cabin and B-Cabin:** In the event of failure of Magneto telephone communication line clear must be obtained over the train control telephones by exchanging identification number supported by private number vide SR 6.02.03(1)(c).
f. In the event of failure of all communications the trains shall be worked vide SR 6.02.05.
g. **Between D-Cabin and F-Cabin:** In the event of failure of Magneto telephone communication line clear must be obtained on the section control telephones by exchanging identification number supported by private number vide SR 6.02.03(1)(c).
h. In the event of total failure of communications, manuscript messages in duplicate shall be exchanged through TPs/TPMs between these cabins for effecting movements of trains/engines. This procedure shall be followed till the fault is rectified. These manuscript messages shall also be exchanged while giving slot as also for obtaining intact arrival.
i. **Between D-Cabin and G-Cabin or E-Cabin:** In the event of failure of Magneto telephone communication, manuscript messages in duplicate shall be exchanged through TPs/TPMs between these cabins for effecting movements of trains/engines.
j. **Between E-Cabin and North Cabin of Waltair Section:** Normally line clear is obtained on Magneto telephone communication, support by a private number.

APPENDIX 'B'

k. In the event of total failure of communications the trains shall be worked vide SR 6.02.05.

l. **Between E-Cabin and South Cabin of Port Complex:** Normally line clear is obtained on Magneto telephone communication, support by a private number.

m. In the event of total failure of telephone communications between these two cabins manuscript messages in duplicate shall be sent in duplicate and line clear shall be obtained supported by a private number.

n. **Between E-Cabin and North Cabin of Port Complex:** In the event of failure of telephone communications between these two cabins, manuscript messages shall be sent in duplicate out of which one copy shall be retained by the receiving cabin for his record and return the other copy duly acknowledged as an assurance that all the necessary points in favour of the train and for the line nominated have been correctly set and locked according to provisions of interlocking and the line nominated is clear and free form all obstructions for his end, and the correct slot lever is operated, these instructions shall be supported by a private number. The specimen of the form is given in Operating Manual para 20.04(9.g). This procedure shall be followed until rectification of the failure.

o. **Between E-Cabin and H-Goomty:** In the event of failure of telephone communications between these two cabins, manuscript messages shall be issued in accordance with the procedure laid down in Para n.

p. In the event of failure of telephone communications between these two Goomties, manuscript messages in duplicate shall be issued in accordance with the provision laid down in para 2.7.1 above.

EAST COAST RAILWAY
WALTAIR DIVISION

APPENDIX 'C'

DEPARTURE YARD OF , WALTAIR MARSHALLING YARD COMPLEX

ANTI COLLISION DEVICE (RAKSHA KAVACH)

NOT APPLICABLE TO THIS STATION.

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DOM[T/S] /WAT:

EAST COAST RAILWAY
WALTAIR DIVISION

APPENDIX 'D'
DUTIES OF OPERATING STAFF IN EACH SHIFT.
DEPARTURE YARD OF , WALTAIR MARSHALLING YARD COMPLEX

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

1. STATION SUPERINTEDENT (D-Cabin).

He is s responsible for train passing during his period of on duty in accordance with the rules in force for the tie vide GR 5.01(4) and for the safe and timely running of all trains. He will carry out instructions given to him by the CYM and Area Controller provided they do not contravene any G&SR, OM, SWR and any other safe working principles. He is also responsible for working beyond his duty period when called upon to do so in the exigencies of cervices.

The Cabin SS/SM should after giving clear instructions to the Cabinman in regard to setting of the route, be responsible for ensuring that correct signals are taken 'OFF' and that the route set is not interfered with or fouled in any manner until the movements of the train for which the route was set is completed except in an emergency. He shall maintain diary and record all events of important nature and train detention particulars. The SS/SM should also ensure that for all movements, the Cabin Leverman in the cabin acts with the knowledge of each other.

2. DY.STATION SUPERINTEDENT (E-Cabin).

He is s responsible for train passing during his period of on duty in accordance with the rules in force for the tie vide GR 5.01(4) and for the safe and timely running of all trains. He will carryout instructions given to him by the CYM and Area Controller in consultation with SS/'D' Cabin provided they do not contravene any G&SR, OM, SWR and any other safe working principles. He is also responsible for working beyond his duty period when called upon to do so in the exigencies of cervices. The Cabin Dy. SS/SM should after giving clear instructions to the Cabinman in regard to setting of the route, be responsible for ensuring that correct signals are taken 'OFF' and that the route set is not interfered with or fouled in any manner until the movements of the train for which the route was set is completed except in an emergency. He shall maintain diary and record all events of important nature and train detention particulars. The SS/SM should also ensure that for all movements, the Cabin Leverman in the cabin acts with the knowledge of each other.

3. CABIN LEVERMAN.

He shall set and lock the facing end trailing points for the reception and despatch of trains and other operations as per the directions given by the SS/SM on duty. He shall operate the levers in proper sequence as required form time to time. He shall perform the duties in consultation with or under orders of SS/SM on duty. He is responsible for keeping the lever frame and the cabin clean and tidy. He shall report the defects and deficiencies if any, immediately to the SS/SM on duty.

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DOM[T/S] /WAT:

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The cabin Leverman should ensure that correct levers are pulled for setting the route for any movement. The SS and the Cabin Leverman must ensure that for all movements including shunting movements act with the knowledge of each other.

4. TPM "B" / TOKEN PORTER:

They will work under the instructions of Dy.SS/SM on duty. They will jointly pull the levers with the Cabinman, whenever required for any movement with complete co-ordination and understanding with the Cabinman. They are responsible for piloting of trains 'IN' and 'OUT' when it is necessary. They will deliver starting orders and caution orders to the drivers of the trains and caution orders to the guards of the trains. They will do any other work entrusted to them by the SM on duty for time to time. They should be vigilant and be prompt in applying skills under vehicles or part loads escaping form the yard.

5. ENGINE PILOT MEN:

They are responsible for the train engine movement form and to the Bahar Line and ensure that the points are correctly set and locked and the relevant shunt signals are correctly taken off before the engine movement is allowed. In case of emergency, they must also do any other work entrusted to them by the SM on duty.

6. LAMPMAN:

They will clean all the signal lamps including hand signal lamps and fill them with oil under the direct supervision of the SM on duty. They will be conversant with the rules laid down.

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'
DEPARTURE YARD OF , WALTAIR MARSHALLING YARD COMPLEX

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	D-Cabin	G-Cabin	E-Cabin	H-Cabin
1.	Fog Signals	10	--	10	--
2	Tri Colour Lamps	05	2	03	01
3	Hand Signal flags	05 Sets	1 Set	03 Sets	01 Set
4	Clamps with Padlocks	12	3	08	01
5	Safety chains with Padlocks	01	--	01	--
6	Fire and Sand Buckets	06	--	03	--
7	Sprags	02	--	02	--
8	Lever Collars	25	04	05	03
9	Power Block Collars	06	02	04	01

The above Essential equipment provided at the station which shall be maintained in good and proper working order vide OM 20.04(11).

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EAST COAST RAILWAY
WALTAIR DIVISION

APPENDIX 'F'
DEPARTURE YARD OF , WALTAIR MARSHALLING YARD COMPLEX

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

N I L

EAST COAST RAILWAY
WALTAIR DIVISION

APPENDIX 'G'
DEPARTURE YARD OF , WALTAIR MARSHALLING YARD COMPLEX

RULES FOR WORKING OF TRAINS IN ELECTRIFIED SECTIONS:

Not Applicable

EAST COAST RAILWAY
WALTAIR DIVISION

APPENDIX 'H'
DEPARTURE YARD OF , WALTAIR MARSHALLING YARD COMPLEX

RULES FOR WORKING OF PRIVATE SIDINGS:

Not Applicable

EAST COAST RAILWAY
WALTAIR DIVISION

STATION WORKING RULES OF 'F' CABIN, MARSHALLING YARD

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

NO:WTF/5/SWR/'F' Cabin
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 signalling and interlocking installations of this cabin confirms to interlocking plan No. SI-10848. The Station Working Rule diagram No. SI-10848 issued for this cabin shows the position of points, number of lines, sidings, signals ands stop boards together with additional information like gradients, speed restrictions, track circuits, etc. (including VTOs)

2. **DESCRIPTION OF STATION:**

2.1 **GENERAL (LOCATION):**

This block cabin ('F' CABIN) is situated at Km 875.13 (as reckoned from HWH) on the Orthodox double line section between Howrah and Waltair Marshalling Yard complex avoiding Gopalapatnam station. This is a 'B' class station with Std.-III interlocking within the complex of Waltair Marshalling yard, and this cabin controls all points, signals, slots and all other signalling functions within the yard and is equipped with MACLS directly controlled by the SM on duty at this cabin but operated by Cabin Leverman.

25 KV AC Traction is provided for all goods trains movements on the KK line between Blockhut and 'F' Cabin of WMY as also from 'F' Cabin of WMY of Ore Exchange yard (covering the entire ore exchange yard). In addition, this 25 KV Traction is also extended via the single line working between 'F' Cabin of WMY to 'D' Cabin.

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

a. Block stations on either side of 'F' Cabin Yard are Block Hut in respect of orthodox down line of E.Co.Rly despatch line as well as KK single line.
b. The other end trains from Ore Exchange yard are working on single line system between 'F' Cabin and 'J' Cabin similarly the movements from and to between 'F' Cabin, 'B' Cabin and 'D' Cabin are on single line system.

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

a. For Section 'F' Cabin and block hut between Up last stop Signal No. 3 of 'F' Cabin and Down last stop signal No. 30 of Block Hut.
b. For Section 'F' Cabin and block hut between Down last stop Signal No. 4 of 'F' Cabin and Block section limit Board at approaching end of the train of Block hut.
c. At other ends of the yard the movement of trains/Engine is under inter slotting system.
d. Station Limits:
The station limits towards Block Hut of this yard extends upto down Home Signal No. 20 on the KK line and upto the down last stop signal No. 4 on the E.Co.Rly despatch line.

Note: The Station section/station limits extends up to the first stop signals controlling the entry of the 'F' Cabin yard from Ore Exchange Yard, departure Yard and reception yard of Waltair Marshalling Yard complex in the respective directions.

2.4 **GRADIENTS:**

a. From centre of the cabin 1 in 350 raising gradient upto a distance of 133 meters then 1 in 450 raising gradient from 219 meters followed by 1 in 360 raising gradient from 256 meters then 1 in 487 raising towards Blockhut.
b. From centre of the cabin 1 in 350 falling gradient from 80 meters followed by 1 in 200 falling gradient towards OEC.
c. From center of the cabins level for 146 meters followed by 1 in 260 falling gradient towards departure yard.

2.5 **LAYOUT:**

2.5.1 RUNNING LINES, DIRECTION OF MOVEMENT AND HOLDING CAPACITY:

Running Lines:

a. Four running lines at the West end of the yard connected to block hut and reception yard.
b. four running lines at the East end of the yard connected to Departure Yard via 'G' and 'D' Cabins.
c. four running lines at the South East end of the yard connected to Ore Exchange Yard via 'I' Cabin.

Direction of Movement:

a. This cabin is a simple junction or transit cabin facilitation inter yard movements of trains and light engines between the reception yard, departure yard and ore exchange yard within the Waltair Marshalling Yard complex as also the incoming and out going trains from and to various destination points via Simhachalam North Station to Kirandul section (on the KK line) or to the main line section E.Co.Rly despatch line, hence, the direction of traffic 'differs on these tow lines'.

b. The KK line bound trains arriving at this cabin/station from SCMN on the KK line and proceeding towards 'J' cabin of Ore Exchanging yard are down trains.
c. The trains arriving at this cabin/Station from 'J' cabin and proceeding towards SCMN are UP trains.
d. Exchange Yard ('J' Cabin) and proceeding towards SCMN on the E.Co.Rly despatch line bound to VZM end and via down. The trains arriving at this cabin/station from despatch yard (D Cabin) or Ore trains.

2.5.2 NON-RUNNING LINES AND THEIR CAPCITY IN CSR:

Major Sick lines – (5 Lines)

2.5.3 ANY SPECIAL FEATURES IN THE LAYOUT:

Nil

2.6 LEVEL CROSSINGS:

NIL

3. SYSTEM AND MEANS OF WORKING:

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.

b) **BLOCK INSTRUMENTS:**

Token less Block instruments are provided for Block section 'F' cabin to Blockhut vide GR 14.01(a) and lowering of last stop signal constitutes authority to proceed into the block section for the driver with his train/engine in terms of GR 14.08(b)(iv).

SGE double line lock and block instrument is provided for Section 'F' cabin to Blockhut (unidirectional) vide GR 14.01(a). The taking 'OFF' of the last stop signal No. 4 is the authority for the driver of a down train to enter into the block section vide GR 14.08(a)

'F' Cabin" – To

(a) Reception Yard
(b) Despatch Yard
(c) Ore Exchange Yard

The trains are worked on single line working system under the absolute block system in accordance of provisions of Chapter-VIII, Rule Nos. GR 8.01(1) and (a) and (c), 8.03(2) and Chapter-XIV of GR by means of Electric communication instruments exchanging private numbers between SM's on duty at 'F' cabin of WMY and

(a) 'B' cabin of Reception yard of WMY
(b) 'D' cabin of departure yard of WMY and
(c) 'J' cabin of Ore Exchange yard of WMY

These train/engine movements are authorised by issue of starting orders in form OPT/30 by the SM on duty. There is a provision of intercabin slotting arrangement for these movements as indicated in the SWR diagram. The

train/engine movements between 'F' cabin and these yards are signalled either by interslotting or shunt signals ands the speed of the trains/engines shall not exceed 15 KMPH.

Note: (1) The private number shall be recorded in the train signal register as also in the starting orders.

(2) For movements over the routes between 'F' cabin and these three yards viz. Post sick line, South Engine line, E.Co.Rly despatch line, KK line, Electric Loco line etc., as the case may be must be clearly mentioned in the line clear enquiry and reply message. The details of the route should be clearly mentioned in the starting order.

(3) All the movements (including running trains and shunt movements) between any cabin to any cabin in WMY complex are treated as shunt movements and the last vehicle number must be noted and action taken in terms of G&SR 4.17.01 while despatching IN and OUT reports.

(4) The SM's on duty at the respective cabins are personally responsible to ensure the complete arrival of train/engines before allowing any other movement on the concerned line/section SM on duty is responsible for operation of block instruments and key of block instruments shall be under personal custody of the SM.

c) **MOVEMENT OF TRAINS:**

Movement of trains is regulated by the Area/Section Controlled on duty whose orders must be carried out provided, they do not contravene any G & SR, PWM, OM and SWR and any other safe working principles. In the event of suspension of control working, the SM on duty shall work independently in conjunction with the SM of the adjacent block stations and shall be responsible for reception and despatch of trains. He shall ensure that preference is given to important trains at the same time no undue detention occurs to others trains.

4. SYSTEM OF SIGNALLING AND INTERLOCKING:

4.1

a) The significance of various combinations of the two aspect lower quadrant signalling is according to GR No. 3.06(5)(b), 3.08(1) and (2) and 3.14(8)(a).

b) **STATION MASTER'S CONTROL:**

In this cabin ('F cabin) the SM is stationed and under his guidance the points, point locks, holding bars, signals slots and siding controls etc. are operated from lever machine by cabin Leverman. The lever machine at this cabin has forty two levers. The double line lock and block instrument and the single line Tokenless block instrument are operated personally by the SM on duty.

