EAST COAST RAILWAY
WALTAIR DIVISION

STATION WORKING RULES OF TOKOPAL [BROAD GAUGE]

Date of Issue: -
Date brought in force:
Ref: Lr No: 2000/Safety (A&R)/19/36 of Rly. Board dated 27.10.05.

NOTE: -
i) The Station Working Rules must be read in conjunction with General & Subsidiary rules, Block Working Manual and Operating Manual. These rules do not in any way supersede any rule in the above books.

1. STATION WORKING RULE DIAGRAM:

(i)The Station Working Rule diagram no: SI/WRD/23146
(ii)CSTE/East Coast Railway Signal Interlocking Plan No: SI/23146
(iii) Date up to which corrected:

2. DESCRIPTION OF STATION:

Tokopal (code: TPQ) is a standard-II® 'B' class station with MACLS on the Kottavalasa-Kirandul single line B.G.section of E.Co.Rly on 'D' route. It is situated at km 312.954 from KTV and provided operated centrally with VDU.

2.1 GENERAL : LOCATION:

a) Name of the station	:	TOKOPAL
b) Class of station	:	'B' class
c) Section	:	Kottavalasa-Kirandul
d) Double line/Single line	:	Double line between TPQ-KMEZ & single line between TPQ-BDXX
e) Electrified/Non Electrified	:	Electrified
f) Gauge BG/MG/NG	:	BG
g) Railway	:	East Coast Railway
h) Route	:	'D' Special
i) Situated at	:	Km 312.954
j) Reckoned from	:	Kottavalasa
k) Operation	:	Centrally operated VDU.

2.2. BLOCK STATIONS, IBH. IBS ON EITHER SIDE AND THEIR DISTANCE AND OUT LYING SIDINGS:

Sl no	Adjacent Block-section	Distance	Direction
a	KUMHAR MARENGA	8.285km	KTV end
	BODEARAPUR	5.312km	KRDL end

(B.M.VENKATESWARLU)
DSTE/CON/VSKP

(KVSRK KISHORE)
Sr.DOM/M/WAT

b	Provision of IBS	Nil
c	Automatic signal	Nil
d	DK station/Outlaying sidings	Nil
e	Passenger halt	Nil

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

Between Stations	The Point from which the Block section commences	The Point at which the 'Block Section' ends
TPQ-KMEZ DN Direction (Double line)	From DN advanced starter signal no. 26 of TPQ	BSLB of KMEZ
TPQ-BDXX UP Direction (Single line)	From UP advanced starter signal no.25 of TPQ	UP Advances starter signal no. 14 of BDXX.

2.4 **GRADIENTS:**

a) From the centre of the station building towards KMEZ (DN Line):

Chainage in Mtrs from CSB		**Stretch**	**Gradient**
From	**To**		
0.000 F/CSB	671M	671M	1 in 407.407 falling
671M	935M	264M	1 in 463.971 raising
935M	1169M	234M	1 in 609.375 raising
1169M	1583M	414M	1 in 354.149 falling
1583M	3013M	1430M	Level
3013M	Into section	--	1 in 200 raising

b) From the centre of the station building towards KMEZ (UP line):

Chainage in Mtrs from		**Stretch**	
From	**To**		**Gradient**
0.000 F/CSB	671M	671M	1 in 407.407 falling
671M	1019M	348M	1 in 400 raising
1019M	1170M	151M	Level
1170M	1660M	490M	1 in 360 falling
1660M	2531M	871M	Level
2531M	2629M	98M	1 in 200 raising
2629M	Into section	--	Level

c) From the centre of the station building towards BDXX (Single line):

Chainage in Mtrs from		**Stretch**	
From	**To**		**Gradient**
0.000 F/CSB	693M	693M	1 in 407.407 raising
693M	2682M	1989M	1 in 153.354 raising
2682M	2897M	215M	1 in 419.103 raising
2897M	4604M	1707M	1 in 1195.546 raising
4604M	Into section	--	1 in 306.139 raising

2.5 (A) **LAY OUT:**

Sl no	Running/Non Running line	Electrified/Non Electrified
1	Line no-1 (DN Loop)	Electrified
2	Line no-2 (DN Main line)	Electrified
3	Line no-3 (UP Main line)	Electrified)
4	Line no-4 (UP Loop)	Electrified

(B)HOT AXLE SIDING:

Hot Axle Siding takes off from line no.1 at KMEZ end of the yard and is isolated by derailing switches measuring CSL of 54M (from BJ to BJ). The entrance points and derailing switches are operated individually by arc levers in succession. Hand plunger locks fitted at the entrance point unlocked by key 'P' & key 'R' released from RKT provided in location box through control no. 45 & 46 respectively in Hot axle siding location box. When controls 45 & 46 are transmitted from VDU, 2A, C2A, SH-4A, SH-3B, S-12, SH-17 signals of line no.1 will be locked in their normal position.

C: SUB STATION SIDING:

One substation siding takes off from Line no-1 at BDXX end of the yard and is isolated by derailing switch measuring CSL of 55M (from BJ to DE). The entrance point and derailing switch is operated individually by arc levers in succession. Hand plunger locks fitted at the entrance point unlocked by key 'M' released from RKT provided in location box through control no. 47 respectively in SS siding location box. When control 47 is transmitted from VDU, 2A, C2A, SH-4A, SH-3B, S-12, SH-17 signals of line no.1 will be locked in their normal position.

D. TRACK MACHINE SIDING:

One Track machine siding takes off from shunting neck at KMEZ end of the yard and is isolated by derailing switch measuring CSL of 292M (from SH to DE). The entrance point and derailing switch is operated by point machine.

(E) PLATFORMS:

(i)One rail level passenger platform on line no1 is provided with measurement of 270Mx 5.6M.
(ii)One High level passenger platform on line n. 4 is provided with a measurement of 400Mx 10M.

2.5.1 RUNNING LINES, & HOLDING CAPACITY IN CSR:

HOLDING CAPACITIES:

Line No 1	DN Loop	754 Meters	Electrified	From Starter to SS
Line No 2	DNMain line	794 Meters	Electrified	From Starter to SS
Line No 3	UP Main line	847 Meters	Electrified	From SS to Starter
Line No 4	UP Loop	732 Meters	Electrified	From Starter to SS

2.5.2 NON RUNNING LINES AND THEIR CAPACITY IN CSR:

1	Hot Axle Siding	54 Meters	Electrified	From Block joint to Block joint.
2	Sub Station Siding	55M	Electrified	From Block joint to DE.
3	Track Machine Siding	292M	Electrified	From Shunt Sig-20 to DE

2.5.3 ANY SPECIAL FEATURES IN THE LAYOUT:

Station has double line working towards KTV end and Single line working towards KRDL.

2.6 LEVEL CROSSINGS:

Sl. No.	LC Gate No. & KM	Type of Gate	Type of Interlocking	Section
1	LC gate No. KK-90 at km 310/8-9	'C' class manned Engineering	Non-interlocked	TPQ-KMEZ
2	LC gate No. KK-89 at km 308/8-9	'Spl' class Engineering	interlocked	TPQ-KMEZ

3.0 SYSTEM AND MEANS OF WORKING:-

i) System of working: Absolute block system:
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) (iv), 14.09 to 14.13 and BWM chapter-IV part I.

ii) Block instruments:

Single line Diado type Tokenless block instrument is provided for block section TPQ-BDXX vide GR 14.01(a) and the 'OFF' aspect of the last stop signal is the authority for the Loco pilots of all trains to enter into the block section vide GR 14.08(b) (iv) and Double line block instrument is provided for the block section TPQ-KMEZ vide GR 14.01 (a) and the 'OFF' aspect of the last stop signal is the authority for the Loco pilot to enter into the block section vide GR 14.08 (a).

iii) Co-operative/Non Co-operative: Co-operative for the block section TPQ-BDXX and non co-operative for the block section TPQ-KMEZ.

iv) Provision of block telephone: Telephone attached to block instrument connecting the adjacent block stations concerned.

v) Custody of keys of block instrument: Block instrument is provided with double locking. One key will be with SM and other key will be with S&T maintainer.