The SM on duty exercises control over the operation of all points, signals, slots etc. operated from this cabin and he personally transacts the line clear operation with Blockhut and other cabins viz. B, J and D cabins in the Waltair Marshalling Yard.

c) TRACK CIRCUITS AND AXLE COUNTERS:

Berthing track circuits has been provided on E.Co.Rly despatch line commencing from clear of points No. 25. Short length track circuit on the orthodox double line and on single line section for block control and signal replacement track viz., 4T: 40T: 33AT: 33BT.

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 Relay room is provided with two independent locks vide OM 1.14. The key of one lock is retained under the personal custody of SM on duty while the key of other lock is with the signal maintainer. Whenever required by the maintainer for attending failure or maintenance work, SM on duty shall hand over his key to the maintainer. On completion of the work, maintainer shall return back the key to the SM on duty after closing and locking of the Relay room. The transactions of the key shall be recorded in the Relay room key register maintained at the Station for this purpose promptly. While taking over the key from the SM on duty, signal maintainer shall endorse that he will not interfere the safe working. Otherwise SM on duty shall treat the gear as non interlocked.

4.3 **POWER SUPPLY:**

The normal power supply is from AT.

5. TELECOMMUNICATIONS:

1). Telephone attached to the SGE double line lock and Block instruments connected between 'F' cabin and Blockhut.
2). Telephone attached to the Tokenless block instruments connected between 'F' cabin and Blockhut.
3). Magneto phones are provided between 'F' cabin and
   (a) 'B' cabin (Reception yard)
   (b) 'D' cabin (Despatch yard)
   (c) 'J' cabin (Ore Exchange yard)
4). 'F' Cabin is connected to Waltair-PSA Train Control Circuit.
5). Auto telephone (MPM Exchange) is provided in this cabin.

5.1 FAILURE OF COMMUNICATIONS:

a) In the event of partial failure of communications SR 6.02.06 shall be followed.
b) In the event of total failure of all communications SR 6.02.04 shall be followed.

6. SYSTEM OF TRAIN WORKING:

6.1 DUTIES OF TRAIN WORKING STAFF:

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 2.14. In the

event of suspension of control working, 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 important trains without causing undue detention which occurs to other trains vide OM 2.14 & 2.24(a).

6.1.1 TRAIN WORKING STAFF IN EACH SHIFT:

The following is the duties of staff are described in Appendix "D".

Dy. Station Supdt.	3
Cabin Levermen	3
TPM	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:

Station Master on duty is personally responsible for ascertaining the clearance of line for despatch and reception of trains since it is a junction cabin and no berthing facility is available.

6.1.3 ASSURANCE OF STAFF IN ASSURANCE REGISTER:

Every train passing staff including newly posted staff at the station or reserve staff or staff who resumed duties after a period of 15 days or any such alterations in SWR involve shall sign in the assurance register as a token of having understood the contents as per SR 5.01.02.

SS/DYSS/SM incharge of the stations be personally responsible for the maintenance of this register.

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. Before granting line clear for a train the SM on duty shall personally ensure that the reception signals pertaining to a train are in the "ON" position and burning properly vide GR 3.49(4).
c. Line shall not be considered clear and line clear shall not be granted to an up train unless the whole of the last preceding up train has arrived complete, UP home signal No. 23/24 is put back to ON and the line is clear upto Down advanced starter No. 10.
d. Line shall not be considered clear and line clear shall not be granted to a down train unless the whole of the last preceding up train has arrived complete, Down home signal No. 1/2 is put back to ON and the line is clear upto UP advanced starter No. 17.

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

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 STARTER SIGNAL:

Not Applicable

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

SPECIAL RESTRICTIONS:

The speed of Trains/Engine making movements 'From and to 'F' Cabin, Reception Yard, Departure Yard and Ore Exchanging Yard shall be at a speed not exceeding 15 KMPH.

SPECIAL INSTRUCTIONS:

a. In all the line clear enquiry and reply messages including starting orders, the concerned SM on duty must clearly and specifically mention the line on which the movement is to take place, viz., Port Line, Engine Line, E.Co.Rly despatch line, KK line etc.

b. The SM on duty is personally responsible for ensuring the complete arrival of the train with its last vehicle before giving 'Train out of block section' report.

c. The SM on duty shall ensure that the conditions for granting line clear for a particular train/engine are fulfilled before giving 'Train out of block section' report to comply with G & SR No. 8.03(2)(b) and 14.10 and other relevant rules.

6.3 CONDITIONS FOR TAKING 'OFF' APPROACH SIGNALS:

(a) **Conditions**: Conditions for taking 'OFF' approach signals are governed by GR.3.38, 3.40(1)(b), 3.40(2)(b), 3.40(3)(b), 3.40(4). SR 3.40.01 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.

Note: 'F' cabin of WMY complex is a junction cabin, as much normally all trains must be signalled to pass through this cabin.

Reception of a train from Block Hut and despatch the same to 'J' Cabin on KK line on receipt of line clear enquiry from Block hut the SM on duty at 'F' cabin shall after consulting the area controller on duty grant line clear to Blockhut he shall obtain line clear from 'J' cabin to despatch the same to Ore Exchange yard. On getting line clear from 'J' cabin he shall ensure that:-

(a) The KK line is clear and free from obstructions as is required for admission and the safe passage of the train to the 'J' Cabin.
(b) All non-isolated movements are suspended.
(c) The route over which the train is intended to be received and despatched is set properly and the concerned points trap derails etc. are locked.
(d) The shunting authority if any issued for shunting on line not isolated from the nominated line is withdrawn and kept is his possession vide SR 5.13.02.

After getting slot indication from Ore Exchange Yard ('I' cabin) for signal No. 40 the SM on duty at F cabin will take 'OFF' the reception signal No. 40. As soon as the train arrive the SM on duty at 'F' cabin will satisfy himself that the train has arrived complete with last vehicle indicator and is passing safely towards Ore Exchange Yard, pass the home signal No. 40 shall send train entering section signal to "F' cabin to OEC. He will put back the reception signal levers to normal position. He shall report the complete arrival to the SM on duty block hut and give train out of block section report. The rules laid down in GR & SR under No. 8.03(2)(b) and 14.10 shall be followed.

RECEPTION OF A TRIAN FROM 'J' CABIN OR 'D' CABIN AND DESPATCH THE SAME OT BLOCKHUT ON KK LINE.

On receipt of the line clear enquiry from 'J' cabin or 'D' cabin the SM on duty at 'F' cabin will grant line clear to 'J' cabin or 'D' cabin in consultation with area control and Section Controller, but shall not release the slot unless:-

(a) He has obtained line clear from Blockhut for the said train.
(b) The KK line over which the train is intended to be received and despatched is clear and free from all obstructions.
(c) All the non-isolated movements, if any, are suspended.
(d) The route over which the train is intended to be received and despatched is set and the concerned point traps, derails etc, are locked.
(e) The shunting authority if any issued for shunting on line not isolated from the nominated line is withdrawn and kept in his possession vide SR 5.13.02.
(f) He shall take 'OFF' the reception and despatch signals for the concerned route and then grant slot for 'D' cabin or 'J' cabin as the case may be and intimate the concerned cabin.

As soon as the train with the last vehicle indicator completely has passed the 'F' cabin he shall put back the reception signals of concerned route and send train out of section report to 'J' cabin or 'D' cabin.

On observing that the train has passed the last stop signal No. 3 complete with its last vehicle indicator and is running in a safe and proper order the SM on duty shall normalise the last stop signal No. 3 and send train entering block section signal vide BWM 2.07(5)(b) GR Rule Nos 8.03(2)(b) and 14.10 shall be complied with before giving train out of section report.

RECEPTION OF A TRAIN FROM DEPARTURE YARD ORE EXCHANGE YARD AND DESPATCH THE BLOCKHUT ON EAST COAST RAILWAY DESPATCH LINE.

On receipt of line clear enquiry from 'D' Cabin or 'J' cabin the SM on duty at 'F' cabin shall grant line clear to the concerned cabin but shall not release the slot unless.

(a) He has obtained line clear from Blockhut for the said train.
(b) The East Coast Railway despatch line over which the train is intended to be received and despatched is clear and free from all obstructions.
(c) All the non-isolated movements, if any, are suspended.
(d) The route over which the train is intended to be received and despatched is set and the concerned point traps derails etc, are locked.
(e) The shunting authority if any issued for shunting on line not isolated from the nominated line is withdrawn and kept in his possession vide SR 5.13.02.
(f) He shall take 'OFF' the reception and despatch signals for the concerned route and then grant slot for 'D' cabin or 'J' cabin as the case may be and intimate the concerned cabin.

As soon as the train with the last vehicle indicator completely has passed the 'F' cabin he shall put back the concerned reception signals and slot levers and send 'Train out of section' report to 'J' cabin or 'D' cabin. Rules laid down in GR 8.03(2)(b) and 14.10 shall be complied with before giving 'Train out of section report'.

As soon as the train enters block section completely and is running in a safe and proper order the SM on duty shall normalise the last stop signal No. 4 and send train entering block section report to the SM block hut vide BWM 2.07(5)(a)&(b).

INTER CABIN MOVEMENTS VIZ: 'F' CABIN AND 'G' & 'I' CABINS:

(a) Trains between 'F' cabin and other cabins of WMY complex viz. 'D' cabin, 'B' cabin & 'J' cabin are worked on single line working system. The control of signals is exercised by interslotting between the cabins.

(b) PROCEDURE FOR GRANTING LINE CLEAR & RECEPTION/DESPATCH OF TRAINS:

The SM on duty at 'F' cabin on receipt of line clear enquire from 'B', 'D' or 'J' cabin as the case may be shall grant line clear after consulting with the area controller on duty and SM on duty at the other end cabin to where it is intended to be despatched. Subsequently he shall obtain line clear for the said train/engine from the SM on duty of the concerned

cabin where it is intended to be despatched. On getting the line clear and the slot indication wherever provided, the SM on duty at 'F' cabin shall take 'OFF' the departure and reception signals for the said train/engine and release the concerned slot to the cabin where from the train engine is intended to be received intimating him to take 'OFF' the concerned departure signals. Before releasing slot the SM on duty 'F' cabin shall ensure that.

(i) The line on which the train/engine is intended to be received and despatched is clear and free from all obstructions for safe passage of the said trains/engine.
(ii) All non-isolated movements are suspended.
(iii) The route over which the train is intended to be received and despatched is set properly and the concerned points trap derails etc. are locked.
(iv) The shunting authority if any issued for shunting on line not isolated from the nominated line is withdrawn and kept is his possession vide SR 5.13.02.

Note:

(i) Private numbers are to be exchanged in all cases while granting line clear and while giving slot between the concerned SMs on duty at the respective cabins.
(ii) In all the line clear enquiry and reply message, it must be clearly and specifically mentioned to which line it belongs i.e.

(a) Engine cum Sick Line.
(b) Port Line
(c) S.E.Rly Despatch line
(d) KK line.

(iii) The concerned SMs on duty at the respective cabins are personally responsible for verifying the complete arrival of the train with last vehicle indicator and information should be confirmed supported by a private number.

6.3.1 <u>MOVEMENT OF ENGINE FROM AND TO ELECTRIC LOCO SHED:</u>

(a) Whenever any electric locos or any other movement is to be made over Electric loco line, SM 'J' cabin shall obtain line clear from 'F' cabin and allow the movement on receipt of slot from 'F' cabin. On receipt of train entering signal from 'J' cabin, SM on duty at 'F' cabin shall take off the shunt signal No. 7 or 31 as the case may be and allow the movements to electric Loco Shed.

(b) Whenever any electric locos or any other movement from Electric loco shed is to be made the Drivers of the Electric Engines shall sign 'ON' in the register kept at 'F' cabin as soon as the engine arrives at shunt signal No. 10. The SM on duty at 'F' cabin shall obtain line clear from 'D' cabin or 'J' cabin as the case may be and on receipt of the slot shall take off the shunt signal No. 10 after setting the route according to the direction of despatch.

c) **ANY SPECIAL CONDITIONS TO BE OBSERVED WHILE RECEIVING A TRAIN**:

'F' cabin is crossing cabin where generally all movements are signalled to run through the 'F' cabin yard. Hence the question of stopping a train/engine in the yard does not arise. However, in exceptional cases when the train/engine is required to be stopped at this cabin the SM on duty at 'F' cabin has to ensure that the adequate distance of 180 meters is clear beyond the starter or last point before taking off reception signals as per GR 3.40.

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:

According to the existing interlocking at this Station, the simultaneous movements of trains are permitted as stipulated below.

1	Passing a down train on KK line from Blockhut towards ore exchange yard or an up train from OEC to Blockhut.	AND	Passing a down train either from departure Yard or ore exchange yard to block hut on S.E.Rly despatch line..
2	Passing of a down train from 'D' cabin to Block hut on S.E.Rly Despatch line.	AND	Passing of Up train from 'B' cabin to 'D' cabin or south engine line.
3	Passing of A train from 'B' cabin on to port line and another train on to south engine line.	AND	Despatch both the trains on the respective line to 'D' cabin.

6.5 COMPLETE ARRIVAL OF TRAINS:

The concerned SM's on duty at the respective cabins are personally responsible for verifying the complete and intact arrival of the train with last vehicle vide GR 4.17 and SR 4.17.01(a) and (d).

6.6 DISPATCH OF TRAINS:

a) Dispatch of trains is governed by the provisions of GR. 3.42 and SRs 3.36.04(b), 3.42.03, 3.42.04, 3.42.01(b)(i)(ii)&(iii) and BWM 2.07(5)(a)(ii), 2.07(5)(b) and other relevant provisions of G & SR, BWM and SWR. Station Master on duty is responsible to ensure clearance of the out going line and for correct setting of the route before taking 'OFF' departure signals.

b) **DESPATCH OF TRAIN FROM NON-SIGNALLED LINE:**

Despatch of trains from Non-signalled line is governed by the Rule GR 5.11 with relevant SR 5.11.01.

c) **ISSUE OF CAUTION ORDERS:**
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:

a) In addition to procedure detailed in paras 'Reception and Dispatch' of trains, Rules laid down in GR 4.17, 4.42, 3.36, 3.42 with relevant SRs shall be followed.

b) The sequence of lowering signals shall be followed as per SR 3.42.02(a)(iv), SR 3.42.03 and SR 3.42.04.

6.8 **WORKING IN CASE OF FAILURE:**

a. FAILURE OF TRACK CIRCUITS
In the event of failure of track circuits SR 3.51.04, 3.68.04 shall be observed.

b. DEFECTIVE POINTS
In the event of failure of points GR 3.77 shall be observed.

c. DEFECTIVE AXLE COUNTERS
Not Applicable

d. FAILURE OF SIGNALS AND INTERLOCKING
In the event of failure of signalling and interlocking SS/Dy.SS/SM on duty shall observe GR 3.68 to 3.71 and trains shall be piloted on the authority of T/369 (3b) after clamping and pad locking of all the facing points involved in the movement of trains.

e. FAILURE OF BLOCK INSTRUMENTS:
In The event of failure of block instruments, SR 6.02.06 shall be observed.

6.9 **PROVISIONS FOR WORKING OF TROLLIES /MOTOR TROLLIES / MATERIAL LORRIES:**

a) Motor trolleys shall be worked as per GR 15.25 and SR thereto, BWM 4.28 and circulars and orders issued from time to time.
b) Material Trollies shall be worked as per GR 15.27 and SRs thereto.