4.0 SYSTEM OF SIGNALLING AND INTERLOCKING:

4.1.0 a) Standard of Interlocking: This Station is provided with Standard-II® with Electronic Interlocking.

b) Type of signals: Multiple Aspect Colour Light Signals. The aspects and indications of the MACLS is governed by GR.3.08 (4) (b).

c) The Station is provided with central Electronic Interlocking (EI). All signals and points are electrically operated from the central VDU provided at SM's Office.

d) Method of operation: Central VDU is provided in the Station Master's office to electrically control all signals and points.

e) Provision of axle counter/Track circuits on running lines:
Track circuits are provided in the yard as 1AT, $1T_1$, $1T_2$, 31/33AT, 31BT, 33/39AT, 37T, , L4T1, L4T2, L4T3, L3T1, L3T2, L3T3, 36BT, 36AT, 32BT, 32AT, 25AT, 2AT, 2T, 25AT, 34T, L2T3, L2T2, L2T1, L1T3, L1T2, L1T1, 35AT, 35BT, 26ATand 26T. Axle counters are provided for section TPQ-KMEZ on both UP & DN lines and for section TPQ-BDXX single line for last vehicle verification. Block section indications for the above track circuits/ Axle counters are available on VDU at SM's office. When a signal is cleared the route indication 'Yellow' appears for the particular route set and 'Red' light appears as the train occupies the track circuit.

f) Calling on signals: Calling-on signals are provided below Home signals (i.e. in both UP & DN lines) as per GR.3.13 (1) (b), (2) (3) (4) & (6) (b).

g) IBS is not provided at this station.

h) **CRANK HANDLE:**

When any point fails to operate normally by the Route Setting operation through VDU, it is inevitable to operate the points with crank handle. The SM on duty shall personally ensure clamping and padlocking of all facing and trailing points on the route. Crank handles are interlocked with signals and

interlocking system. When points become defective, the signals controlling these points shall be considered defective and vice-versa and the procedure for

use of crank handle for motor operated points shall be followed as per operating manual para-20.06. CH1 controls point 31A/B, CH2 controls point 32A/B, CH3 control points 33A/B, 36A/B, CH4 control points 34A/B, 35A/B and CH5 control points 37A/B,39.

These crank handles are interlocked with the signaling and interlocking system at this station and normally locked inside the RKT instrument at the respective Crank Handles Locations. Crank handle keys can be taken out only when all signals are not taken 'OFF' and the route is not locked for whatever reasons. Crank Handle can be released by clicking common 'TRANS' button and concerned Crank handle control button simultaneously. When the keys are taken out no signal can be taken 'OFF' over the particular route on the points nominated by the crank handle.

This key can be electrically transmitted at both ends locations of the yard for manual operation of the defective points. The failure of motor operated points must be ensured by physical checking that there is no obstruction. SM on duty shall personally ensure the clamping and padlocking of all facing and trailing points. An emergency Crank handle register shall be maintained by the SM on duty at the station as per Para 20.06(d) of the operating Manual. Correct setting, clamping and padlocking of the points devolve on the SM on duty. (Details of use of Crank Handle as per Appendix-'B').

The cases of failure of motor point should be promptly reported to the concerned signal maintainer/signal SSE/JE for immediate rectification.

4.1.1 TAKING OFF CALLING-ON SIGNAL:

Miniature colour light Calling-on signal is provided below the Home signals in terms of GR.3.13 (6) (b). A Calling-on signal shows no light in the 'ON' position and Yellow light when taken "OFF". A calling-on signal, will be taken 'OFF' for reception of a train when the Home signal above it cannot be taken 'OFF' due to failure or any other reason or for admission of train on blocked line. Before taking 'OFF' Calling on signal during failure of track circuit the route and clearance of the track over which the train will be admitted must be checked physically by SM on duty. (The detailed procedure is given in Appendix-B)

4.1.2 SHUNT SIGNALS:

Shunt signals Sh-3 (A/B), SH-5A/B, SH-20 and SH-18 are provided towards KMEZ end of the yard for shunting purpose and SH-15, SH-17, SH-4(A/D) are provided towards BDXX end for shunting purpose.

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

Relay room is provided with two independent locks. The key of one lock shall be in the personnel custody of Station Master on duty and the key of other lock shall be in the custody of S&T Maintainer. In the event of necessity such as for attending failure, or regular maintenance, on being requisitioned by S&T

maintainer, SM shall hand over the key to the Maintainer. On completion of the work, maintainer shall lock the relay room and shall return the key to SM. The particulars of such transactions shall be entered by the SM in the relay room key register vide OM 1.14.

4.3 (A) POWER SUPPLY:

Normal: AT Supply-230v, 50Hz

Stand by: - 1st standby power supply: Chattishgarh State Electricity Board Supply.
2nd stand by power supply: DG set.

(i) A changeover switch is provided in the Station Master's Office with the three power supplies viz., AT, Local and DG for changing the switch to the required supply position. A luminous indicator above the circuit breaker for each supply indicates the availability of the supply.
(ii) For IPS system that provides to EI, auto-change over has been provided.
(iii)There is a remote monitoring ASM box provided at the station to monitor the health of IPS.

(B)REMOTE MONITORING ASM BOX: Remote monitoring ASM Box gives alarm to the ASM for the following fault conditions:-

(a) 50% depth of discharge (DoD) of battery. In this condition audio/visual alarm comes, which can be acknowledged with audio cut-off.
(b) 60% DOD, which warns for emergency. The alarm for this condition is s ame as for condition 1.
(c) 70% DOD, which signals system, shut-down. In this condition signal feed is cut-off and all DC-DC converters continue working. Audio alarm continues till power supply is restored.
(d) Any of the module fails, which calls for 'call S&T'.
(e) Whenever there is a failure of power supply in AT or Local the SM shall take prompt action to inform to all concerned for the rectification. The SM himself, during his daily checks, shall test the availability of power supply AT and Local and make an entry in the Station Diary duly initiating action for rectification of failure, if any.

5. TELECOMMUNICATIONS:

(a) Telephones attached to single line Token less Block Instruments and double. Line block instruments are connected to adjacent station on either side .
(b) Telephone communication is provided between adjacent stations i.e., KMEZ and BDXX Stations.
(c) The station is connected to KRPU-KRDL control Circuit.
(d) The station is connected to KRPU-KRDL traction power control circuit.
(e) Telephone communication is provided between Station Master on duty to UP CH locations and to DN CH Locations.
(f) Telephone communication is provided between Station Master on duty to H.A.siding location, Substation siding location.
(g) Telephone communication is provided between Station Master on duty to 'C' Class engineering manned LC gate at km 310.277 between TPQ-KMEZ (LC No KK-90).
(h) 25w VHF set is provided at the station for emergency communication.

(i) BSNL telephone is provided at this station.

5.1 FAILURE OF COMMUNICATION: -

(a) In the event of total failure of communications between the adjacent block stations SR 6.02.04 shall be observed for single line section and SR 6.02.03 shall be observed for double line section for working the train.
(b) In the event of partial interruption/failure of communications between the adjacent block stations SR 6.02.06 shall be observed for working the train.

6. SYSTEM OF TRAIN WORKING:

6.1 DUTIES OF TRAIN WORKING STAFF:

The movement of trains is controlled by section controller on duty whose orders shall be complied with provided they do not contravene any provisions of General Rules, Subsidiary Rules, Station Working Rules, Block working manual and any other safe working instructions issued from time to time.

In the event of suspension of control working the Station Master on duty shall work independently in conjunction with the Station Master of adjoining Block Stations and shall be responsible to ensure that there is no undue delay to train operation in general.

6.1.1 TRAIN WORKING STAFF IN EACH SHIFT:

STAFF IN EACH SHIFT:

Station Master	1
TPM/TP	1

The above staff shall work as per roster issued from time to time by Divisional Railway Manager (P) and these rosters shall be conspicuously displayed in the Station Master's office.

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

The SM on duty is responsible to ascertain the clearance of the nominated line between first facing point and advanced starter signal in each direction.
The private number book should be under the custody of SM on duty who is authorised to use it.

6.1.3 ASSURANCE OF THE STAFF IN THE ASSURANCE REGISTER:

Any staff before taking of independent charge of duties connected to train working or any staff who is away from his duty for the period of 15 days or more shall sign in the Assurance Register which is token of having understood the contents. However, in the event of any corrections or modifications in the SWR is involved, the assurance of all the staff who even is entrusted the work of train

passing duty shall be obtained afresh in the assurance register by the in-charge of the station before they are allowed to work vide SR 5.01.02.

6.2 CONDITIONS FOR GRANTING LINE CLEAR:

(A) For section TPQ-BDXX:

(i) 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.

(ii) Line shall not be considered clear and line clear shall not be granted to a DN train unless:

(a)SM ensures the reception signals pertaining to a train are in 'ON' position and glowing properly vide GR 3.49(4).

(b) Whole of the last train passed over the section has arrived completely.

(c) DN Home signal /calling-on signal No. 2A/B and/or C-2A/B is put back to 'ON' position.

(d) Line is clear up to UP advanced starter signal no. 25.

(B) For section TPQ-KMEZ:

(i) The conditions laid down in GR 8.03 (1) (a) (b) (c) (iii) shall be complied with SM on duty before line is considered clear and line clear is granted for double line section TPQ-KMEZ.

(ii) Line shall not be considered clear and line clear shall not be granted to an UP train unless:

(a) SM ensures the reception signals are in 'ON' position and burning properly vide GR 3.49 (4).

(b) Whole of the last preceding UP train has arrived completely.

(c) UP Home signal /calling-on signal No. 1A/B and/or C-1A/B is put back to 'ON' position .

(d) Line is clear up to facing point no. 31A.