7. BLOCKING OF LINE:

a) This cabin is meant for only through running of trains, so stabling cannot be entertained due to the berthing track.

b) **USE OF SLIDE COLLARS:**
Slide collars must be placed on the concerned Station Master's slide control vide SR 3.36.03(b), whenever a running line is blocked.

c) **DETACHING OF VEHICLES ON RUNNING LINE:**
Detaching of vehicles on running lines is normally prohibited. "However any vehicle is detached on running lines under unavoidable circumstances such rolling stock shall be placed opposite to the Station Master's Office as far as possible and shall be properly secured vide GR 5.23 and SR 5.23.01 and 5.19.01(d).

d) **LOADING AND UNLOADING OF VEHICLE ON RUNNING LINES:**
Loading / unloading of goods from the vehicles on running lines except smalls is normally prohibited unless permitted by DOM vide SR 5.19.01.

e) **SECURING OF VEHICLES:**
The rules laid down in GR 5.23, SRS 5.23.01,3.01.06 and OM 7.08 shall be followed.

NOTE: Special care must be taken to secure specific type wagons provided with roller bearing while standing in siding or on running line as they are liable to roll down easily vide SR 5.23.01(b) and OM 7.03.

8. SHUNTING:
No shunting is permitted at this cabin/station.

OUTLYING SIDING: 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.

Not Applicable

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

Not Applicable

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

i) Every failure whether relevant to points, signals, track circuits or block instruments shall be promptly reported by SM on duty to the concerned S&T maintainer through a memo immediately and shall resume normal working only after rectifying the concerned gear at fault and obtained a memo from S&T maintainer concerned.

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, SR 6.02.04 shall be observed to work the trains.

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:

a) During total interruption of communications, while allowing the trains under authority to proceed without line clear, the relevant provisions under SR 6.02.04 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/B 602 shall be issued.

b) **ISSUE OF BLOCK TICKET (T/A 602):**

Rules and regulations for working train on an obstructed line in case of obstruction or an accident on the authority of block ticket (T/A-602) when communications are available shall be followed, in accordance with the provisions of SR 6.02.05.

9.4 RUNNING TIME AUTHORITY TO PROCEED WITHOUT LINE CLEAR:

10. VISIBILITY TEST OBJECT:

The light in up direction of last stop signal No. 3 is earmarked to serve as visibility Test object 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 OM. 20.01(11) is given in Appendix-E of the SWR.

12. FOG SIGNAL MEN AND STAFF NOMINATED 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 shall be followed.

Names of the Fog signalman nominated to be called in case of Fog are to be maintained at the station in the Fog signal register.

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'	Rules for Working of DK stations, 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 STATION WORKING RULES.

APPLICATION

THIS ISSUE OF WORKING RULES CANCELS ALL STATION WORKING RULES OF 'F' CABIN, MARSHALLING YARD ('F' 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
'F' CABIN, MARSHALLING YARD

NIL

EAST COAST RAILWAY
WALTAIR DIVISION
APPENDIX 'B'
SYSTEM OF SIGNALLING AND INTERLOCKING AND TELECOMMUNICATIONS
'F' CABIN, MARSHALLING YARD

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

1. BRIEF DESCRIPTION OF THE SIGNALLING AND INTERLOCKING INSTALATION:

This is a 'B' class station (which is generally known as Junction Cabin) with Std. – III interlocking with isolation and there is only one cabin for operating points, signals etc. The yard is equipped with manually operated Multiple Aspect Colour Light Signalling (MACLS).

"1935 Type" lever frame is installed at 'F' cabin with 42 levers. These levers shall be operated points, point locks, slots, signals etc.

2. POINTS AND LOCKS AND INTERLOCKING BETWEEN BLOCK INSTRUEMNTS AND SIGNALS:

Facing points are fitted with plunger type locks with lock bars and electrically/mechanically detected by relevant reception signals at 'F' cabin. The home signals and the last stop signals governing block section must be in the normal position while handling the Tokenless block instrument of the section 'F' cabin to Block Hut (KK single line).

3. POINTS AND SIGNAL INDICATIONS IN THE CABIN:

Miniature indicators are provided in the cabin indicating the release of slot for the signals from the other cabins for taking 'OFF' reception/despatch signals as the case may be.

4. SLOT CONTROL:

Slot levers are provided for controlling the reception/despatch signals from 'B' cabin, 'D' cabin and 'I' cabin(under the control of 'J' cabin) and vice versa signals operated from cabin can be put back to normal by the cabin granting slot for the said signal in case of emergency but the route should not be altered unless the procedure laid down in SR 3.36.02(a)&(b) is complied with except to avert an accident.

5. TELECOMMUNICATIONS:

1). Telephone attached to the SGE double line lock and Block instruments connected between 'F' cabin and Blockhut.

2). Telephone attached to the Tokenless block instruments connected between 'F' cabin and Blockhut.

APPENDIX 'B'

3). Magneto phones are provided between 'F' cabin and
   (a) 'B' cabin (Reception yard)
   (b) 'D' cabin (Despatch yard)
   (c) 'J' cabin (Ore Exchange yard)
4). 'F' Cabin is connected to Waltair-PSA Train Control Circuit.
5). Auto telephone (MPM Exchange) is provided in this cabin.

6. TRACK CIRCUITS:

i) There are no track circuits within this yard on the running line over the berthing zones excepting short length track circuits on the orthodox double line. Single line section, to control Tokenless block instrument and signal replacement track circuits are provided for Home signals and last stop signals.

7. STATION MASTER'S SLIDE CONTROL:

The SM on duty exercises control over reception, despatch and shunt movements in the yard. The levers are operated by CLM on duty under the direct supervision of SM on duty.

8. OUTLAYING SIDING:

NIL

9. DESCRIPTION OF LEVERS IN 'F' CABIN:

There are 42 levers + One X(cross) lever to 'F' cabin and their individual function is detailed below.

Lever No.	Function
X	Common slot for shunt signals No. 2 and 7 of 'I' Cabin..
1	Slot for routing signal No. 9 of 'I' Cabin.
2	Reception signal from OEC for despatch to Block Hut on S.E.Rly Despatch line.
3	Up last stop signal No. 3 – cum-Up Distant (KK line) of Block Hut on KK line.
4	Down last stop signal No. 4– cum-down Distant S.E.Rly despatch to Block hut on S.E.Rly. Despatch line.
5	Slot for routing signal No. 8 of 'I' Cabin.
6	Reception-cum-despatch signal from OEC to Block Hut on KK Line.
7	Shunt signal from KK line to Electric loco shed.
7A	Shunt signal from KK line to Major Sick Line and south engine line towards 'B' Cabin.
8	Common slot for routing signals 96 & 98 of 'D' Cabin on E.Co.Rly Despatch line to Block Hut.
9	Home signal from 'D' cabin to SCMN on KK Line.
10	Shunt signal from Electric Loco shed.
11	Slot for routing signal NO. 97 of 'D' cabin on port line to 'B' cabin.
12	Reception signal from 'D' cabin on port line
13	Slot for shunt signal No. 95 of 'D' cabin from 'B' cabin to Engine-cum-sick line.

	APPENDIX 'B'
14	Reception signal from 'D' cabin to 'B' cabin on south engine line.
15	Home signal from 'D' cabin to Block Hut on E.Co.Rly Despatch line.
16	Shunt signal from trains from 'J' Cabin to 'B' cabin on South Engine line.
17	Shunt signal from OEC to sick line.
18	Shunt signal from 'D' cabin to sick line.
19	Lock bar on cross-over point No. 20 east end.
20	Cross over points between KK line and S.E.Rly Despatch line and fouling bar on KK line.
21	Lock bar on cross-over point No. 20 east end.
22	Single slip point connecting S.E.Rly despatch line of OEC and port line with fouling bar on S.E.Rly despatch line.
23	Lock bar on points No. 24 & 27 east end.
24	Cross over point between S.E.Rly despatch line of OEC and port line with fouling bar on S.E.Rly despatch line.
25	Cross over point from S.E.Rly despatch line to KK line.
26	Lock bar on cross-over point No. 30 East end and 25 East end.
27	Cross over between port line and south engine line.
28	Lock bar on Point No. 24 West end.
29	Lock bar on Point No. 27 West end.
30	Cross over point between sick line and south engine line.
31	Shunt signal from 'I' cabin to Electric loco shed on engine line.
32	Shunt signal from Major sick line to 'I' cabin.
32A	Shunt signal from Major sick line to 'G' cabin.
33	Lock bar on cross-over point No. 25 North end.
34	Reception signal from 'B' cabin to 'G' cabin on South Engine line.
35	Reception signal from 'B' cabin to OEC.
36	Slot from shunt signal No. 29 of 'B' cabin on south engine line.
37	Lock bar on cross point No. 42 south end.
38	Reception signal from 'B' cabin to 'G' cabin on port line.
39	Slot for shunt signal No. 30 of 'B' cabin on port line.
40	Home signal from Block Hut to OEC on KK line.
41	UP outer Signal on KK line.
42	Cross over point connecting KK line to electric loco shed.

10. The use of lever collars under normal circumstances does not arise as all movements at this station are "Run Through" only. However when a running line is blocked due to any reasons, the SM on duty at 'F' cabin shall place the lever collars on the concerned levers controlling the movement over the blocked line including that of concerned slot levers for which 12 numbers of lever collars have been provided at this station.

11. MAINTANANCE OF S&T INSTALLATION AND ADHERENCE TO MAINTENANCE SCHEDULES:

The regular maintenance of S&T installations and adherence to the schedules of maintenance of track circuits is also the mandatory schedules of testing of points, track circuits, signal lever machines, level crossing gates, the associated

APPENDIX 'B'

interlocking apparatus i.e., cables and finally the interlocking functional tests is a must for the safe and satisfactory working of those installations at the yard.

The tests, checks and replacements etc. including overhauling shall confirm to the schedule of maintenance as indicated in the signal engineering manual as also in the current and extent instruction / circulars on the subject.

12. PROCEDURE TO BE FOLLOWED IN CASE OF FAILURE OF A SIGNAL AND INTERLOCKING INSTALLATIONS:

12.1 Whenever there is a failure of points, track circuits, signals or any other interlocking gear at the stations, the failure report should be communicated by the Station Master on duty through a memo to the Sectional Maintainer and the SE/JE of the Section along with others as per G& SR 3.51.04 and 3.60.04 and document all such transactions.

12.2. 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).

13. LIGHTING OF SIGNAL LAMPS AND THEIR MAINTENANCE:
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.

14. 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 SR 4.01.01 and 4.01.02.

15. CUSTODY OF THE KEY OF CABIN BASEMENT/RELAY ROOM LOCK:
At stations where S&T maintenance staff are posted round the clock in the Relay Rooms attached to the cabin/stations, the relay room/cabin basement may be provided with a lock whose key shall be with the maintainer.

At stations where the cabin basement/relay room is not manned by maintenance staff round the clock, the cabin basement/relay room should be kept locked with a double lock which can be opened only after both the keys are inserted and turned. One key of the lock shall be kept with the SM on duty in his custody and other with the maintainer. Station Master shall ensure that the Relay Room key is given to 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 and OM 1.14.

APPENDIX 'B'

16. NORMAL POWER SUPPLY AND STAND BY POWER SUPPLY:

The Electric Mechanical signalling installations at this cabin work with banks of secondary cells installed at several places.

16.1 The secondary cells are charged from the lock power supply source at 230 V single phase. The batteries once charged will normally last for about 3 days. There is no stand by power supply at this yard.

16.2 The Station Master at this cabin must, however, maintain the record of the power failure of the local supply and he must promptly report the failure to the Section controller and the concerned Electrical and S&T maintenance staff.

17. WORKING OF POINTS:

17.1 POSITION OF POINTS:

The normal position of all points is shown in the Station Working Rules diagram No. SI-10848 and also in the Station picture diagram.

17.2 The Station Master at this cabin must, however, maintain the record of the power failure of the local supply and he must promptly report the failure to the Section controller and the concerned Electrical and S&T maintenance staff.

17.3 All siding entrance points (on the running lines) and the corresponding derailing switches on the sidings are provided with succession key locking arrangement and locally operated by point levers provided at site. The entrance points are provided with hand plunger locks with key locking arrangements as indicated in the drawing.

18. DESCRIPTION OF SIDINGS:

18.1 Major sick lines are connected with the South Engine line and isolated at 'F' cabin by means of a cross over Point No. 30. The cross over points are normally set against access to the sick lines. The entrance points inside the siding are clamped and padlocked by the JE (II)/C&W in the hump yard. Whenever the sick lines are to be worked the sick line pilot will stop short of the top-most sick line point and then shall in consultation with the JE (II)/C&W work the sidings. The SM on duty at 'F' cabin about the movement of the sick line pilot from his end.

19. OUTLYING SIDINGS: NIL

20. RECTIFICATIOIN 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).

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APPENDIX 'B'

21. SHUNTING OPERATIONS – NON SIGNALLED MOVEMENTS:

All signalling movements either of a train or of an engine or a vehicle in the yard shall be from one stop signal to the next stop signal and no half-way movements are permitted and if such movements are unavoidable it should be considered as non-signalled move and precautionary measures should be taken such as clamping and padlocking/locking of the points on the route both interlocked and non-interlocked points (including derailing switches whether directly of locally operated with or without locks) according to G&SR 5.13.05 and 5.14.03.

22. The keys of the padlocks of such points shall be in the personal custody of the operating official vested with this responsibility till such movements are completed by the utilisation of the route by the said engine/train vehicle. The operating official vested with the responsibility of supervising the non-signalled movements of the engine/train/vehicle may return the keys along with the pad locks to the SM on duty after the completion or the said movements or alternatively such move is cancelled with fact should be properly documented.

23. **INTERLOCKING WITH HOME SIGNALS:**

23.1 The down home signal No. 40 is electrically interlocked with the Tokenless block instrument so that before the handle of the Tokenless block instrument can be turned from 'Train coming from' position to Line Closed position, the Down Home Signal must be in its Normal position.

24. **INTERLOCKING WITH LAST STOP SIGNALS:**

24.1 The Up last stop signal No. 3 is electrically interlocked with the Tokenless block instrument so that before this signal can be taken off until the handle of the Tokenless block instrument is in 'TRAIN GOING TO' position.

24.2 The Down last stop signal No. 4 is electrically interlocked with the lock and block instrument so that before this signal can be taken off until line clear has been obtained from Block Hut and the instrument is in LINE CLEAR position.

25. **SUSPENSION OF LAST STOP SIGNAL:**

When the last stop signal fails the Tokenless block instrument shall be suspended and trains shall be worked on paper line clear system in terms of BWM Chapter-III and in accordance with SR 6.02.03 and OPT-27/A(Rev) to be issued to pass last stop signal at ON position.

25.1 **FAILURE OF BLOCK INSTRUEMNT:**

When the Tokenless block instrument is suspended due to failure as indicated in BWM 4.43 trains shall be worked on paper line clear system and OPT-27(Rev) issued as indicated above and last stop signal No. 3 shall not be taken 'OFF'.

25.2 When the Lock. & Block instrument is suspended for whatever reason irrespective of the indication on the block instrument the Last Stop Signal No. 4 must be treated as suspended and the train shall be piloted out.

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APPENDIX 'B'

26. BURNING OF SIGNAL LIGHTS:

26.1 The Station Master on duty shall not grant line clear, unless he has ensured that the lamps of fixed signals which apply to the train are burning. If the signal lights cannot be kept burning, the SM on duty shall before giving 'LINE CLEAR' initiate action in accordance with the procedure prescribed in GR 3.68 to 3.72 and relevant SRs vide GR 3.49(4)

SPECIAL NOTE:
When the Lock and Block instrument is under suspension the Driver shall be handed over the written authority in form OPT-27A. After incorporating therein the private Number as also the identification Number issued from the Block Station in advance in support of having obtained Line Clear which shall not only constitute an authority to pass the last stop signal when ON or Defective but also an authority to proceed vide BWM.