6.2.1 ADEQUATE DISTANCE: (SIGNAL OVERLAP)

To take off the Home signals for admission of a train, the adequate distance (signal overlap) as mentioned below shall be kept clear. [Refer GR.3.40 (3) (b) and SR thereto]

CLEARANCE OF ADEQUATE DISTANCE (SIGNAL OVERLAP)

FOR DOWN TRAINS		
Line no.	From	To
1.	DN starter Signal No.12	DN advanced starter signal No.26 or up to the end of the overrun line of Line no.1.
2.	DN starter Signal No.14	DN advanced starter signal No.26.

FOR UP TRAINS		
Line Number	From	To
3	UP starter Signal No.13	UP advanced starter signal No.25 or up to the end of the overrun line of Line no.3.
4	UP starter Signal No.11	UP advanced starter signal No.25 or up to the end of the overrun line of Line no.4.

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

During simultaneous reception of UP & DN trains, SOL of UP trains should be set for overrun line only as per CRS remarks.

6.2.1.1 SETTING OF POINTS AGAINST BLOCKED LINE:

When a running line is blocked by stabled load, wagon, vehicle or by a train which is to cross or give precedence to another train or immediately after the arrival of a train at the station etc., the points at either end should be immediately set against the blocked line except when shunting or any other
movement is required to be done on that line. If all the lines of a station happen to be blocked, when line clear has been granted to a train, the points should be set for the line occupied by a stabled load or a goods train in that order so that, in case of mishap, the chance of causalities are minimized. In case of all the lines are occupied by passenger train, points should be set for a loop line to negotiate which the speed of incoming train would be reduced which in turn, would minimize the consequences/causalities.

6.2.1.2 RECEPTION OF A TRAIN ON BLOCKED LINE:

Whenever trains are to be admitted on an obstructed line the SM on duty shall admit train by taking off calling-on signal as per GR 5.09(2) (a) and if calling on cannot be taken off, the trains are admitted as per GR 5.09 (2)(C) (3)(4), (5) and SR 5.09.01.

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:

NIL.

6.2.1.6 ANY SPECIAL CONDITIONS:

(a): SPECIAL RESRICTIONS:

(i) Shunting in the face of an approaching train is prohibited towards KRDL end due to falling gradient of 1 in 153.354 towards station section.

(b) SPECIAL INSTRUCTIONS:

During simultaneous reception of UP & DN trains, SOL of UP trains should be set for overrun line only as per CRS remarks.

6.3 CONDITIONS FOR TAKING "OFF" APPROACH SIGNALS:-

i) Conditions for taking off approach signals are governed by GR 3.40(1) (b), 3.40(2) (b), 3.40(3) (b) for single line section TPQ-BDXX.
ii) Conditions for taking off approach signals are governed by GR 3.40(1) (a), 3.40(2) (a), 3.40(3) (b) for double line section TPQ-KMEZ.
ii) calling-on signal may be taken off for the admission of train in the event of failure of Home signal in terms of SR 3.69.02(a) or for the admission of a train on obstructed line in terms of GR 5.09 and SRs thereto.

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

Station master should ensure that signal is put back to 'ON' after passage of the train as per GR 3.36 (2) (B), 14.01 and SR 4.17.01.

6.4 SIMULTANEOUS RECEPTION/DESPACTH, CROSSING AND PRECEDANCE OF TRAINS:

The following simultaneous reception and dispatch facilities are provided at this station.

1	Reception of an UP train on line No.4 setting overlap to overrun line.	AND	Dispatch of another UP train from line No.3.
2	Reception of a DN train on line No. 1 setting overlap to overrun line.	AND	Dispatch of another DN train from line No. 2.
3	Reception of an UP train on line No.3/4 setting overlap to overrun line.	AND	Reception of a DN train on line no.1 setting to overrun line or on line no.2 setting overlap up to advanced starter signal no.26.

6.5 COMPLETE ARRIVAL OF TRAINS:

The entire block section between TPQ-BDXX single line section and TPQ-KMEZ double line section on both UP and DN Lines are monitored by axle counter system and the position of the block section whether 'Occupied' or 'Clear' is indicated on VDU at SM's office. As soon as train enters in to that block section the RED indication appears on VDU. After whole train clears the block section

GREEN indication appears on the VDU. This confirms the complete arrival of train and the SM on duty shall give 'Train out of Block Section' report on seeing the section clear indication GREEN on the VDU.

If a train passes through the station without confirming the last vehicle indicator, the Station Master on duty shall advise the station in advance to stop the train for

last vehicle verification and he need not to withhold closing of block section in rear. He shall obtain confirmation under exchange of private number about the complete arrival of the train with its last vehicle from the station in advance and subsequent trains may be dispatched.

In case of failure of Axle counter the SM on duty shall obtain complete arrival certificate from the guard of the train in the complete arrival Register (T/1410) maintained at the station for stopping train. For through passing train the SM on duty shall satisfy himself the complete arrival of the train by verification of the Last Vehicle Indicator vide SR 4.16.05 that the train arrived complete.

In case a train passes incomplete, action shall be taken as per SR.4.17.02, the "Train out of Block Section" report shall be withheld to the station in rear until complete arrival Certificate is received from the station in advance supported by a private number.

6.6 DESPATCH OF TRAINS:

To dispatch a train, the Station master on duty having obtained line clear for that train, shall set the route for the outgoing train correctly and satisfy himself by observing the visual indication on the VDU. He shall suspend all non-isolated shunting and then shall take "OFF" the concerned route starter and advanced starter signal. The 'OFF' aspect of the advanced starter is the authority to proceed into the block section. As soon as the train passes the advanced starter signal, Train entering section indication will appear on the VDU. The SM will then send the train entering given section signal to the station in advance.

[Refer GR 3.38, 3.42, SR 3.36.04(b), 3.42.04 and BWM 2.07.5(a)]

a) ISSUE OF CAUTION ORDERS:

Whenever in consequent of the line being under repairs or for any other reasons special precautions are necessary, a caution order detailing the kilometer and speed at which train should run with reasons for taking such precautions shall be handed over to the Guard and Loco pilot in terms of GR 4.09 and SRs thereto.

6.7 TRAINS RUNNING THROUGH:

The procedure detailed in Para 6.4, 6.5 shall be observed. The Station Master is responsible to observe/watch the condition of the vehicles on a passing train and shall wave green hand signal horizontally until anything wrong is noticed on train. For this purpose the Station Master on duty shall stand in such a position that he sees a clear view of the passing train and that his hand signals can clearly be seen by the Loco Pilot and Guard of the train.

He shall also depute the TPM on duty to the other side, for passing the train. The TPM on duty shall wave Green hand signal horizontally. He shall show danger hand signal if he notices anything is wrong and reports the same to the SM on duty.

The Station Master on duty is responsible to see that a train passes complete with its last vehicle indicator. If a train passes without last vehicle indicator or its authorized substitute, action shall be taken as per General and Subsidiary Rule. [Ref GR 3.40,3.42, 4.17, 4.42, & SR 4.42.02 (b) (i), (ii), (iii), c & (d)]

6.8 WORKING IN CASE OF FAILURE:

PROCEDURE TO BE FOLLOWED FOR WORKING OF TRAINS DURING FAILURE /SUSPENSION OF INTERLOCKING /SIGNALS/ POINTS:

a. TRACK CIRCUITS:

In case of failure of track circuits, the clearance of the concerned line should be ensured physically before a train is piloted.

b. AXLE COUNTER:

If the axle counter fails between the block sections, resetting procedure will be adopted as per Para 8 of SWR (APP-B) to be followed. If the axle counter indication does not appear 'GREEN & continues to show 'RED' condition after resetting, the concerned block section shall be suspended & failure intimation to be given to sectional signal Maintainer /JE/SE (signal) for rectification. Resetting procedure is given at Appendix-'B' as per Para no.8.

c. BLOCK INSTRUMENTS:

In the event of failure of block instrument, the concerned block instrument shall be suspended till its rectification and trains shall work as per GR (Refer SR 6.02.06)

d. RECEPTION OF A TRAIN ON BLOCKED LINE:

Whenever trains are to be admitted on an obstructed line it is necessary that the train is piloted IN on a written authority given by the SM on duty and delivered by a competent Railway servant to the Loco Pilot of the train or by taking off calling-on signal. [Refer GR 5.09 & SRs there to]

e. RECEPTION OF A TRAIN ON NON-SIGNALLED LINE:

NIL

f. DEFECTIVE SIGNALS:

Whenever signals become defective, the procedure laid down in GR & SR shall be followed. [Refer GR 3.68 to 3.71, 3.80 and SR 3.68.01©] In the event of signal showing no lights, station master on duty shall before giving line clear initiate action in accordance with the procedure laid down in GR 3.74.

g. DEFECTIVE INTERLOCKING:

When interlocking becomes defective the SS/SM on duty shall be responsible for correct setting, clamping, padlocking of points for admission of train. [Refer SR 3.69.03 (c) & 3.69.01].

h. DEFECTIVE/DAMAGED POINTS:

When any point fails to operate normally by route setting operation through VDU, it is inevitable to operate the points with crank handle. The SS/SM on duty shall Personally ensure clamping and padlocking of all facing and trailing points on the route. Crank handles areinterlocked with signals and interlocking system. When points become defective, the signals controlling these points shall be considered defective and vice-versa and the procedure for use of crank handle shall be followed as per operating manual para 20.06.

Station master on duty shall personally ensure the clamping and padlocking of all facing and trailing points. An emergency crank handle register shall be maintained by SM at the station as per para 20.06(d) of the Operating manual. Correct setting, clamping and padlocking of the points devolve on SM on duty. (Details of use of crank handle as per Appendix-'B'). The cases of the failures of the point should be promptly reported to the concerned signal maintainer/JE/SE (signal) for immediate rectification.

6.9 PROVISIONS FOR WORKING OF TROLLIES/ MOTORTROLLIES/MATERIAL LORRIES ETC":

a. Motor trolleys shall be worked as per GR 15.25 and SRs there to, BWM 5.11(1) (2), 5.12, 5.13, 5.14(2) (a) and circulars and orders issued from time to time. Material trolleys shall be worked as per GR 15.27 and SRs there to and in accordance with the provisions of Block Working Manual.
b. Tower wagons shall be worked as per GR 17.08 and SRs there to and BWM 4.39 and other circulars and orders issued from time to time.
c. Push trolleys shall run under block protection only vide SR 15.25.09(e).
d. Shunting key of token less block instrument at dispatch station as well as receiving station of the motor/push trolley shall be taken out and kept in the personal custody of SM on duty in addition "trolley on line" board shall be hung up on the handle of the block instrument. Special instructions contained in the circular No.19 of 6.4.88 should be followed.

Note: Trolleys which are to be run on track circuit area shall be insulated as per SR 15.20.02.

7. BLOCKING OF THE LINES:

Whenever a running line is blocked either by loose vehicles or by stabling train or by a train which is to cross or give precedence to another train, the points at either end should immediately be set against the blocked line except during shunting movement. A clear remark in 'RED' ink shall be made immediately in the train signal register and a record shall be made in the Station Master's diary also.

Stable load register is also to be maintained. The stable load or loose vehicles are to be secured to prevent rolling down of vehicles. [Refer SR 3.36.3(b), GR 5.23 and SR 5.23.01]

A. **SECURING OF VEHICLES: -**

As far as practicable, loose vehicle shall not be allowed to stand on the running line. However under unavoidable circumstances, if it is necessary to detach

vehicle from a train or to stable a train and leave them standing on the running line, the SS on duty shall be responsible to secure the vehicle/stable loads to prevent rolling down of vehicles and arrest obstruction and fouling.

B. REMINDER FOR BLOCKING LINES:
Read para 3.2.1 of Appendix-'B'

8.0 SHUNTING:

8.1 GENERAL PRECAUTIONS:

Shunting will be carried out at the station in accordance with General Rule and relevant Subsidiary Rules and Block working Manual [Refer GR 3.46, 3.52 to 3.56, 5.13,5.14,5.16 to 5.23, 8.05,8.06, 8.14 and 8.15] with relevant SRs and OM 7.01, 7.07, 7.08, 5.1(2) (B) shall be followed.

NOTE:
For any non signaled movement physical verification of the clearance of the crossover points shall be ensured by the Guard/SM on duty for supervising shunting operations.

8.2 SHUNTING IN FACE OF AN APPROACHING TRAIN:

Shunting in the face of an approach train is strictly prohibited towards KRDL end due to falling gradient of 1 in 153.354.

8.3 PROHIBITION OF SHUNTING, SPECIAL FEATURES IF ANY:

(i) Hand shunting is prohibited at both ends of the yard vide GR 5.20.
(ii) Fly shunting is prohibited at both ends of the yard vide SR 5.21.01 (c)

8.4 SHUNTING ON SINGLE LINE:

i) Within station section: Governed by GR 8.10.
ii) Beyond station section: Governed by GR 8.12.
iii) 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 instrument: Block back messages shall be exchanged between Station master at either end of the section which is intended to be obstructed supported by private number. Both the Station Masters shall fix line block collars on respective Block Instruments and shall continue shunting provided the Block section is clear.

8.5 SHUNTING ON DOUBLE LINE:

i) Within station section: Governed by GR 8.05.
ii) Beyond station section: Governed by GR 8.06.

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

Not applicable to this station.

9.0 ABNORMAL CONDITION:-

(a) RULES TO BE OBSERVED IN THE EVENT OF ABNORMAL CONDITIONS:

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(i) During partial interruption of communication between the adjacent block stations, SR 6.02.06 shall be observed.

(ii) In the event of occupation of block section due to accident or obstruction the authority for the train to work up to obstruction as and when required is T/A 602 & SR 6.02.05 shall be observed.

(iii) In the event of trains delayed in the block section, GR 6.04 and relevant SRs shall be followed.

(iv) Failure/passing of Intermediate Block stop signal at 'ON' position: Not applicable.

(v) Failure of Axle counter Block/BPAC: Procedure to be followed vide GR 14.13 & 14.14.

(vi) Failure of MTRC: Not applicable.

a) **i. PROCEDURE FOR EMERGENCY OPERATION OF POINTS BY CRANK HANDLE:-**

The detailed Procedure for emergency operation of points by Crank Handle of motor operated points shall be followed.
Crank handle operation is interlocked with the signaling and interlocking system at this station. Key of crank handles normally locked inside the RKT instrument at the respective Crank Handles Locations. Crank handle keys can be taken out only when all signals leading over the points are in the Normal position and the route is not locked for whatever reasons. Crank Handle can be released by operating common 'TRANS' push button and concerned Crank handle control push button simultaneously. When this key is taken out, no signal to the concerned point can be taken 'OFF' in the yard. This key can be electrically transmitted at both ends of the yard.
On account of the doubtful operation of any track circuit by a light vehicle including self propelled vehicle such as Motor trolley or light Diesel/electrical engine or tower wagon, indicating the occupancy of the track. It is necessary that SM on duty satisfies himself that the said vehicle has cleared point zone track circuits by observing the track indications of the track on either side of the cross over by positively checking the entrance and exit track circuits are showing occupancy and clearance in accordance with the train movement.

ii.PROCEDURE FOR EMERGENCY OPERATION OF POINTS WITH POINT ZONE TRACK CIRCUIT/AXLE COUNTER FAILURE AND EMERGENCY ROUTE RELEASE:

Emergency point operation facility is provided to operate the point from the VDU in case of failure of point controlling track circuit. A push button (Black with Red dot) for emergency point operation is provided on the VDU. If such operation is necessary, the SM on duty, after ensuring that SM's point Key is 'IN' and no vehicle is standing on the concerned point zone shall operate the emergency point operation button along with relevant point button simultaneously.

Then emergency point button to be released and the point group normal button or point group reverse button is to be operated for operating the point to 'NORMAL or REVERSE. Every emergency point operation shall be recorded in the station diary and in the register meant for this purpose.

Rules regarding locking of points and damaged points vide GR 3.39 and GR 3.77 to be followed.

b) **CERTIFICATION OF CLEARANCE OF TRACK BEFORE CALLING-ON SIGNAL OPERATION IS INITIATED:-**

Before taking off Calling –on signal during failure of track circuit/axle Counter, the route and the clearance of the track over which train would pass to be verified by SM on duty.

c) REPORTING OF FAILURE OF POINTS, TRACK CIRCUITS/AXLE COUNTER AND INTERLOCKING:-

Whenever there is a failure of points, Track circuits/axle counter or any interlocking gear at station, the failure should be reported by SM on duty to the concerned Signaling Maintenance Staff on duty responsible for attending to the failure and only after receipt of the written memo from the Signaling Maintainer for rectification of the fault, SM should restore the normal working. The entries in failure register to be done with message to the section controller.

9.1 TOTAL FAILURE OF COMMUNICATION:

In the event of total failure of communication on double line, trains shall run on the authority to proceed without line clear in terms of SR 6.02.03 & on single line, as per SR 6.02.04.

9.2 TEMPORARY SINGLE LINE WORKING ON DOUBLE LINE SECTION:

GR 6.01 and SR 6.02.01 shall be followed.

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

(i) In the event of total failure of communication, trains shall run on the authority to proceed without line clear in terms of SR 6.02.03.
(ii) In the event of neccessity to send a train to assist the crippled trains, SR 6.02.05 shall be followed.

10. VISIBILITY TEST OBJECT:

The signal lights of UP starter signal No.11 of Line no.4 and DN starter signal No.12 of Line No.1 are ear marked to serve as visibility test object during day and night vide GR 3.61.2(b)(iii)

11. ESSENTIAL EQUIPMENT AT THE STATION:

(Details are given in Appendix-'E')

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

In case of thick, foggy or tempestuous weather impairing visibility, whenever it is necessary to indicate to the Loco Pilot of an approaching train the locality of a signal, the SM on duty at station shall arrange for signaling in
terms of General Rules 3.61 and Subsidiary Rules thereto. The assurance of the staff shall be obtained in the month of OCTOBER every year in the Fog Signal Register vide SR.3.61 as a token of their acknowledgement in fog signaling Rules.
Fog signalmen shall be detailed for duty at stations being recruited partly from the station traffic staff and partly from Engineering Gang man and must not be substitutes or casual labour but regular employees of the railway.