27. TELECOMMUNICATIONS:

27.1 Telephone attached to the SGE double line lock and Block instruments connected between 'F' cabin and Blockhut.

27.2. Telephone attached to the Tokenless block instruments connected between 'F' cabin and Blockhut.

27.3. Magneto phones are provided between 'F' cabin and
- (a) 'B' cabin (Reception yard)
- (b) 'D' cabin (Despatch yard)
- (c) 'J' cabin (Ore Exchange yard)

27.4. 'F' Cabin is connected to Waltair-PSA Train Control Circuit.

27.5. Auto telephone (MPM Exchange) is provided in this cabin.

28. FAILURE OF COMMUNICATIONS:

28.1 Between 'F' Cabin and Block Hut (E.Co.Rly. Despatch line).

a. In the event of failure/suspension of SGE Double line lock and block instruments, the SM's on duty shall endorse Block Instrument suspended at _____ for _____(cause) in the train signal register at 'F' cabin and draw a prominent red line below the entry. When the block instrument is resumed the SM on duty will make a suitable endorsement shown the time when the normal working is restored and thereafter will maintain the train signal register as usual.

b. In the event of failure/suspension of SGE Double line lock and block instruments the line clear must be obtained on the telephone attached to the lock and block instruments exchanging the identification numbers and supported by private number in accordance with provisions of SR 6.02.01(a).

c. In the event of failure/suspension of SGE line lock and block instruments the line clear must be obtained on the block telephone attached to the single line Tokenless block instruments between 'F' Cabin and Block Hut exchanging the identification numbers and supported by private number vide SR 6.02.03(1)(a).

APPENDIX 'B'

d. In the event of failure/suspension of SGE double line lock and block instruments, telephones attached to the SGE block instruments and the telephones attached to the single line Tokenless block instruments, the line clear shall be obtained on the Train Control Telephone exchanging the identification numbers, supported by private number as per SR 6.02.03(1)(c).

In the event of total failure of all communications the trains shall be worked vide SR 6.02.04.

29. FAILURE OF COMMUNICATION ON KK LINE (SINGLE LINE BETWEEN 'F' CABIN AND BLOCK HUT:

29.1

a. In the event of failure/suspension of Tokenless block instruments line clear shall be obtained over telephone attached to the Tokenless block instrument by exchanging the identification numbers and supported by private number as per GR 14.13 and SR 6.02.03(1)(a) and Chapter-III of Block Working Manual.
b. In the event of suspension of SGE tokenless block instruments and the block telephone attached to the block instrument line clear shall be obtained on the block telephone attached to the SGE Double line lock and block instrument between 'F' Cabin and Block Hut supported by private number vide SR 6.02.03(1)(a)
c. In the event of failure/suspension of tokenless block instruments and the block telephone attached to the single line Tokenless block instruments and SGE Double line lock and block instrument, line clear shall be obtained in the train control telephone exchanging identification numbers supported by private number as per SR 6.02.03(1)(c) Chapter-III of Block Working Manual.
d. In the event of total failure of all communications the trains shall be worked vide SR 6.02.04.
Note: In all the line clear enquiry and reply messages against all the relevant entries the line No. viz., E.Co.Rly, despatch line of KK line on which the train will run shall be mentioned clearly.
e. In the event of total failure of magneto telephone communication between 'F' cabin and
(c) 'B' Cabin (Reception Yard)
(d) 'D' Cabin (despatch Yard)
(e) 'J' Cabin (Ore Exchange Yard)

Line clear instructions shall be obtained in the section control telephone exchanging identification numbers and supported by private number, vide SR 6.06.06(1)(c).

In the event of total failure of communications, manuscript messages in duplicate shall be exchanged through TPs/TPMs between these cabins for effecting movements of trains/engines. This procedure shall be followed till the fault is rectified. These manuscript messages shall also be exchanged while giving slot as also for obtaining intact arrival.

EAST COAST RAILWAY
WALTAIR DIVISION

APPENDIX 'C'

'F' CABIN, MARSHALLING YARD

ANTI COLLISION DEVICE (RAKSHA KAVACH)

NOT APPLICABLE TO THIS STATION.

EAST COAST RAILWAY
WALTAIR DIVISION

APPENDIX 'D'
DUTIES OF OPERATING STAFF IN EACH SHIFT.
'F' CABIN, MARSHALLING YARD ('F' CABIN) STATION

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

1. **DY.STATION SUPERINTEDENT.**
   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. **CABIN LEVERMAN.**
   He shall set the facing end trailing points as per the instructions given by the SM on duty. He shall operate the levers of the points, locks and signals in proper sequence as is required from time to time under the orders of SM on duty. He will clean and polish the lever handles. He is responsible for keeping the lever frame and the cabin clean and tidy. He shall report defects and deficiencies if any immediately to the SM on duty. He shall use lever collars on the concerned levers whenever running lines are blocked irrespective of period of block vide SR 5.04.01(a). He shall set clamp and pad lock the concerned points during the course of piloting 'IN' and 'OUT' of trains, if necessary. He will watch the run through trains and exchange signals with the crew and guard of trains while passing the cabin vide GR 4.42. He shall carryout any other work entrusted to him by the SM on duty.

3. **TOKENPROTER:**
   He shall work under the orders of Dy.SS/SM on duty. He shall pick up and deliver the line clear authority FROM and TO the drivers of the trains. He shall do piloting 'IN' and 'OUT' of trains and shall do clamping and pad locking of points. He will also re-light the signal lights whenever it is necessary during his duty hours. He shall carryout any other work entrusted to him y the 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.

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EAST COAST RAILWAY
WALTAIR DIVISION

APPENDIX 'E'
'F' CABIN, MARSHALLING YARD

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.	Fog Signals	10
2	Tri Colour Lamps	3
3	Hand Signal flags	3 Sets
4	Clamps with Padlocks	4 Sets
5	Fire and Sand Buckets	3
6	Lever Collars	12
7	Skids	4
8	Stretchers	1
9	First Aid Box	1

The above Essential equipment provided at the station which shall be maintained in good and proper working order vide OM 20.04(11).

EAST COAST RAILWAY
WALTAIR DIVISION

APPENDIX 'F'
'F' CABIN, MARSHALLING YARD ('F' CABIN) STATION

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

N I L

EAST COAST RAILWAY
WALTAIR DIVISION

APPENDIX 'G'
'F' CABIN, MARSHALLING YARD

RULES FOR WORKING OF TRAINS IN ELECTRIFIED SECTIONS:

Not Applicable

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WALTAIR DIVISION

APPENDIX 'H'
'F' CABIN, MARSHALLING YARD

RULES FOR WORKING OF PRIVATE SIDINGS:

Not Applicable

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EAST COAST RAILWAY
WALTAIR DIVISION

STATION WORKING RULES OF ORE EXCHANGE YARD OF WALTAIR MARSHALLING YARD COMPLEX

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

NO:WTF/5/SWR/ORE EXCHANGE YARD of WMY Complex
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 signalling and interlocking installations of this ORE EXCHANGE YARD confirms to interlocking plan No. SI-23021 based of this, the Station Working Rule diagram is issued for this station and this diagram shows the position of points, number of lines, signals and stop boards together with additional information like gradients, speed restrictions, track circuits, cabins and level crossing gates within and outside station limits. (including VTOs)

2. **DESCRIPTION OF STATION:**

a. The Ore exchange yard of the Waltair Marshalling Yard complex controlled by the cabins I & J is a terminal yard consisting the exchange point between Port Trust complex, and the E.Co.Rly for reception of Iron Ore trains and then their onward transmission to the Dumper yard into the port trust are for tippling and receiving the empties back into the Ore Exchange Yard for dispatching them back to the loading points on the K.K. line or any other destination.

b. This yard has additional terminal yard facilities like wagon Repair lines as also the engine turn-round lines both in respect of electrical and diesel locomotives. There is also an out let form this yard directly to Port R&D Yard.

c. This is a terminal yard interlocked with Standard-IR interlocking and all movements within the yard on the one hand and between this yard and the adjoining 'F' Cabin are considered as inter yard movements and those movements are controlled by inter-cabin slotting supported by private numbers, and on the other hand the movements towards dumper yard ands F&D yard are considered as pilot movements and such movements are undertaken by the Port complex staff under the express instructions of Port South Cabin Station Master.

The movements from the dumper yard into the Ore Exchange Yard shall however be on signals controlled by 'J' Cabin, at the east end of this yard there is a surface crossing (i.e. effecting to form movements between dumper yard and the ore exchange yard) and this surface crossing line in an extension to the arterial siding right from Kottapalem to the port complex enroute touching various industrial sidings. This surface siding is however isolated by means of an interlocking as shown in the plan protection the movements between the

dumper yard and Ore Exchange yard on the one side for movements of vehicles on the Arterial siding and vice versa on the other side.

d. J Cabin in manned by SMs and all lever movements in the yard are made by the Cabin Leverman and similarly the cabin Leverman at the West end of the yard, in I Cabin shall work directly under the express orders of 'J' Cabin station master in so far as IN and OUT movements at this end are concerned.
e. All movements IN and OUT of these yards whether through ('J' cabin or Dumper yard of R&D yard of Port Complex between the cabins as also the movements within the yard are restricted to maximum permissible speed of 15 KMPH.

2.1 **GENERAL (LOCATION):**

2.2 Ore Exchange Yard (generally known as OEC) is a twelve line yard comprised of three girds as already mentioned. The controlling cabin of this yard 'J' Cabin situated at KM 876.839 as reckoned form Howrah on the WAT WMY complex. The adjacent cabins for controlling reception and despatch of trains to and form this yard are 'F' Cabin (crossing cabin) towards Howrah end and South Cabin of R&D yard of port complex at the port end.

This is a special class station with Standard-IR interlocking (with isolation). There are two end cabins for operating points and signals at their respective ends of the yard and this yard is equipped with Manually operated two aspect colour light signalling.

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

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

The block section end the station sections of the Ore exchange yard extends upto the reception signal No. 39 of 'I' Cabin towards 'F' cabin, stop board on the part line towards R&D yard of port complex and shunt signals no. 1, 15 and 16 towards dumper yard.

2.4 **GRADIENTS:**

2.5 **LAYOUT:**

There are basically three grids in this yard and they are –

a. Line No. 2 to 7 = for reception of trains.
b. Line No. 8 to 12 = for despatch of trains.
   Note: Line No. 7 of the reception grid is additionally provided with despatch facilities.
c. There is another grid consisting of three lines for loco inspections.
d. Line No. 1 is a Electric Engine line.

In addition to these we have short spurs of repairs lines, cripple lines at the eastern end of the yard as non-interlocked portion of the yard.

DESCRIPTION OF SIDINGS

DIESEL SHED SIDING:

i) Incoming Diesel Powers to Diesel shed.

The diesel shed line at West end takes off the S.E.Rly lines for the despatch of Diesel engine to the Diesel shed and ends in dead end towards East end. This is again connected with the West end shunting neck by means of a cross over points which are hand operation. At the west end the siding is isolated form the E.Co.Rly line by means of cross over no 29 with a derailing switch on the siding. The entrance points end the cross over are operated by lever No. 29 form "I" Cabin. When the siding is worked, the departure signals nos. 7 & 9 of the despatch grid and shunt signal No. 35 will remain locked in their normal position.

The drivers going to diesel shed should observe caution and be prepared to stop dead if required beyond point no. 29 of 'I' Cabin till they enter the loco limits form 'J' cabin end as this line is treated as siding beyond point No. 29 is only valid till they enter this siding passing point no. 29. The starting order issued to the drivers at 'F' cabin.

ii) Movements of diesel powers.

From diesel shed separate Engine lines for out going power takes off in continuation to shunting neck of west end for the movement of the engines to come out form the diesel shed. The siding and the shunting neck are isolated form the E.Co.Rly line by means of a cross over No: 33 of 'J' Cabin.

The movements of the engines from and to the Diesel shed on the engine liens are controlled by the shunt signals operated from the 'I' Cabin.

iii) SICK LINE SIDINGS:

The sick line grid takes off in continuation of the East end OEC shunting neck and all the 6 lines in the sick line grid terminate in dead end and their description is as under:

a. Cripple lines	=	2
b. Block rake examination lines	=	1
c. Wagon repair lines	=	2
d. Repair examination pit line	=	1
e. Pit wheel lathe line	=	1

Extended from cripply line No. 13

All the entrance points of the lines to the sick line grid are free and hand operated. The entrance points of the sick lines must be set against access to the sick line sidings clamped and locked with padlock. The key of the padlock shall be with the TXR on duty, so that it shall not be possible to work the sidings unless permitted by the Train Examiner.

The sidings, shall however, be kept opened form 11 hrs to 13 hrs and 18hrs to 7 hrs every day to facilitate the yard staff to work in the sick lines. All the

placements and drawn outs must be completed by 7 hrs in the morning and by 13 hrs in the afternoon.

iv) ENGINE LINE:

A new loop siding takes off from line no. 12 at East end. This diverted into three loops of which two are engine examination pit lines. These loops again converted at West end and connected to the E.Co.Rly despatch line. These loops are isolated form the running line at both ends. The movement of engines from these loops towards the yard is controlled by shunt signal No. 5 at the East end and shunt signal No. 6 at the west end.
The third east loop is for the yard movements.

v) SHUNTING NECKS:

Two shunting necks, one at the West end in continuation of diesel engine line and the other at East end in continuation of the sick line lead are provided for shunting purposes.

2.5.1 RUNNING LINES, DIRECTION OF MOVEMENT AND HOLDING CAPACITY:

Running Lines:

The trains arriving at Ore Exchange Yard on DBK line/Ex KRDL line to 'F' Cabin and proceeding towards R&D yard or Dumper yard of Port complex are down trains and trains arriving at Ore Exchange Yard either from RD yard or Dumper yard of port complex and proceeding towards 'I' Cabin on DBK line bound to KRDL are UP trains.

The trains leaving the Ore Exchange yard and proceeding to "F" cabin on E.Co.Rly despatch line bound at VZM end and via. Are down trains as also trains arriving at OEC form Main line (VZM & via) are UP trains.

Direction of Movement:

2.5.2 NON-RUNNING LINES AND THEIR CAPCITY IN CSR:

2.5.3 ANY SPECIAL FEATURES IN THE LAYOUT:

Nil

2.5.4 DESCRIPTION OF SIDING:

2.6 LEVEL CROSSINGS:

NIL

3. SYSTEM AND MEANS OF WORKING:

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 and Chapter XIV of GR by means of Electric communication instruments, exchange of private numbers

between SM on duty at 'J' Cabin of WMY and (a)"F" cabin of WMY, and (b) South Cabin of R&D yard of port complex.

These train/engine movements are authorized by issue of starting orders on Form T/511 by SM on duty. There is a provision of inter cabin slotting arrangement for movements between 'F' Cabin and Ore exchange yard as indicated in the SWR diagram. 'From and to Train/Engine movements between Ore Exchange yard and "F" cabin and port R&D yard are authorized either by granting slot or by taking "OFF" stop signal/shunt signals the speed of trains/engines shall be restricted 15 kmph or less.

Note:

1. The private numbers shall be recorded in the train signal register as also in the starting orders.
2. For movements between Ore Exchange yard and 'F' cabin and Port complex the route viz. Electric engine line, OBK line, E.Co.Rly., line shunting neck, port line and dumper yard as the case may be must be clearly mentioned in the line clear enquirer, and reply messages – the details off line shall also be clearly mentioned in the starting orders.
3. All the movements (including running and shunt movements) between any cabin to any cabin in WMY complex and between Port complex and "j" cabin are treated as shunt movements and the last vehicle no. must be noted and action taken in terms of G&SR 4.17.01 while despatching IN and OUT reports.
4. The SM on duty at the respective cabins are personally responsible to ensure the intact arrival of train/engines before allowing any other movement on the concerned line/section. For trains arriving with the last vehicle numbers the complete arrival report shall be supported by private number.

b) **BLOCK INSTRUMENTS:**

c) **MOVEMENT OF TRAINS:**

Movement of trains is regulated by the Area/Section Controller on duty whose orders must be carried out provided, they do not contravene any G & SR, PWM, OM and SWR and any other safe working principles. In the event of suspension of communication with Area/Section controller, the SM on duty at "J" Cabin shall work independently in conjunction with the SM of the adjacent block cabins viz. 'F' cabin and South Cabin of Port complex and shall be responsible for reception and despatch of trains. He shall ensure that preference is given to important trains at the same time no undue detention occurs to others trains.

d) **AUTHORITY TO PROCEED:**

4. SYSTEM OF SIGNALLING AND INTERLOCKING:

4.1

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 Relay room is provided with two independent locks vide OM 1.14. The key of one lock is retained under the personal custody of SM on duty while the key of other lock is with the signal maintainer. Whenever required by the maintainer for attending failure or maintenance work, SM on duty shall hand over his key to the maintainer. On completion of the work, maintainer shall return back the key to the SM on duty after closing and locking of the Relay room. The transactions of the key shall be recorded in the Relay room key register maintained at the Station for this purpose promptly. While taking over the key from the SM on duty, signal maintainer shall endorse that he will not interfere the safe working. Otherwise SM on duty shall treat the gear as non interlocked.

4.3 **POWER SUPPLY:**

5. TELECOMMUNICATIONS:

5.1 FAILURE OF COMMUNICATIONS:

a) In the event of partial failure of communications SR 6.02.06 shall be followed.
b) In the event of total failure of all communications SR 6.02.04 shall be followed.

6. SYSTEM OF TRAIN WORKING:

6.1 DUTIES OF TRAIN WORKING STAFF:

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 2.14. In the event of suspension of control working, 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 important trains without causing undue detention which occurs to other trains vide OM 2.14 & 2.24(a).

6.1.1 TRAIN WORKING STAFF IN EACH SHIFT:

The following is the duties of staff are described in Appendix “D”.

Description	No of Staff
Dy. Station Supdt.	2
Cabin Levermen	6
Token Porters	6
Engine Pilotmen	3

Note: Staff deployed at the station shall follow the rosters issued by DPO/WAT from time to time. The rosters shall be exhibited in a conspicuous place in both the cabins.

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

Station Master on duty is personally responsible for ascertaining the clearance of line for despatch and reception of trains since it is a junction cabin and no berthing facility is available.

6.1.3 ASSURANCE OF STAFF IN ASSURANCE REGISTER:

Every train passing staff including newly posted staff at the station or reserve staff or staff who resumed duties after a period of 15 days or any such alterations in SWR involve shall sign in the assurance register as a token of having understood the contents as per SR 5.01.02.

SS/DYSS/SM incharge of the stations be personally responsible for the maintenance of this register.

6.2 CONDITIONS FOR GRANTING LINE CLEAR:

a. The conditions laid in GR. 8.01(1)(a)&(c), 8.01(2)(a) and 8.03(2) shall be complied with the SM on duty before line is considered clear and line clear is granted to the station/cabin in rear of a train/engine by the SM on duty at 'J' Cabin.
b. At night before granting line clear for an UP/Down train, the ASM on duty at 'J' Cabin shall personally ensure that all signals which apply to the concerned train are burning brightly and this information should be documented properly vide GR 3.49(4).

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

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 STARTER SIGNAL:

Not Applicable

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

SPECIAL RESTRICTIONS:

i) Shunting in the face of an approaching train is prohibited

ii) Hand shunting is prohibited at both ends of the yard.
iii) Fly shunting is prohibited.
iv) Shunting shall not be permitted at East end of the yard (towards port complex).
v) Shunting on lines leading to dumper yard is not permitted.
vi) SR 5.20.01(b) apply at this yard.
vii) The speed of Trains/Engine making movements 'From and to Ore Exchange yard either towards 'F' Cabin or port complex including those movements within this yard shall be at a speed not exceeding 15 KMPH.
viii) The MOH pilots must run with engine leading.
ix) Empties from dumper yard of port complex shall be received on 'EMPTY' 'A' line.
x) Light engine shall be dispatched on to the dumper yard on 'E'/loads (R&D lines).
xi) MOH pilots should not be detained for allowing the movement of pilot on NAD line.
xii) The MOH empty pilot engine should not be detached unless the hand brakes of 5 Boy/Box wagons are pin down by the VZP staff accompanying the train.

SPECIAL INSTRUCTIONS:

a. All the loose vehicles on running lines must be secured towards East end of the yard by at least pinning down the brakes of four vehicles at the extreme end.
b. While allowing incoming train engine to shed, the SM on duty at 'J' cabin must be personally satisfy himself that the entire route upto the loco limits is free of all obstructions.
c. In case of light engine coming form R&D yard to 'J' cabin the SM on duty at South cabin of R&D yard of port complex should give a caution order to the driver of the light engine to stop short of cut point No. 4 and be piloted IN form stop board. SM on duty at 'J' Cabin should arrange piloting IN form stop board.
d. In all the line clear enquiry and reply messages including starting orders the concerned ASMs on duty must clearly and specially mention the description of the line viz: DBK line, S.E.Rly line, Electric Engine line, shunting neck line, port line, empty "A" line, E/loads (R&D) lines etc.
e. The concerned SMs on duty personally responsible for ensuring the complete arrival of the train with its last vehicle before giving 'Train out of section' report.
f. The concerned SMs shall ensure that the condition of granting line clear for a particular train/engine are fulfilled before giving 'Train out of Section" report to comply with G&SR 8.3(2) and 14.10 and other relevant rules.

6.3 CONDITIONS FOR TAKING 'OFF' APPROACH SIGNALS:

(a) **Conditions**: Conditions for taking 'OFF' approach signals are governed by GR.3.38, 3.40(1)(b), 3.40(2)(b), 3.40(3)(b), 3.40(4). SR 3.40.01 and relevant SR's there to.

Reception of trains:

Reception of trains is governed by GR 3.36 to 3.41, 4.10 and SR 4.17.01(b) and other relevant provisions of G&SR, BWM, OM and SWR.

6.3.1 RECEPTION OF TRIANS FROM 'F' CABIN ON DBK LINE.

On receipt of the line clear enquiry The SM on duty at 'J' cabin shall send line admission book to AYM on duty for nomination of a clear line for admission of the train intended to be received. The AYM on duty shall nominate a clear line and sign in ink in full in the line admission book and return same to the SM on duty. The AYM is responsible to keep the nominated line clear till the arrival of the said train on the nominated line. The SM on duty at 'J' cabin on getting the line admission book form AYM duly nominating a clear line, shall grant line clear to 'F' cabin for the reception of the said train supported by a private number.

6.3.2 The SM on duty at 'J' cabin shall inform the Leverman of the 'I' cabin the train number, description of the train, the line nominated for reception etc. with instructions to set the route and lock the points as is required for the admission of the trains Sr 3.38.01(b)(i).

6.3.3 THE CABIN LEVERMAN AT 'I' CABIN SHALL ENSURE THAT.

i) All shunting at his end of the yard on lines not isolated form the line nominated is suspended.
ii) The line nominated is clear and free from all obstructions at his end of the yard.
iii) The route for the nominated line is set and all facing points are locked as is required for admission of the train.

He shall then assure the SM on duty at J-Cabin supported by a Private Number vide SR 3.38.01(c).

6.3.4 The SM on duty at J-Cabin after getting the assurance as indicated above confirmed by a private number form CLM of 'I' Cabin shall ensure that:

i) All shunting at his end of the yard on lines not isolated form the line nominated for reception is suspended.
ii) The shunting authority memo for shunting on lines not isolated from the line nominated for reception at both ends are withdrawn.
iii) The line nominated is clear and free from all obstructions at his end of the yard.
iv) The trailing points of the line nominated are set against the reception of the train.

He shall then authorized the CLM on duty at 'I' Cabin to take off the reception signals for the train pulling the required slot lever at his cabin duly authenticated by a private number vide SR 3.38.01(e).

6.3.5 The CLM on duty at I-Cabin on finding the slot indication showing off shall take 'OFF' the reception signals and pull the slot levers at his cabin to enable the 'F' cabin SM to take 'OFF' concerned signal permitting the train to enter into the Ore exchange yard. The CLM on duty at 'I' Cabin shall confirm the fact granted to

SM on duty at 'J' cabin who shall inform the same to SM on duty at 'F' cabin supported by a private number. As soon as the train arrives on to the nominated line complete with last vehicle indicator and stands clearing the folding make the CLM on duty at 'I' Cabin shall put back the concerned slot & signal levers and inform the same to SM on duty at 'J' cabin supported by a private number vide SR 3.38.01(f)

6.3.6 <u>RECEPTION OF DIESEL ENGINES/TRAINS FROM 'F' CABIN ON E.Co.Rly LINE:</u>

On receipt of line clear enquiry form 'F' Cabin the SM on duty at J-Cabin will ring up the CLM on duty at I-Cabin and inform him the train number and description of the train/engine to be received on E.Co.Rly line for despatch to diesel shed with instructions to set and lock the points in favour of the engine to be received and to ensure it safe reception vide SR 3.38.01(b)(i)

6.3.7 The CLM on duty at 'I' cabin shall ensure that**:**

i) All shunting at his end of the yard on lines not isolated form the line nominated for reception is suspended.
ii) The line nominated is clear and free from all obstructions at his end.
iii) The route for the passage of the engine to the Diesel shed is set and all facing points are locked as is required for admission of the engine.

He shall then assure the SM on duty at J-Cabin of the above supported by a Private Number vide SR 3.38.01(c).

6.3.8 After getting the assurance as indicated above confirmed by a private number the SM on duty at 'J' cabin shall authorize the CLM of I-Cabin to grant the slot to 'F' cabin and to take off the relevant shunt signals. These instructions shall be supported by a private number vide SR 3.38.01(c).

6.3.9 The cabin Leverman on duty at 'I' cabin after getting the instructions authenticated by a private number from the SM on duty at 'J' cabin, shall grant the slot for the Diesel Shed Engine line to 'F' cabin and take 'OFF' the relevant shunt signals. The granting of slot from 'I' cabin shall be supported by a private number to 'F' Cabin by the SM on duty at 'J' cabin. As soon as the engine arrives and clears derailing switch No. 29, the CLM on duty at 'I' cabin shall normalize the slot lever and put back the shunt signals to ON position and inform the same to the SM on duty at 'J' cabin supported by a private number, vide SR 3.38.01(p).

6.4.1 **<u>RECEPTION OF TRAINS FROM R&D YARD OF PORT COMPLEX:</u>**

On receipt of line clear enquiry from the SM on duty at south cabin R&D yard of port complex, the SM on duty at J-Cabin shall send the line admission book to AYM on duty for nomination of a clear line for the admission of the said train.

The AYM on duty shall nominate a clear line and sign in full in ink on the line admission book and return the same to the SM on duty at 'J' Cabin. The AYM is responsible to keep the line so nominated clear till the arrival of the train on the nominated line.

6.4.2 On receipt of line admission book from AYM on duty, the SM on duty at J-Cabin will ring up the CLM on duty at I-Cabin and inform him the train number, description of train and the line nominated for its reception with instructions to set the trailing points for the nominated line against the reception of the train.

6.4.3 The CLM on duty at I-Cabin will insure that –

a) All shunting at his end of the yard on lines not isolated form the line nominated for reception is suspended.
b) The nominated line is clear and free from all obstructions at his end of the yard.
c) The trailing points for the nominated line are set against the reception for the train at his end.

He will then assure the SM on duty at J-Cabin of the above supported by a Private Number.

6.4.4 After getting the assurance as indicated above confirmed by a private number the SM on duty at 'J' cabin will ensure that.

a. The line admission book duly signed by the AYM on duty is received and kept under his custody.
b. All shunting movement at his end of the yard on lines not isolated form the line nominated for reception is suspended.
c. The shunting authority memo issued if any for shunting on the lines not isolated form the nominated line at both ends are withdrawn.
d. The line nominated for reception of the said train is clear and free from all obstructions and hid end of the yard.
e. The route for the nominated line is set and all facing points locked as is required for the admission of the train.
f. The crossover points on the port lines are set, clamped and padlocked for the reception of the train by deputing a token porter with the key extracted from lever No. 4 in its reversed position with instructions to exchange green hand signals and man the points after setting the points.

The SM on duty at 'J' cabin seeing the green hand signals exhibited by the Token porter at cross over point No. 4 shall grant line clear to South cabin of R&D yard of port complex. After the train has arrived complete and after verifying he last vehicle number he will send the train out of section report to the south cabin of R&D yard of port complex supported by a private number and get all the points set to normal and restore the key No. 4 to its normal position. In case of reception of light engines only the SM on duty at 'J' cabin shall grant line clear to south cabin of R&D yard of port complex on receipt of line clear enquiry if he is prepared to receive the said light engine into his yard. The driver of the light engine shall invariable stop at the STOPBOARD provided ahead of cut point no. 4 on the port line irrespective of the fact whether the point is set or not and shall proceed only after being piloted IN by the token porter form the stop board.

6.4.5 Interlocking in this yard permits setting of the trailing points against the reception of the trains.

RECEPTION OF MOH PILOTS FROM DUMPER YARD.

When an empty rake pilot is ready for despatch from the MOH yard (Dumper yard of port complex), the port representative at MOH yard will communicate the information to his counter part at Ore Exchange yard with instructions to arrange for the reception of the MOH pilot into the Ore Exchange yard. The port representative at the Ore exchange yard shall send a written memo giving particulars of pilot number, load, and last vehicle number to the SM on duty at 'J' cabin and to arrange for the reception of the MOH pilot. The SM on duty at 'J' cabin shall immediately send the line admission book to AYM for nomination of a clear line for the reception of the said MOH pilot. The AYM on duty will nominate a clear line and record it in the line nomination book and sign in full in ink.

6.4.6 The Cabinman on duty at I-Cabin shall insure that –

a. All shunting at his end of the yard on lines not isolated form the line nominated for reception is suspended.
b. The shunting authority memo issued if any for shunting on the lines not isolated form the nominated line at both ends are withdrawn.
c. The nominated line is clear and free from all obstructions at his end of the yard.
d. The trailing points for the nominated line are set against the reception for the train at his end.

He shall then assure the SM on duty at J-Cabin of the above supported by a Private Number.

6.4.7 The SM on duty at J-Cabin after getting the assurance as indicated above shall ensure that

i) All shunting at his end of the yard on lines not isolated form the line nominated is suspended.
ii) The shunting authority memo for shunting on lines not isolated from the line nominated for reception at both ends are withdrawn.
iii) The line nominated is clear and free from all obstructions at his end of the yard.
iv) The route for the nominated line is set and all facing points locked as is required for the admission of the train.