12.1 STATION DETONATOR REGISTER (OPT/124)

A Register regarding detonator is maintained at the station.

12.2 INSTRUCTIONS:

a)This register contains the following parts.

Part. - I: Particulars of fog signal men posted at the station from time to time.
Part – II: Particulars of receipt and stock of detonating (fog) signals at the station to be filled in whenever detonators are used or received.
Part – III: Periods of fogs, fog signalmen on duty and details of detonators used.
Part – IV: Particulars of issue and testing of fog signals at the station.

b. In charge of the station shall ensure that the information maintained in the register is kept up to date and is accurate in all respects.
c. Transportation inspectors shall check the registers and also the stock of detonators on hand each time they visit the station and initial with date as an indication having done so.

13. APPENDICES:

APPENDIX-A : WORKING OF LEVEL CROSSING GATES

APPENDIX-B : SYSTEM OF SIGNALLING AND INTERLOCKING AND COMMUNICATION ARRANGEMENTS AT THE STATION.

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

CERTIFICATE

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

APPENDIX 'A'
WORKING OF LEVEL CROSSING GATES AT TOKOPAL STATION

1. GENERAL:

1.1 DESCRIPTION OF THE LEVEL CROSSING GATE:

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

1. Number of Level Crossing Gate : KK-89
2. Engineering or Traffic Gate : Engineering gate ('Spl class) under
3. under control of Station Master/SSE/Engineering: SSE [P]/JDB
4. Location at KM : 308/8-9
5. At Station : Mid section
6. In between station : KMEZ--JDB
7. BG/MG/NG : BG
8. Single line/Double line/Multiple line : Double Line
9. Normal Position : Open to Road Traffic.
10. Inter Locked/Non-Interlocked : Interlocked.
11. Means of interlocked : Interlocked with Gate signals.
12. Provision of Gate signal at KM : UP Home 308/5-6, UP Distant 307/5-6 DN Home 308/12-13, DN Distant 309/12-13
13. Signaling arrangement : MACLS
14. Means of communication- : Telephone with SM/TPQ Telephone/ Bell etc
15. Width of level crossing gate :6Mtrs.
16. Type of road {NH/SH/Other} :NH
17. Name of road : Konta Road
18. Metalled/Non-Metalled : Metalled
19. Approach road : Mettalled
20. Width of the road :5.4 Mtr.
21. Angle of road crossing [In case of the skew gates]: --
22. Road gradients {if any} :North-East side: Level : South-West side: Level
23. Road alignment {Straight/Curve} Straight
24. Provision of height gauge :Provided
25. Type of Barriers : Lifting Barriers.
26. Length of check rail : 8 Mtrs
27. Road surface in L-Xing gate :Kutcha

28. Length of Rumble strip /speed breakers : 5.4Mtrs.
29. Road signs :Provided.
30. Speed breaker indication board : Provided.
31. TVU : 52047 in Aug-2014
32. Censes next due on : Aug-2017
33. Demarcation for placement of detonators : Provided.
34. No. of Gate men working : Three
35. nearest Railway Medical Assistance : JDB
36. nearest private Medical Assistance {If Any}: Tokopal
37. List of equipment available Yes/No : Yes.

1.2 EQUIPMENTS:

ITEMS	QUANTITY/NUMBERS
1. Hand Signal Lamp Tri Color.	3Nos
2. Hand Signal Flag Green.	1 No with mounted stick
3. Hand Signal Flag Red.	3 Nos
3. Banner Flag Red.	3 Nos
5. Posts for exhibiting red banner flag	2 Nos
6.Spare chains with padlocks	2 with stop marker
7.Detonators	10 in each case
8.Gate lamps	2Nos
9.Tommy Bar	1 No
10.Mortar Pan	1 No
11.Spade/Fowarh	1 No
12.Rammer	1 No [in case of asphalted road this may not be provided.]
13.Pick Axe	1 No [in case of asphalted rod this may not be provided]
14. Tin case for flags	1No
15. Can for Oil	1No
16. Water Pot/Bucket	1No
17. Canister for Muster Roll	1No
18. Set of spare spectacles of gate man wearing glasses.	1No
19. Board demarcation protection of level crossing gate diagram in case of obstruction	1No
20. Bucket	1No
21. Whistle	1No
22. Wall Clock	1No
23. A small sized chain in case of failure of Boom Lock	2No

(B.M.VENKATESWARLU)
DSTE/CON/VSKP

(KVSRK KISHORE)
Sr.DOM/M/WAT

1.3 RECORDS TO BE KEPT AT GATE LODGE:

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

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

1.5 DUTIES OF GATEMAN:

1. ALERTNESS:

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

2. POSITION DURING PASSAGE OF TRAINS:

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

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

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

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

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

3. ROUTING DUTIES OF GATEMAN:

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

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

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

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

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

vi) Gateman shall also prepared to repeat any signal which guard may give to Loco Pilot on walkie-talkie or in any other way.

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

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

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

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

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

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

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

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

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

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

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

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

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

4. ACTION IN CASE OF UNUSUAL OCCURRENCE ON TRAIN:

In case gateman observes anything unusual with a passing train, he shall take following action:

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

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

iii) If Loco Pilot / guard fails to take notice, gateman shall immediately inform the Station Master, If connected on telephone, to take appropriate action, under exchange of private number.

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

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

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

5. ACTION IN AN EMERGENCY AT THE LEVEL CROSSING:

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

ii) Thereafter, if he is unable to remove the obstruction, gateman shall immediately advise the Station Master on duty, if connected by telephone, regarding the defects / obstructions at the gate, under exchange of private number.

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

The gateman shall protect the line as under:-

a) **On double line section:**

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

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

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

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

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

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

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

viii) Thereafter, he shall to warn the Loco Pilot and stop the approaching train by waving his red flag by day red hand signal lamp by night repeatedly.

b) **Other action to be taken by Gateman:**

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

ii) If the gate is broken by a road vehicle which is fouling the track, or if lifting barriers or any other part of the gate foul the track, or if there is any other obstruction at the gate, the gateman shall take immediate action.

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

1.6 ENGINEERING ITEMS:

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

APPENDIX 'A'
ANNEXURE – I

WORKING INSTRUCTIONS FOR ENGINEERING LEVEL CROSSING GATES INTERLOCKED WITH STOP SIGNALS OF THE STATION PROVIDED WITH TELEPHONE, WITH NORMAL POSITION "OPEN TO ROAD TRAFFIC" – IT IS A "Spl" CLASS GATE AT KM 308/8-9:

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

1. MODE OF OPERATION:

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

Gate shall normally be kept open to road traffic. Whenever it is required to close and transmit the control key to station, the gateman shall have to adopt the following procedure.

1. Key 'G' is obtained after closing the Level crossing gate and releases 1GF.
2. 1 GF when reversed Locks the Level crossing Boom and releases Key 'G1'.
3. Key 'G1' inserted in EKT and turned.
4. Key 'G1' in with switch no. 1GS, 2GS when reversed releases concerned UP gate stop signal 1GS and DN gate stop signal 2GS respectively.

2. EXCHANGE OR PRIVATE NUMBER:

(i)Immediately after departure of the train from the adjacent station, SS/Dy.SS shall advise the gateman through telephone, the number, description, direction and expected time of passage of the train at the gate.

(ii)If the telephone is connected to the station at the receiving end, this advice shall be given by the SS/Dy.SS to the gate man, under exchange of private number, as soon as he receives train entering section advice from the dispatching station.

(iii)If the actual running time of the train from either end of the section is less than 10 minutes SS/Dy.SS will convey this advice to the gateman before obtaining /granting line clear.

(iv)It should be the duty of the gateman to ensure that the gate is closed in time, so that there is no detention to the train and excessive detention to road traffic.

3. FAILURE OF TELEPHONIC COMMUNICATION:

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

i)Station Master on duty shall send written advice to the Gateman through the Porter with full details of number, description and direction of the train. Gateman on receipt of such advice shall close the gate and transmit the key to the Station Master, which will enable him to take 'OFF' reception/departure signals.

ii) When sufficient time is not available because of greater frequency of train service, Station Master issues written authority to the train loco pilot to pass the signal at 'ON' position.

iii) In addition Station Master shall also issue a caution order advising the loco pilot to whistle continuously and approach the gate cautiously.

iv) The train loco pilot shall be instructed to pass the gate cautiously, on being hand use led by the Gateman. If hand signal is not seen, loco pilot should be prepared to stop short of the gate and ensure that gate is closed vide GR 3.73(2)(b).

v) In case of an approaching train, the Station Master Shall advise the Station Master at the dispatching end, under exchange of private number, that the telephone at the gate has failed.

vi) The Station Master at the dispatching end shall then issue a caution order to the loco pilot before dispatching a train in to the block section from his end.

vii) He should also advise S&T staff responsible for maintenance of the telephone to rectify the defect at the earliest.

viii) Normal working will be resumed only after staff rectifies the telephone and issue reconnection/fit memo for the same.

4. FAILURE OF LIFTING BARRIER GATES:

(a) If a gate boom/barrier is damaged, the gateman shall-

(i) Close the level crossing against the road traffic with chain and padlock immediately or before allowing the movement of train as the case may be.

(ii) Report the fact over the telephone or through the loco pilot of a passenger train or through a gangman to the Station master of the adjacent station and the nearest gangmate.

(b) The Station master on duty on receipt of the above information shall arrange to issue caution orders to the loco pilots and guards of all trains entering into the section.

(i) To whistle frequently.

(ii) To stop 30mts short of the level crossing and be guided by the hand signal given by the gateman.

© The Station master shall intimate the fact to the Station master at the other end of the block section for issue of caution order with the similar instructions as mentioned in (b) above.

The caution order shall continue to be issued till the defect is rectified. The Station master shall also advise the JE/SE/SSE9Signal), JE/SE/SEE(P way) and other officials concerned for immediate rectification and other necessary action.

(d) The loco pilots shall ensure that the level crossing is not obstructed and on being hand signaled by the gateman, negotiate the level crossing cautiously.

(e) Necessary entries shall be made in the caution order register and station diary by the Station masters at either end of the affected section.

5. FAILURE OF GATE KEY WITH THE GATE IN CLOSED POSITION WHEN GATE KEY CANNOT BE EXTRACTED FOR OPENING THE GATE:

i) If the gate key cannot be extracted from the winch, the gate lever or the key transmitter, then Gateman must immediately inform the Station Master on duty on telephone, under exchange or private number.

ii) If emergency key is available at the gate lodge, he will take it out from the sealed box by breaking the seal and open the gate for road traffic. Emergency key provision is not available.

iii) The record of the data and time of breaking the sealed cover of Emergency key box shall be recorded and signed with reasons.

iv) Thereafter, the gate must be treated as non-interlocked and procedure for reception/dispatch of trains as prescribed for non-interlocked gates, should be adopted.

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v) Station Master on duty shall issue a caution order to the loco pilot of a departing train.

vi) He shall also advise the Station Master at the dispatching end, under exchange of private number, to similarly issue a caution order to the loco pilot before dispatching the train in the block section form his end.

vii) Station Master will advise S&T staff responsible for maintenance of winch/gate levers/key transmitter to rectify the defect at the earliest.

viii) Normal working will resume only after S&T staff repairs the winch/gate lever/key transmitter and issue reconnection/fit memo for the same.

ix) After rectification, the Emergency key shall be replaced in the Emergency Key Box and resealed by the S&T maintainer.

6. FAILURE OF GATE KEY WITH THE GATE IN OPEN POSITION:

i) If the gate key cannot be extracted from the winch, the gate lever or the key transmitter, then Gateman must immediately inform the Station Master on duty on telephone, under exchange or private number.

ii) Thereafter, the gate must be treated as non-interlocked and procedure for reception/dispatch of trains as prescribed for non-interlocked gate should be adopted.

iii) Gateman shall secure the gate against road traffic by mans of chains and padlocks and pass the trains on hand signals.

iv) Station Master on duty shall issue a caution order to the loco pilot of a departing train.

v) He shall also advise the Station Master at the dispatching end, under exchange of private number, to similarly issue a caution order to the loco pilot before dispatching the train in the block section form his end.

vi) Station Master will advise S&T staff responsible for maintenance of winch/gate levers/key transmitter to rectify the defect at the earliest.

vii) Normal working will resume only after S&T staff repairs the winch/gate leaves/key transmitter and issue reconnection/fit memo for the same.

viii) After rectification, the Emergency key shall be replaced in the Emergency Key Box and resealed by the S&T maintainer.

7. OBSTRUCTION AT THE GATE:

In case of an obstruction on the line at the level crossing not protected by station signals, the gateman shall maintain the signals, if provided , in the 'ON' position, If unable to remove the obstruction forthwith, he shall protect the line in the following manner.

(a) ON DOUBLE LINE:

(i) In case both the lines are obstructed, he shall during day light hours, first plant a banner flag across the track in the direction from which a train is expected to arrive and then plant the second banner flag across the other track, against any train in the opposite direction. The banner flag shall be planted clear of the level crossing and at a distance of about 5 meters from the edge of the road/obstruction.

(ii) He shall, thereafter, close and lock the gates.

(iii) At level crossings provided with telephones, the gateman shall, if time permits, inform the Station master about the obstruction and ascertain the position of trains, after he has taken action as per clauses (i) and (ii) above.

(iv) The gateman shall proceed in haste, exhibiting a red hand signal flag, towards the direction from which a train is expected first and place one detonator on the track at a distance of 600meters on BG and three detonators 10meters apart at a distance of 1200meters on BG from the level crossing. Having thus protected one line, he shall immediately return to the level crossing, picking up the intermediate detonator on the way and then proceed with the same haste in the opposite direction and protect the other line also in an identical manner. Having duly protected both the lines, the gateman shall return to the level crossing and endeavour to clear the obstruction, mobilizing any assistance locally available. He shall, however, not leave the level crossing, but shall remain in position to warn the loco pilot of any approaching train.

(v) In case of any one line is obstructed the aforesaid protection need be done only for the obstructed line.

(b) ON SINGLE LINE:

The gateman shall take action as laid down in sub-rule (a), except that the banner flags and the detonators shall be placed on the same line on either side of the level crossing.

8. OBSTRUCTION ON THE TRACK NEAR LEVEL CROSSING:

If there is a rail fracture or obstruction on the track due to falling of a tree, fouling by road vehicle or derailment which is visible to the Gateman, the Gateman and Station Master will adopt the procedure given under Item No.7 above. If the obstruction fouls the Level Crossing Gate, Gateman must keep the gates closed against road traffic till the track is cleared of the obstruction.

APPENDIX 'A'
WORKING OF LEVEL CROSSING GATES AT TOKOPAL STATION

1. GENERAL:

1.1 DESCRIPTION OF THE LEVEL CROSSING GATE:

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

1. Number of Level Crossing Gate :KK-90
2. Engineering or Traffic Gate :Engineering gate ('C'-class)
3. Under control of Station Master/Permanent Way inspector: SSE[P]/JDB
4. Location at KM : 310.277 (310/8-9)
5. At Station :Nil
6. In between station : TPQ-KMEZ-KMEZ
7. BG/MG/NG : BG
8. Single line/Double line/Multiple line : Double Line
9. Normal Position :Open to Road Traffic.
10. Inter Locked/Non-Interlocked :Non-Interlocked.
11. Means of interlocked :Nil
12. Provision of Gate signal at KM : Nil
13. Signaling arrangement : Nil
14. Means of communication- : Telephone connected
    Telephone/ Bell etc : with KMEZ station
15. Width of level crossing gate :7.5 Mtrs.
16. Type of road {NH/SH/Other} :Others
17. Name of road :
18. Metalled/Non-Metalled : Metalled
19. Approach road :BT Road
20. Width of the road :5.5 Mtr.
21. Angle of road crossing [In case of the skew gates]: --
22. Road gradients {if any} :North-East side: 1 in 30
    :South-West side: 1 in 30
23. Road alignment {Straight/Curve} : Straight
24. Provision of height gauge :Provided
25. Type of Barriers :Lifting Barriers.
26. Length of check rail :10 Mtrs
27. Road surface in L-Xing gate :Concrete
28. Length of Rumble strip /speed breakers:8Mtrs.
29. Road signs :Provided.
30. Speed breaker indication board :Provided.
31. TVU :
32. Censes next due on :
33. Demarcation for placement of detonators: Provided.
34. No. of Gate men working :Three
35. Nearest Railway Medical Assistance : JDB
36. Nearest private Medical Assistance {If Any}: Jagdalpur
37. List of equipment available Yes/No :Yes.

1.3 EQUIPMENTS:

ITEMS	QUANTITY/NUMBERS
1. Hand Signal Lamp Tri Color.	3Nos
2. Hand Signal Flag Green.	1 No with mounted stick
3. Hand Signal Flag Red.	3 Nos
4. Banner Flag Red.	3 Nos
5. Posts for exhibiting red banner flag	2 Nos
6.Spare chains with padlocks	2 with stop marker
7.Detonators	10 in each case
8.Gate lamps	2Nos
9.Tommy Bar	1 No
10.Mortar Pan	1 No
11.Spade/Fowarh	1 No
12.Rammer	1 No [in case of asphalted road this may not be provided.]
13.Pick Axe	1 No [in case of asphalted rod this may not be provided]
14. Tin case for flags	1No
15. Can for Oil	1No
16. Water Pot/Bucket	1No
17. Canister for Muster Roll	1No
18. Set of spare spectacles of gate man wearing glasses.	1No
19. Board demarcation protection of level crossing gate diagram in case of obstruction	1No
20. Bucket	1No
21. Whistle	1No
22. Wall Clock	1No
23. A small sized chain in case of failure of Boom Lock	2No

1.3 RECORDS TO BE KEPT AT GATE LODGE:

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

1. Gate Working Instructions in Hindi/English.
2. Gate Working Instructions in Local vernacular language
3. Gateman Rule Book in Local vernacular language.
4. List for tools and books.
5. Duty registers.
6. Certificate for working as gateman.
7. Bio-data particulars of Gateman, including date of passing vision test, Initial/refresher course, safety camp etc.