He shall then arrange to take OFF the concerned starter signal for the reception of the MOH pilots. If the slots failed then the concerned facing point enroute to be clamped. Train piloted in. After satisfying himself that the MOH pilot has arrived complete and standing clear of the fouling mark the last vehicle number as given in the port authorities memo is tallying shall then arrange to put back the concerned starter/shunt signal to normal position. He shall then restore the points to their normal position and inform the 'I' cabin Cabinman of the same.

(b) ANY SPECIAL CONDITIONS TO BE OBSERVED WHILE RECEIVEING A TRAIN: NIL

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)

ADEQUATE DISTANCE

Being a terminal yard to take 'OFF' the reception signals for admission of a train pilot the line shall be kept clear upto the shunt signal/starter signal of the nominated line vide GR 3.40

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

A. According to the existing interlocking at this yard, the simultaneous reception and despatch of trains are permitted as stipulated below.

1	Reception of a down train on any of the lines No 2 to 7 on DBK line form 'F' Cabin.	AND	Despatch of an UP train from any one of the lines No. 8 to 12 towards 'F' cabin on E.Co.Rly "LINE".
2	Reception of an engine form 'F' Cabin on E.Co.Rly line to Diesel loco shed.	AND	Despatch of an up train form lines 8 to 12 to 'F' cabin on DBK line.
3	Reception of an empty rake train from dumper yard on anyone of the lines 8 to 12 in despatch gird through 'Empty' (A) line.	AND	Despatch of a loaded train formalize Nos. 2 to 6 of reception grid to dumper yard through E/Loaded lies.
4	Reception of a train form R&D yard of port complex on line Nos. 8 to 12 of dispatch gird.	AND	Despatch of a train from any one of the lines 2 to 6 of reception grid of dumper yard through E/loads lines.
5	Reception of a train form 'F' cabin to lines no. 2 to 7 of reception grid.	AND	Despatch of another train form reception grid lines to dumper yard.

B. CROSSING OF TRAINS:

In addition to the procedure mentioned under paras 'Reception and despatch of trains' rules laid down in SR 3.47.01 & 3.47.02 shall be followed.

C. ADMISSION OF TRAINS ON OBSTRUCTED LINES:

Under unavoidable circumstances, whenever trains are to be admitted on an obstructed line, it is necessary that the trains are to be piloted "IN" on written authority given by the SM on duty and delivered by a Competent Railway Servant to the Driver of the train and the rules laid down in GR 5.09 and SR 5.09.01 shall be followed.

6.5 COMPLETE ARRIVAL OF TRAINS:

The concerned SM's on duty at the respective cabins are personally responsible for verifying the complete and intact arrival of the train with last vehicle vide GR 4.17 and SR 4.17.01(a) and (d).

THROUGH TRAINS:

This is a terminal yard constitution the exchange points between the port trust complex and the E.Co.Rly for reception of iron ore trains and then their onward transmission to the dumper yard into the port trust area. As such no through passage of trains is permitted and the movement of the train/engine should be at a speed not exceeding 15 KMPH.

6.6 DISPATCH OF TRAINS:

a) Dispatch of trains is governed by the provisions of GR. 3.42 and SRs 3.36.04(b), 3.42.03, 3.42.04, 3.42.01(b)(i)(ii)&(iii) and BWM 2.07(5)(a)(ii), 2.07(5)(b) and other relevant provisions of G & SR, BWM and SWR. Station Master on duty is responsible to ensure clearance of the out going line and for correct setting of the route before taking 'OFF' departure signals.

6.6.1 **DESPATCH OF TRAINS FROM ORE EXCHANGE YARD TO 'F' CABIN:**

When an outgoing train is ready for despatch the SM on duty at J-Cabin shall inform the SM on duty at 'F' cabin the train number and description, and the line on which it shall be despatched (i.e. DBK Line or E.Co.Rly despatch line and then put the line clear enquiry for the train.)

After obtaining line clear form F-Cabin the SM on duty at J-Cabin shall instruct the cabin lever man at 'I' cabin to set the route and lock the facing points for the out going train giving number and description of the train, line number form which the train shall start and the line on which it shall proceed to F-cabin i.e. on DBK line or E.Co.Rly/despatch line vide SR no. 3.42.01(b)(i).

6.6.2 The CLM at 'I' cabin shall ensure that.

i) All shunting at his end of the yard on lines not isolated from the line which is intended to despatch the train is suspended.
ii) The line at the departure end is clear and free from all obstructions.
iii) The route for outgoing train is correctly set and facing points according to the instructions of the SM on duty.

He shall then assure the above to the SM on duty at J-Cabin supported by a Private Number vide SR 3.42.01(b)(ii).

6.6.3 After getting the assurance as indicated above supported by a private number, the SM on duty at 'J' Cabin shall ensure that:

i) All shunting at his end of the yard on lines not isolated from the line nominated for despatch is suspended.
ii) The shunting authority memo for shunting on lines not isolated from the line nominated to despatch the train is withdrawn.

He will then authorized the CLM on duty at 'I' Cabin to take off the concerned departure signals after getting the slot for the concerned routing starter from 'F' Cabin. These instructions shall be supported by a private number. He shall then arrange to handover the starting order through Token Porter with clear instructions to hand it over to the Driver of the train only after taking OFF the departure signals vide SR 3.42.01(b)(iii).

6.6.4 The CLM on duty at I-Cabin on finding the slot indication showing off shall take 'OFF' the concerned departure signals. As soon as the train clears the Ore Exchange yard completely and running safely towards F-Cabin, he shall put back the departure signals to 'ON' position, and advise the SM on duty at 'J' cabin supported by a private number vide BWM 2.07(5)(a)(b).

6.6.5 The SM on duty at J-Cabin on getting the information from the CLM on duty at 'I' cabin that the train with the last vehicle indicator has cleared the ore exchange yard complete and passing safely towards the 'F' cabin shall send the train entering section signal to 'F' Cabin.

6.6.6 DESPATCH OF TRAIN FROM ORE EXCHANGE YARD TO R&D YARD OF PORT COMPLEX.

Whenever an out going train is ready to start from ore exchange yard to R&D yard of port complex, the SM on duty at 'J' cabin after obtaining line clear form SM on duty at south cabin of R&D yard (port complex) shall ensure that:

i) All shunting at his end of the yard on lines not isolated form the line nominated for despatch is suspended.
ii) The shunting authority memo for shunting on lines not isolated from the line nominated to despatch the train is withdrawn.
iii) The line nominated for despatch is clear and free from all obstructions at his end.
iv) The route for outgoing train is correctly set and facing points according to the instructions of the SM on duty.

The SM on duty at J-Cabin will then extract the control key of the cross over point on VSP line form the lever No. 4 in its reverse position and handover to the Token Porter.

With instructions to set, clamp and padlocks the points as is required for the despatch of the train to R&D yard of port complex and man the points exhibiting the green hand signals. ON being satisfied that the instructions given to the token porter are correctly completed with, the CM on duty at 'J' cabin will arrange to hand over the starting order to the driver of the train, being satisfied that the train with its last vehicle has completely passed the ore exchange yard and passing safely towards the R&D yard of port complex on port line the SM on duty at 'J' cabin will send the train entering section report to the south cabin of R&D yard of port complex, along with the last vehicle number. He then got the concerned points set to normal and restore the control key of the cross over point No. 4 to its lever and normalize the same.

6.6.7 Despatch of MOH pilots from ore exchange yard to dumper yard of port complex.

Whenever the outgoing MOH pilot is ready to start from Ore exchange yard of dumper yard of port complex, the SM on duty at 'J' cabin shall ensure that.

i) All shunting in the yard of lines not isolated from line on which the train is to be started is suspended and.
ii) The shunting authority memo issued for the shunting at the departure yard on lines not isolated from the line on which it is intended to despatch the MOH pilot are withdrawn.
iii) The line on which the MOH pilot is intended to be despatched is clear and free form all obstructions.
iv) The route for the outgoing MOH pilot is correctly set and locked.
v) The control key of the surface crossing is in the lever NO. 23 and the lever No. 23 is in its normal position.

6.6.8 The SM on duty at 'J' Cabin shall arrange to take off the concerned shunt signal. After complete passage of the train beyond all points including surface crossing and proceeding safely towards dumper yard, the SM on duty at 'J' cabin shall normalize the concerned points and signals.

IMPORTANT NOTE:

A stop board is provided at a distance of 180 mts. from surface crossing towards dumper yard. In case of any movement of MOH pilots between the stop board and the shunt signals NO. 42 or 43 or 44 of 'J' cabin the port authorities should obtain permission from the SM on duty at 'J' cabin supported by a private number. SM on duty at 'J' cabin shall permit such movement when it is safe to do so and when there is no movement of pilots on the surface crossing supported by a private number.

b) **DESPATCH OF TRAIN FROM NON-SIGNALLED LINE:**

Despatch of trains from Non-signalled line is governed by the Rule GR 5.11 with relevant SR 5.11.01.

c) **ISSUE OF CAUTION ORDERS:**

Issue of caution orders, whenever in consequence of the line being under repairs or for any other reasons, special precautions are necessary with 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:

a) In addition to procedure detailed in paras 'Reception and Dispatch' of trains, Rules laid down in GR 4.17, 4.42, 3.36, 3.42 with relevant SRs shall be followed.
b) The sequence of lowering signals shall be followed as per SR 3.42.02(a)(iv), SR 3.42.03 and SR 3.42.04.

6.8 WORKING IN CASE OF FAILURE:

a. FAILURE OF TRACK CIRCUITS

In the event of failure of track circuits SR 3.51.04, 3.68.04 shall be observed.

b. DEFECTIVE POINTS

When points become defective, the signals controlling these points shall be considered defective and vice versa and action to be taken as mentioned in paras 20.1.2 to 20.2.3 above.

The SMs on duty at D-Cabin and E-Cabins are in charge of S&T installations at their respective cabins and they shall ensure efficient discharge of the duties devolving on the S&T maintenance staff, to this extent they shall satisfy themselves that both ESM and MSM who visit the station have done proper oiling, cleaning and adjustment 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. The SMs are also responsible for testing of points and signals as stipulated in G&SR 5.01.03.

c. DEFECTIVE AXLE COUNTERS

Not Applicable

d. FAILURE OF SIGNALS AND INTERLOCKING

In the event of failure of signalling and interlocking SS/Dy.SS/SM on duty shall observe GR 3.68 to 3.71 and trains shall be piloted on the authority of T/369 (3b) after clamping and pad locking of all the facing points involved in the movement of trains.

e. FAILURE OF BLOCK INSTRUMENTS:

In The event of failure of block instruments, SR 6.02.06 shall be observed.

f. DEFECTIVE SIGNALS

When signals become defective, the procedures laid down in GR 3.68 to 3.71, 3.80, 3.81 shall be followed.

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

In the event of a signal showing no light, it shall be deemed to indicate the aspect of 'Normal' position of that signal. Movement of trains to pass such stop signals shall be governed by usual piloting rules. If the signal lights are not burning, the SM on duty at D-Cabin or E-Cabin as the case may be, shall before giving 'Line Clear' initiate action in accordance with the procedure prescribed in GR 3.68 to 3.72 and relevant SRs vide GR 3.49(4).

g. DEFECTIVE INTERLOCKING

When interlocking becomes defective, the SM on duty at D-Cabin and E-Cabins shall be responsible and ensure correct setting clamping and padlocking of all the required facing points for admission of a train at their ends.

h. 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 the Panel in term of SR 3.68.04(c).

6.9 **PROVISIONS FOR WORKING OF TROLLIES /MOTOR TROLLIES / MATERIAL LORRIES:**

a) Motor trolleys shall be worked as per GR 15.25 and SR thereto, BWM 4.28 and circulars and orders issued from time to time.
b) Material Trollies shall be worked as per GR 15.27 and SRs thereto.

7. BLOCKING OF LINE:

7.1 WORKING OF POINTS AND SIGNALS:

Points and signals are worked in accordance with the rules laid down in GR Chapter III and GR 5.01, 5.04, 5.08 with relevant SRs shall be followed. The function of each lever and working of signals and points from the cabin is shown in Appendix – B.

7.2 DEFECTIVE SIGNALS:

When signals become defective procedure laid down in GR 3.68 to 3.71, 3.80, 3.81 and OM 1.04(XI) shall be followed.

7.3 A signal in the OFF position is the final indication that the points are correctly set for the route for which it applies, and if it is not possible to take OFF a signal, the setting of points on the route to which it applies shall be inspected by the SM/CM before the signal is declared as defective irrespective of what is indicated by the position of the route lever, point lever 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, 3.68 and relevant SRs shall be followed.

7.4 In the event of the signal showing no light, and if signal lights cannot be kept burning SM on duty shall before giving LINE CLEAR initiate action in accordance with the procedure prescribed in GR 3.68 to 3.72 and relevant SRs vide GR 3.49(4).

7.5 **DEFECTIVE INTERLOCKING:**

When interlocking becomes defective the SM on duty shall responsible and 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 of the adjacent line vide SR 3.69.03(b)(i) and for good train admission, the responsibility devolves on the Cabin Maser.

7.6 **INSPECTION OF POINTS BEFORE DECLARING THEM DEFECTIVE:**
However, before declaring a signal as defective the setting of the point on the route to which it applied shall be inspected by the SM/Cabin Master irrespective of the position of the route levers, point levers and lock levers in terms of SR 3.68.01(c).

7.7 The rules laid down in GR 3.69, 3.70 with relevant SRs, SR 3.77.01(b) shall be followed.

7.8 **DEFECTIVE OR DAMAGED POINTS:**
When points becomes defective the signals controlling these points shall be considered defective and vice-versa and action to be taken as mentioned in paras 14.1.2, 14.1.3, 14.1.4 and 14.2.2 above.

7.9.1 The SM on duty at 'J' cabin is the incharge of the S&T installations at his station and he shall ensure efficient discharge of the duties devolving 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 in the Maintainers diary. SM is also responsible for testing of points and signals stipulated in G&SR 5.01.03.

7.10 **DETACHING OF VEHICLES ON RUNNING LINES:**
Detaching of vehicles on running lines is normally prohibited. "However any vehicle is detached on running lines under unavoidable circumstances such rolling stock shall be placed opposite to the Station Master's Office as far as possible and shall be properly secured vide GR 5.23 and SR 5.23.01 and 5.19.01(d).

7.11 **DETACHING OF VEHICLES ON RUNNING LINES RECORDING THEREOFF:**
A clear remark in RED INK shall be made immediately in the 'Train Signal Register' indicating time and number of running line on which vehicles are staled. A record thereof should be made in the Station Diary also.

7.12 BLOCKING AND USE OF LEVERS COLLARS:
Lever collars must be placed on the concerned levers in the respective cabins controlling the blocked line vide SR 5.04.01(a).

7.13 Detailed list is given in appendix 'B' wherein the numbers of levers for points, signals and slots on which lever collars are to be placed in case of running line is blocked.

7.14 LOADING AND UNLOADING OF VEHICLE ON RUNNING LINES:
Rules laid down in GR 5.19 and SR thereto shall be followed.

NOTE: Special care should be taken to secure special type vehicles fitted with roller bearing while standing in siding or on running line as they are liable to roll down easily vide SR 5.23.01(b) and OM 7.03.

7.15 SECURING OF VEHICLES:

The rules laid down in GR 5.23, SRS 5.23.01,3.01.06 and OM 7.08 shall be followed.

NOTE: Special care must be taken to secure specific type wagons provided with roller bearing while standing in siding or on running line as they are liable to roll down easily vide SR 5.23.01(b) and OM 7.03.

Accidents shall be reported and action taken as laid down in GR 2.11, 6.01 to 6.05, 6.08 and 6.10 with relevant SRs, Accidents Manual other circulars and others issued from time to time.

8. SHUNTING:

8.1 GENERAL PRECAUTIONS :

The rules laid down in GR 3.46, 3.56, SR 3.56.01, 5.13, 5.14, 5.16 to 5.23, 8.05(2) (3), 8.06, 8.14 and 8.15(c) with relevant SRs and OM 7.01,7.07 and 7.08, shall be followed. All shunt movements shall be supervised by the Guard or point man when guard is not available vide SR 5.13.03.

For any non-signalled movement, the Dy S.S/S.M. on duty shall ensure clearance of crossover through the indication on the panel.

8.2 SHUNTING IN THE FACE OF AN APPROACHING TRAIN:

Shunting in the face of an approaching train is strictly prohibited vide SR 8.09.02.

8.3 PROHIBITION OF SHUNTING - SPECIAL FEATURES:

a) Hand/Fly shunting is prohibited at this station.
b) The over run line/Sand hump must not be used for stabling of vehicles or harbouring an engine.
c) Shunting in the face of an approaching train is strictly prohibited.
d) Shunting is not permitted in the Yard unless the engine is leading towards the falling gradient.
e) SR 5.13.04, SR 5.14.02 and SR 5.14.03 shall be followed. SR 5.20.01 shall apply to this station.

8.4 SHUNTING ON SINGLE LINE:

i) Shunting within the station section is governed by GR 8.10.
ii) Shunting between last stop signal and opposite first stop signal is governed by GR 8.12.
iii) Shunting beyond opposite first stop signal unless the line is blocked back, the line outside the first stop signal shall not be obstructed vide GR 8.13.
iv) During failure of Block instruments, block back messaged shall be exchanged between station masters at either end of such section which is intended to obstruct supported by private number. Both the SMs shall fix line block labels on block instruments and shall continue shunting.

8.5 SHUNTING ON DOUBLE LINE:

Not applicable

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

a) PROVISIONS

While performing shunting in the hot axle siding proper written shunting authority T/806 shall be given to the train staff.

While performing shunting in sidings, the relevant provisions of GR 5.14 and SRs thereto shall be followed.

b) NON-SIGNALLED MOVEMENTS:

All signalled movements in the yard either a train or an engine with or without vehicles shall be from one stop signal to the next stop signal and no half way movement are permitted and if such movements are unavoidable it should be considered as non-signalled move and precautionary measures should be taken, such as clamping and padlocking of points both facing and trailing on the route both interlocked and non-interlocked points including derailing switches whether directly or locally operated with or without locks according to SR 5.13.5 and 5.14.03. In addition to clamping and padlocking of points, it must be ensured that point controlling switches are in appropriate position and that the SM's panel lock up key is removed and is in personal custody of the SM on duty.

c) CUSTODY OF KEYS:

The keys of the pad locks of such points shall be in the personal custody of the operating official vested with the responsibility till such time movements are completed. The operating official vested with the responsibility of supervising the non-signalled movement of the engine/train/vehicle must return the key along with pad locks to the Station Master on duty, after completion of the said movement or alternatively when such a move is cancelled which fact should be properly documented.

d) AUTHORITY FOR SHUNTING OPERATIONS:

Written authority from T/806 shall be issued by the SM on duty to the Driver through Guard/AYM/Shunting Jamadar/TPM of the.

This memo shall be handed over to the driver whenever shunting is to be suspended for reception and dispatch of train if the line on which shunting is performed is not isolated. After shunting is completed, the shunting order shall be collected from the Driver cancelled and pasted with the record foil as per SR 5.13.02.

e) PILOTING OF TRAINS INTO THE YARD:

i) Whenever a reception signal has become defective SM on duty at 'J' cabin shall advise the Station/Cabin in rear viz. 'F' cabin, or South Cabin of R&D yard of port complex to issue "Written Authority" on Form T-369/3b (Rev) and the procedure laid down in SR 3.69.02(a) shall be followed.

ii) Whenever a reception signal has become defective and the cabin in rear has not been advised to issue written authority on Form T-269/3b(Rev), the following procedure shall be followed for piloting 'IN' of a train vide SR 3.69.03.4

iii) The SM on duty at J-Cabin shall ensure that the nominated line is clear and free form all obstructions and the route is set. All facing points are locked, clamped and padlocked and shall then handover the written authority in form T-369/3b (Rev) to the token porter for piloting the train form the defective signals. While going to the defective reception signal, the Token Porter will satisfy himself that the points on the route have been correctly set, clamped and padlocked. After train has been brought to a dead stop at the defective reception signal, the TP shall handover the pilot memo to the driver, board the engine and display proceed hand signal to pass the defective reception signal in defective position. The Leverman of 'J' Cabin of 'I' Cabin shall man the outermost facing points as the case may be and shall exhibit hand signals to the approaching train as per SR 3.39.03(a). The provisions of SR 3.51.02, 3.68.01(c) and SRs 3.69.01, 3.69.03 and 3.69.05 shall be followed.

NOTE: The keys of padlocks of the clamps put on the points on the route for piloting 'IN' or piloting 'OUT' shall be in the personal custody of the SM on duty or any authorized operating official till such time the engine/train/vehicle has utilized the route or alternatively such a movement is cancelled.

f) <u>PILOTING OF TRAINS OUT OF STATION YARD:</u>

When the departure signal has become defective, the SM on duty at J-Cabin shall ensure the clearance of the line over which the train is to be despatched by correct vetting, locking, clamping and padlocking of facing points on the route through cabin lever man on duty supported by a private number and issue a pilot memo in the form T-369/3b to the driver of the train through TP. 'Proceed hand signal' shall be exhibited at the foot of the starter by the token porter after handing over the pilot memo to the driver vide SR 3.70.01.

g) <u>USE OF PRIVATE NUMBERS:</u>

The private numbers shall be exchanged between Cabins, for all train movements involving reception of despatch from Ore yard to the other and other important transactions as per GRS, BWM & SWR.

h) <u>PRIVATE NUMBER BOOKS:</u>

Private number books shall be kept in the personal custody of the staff concerned. The supply, usage and disposal of the private number books shall be as per ESM 2.02.

i) <u>IDENTIFICATION NUMBER SHEETS:</u>

The rules laid down in SR 6.02.03(3) shall be followed.

<u>OUTLYING SIDING</u>: NIL

9. <u>ABNORMAL CONDITIONS:</u>

(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.

Not Applicable

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

Not Applicable

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

i) Every failure whether relevant to points, signals, track circuits or block instruments shall be promptly reported by SM on duty to the concerned S&T maintainer through a memo immediately and shall resume normal working only after rectifying the concerned gear at fault and obtained a memo from S&T maintainer concerned.

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, SR 6.02.04 shall be observed to work the trains.

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:

a) During total interruption of communications, while allowing the trains under authority to proceed without line clear, the relevant provisions under SR 6.02.04 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/B 602 shall be issued.

b) **ISSUE OF BLOCK TICKET (T/A 602):**
Rules and regulations for working train on an obstructed line in case of obstruction or an accident on the authority of block ticket (T/A-602) when communications are available shall be followed, in accordance with the provisions of SR 6.02.05.

9.4 RUNNING TIME AUTHORITY TO PROCEED WITHOUT LINE CLEAR:

10. VISIBILITY TEST OBJECT:
The visibility test post shall be 2.1 meters in height and painted black and white and illuminated during the night and fixed vertically in the ground 180 meters form 'J' cabin at each end of 'J' cabin vide G&SR. 3.61.01(c).

11. ESSENTIAL EQUIPMENT AT THE STATION
The detailed list of essential equipment to be maintained at the station in good working order vide OM. 20.01(11) is given in Appendix-E of the SWR.

12. FOG SIGNAL MEN AND STAFF NOMINATED 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 shall be followed.
Names of the Fog signalman nominated to be called in case of Fog are to be maintained at the station in the Fog signal register.

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'	Rules for Working of DK stations, 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 STATION WORKING RULES.

APPLICATION

THIS ISSUE OF WORKING RULES CANCELS ALL STATION WORKING RULES OF 'F' CABIN, MARSHALLING YARD ('F' CABIN) STATION ISSUED PREVIOUSLY AND SHALL BE BROUGHT INTO USE FROM.

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

EAST COAST RAILWAY
WALTAIR DIVISION

APPENDIX 'A'
WORKING OF LEVEL CROSSING GATES
STATION WORKING RULES OF ORE EXCHANGE YARD OF WALTAIR

Not Applicable

EAST COAST RAILWAY
WALTAIR DIVISION
APPENDIX 'B'
SYSTEM OF SIGNALLING AND INTERLOCKING AND TELECOMMUNICATIONS
STATION WORKING RULES OF ORE EXCHANGE YARD OF WALTAIR

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

1. BRIEF DESCRIPTION OF THE SIGNALLING AND INTERLOCKING INSTALATION:

1.1 This is a special class station with Standard – IR interlocking (without isolation). There are two end cabins for operating points and signals at the respective end s of the yard and this yard is equipped with manually operated two-aspect Colour Light Signalling.

1.2 IRS Catch handle type lever machines are installed at J-Cabin (50 levers) and I-Cabin (40 levers). These levers shall operate points, point locks, slot and signals etc.

2. POINTS AND LOCKS AND THEIR INTERLOCKING ARRANGEMENTS:

Facing points are fitted with plunger type locks mechanically/electrically detected by relevant reception signals.

3. POINTS AND SIGNAL INDICATORS IN THE CABIN:

Miniature indicators are provided in the cabins for indicating the release of slot for the signals for taking 'OFF' either reception or despatch signals as the case may be.

4. SLOT CONTROL:

Slot levers are provided for controlling the reception signals at the respective cabins. In case of emergency the signals given by the other cabin can be put back to normal by putting back the slot levers, without the necessity of the controlling cabin to put back his concerned signal lever and altering of route. Altering of route is not permitted according to G&SR 3.36.02(a)&(b) except to avert an accident.

5. TELECOMMUNICATIONS:

Magneto phones are provided between the 'J' cabin and:

(a) 'F' cabin
(b) 'I' cabin
(c) South cabin of port complex.
(d) Dumper cabin
(e) Control office (O.K. Board)

6. TRACK CIRCUITS:

There are no track circuits within this yard either in the berthing track or in the point zone or in the sidings.

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7. BLOCK WORKING AND MEANS OF COMMUNICATION:

The block working between the block cabins is through cabin to cabin magneto phones supported by private numbers and inter cabin slotting.

8. STATION MASTER'S SLIDE CONTROL:

The SM on duty at 'J' cabin exercises control over reception and despatch of the trains and shunt movements in this Ore Exchange yard. The levers at J-Cabin are operated by CLM on duty under the direct supervision of SM on duty at J-Cabin. The levers at I-Cabin are operated by CLM on duty under the direct orders of SM on duty at J-Cabin.

9. SIDING CONTROL:

The details are shown in main SWR.

10. DESCRIPTION OF LEVERS:

There are 50 levers (IRS-Catch handle type) in the J-Cabin and their individual function is detailed below.

Lever No.	Function
1	Slot for signal no. 42 of Dumper cabin for movement form bunker line 'A'.
2	Derailing switch points on Bunker line 'A' grid (Empty line)
3	Take off point wagon repairs line 15 to 18 from OEC shunting neck.
4	Controls the key of cross over points between dumper line 'A' and Port R&D line and is provided with trap indication.
5	Shunt signal form New Diesel Loco Inspections pit lines.
6	Crossover point from line No. 12 and the Loco inspection pit lies (new loop lines) with derailing switch on engine inspection line.
7	Shunt signal form New Diesel Loco Inspection pit lines.
8	Crossover point between despatch grid line and shunting neck.
9	Crossover point from the bunker line 'B' to despatch grid.
10	Shunt signal towards shunting neck.
11	Shunt signal towards bunker line 'A' grid.
12	Crossover point form the bunker line 'D' to bunker line B..
13	Shunt signal form bunker line 'A' (empty) and R&D yard to despatch grid.
14	Shunt signal form bunker line 'A' (empty) and R&D yard to reception grid.
15	Slot for signal no. 44 of Dumper cabin for movement form bunker line 'D' to reception or despatch grid.
16	L/Bar on DS point No. 2
17	Derailing switch points on Bunker line 'D' grid
18	L/Bar on DS point No. 17
19	Crossover point connecting reception grid with shunting neck and dumper line 'A' empty grid line.
20	Take off points of bunker line 'B' form reception grid line No. 1 to 6.
21	Lock points 27, 28 and 29.

	APPENDIX 'B'
22	Lock points 30 and 31.
23	King lever controls the key of NAD siding.
24	Shunt signal from reception grid to bunker line 'D'
25	Shunt signal from reception grid to bunker line 'B'
26	Shunt signal from reception grid to shunting neck to bunker 'A' grid.
27	Crossover point between the reception grid (line No. 6) and electric engine (line no. 1) with derailing switch on the electro engine line at east end.
28	Take of point of line No. 2.
29	Take of point of line No. 3.
30	Take of point of line No. 4.
31	Take of point of line No. 5.
32	Shunt signal of line No. 1.
33	Shunt signal of line No. 2.
34	Shunt signal of line No. 3.
35	Shunt signal of line No. 4.
36	Shunt signal of line No. 5.
36-A	Shunt signal of line No. 6.
37	Locks for point No. 46, 47 and 48.
38	Slot to common home for line No. 7.
39	Slot to common home for line No. 2.
40	Slot to common home for line No. 3.
41	Slot to common home for line No. 4.
42	Slot to common home for line No. 5.
43	Slot to common home for line No. 6.
44	Locks for point No. 49, 50 and 6 (East end)
45	Shunt signal form line no. 7 towards East end.
46	Crossover point between line no. 7 and line no. 8. with derailing switch on line no. 7.
47	Take off point of line No. 8.
48	Take off point of line No. 11.
49	Take off point of line No. 10.
50	Take off point of line No. 12.

10.1. I CABIN

There are 40 levers (IRS catch handle type) in I-Cabin and F-Cabin and their individual function is detailed below.

Lever No.	**Function**
1	Shunt signal for line No. 1 Electric Engine, line west end.
2	Shunt signal Electric Engine line.
3	Up starter for line No. 8.
3-A	Up starter for line No. 9.
4	Up starter for line No. 10.
5	Up starter for line No. 11.
5-A	Up starter for line No. 12.
6	Shunt signal towards west end of engine line form loco inspection lines.