8. Accident Register.
9. Records of last census of road traffic at level crossing gate.
10. Public Complaint Book.
11. Inspection Book.
12. S&T failure register.

1.5 DUTIES OF GATEMAN:

1. **ALERTNESS:**

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

2. POSITION DURING PASSAGE OF TRAINS:

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

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

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

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

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

3. ROUTING DUTIES OF GATEMAN:

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

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

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

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

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

vi) Gateman shall also prepared to repeat any signal which guard may give to Loco Pilot on walkie-talkie or in any other way.

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

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

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

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

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

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

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

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

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

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

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

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

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

4. <u>ACTION IN CASE OF UNUSUAL OCCURRENCE ON TRAIN:</u>

In case gateman observes anything unusual with a passing train, he shall take following action:

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

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

iii) If Loco Pilot / guard fails to take notice, gateman shall immediately inform the Station Master, If connected on telephone, to take appropriate action, under

exchange of private number.

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

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

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

5. ACTION IN AN EMERGENCY AT THE LEVEL CROSSING:

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

ii) Thereafter, if he is unable to remove the obstruction, gateman shall immediately advise the Station Master on duty, if connected by telephone, regarding the defects / obstructions at the gate, under exchange of private number.

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

The gateman shall protect the line as under:-

a) **On double line section:**

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

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

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

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

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

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

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

viii) Thereafter, he shall to warn the Loco Pilot and stop the approaching train by waving his red flag by day red hand signal lamp by night repeatedly.

b) **Other action to be taken by Gateman:**

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

ii) If the gate is broken by a road vehicle which is fouling the track, or if lifting barriers or any other part of the gate foul the track, or if there is any other obstruction at the gate, the gateman shall take immediate action.

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

1.6 ENGINEERING ITEMS:

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

APPENDIX 'A'

ANNEXURE – IV

WORKING INSTRUCTIONS FOR ENGINEERING LEVEL CROSSING GATE NON-INTERLOCKED PROVIDED WITH TELEPHONE WITH NORMAL POSITION "OPEN TO ROAD TRAFFIC"

1. MODE OF OPERATION:

Detailed mode of operation for opening and closing the level crossing gate is as discussed below.

2. EXCHANGE OF PRIVATE NUMBER:

(a)When Gate is connected with the station at the dispatch end:
(i) Station Master at the dispatching end shall advise the gateman, the number, description, direction and expected time of the passage of the train at the gate under exchange of private number.
(ii) Such advice shall be given before taking 'OFF' departure signals or giving an authority to proceed to the Loco pilot.
(iii) The gateman on receipt of the advice shall close the gate well in time and confirm the same, under exchange of private number.
(iv) Station Master will take off departure signals after getting the private number of the gateman.
(v) Gate once closed for road traffic must on no account be opened unless this is authorized by the station master under exchange of private number.
(b)When Gate is connected with the station at the receiving end:
(i) Station Master at the dispatching end shall advise the station master at the other end, the number, description, direction and expected time of the passage of the train at the gate under exchange of private number.
(ii) Such advice shall be given before obtaining line clear.
(iii) Station master at the receiving end shall in turn convey the same advice to the gateman, under exchange of private number.
(iv) Gateman shall close the gate and there after give his private number to the station master.
(v) Only then shall the station master at the receiving end grant line clear to the station master at the dispatching end.

(vi) The gateman shall be authorized to open the level crossing after complete passage of the train from the gate by observing tail board/tail lamp. The gateman before opening the gate shall ensure that SM has not advised him to keep the gate closed for any other train from the same direction or from other direction. He shall display a banner flag across the track while the gate is in open condition.

3. FAILURE OF TELEPHONE COMMUNICATION:

In the event of failure of telephone communication between the station and non interlocked mid section level crossing gate or of failure to get Gateman's acknowledgement over the phone, the following procedure shall be adopted for passing trains.

(a) the loco pilot and guard of every train proceeding into the affected section shall be served with a caution order, giving the number and kilometreage of the level crossing and directing the loco pilot:-

(i) To whistle frequently to attract the attention of the gateman.

(ii) To proceed cautiously and stop 30mtrs short of the level crossing and be guided by the hand signal.

(b) (i) The loco pilot after stopping, if the gateman is available and apparently in a fit condition to continue his duty and the gates are closed, shall arrange to advise the station master of the fact using the telephone provided at the gate. The station master on receipt of such an advice from the loco pilot shall discontinue issue of caution order to the following trains provided the acknowledgement of the gateman is available over the telephone.

(ii) In the above circumstance, the loco pilot should not stop his train at the next station to advice the station master.

© (i) If the loco pilot does not find the gateman at the level crossing or if the gateman is apparently unfit for duty and the gates are not closed, he shall depute his assistant to close the gates and give proceed hand signal. In the absence of assistant, the loco pilot shall seek the assistance of the assistant guard or guard of the train. The same should be informed to the station master on gate telephone.

(ii) The loco pilot after being hand signalled, shall pass the level crossing and stop clear of it by at least 2 bogie length to pick up the assistant or assistant guard/guard as the case may be. The railway servant deputed for closing the gate shall reopen it for road traffic after passage of the last vehicle of the train.

(iii) If, however, the telephone is out of order or the gateman is not available or is apparently unfit to continue his duty and intimation of the fact could not be given to the station from the gate, the loco pilot shall stop his train at the next station (even if it is through passing station) and give a memo to the station master indicating the condition of the gateman, gate and telephone.

(iv) The station master on receipt of the loco pilot's report regarding absence or unfitness of the gateman, shall advice the station master in rear, the notice station, the section controller, JE/SE/SSE/P WAY and AEN concerned and the gangmate of the nearest gang for immediate posting of a gateman. He should also inform the maintenance staff to attend and repair the telephone, if required. Issue of caution order should continue till normal working condition is restored.

(d) Before giving line clear to a train, the station master shall advice the station master of the station in rear of the facts by message supported by a private number, and obtain his acknowledgement with a private number. The later shall issue a caution order to the loco pilot as detailed in para (a).

(e) Necessary entries shall be made in the caution order register, station diary or signal failure register as the case may be by station masters at either end of the affected section. The section controller shall also keep a note in his chart indicating the action taken by him.

(f) If the visibility at the level crossing is not clear to afford a clear view of an approaching train ie., where the visibility of the rail to road is restricted, train can be worked as in case of normal position "closed to road traffic".

4. FAILURE OF LIFTING BARRIARS:

(a)If a gate boom/barrier is damaged, the gateman shall –

(i)Close the level crossing against the road traffic with chain and padlock immediately or before allowing the movement of train as the case may be.

(ii)Report the fact over telephone or through the loco pilot of a passing train or through a Gangman to the Station master of the adjacent station and the nearest Gangmate.

(b)The station master on duty on receipt of the above information shall arrange to issue caution orders to the Loco Pilots and guards of all trains entering into the section.

(i)To whistle frequently,

(ii)To stop 30m, short of the level crossing, and the guided by the hand signal given by the gateman.

(c)The station master shall intimate the fact to the station master at the other end of the block section for issue of caution order with the similar instructions as mentioned in (b) above.

The caution order shall continue to be issued till the defect is rectified. The station master shall also advise the JE/SE/SSE(P.way) and other officials concerned for immediate rectification and other necessary action.

(d)The Loco pilots shall ensure that the level crossing is not obstructed and on being hand signaled by the Gateman, negotiate the level crossing cautiously.

(e)Necessary entries shall be made in the Caution Order Register and Station Diary by the Station Master at either end of the affected section.

5. OBSTRUCTION AT THE GATE:

(a) ON DOUBLE LINE:

[i]In case both lines are obstructed, he shall, during day light hours, first plant a banner flag across the track in the direction from which a train is expected to arrive first and then plant the second banner flag across the other track, against any train in the opposite direction. The banner flag shall be planted clear of the level crossing and at a distance of about 5 meters from the edge of the road/ obstruction.

[ii] He shall thereafter close and lock the gates.

[iii] At level crossings provided with telephones, the gateman shall, if time permits, inform the Station Master about the obstruction and ascertain the position of trains, after he has taken action as per clauses (i) and (ii) above.

[iv] The gateman shall then proceed in haste, exhibiting a red hand signal flag, towards the direction from which a train is expected first and place one detonator on the track at a distance of 600m on BG line and three detonators10m apart at distance of 1200m on BG from the level crossing. Having thus protected one line, he shall immediately return the level crossing, picking up the intermediate detonator on the way and then proceed with the same haste in the opposite direction and protect the other line also in an identical manner. Having duly protected both the lines, the gateman shall return to the level crossing and

endeavour to clear the obstruction, mobilizing any assistance locally available. He shall, however, not leave the level crossing, but shall remain in position to warm the Loco Pilot of any approaching train.