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7	Shunt signal for the movements from despatch grid to shunting neck.
8	Routing starter from despatch grid to DBK line.
9	Routing starter from despatch grid to E.Co.Rly line.
10	Holding bar and a lock bar on point no. 12 for receiving engine form F-Cabin
11	Slot for shunt signal of electric engine line form F Cabin
12	Take off point of line no. 7 from line no. 6
13	Take off point of line no. 9.
14	Take off point of line no. 10
15	Take off point of line no. 12.
16	Take off point of line no. 11.
17	Crossover point between E.Co.Rly despatch line and the new loco inspection pit loops.
18	Crossover points between line no. 1 and 2.
19	Take off point of line no. 3.
20	Lock bars on points no. 18 and 19.
21	Take off point of line no. 4.
22	Take off point of line no. 5.
23	Lock bars on points no. 21 and 22.
24	Take off point of line no. 6.
25	Lock bars on points no. 26 (East end).
26	Crossover points between DBK line
27	Lock bars on points no. 24 and 26 (west end).
28	Lock bars on points no. 30 (east end).
29	Crossover points between E.Co.Rly line and engine line to DLS with derailing switch and point indicators on Diesel shed engine line.
30	Cross over points between electric engine line and DBK line and lock bar at west end.
31	Lock bar on cross over point no. 29 west end.
32	Lock bar on cross over point no. 33 west end.
33	Crossover points between E.Co.Rly line and shunting neck with clearance at west end.
34	Shunt signal from diesel engines line to shunting neck.
35	Shunt signal from shunting neck to despatch grid lines.
36	Shunt signal from E.Co.Rly to diesel engine line.
37	Shunt signal from electric engine line from F-Cabin.
38	Common slot for signal nos. 32 an d35 and 40 of F-Cabin on E.Co.Rly line to OEC.
39	Common home signal for lines 2 to 7.
40	Common slot for signal nos. 32, 35 and 40 of F-Cabin

APPENDIX 'B'

11. **USE OF LEVER COLLARS:**

The Lever collars are to be placed on the respective levers as shown in the tabular forms when running lines are otherwise, blocked vide SR 5.04.01(a).

Line No.	Lever collars are to be placed on levers at					
	'J' CABIN			'I' CABIN		
	Signal Lever	Point Levers	Slot Levers	Signal Lever	Point Levers	Slot Levers
1	14	27 N	--	37	18 N	--
2	14	28 N	39, 15, 16	39	--	--
3	14	29 N	40, 15, 16	39	19 N	--
4	14	30 N	41, 15, 16	39	21 N	--
5	14	31 N	42, 15, 16	39	22 N	--
6	14	--	43, 15, 16	39	24 N	--
7	13	46 N	38	39	12N	--
8	13	47 N	--	35, 37	--	--
9	13	--	--	35, 37	13 N	--
10	13	49 N	--	35, 37	14 N	--
11	13	--	--	35, 37	16 N	--
12	13	50 N	--	35, 37	15 N	--

NOTE: On account of the frequent shunting operations, in the departure yard, the ASMs on duty/CLM on duty at the respective cabin shall be more vigilant and cautious while performing shunting operations and on completion of shunting operations lever collars shall be placed immediately on the block lines..

The above charts shall be exhibited in the respective cabins.

12. LOCKING OF RELAY ROOM /CABIN BASEMENTS:

Cabin basements at this station are provided with double locks as necessary vide Rly. Board's circular no. 75/W3/SG/G/1 dt. 16.2.1979 (issued vide DSO & DSTE'S joints safety circular no 85 of 1982 circulated vide DSO/WAT's endorsement no WTS/24 dt 31.5.82.

12.1 Station Master shall ensure that the cabin basement key/relay room key is given to 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 and OM 1.14.

13. MAINTANANCE OF S&T INSTALLATION AND ADHERENCE TO MAINTENANCE SCHEDULES:

The regular maintenance of S&T installations and adherence to the schedules of maintenance as also to the mandatory schedules of testing of points, track circuits, signals, lever machines, 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 of these installations at this station..

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The tests, checks and replacements etc. including overhauling shall confirm to the schedule of maintenance as indicated in the signal engineering manual as also in the current and extent instruction / circulars on the subject.

14. PROCEDURE TO BE FOLLOWED IN CASE OF FAILURE OF A SIGNAL AND INTERLOCKING INSTALLATIONS:

14.1 Whenever there is a failure of points, track circuits, signals or any other interlocking gear at the stations, the failure report should be communicated by the Station Master on duty through a memo to the Sectional Maintainer and the SE/JE of the Section along with others as per G& SR 3.51.04 and 3.60.04 and document all such transactions.

14.2. 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/Cabin Leverman on duty irrespective of the position of the switches on the Panel in term of SR 3.68.04(c).

14.3. RECTIFICATIOIN 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).

16. PROCEDURE FOR CARRYING OUT PLANNED MAINTENANCE WORK:

Whenever any normal maintenance or special works for heavy renewals etc., are involved, these works should be planned by the Signal and Telecom field staff and the inspector of the section should give to the SM in writing, 'Advance intimation' about this planned work in terms of G&SR 15.08.01.

17. EMERGENCIES:

Notwithstanding anything contained in above said paras, when a gear is found to be defective and unsafe for passage of trains, the Signal and Telecom staff shall at once suspend the working of such gear and the associated installation and issue a "Suspension Memo" explaining the seriousness of the defect or damage to the interlocking installation to the Station Master and obtain SM's acknowledgement. After this, the usual practice of issuing disconnection memo and reconnection memo can follow and the Station Master must promptly act on such messages and take adequate precautions treating the S&T installations as defective and pass trains over the affected interlocking gears according to extant instructions as contained in GR 3.77 and SR thereto.

18. LIGHTING OF SIGNAL LAMPS AND THEIR MAINTENANCE:

The Station Master on duty must ensure that all the signals lights including that of boards such as Block Section limit board and level crossing gate / gates and indicators (whether they are electrically lit or kerosene lit, are lighted and extinguished as per the timings given in GR 3.49 and SR thereto.

APPENDIX 'B'

18.1 The Station Master on duty at 00.00 Hours. (Second night shift) must also ensure that all the signals lights are burning separate entry and confirm to the Section Controller on duty as per the instructions contained in Divisional Safety Circular No. 82/82 Dt. 3.5.82.

19. 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 SR 4.01.01 and 4.01.02.

20. NORMAL POWER SUPPLY AND STAND BY POWER SUPPLY:

The electro mechanical signalling installations at this yard work with banks or primary/secondary cells installed at several places.

20.1. The secondary cells are charged from local power supply source at 230V-single phase. The batteries once charged will normally last for about 3 days.

20.2. The Station Master on duty at 'J' Cabin, must, however, maintain the record of the power failure and he must promptly report the failure of anyone or both the power sources immediately to the section controller and to the concerned Electrical and S&T maintenance staff.

21. MEANS OF COMMUNICATIONS:

1). Magneto telephones are provided between 'J' cabin and
   (a) 'F' cabin
   (b) 'I' cabin
   (c) South Cabin of port complex.
   (d) Dumper Cabin
   (e) Control Office (O.K. Board)

3). 'J' Cabin is connected to Waltair-PSA train Control Circuit.

4). 'J' Cabin is connected to OEC-KRPU Section Control.

5). Auto telephone (MPM Exchange) is provided in 'J' Cabin

22. FAILURE OF COMMUNICATIONS BETWEEN 'OEC' 'J' CABIN AND 'F' CABIN AND OEC J CABIN AND PORT SOUTH CABIN:

22.1 In the event of failure of magneto telephone communications between J cabin and F cabin line clear transaction shall be obtained on the section control telephone exchanging identifications numbers and supported by private number, vide SR 6.02.03(a)(c).

22.2 In the event of total failure of all communications between J Cabin and
   (a) 'I' cabin
   (b) 'F' cabin
   (c) South Cabin of port complex.

APPENDIX 'B'

Manuscript messages in duplicate shall be exchanged through TPS/TPMs between these cabins for effecting movements of trains/engines. This procedure shall be followed till the fault is rectified. These manuscript messages shall also be exchanged while giving slot as also for obtaining intact arrival on manuscript forms for I cabin private numbers shall be exchanged and with F-Cabin and port south cabin in addition to private numbers identifications numbers shall also be exchanged for all the movements..

EAST COAST RAILWAY
WALTAIR DIVISION

APPENDIX 'C'

ORE EXCHANGE YARD OF, WALTAIR MARSHALLING YARD COMPLEX

ANTI COLLISION DEVICE (RAKSHA KAVACH)

NOT APPLICABLE TO THIS STATION.

EAST COAST RAILWAY
WALTAIR DIVISION

APPENDIX 'D'
DUTIES OF OPERATING STAFF IN EACH SHIFT.
ORE EXCHANGE YARD OF, WALTAIR MARSHALLING YARD COMPLEX

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

1. **DY.STATION SUPERINTEDENT.**
He is s responsible for train passing during his period of on duty in accordance with the rules in force for the tie vide GR 5.01(4) and for the safe and timely running of all trains. He will carryout instructions given to him by the CYM and Area Controller in consultation with SS/'D' Cabin provided they do not contravene any G&SR, OM, SWR and any other safe working principles. He is also responsible for working beyond his duty period when called upon to do so in the exigencies of services. The Cabin Dy. SS/SM should after giving clear instructions to the Cabinman in regard to setting of the route, be responsible for ensuring that correct signals are taken 'OFF' and that the route set is not interfered with or fouled in any manner until the movements of the train for which the route was set is completed except in an emergency. He shall maintain diary and record all events of important nature and train detention particulars. The SS/SM should also ensure that for all movements, the Cabin Leverman in the cabin acts with the knowledge of each other.

2. **CABINMAN.**
He shall set and lock the facing end trailing points for the reception and despatch of trains and other operations as per the directions given by the SS/SM on duty. He shall operate the levers in proper sequence as required form time to time. He shall perform the duties in consultation with or under orders of SS/SM on duty. He is responsible for keeping the lever frame and the cabin clean and tidy. He shall report the defects and deficiencies if any, immediately to the SS/SM on duty.

The cabin man should ensure that correct levers are pulled for setting the route for any movement. The SS and the Cabin man must ensure that for all movements including shunting movements act with the knowledge of each other.

3. **TOKEN PORTER:**
He shall work under the instructions of Dy.SS/SM on duty. He is responsible for piloting of trains 'IN' and 'OUT' when it is necessary. He is also responsible for serving LINE admission book to AYM on duty and any other memos to the staff. He shall deliver starting orders and caution orders to the drivers of the trains and caution orders to the guards of the trains. They will do any other work entrusted to them by the Dy. SS/SM on duty for time to time. In the night in case of exigencies he shall lit the signal lamps when orders to do so.

APPENDIX 'D'

5. ENGINE PILOTMEN:

The engine pilot man are provided in the J cabin (of OEC-East end) in order to pilot the engines IN and OUT of the yard as is required for the movements of train service. They are responsible to see all trailing and facing points clamped and padlocked. They are responsible for applying had breaks of 10 vehicles next to engine before detaching train engine from the train. They are to attend any other work entrusted to them by the Dy.SS 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'
ORE EXCHANGE YARD OF, WALTAIR MARSHALLING YARD COMPLEX

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	J-Cabin	I-Cabin
1.	Fog Signals	12	--
2	Tri Colour Lamps	3	1
3	Hand Signal flags	3 Sets	1 Set
4	Clamps with Padlocks	2	--
5	Safety chains with Padlocks	1	--
6	Sprags	2	--
7	Fire and Sand Buckets	4	1
8	Lever Collars	18	

The above Essential equipment provided at the station which shall be maintained in good and proper working order vide OM 20.04(11).

EAST COAST RAILWAY
WALTAIR DIVISION

APPENDIX 'F'
ORE EXCHANGE YARD OF, WALTAIR MARSHALLING YARD COMPLEX

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

N I L

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

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

EAST COAST RAILWAY
WALTAIR DIVISION

APPENDIX 'G'
ORE EXCHANGE YARD OF, WALTAIR MARSHALLING YARD COMPLEX

RULES FOR WORKING OF TRAINS IN ELECTRIFIED SECTIONS:

Not Applicable

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

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

EAST COAST RAILWAY
WALTAIR DIVISION

APPENDIX 'H'
ORE EXCHANGE YARD OF, WALTAIR MARSHALLING YARD COMPLEX

RULES FOR WORKING OF PRIVATE SIDINGS:

N.A.D. SIDING TAKING OFF ON THE PORT LINE BETWEEN R&D YARD (PORT COMPLEX) AND ORE EXCHANGE YARD AND WORKING INSTRUCTIONS) THEREOF

1.1 LOCATIOIN AND DESCRIPTION OF N.A.D. SIDING.

The N.A.D. siding line takes off on the port line between R&D yard (port complex) land 'J' Cabin (WMY-Complex) and cuts across the dumper line at surface cross over diverges into different sidings.

1.2 It is isolated by means of derailing switch form the running line near the R&D yard (port complex), the entrance points and the derailing switch are coupled by rodding and are operated by an arc lever provided near the siding points, Hand plunger lock is provided at the entrance points which is unlocked by a key extracted from lever no. 3 the cabin of R&D yard of port complex.

1.3 It is isolated from the dumper lines by means of derailing switches at either end. The derailing switches are protected by stop signals. The derailing switches and the stop signals are succession locked and are operated a key released from leer x-ing lever 'J' cabin. In the 'J' cabin and in the goomty near the surface crossing s to transmit the control key. Telephone communication is provided between the 'J' cabin and the goomty near the surface crossing. Stop boards are provided on the dumper lines short of demand crossing at Visakhapatnam port end to control the MOH pilots.

1.4 WORKING OF N.A.D. PILOTS.

A written authority shall be issued by the SM on duty at south cabin of R&D yard of port complex to authorizes the driver of NAD pilot to proceed and work in the AND sidings and return to the R&D Yard of port complex, obeying the stop signals and other hand signals etc.

2.1 To work the N.A.D. pilots form the port R&D yard the SM on duty at south cabin or port complex shall contact the SM on duty at 'J' cabin of WMY complex and obtain his permission for allowing the pilot form R&D yard of port complex, obeying the stop signals and other hand signals.

APPENDIX 'H'

2.2 Before granting such permission to the SM on duty at south cabin of R&D yard port complex, eh SM on duty at 'J' cabin of WMY complex shall get assurance from TOP at the Dumper cabin neat the surface crossing supported by a private number in token of stopping the MOH pilot movements then only he shall grant permission for movement of N.A.D. pilots to the SM on duty at south cabin of R&D yard (port complex) and also inform the TPM on duty at Dumper cabin near the surface cross over above the movement of N.A.D pilots and transmit the key through the HKT and advise him to pass the N.A.D. pilot across with keys released form HKTs and lock the DS point and lever of the concerned signal.

2.3 After passage of pilot on the surface crossing clear of the derailing switch (towards N.A.D siding) the TPM shall put back the signal to on position and normalness the derailing switch points and then retransmit the key back the key and normalize the lager no. 23 in 'J' cabin.

3.1 **MOVEMENTN OF PILOTS FROM N.D SIDING TO R&D YARD:**
The return pilot shall stop at the stop board provided at a distance of 180 M short fo junction point. The TPM at the goomty near the surface crossing on observing the pilot stopped at the stop board shall inform the SM 'J' cabin about this fact. The SM on duty at 'J' Cabin of WMY complex, if he is in a position to pass this pilot to R&D yard (port complex) across the dumper lines shall contact he SM duty at south cabin of R&D yard (port complex) and takes his permission by exchanging private numbers the SM on duty at 'J' cabin shall contact the port staff responsible for the movement of MOH pilots and withdrawn the written authority controlling the movement of MOH pilots. He shall then advise him through the HKT and advise him to set the DS point and lock bar concerned take of the signal concerned.

3.2 After the passage of the pilot on the surface crossing clear of the derailing switch (towards R&D yard) the TPM shall put back the signal to on position and normalize the lock bar derailing switch points and then retransmit the key back to the SM on duty at 'J' cabin of WMY complex for restoration of lever no. 23 to its normal position..

3.3 The SM on duty at south cabin of R&D yard of port complex shall arrange the completion of the process for the reception of the pilot into his yard, the advance.
Note: King lever No. 23 in the 'J' cabin of WMY complex controls the movement of to and from movements of N.A.D. pilots. When the lever No. 23 in the 'J' cabin is reversed all the movements between the Dumper yard ore exchange yard as also between yard shall remain suspended.