[v] In case only one line is obstructed the aforesaid protection need be done only for the obstructed line.

(b) ON SINGLE LINE:

The gateman shall take action as laid down in sub-rule (a), except that the banner flags and the detonators shall be placed on the same line on either side of the level crossing.

6. OBSTRUCTION ON THE TRACK NEAR LEVEL CROSSING GATE:

If there is a rail fracture or obstruction on the track due to falling of a tree, fouling by road vehicle or derailment which is visible to the gateman, the gateman and station master will adopt the procedure given under item no.5 above, if the obstruction fouls the level crossing gate, gateman must keep the gates closed against road traffic till the track is cleared of the obstruction.

APPENDIX 'B' TO STATION WORKING RULES OF TOKOPAL STATION

VISUAL DISPLAY UNIT (VDU)

1. SYSTEM OVERVIEW

The PC-based control cum indication panel (*hereinafter referred as* **operator VDU**) functions similar to that of the Conventional Control cum Indication Panel (*hereinafter referred as* **CCIP**) for the operation of Signals, Points, L.C Gates, Crank Handles and Siding Controls, etc. The SM of a station (*hereinafter referred as* **operator**) required to be familiar on the specific station's SWR (station working rules).

An operator VDU consists of CPU with a color monitor, keyboard and pointing device (mouse). Through serial communication the exchange of control and indication messages takes place between Ring Modem and operator VDU. The Software is installed to display the Station Yard Mimic Panel diagram on the operator VDU and it allows access to all functions by selecting menus with a right click of mouse on the corresponding function icon. By selecting the menu, the function (Signal clear and cancellation, Route release, Point operation, Gate release etc.,) can be executed.

The operator VDU is used for controlling and monitoring the station, however, indications on the Station yard mimic diagram of operator VDU will be dynamically updated.

2. CCIP / OPERATOR PC – MODE SELECTION:

For the stations having both Operator PC and CCIP, the privilege has been given with the operator to control the station through operator PC or CCIP. Obviously, the station having only operator VDU or CCIP doesn't possess the selection feature.

The operator VDU is having controls to operate the field gears from the Mimic panel diagram. A Mimic panel diagram displayed on the operator VDU will be an exact replica of the CCIP and suits the yard plan as per SI plan.

2.1 SM KEY:

SM KEY IN operation can be achieved through operator PC as follows:

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Operator shall right click on the SM KEY icon, and shall select the SM KEY IN option in the menu, which will enable the password window to appear. After the valid entry of user name and password the SM KEY IN operation will be enabled.

SM KEY OUT operation can be achieved through operator PC as follows:

Operator shall right click on the SM KEY icon, and shall select the SM KEY OUT option in the menu, which will enable the confirmation window for SM KEY OUT. After providing the confirmation, SM KEY OUT operation will be enabled. This will lock all the controls in operator VDU except the Signal cancellation facility.

3. CONTROL(S) & INDICATION(S):

3.1 VDU FAILURE INDICATIONS:

a) Vital Interlocking Computer Status:

In EI, two Vital Interlocking Computers are available normally. The status of each of the VIC is provided on VDU as following.

VIC – A Indications

VIC-A is Active

VIC-A is Stand By

VIC–A is Not Available

VIC –B Indications

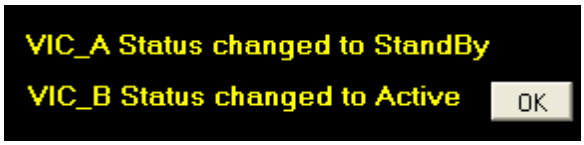
VIC–B is Active

VIC–B is Stand By

VIC–B is Not Available

If there is any change in VIC's status, its changed status will be displayed along with OK button and a buzzer is turned on to alert the operator. The Buzzer stops

and the indication message disappear when the OK button is pressed by the Operator.



Action by SM: If at least one VIC is available it will be in Active State and EI shall continue to function. On observing the fault, SM shall acknowledge the fault and immediately inform EI Maintainer.

b) Link Status Indication:

The EI VDU receives the data from MEI CIU Room through two OFC channels. The Link Status Indication for the same is provided on the VDU.

When Channel – A or Channel – B link is healthy, corresponding yellow indication will be flashing continuously. When Channel – A or Channel – B link is faulty, corresponding red indication will be shown steady.

Channel –A Link Status is Healthy

Channel – A Link Status is Faulty

(B.M.VENKATESWARLU)
DSTE/CON/VSKP

(KVSRK KISHORE)
Sr.DOM/M/WAT

Channel – B Link Status is Healthy

Channel – B Link Status is Faulty

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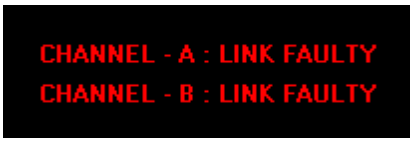
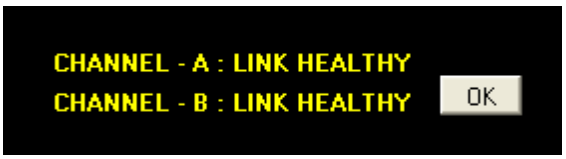
Buzzer and Acknowledgment:

When Channel A link or Channel B Link fails, a Buzzer is turned on to alert the operator. To acknowledge the fault, right click on this control, a pop up menu is displayed, then click on the Ack menu option. The Buzzer stops when the fault is acknowledged by the Operator.

When any of the channels link fails, an indication is shown in red color.



When any of the links is recovered, the indication is shown in yellow color along with one OK button. The indication message disappears if OK button is pressed.



Action by SM: If at least one of the Communication Channels is Healthy, EI VDU shall continue to provide Indications. On observing any communication channel

faulty indication, SM shall acknowledge the fault and immediately inform the EI Maintainer.

c) VCOR Relay Drop:

When VCOR Relay Drops in OC, a message is shown in red color along with OK button and a buzzer is turned on automatically to alert the operator. The Buzzer stops and indication message disappears when the OK button is pressed by the Operator.

Action by SM: SM shall acknowledge the fault and inform the EI Maintainer of the failure.

d) CIU Critical Fault:

If CIU is shutdown due to any critical fault, a message is displayed in red color along with OK button and a buzzer is turned on to alert the operator. The Buzzer stops and the indication message disappear when the Operator presses the OK button.

Action by SM: SM shall acknowledge the fault, inform the EI Maintainer.

3.2 Function Lock & Unlock Operation Details:

Lock/Unlock Operation and Indication:

Lock Operation allows disabling of operation for the selected functions. The operations can be enabled again by unlocking the locked function operation.

Lock Indication:

Default Indication (When nothing is locked or no menu item is checked)

Lock Indication (When any one item is locked or menu item is checked)

Lock or Unlock Operation:

Right Click on this image, a pop- up menu is displayed this menu is called Button Lock/Unlock Menu. To Lock or Unlock the required button go to the required menu and click on it. This shall be explained in detail below.

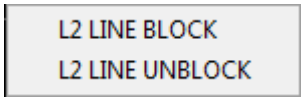
Lock/Unlock Menu:

OPERATION
Main Signal
Shunt signal
Calling-on signal
Point
Route

- Click on this menu option to lock /unlock all the items in the menu.
- When a menu option is clicked, it will be checked i.e. a tick mark will be shown if it is previously unchecked or else it will be unchecked if it is previously checked.
- If a menu item is checked its main menu or parent menu will also be checked as shown below and color of Lock/Unlock image will be changed to yellow.

3.2.1 LINE BLOCK COLLARS:

To provide Line block collar, single right click on the concerned route button on the VDU ex: L1UN, L2UN, 12-UN, 12A-UN, 13A-UN, and 13-UN.



3.3 VDU ACTIVE INDICATIONS:

Whenever the VDU is in active condition a RBG sequence will be running in the bottom left corner of the screen. That is in a flashing sequence in the screen.

4. SIGNAL OPERATION:

The Software is installed to display the Station Yard Mimic Panel diagram on the operator VDU and it allows access to all functions by selecting menus with a right click of mouse on the corresponding function icon. By selecting the menu, the function (Signal clear and cancellation, Route release, Point operation, Gate release etc.,) can be executed.

In order to take-off a signal with the desired route the operator needs to click the mouse on the concerned signal on the operator VDU. After clicking the Signal , the menu will appear for route set, signal cancellation and route cancellation operations.

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a) SETTING A ROUTE:

To set a route, select the required route on route set sub menu. The route initiated indication will appear over the route. All the relevant points Normal/ Reverse set indications will start flashing if it is not available in the required position. After setting of point in the route required condition (flashing indication will be steady) a complete yellow route set indication will appear over the route. Also the point lock indication will appear through yellow indication. Finally a route lock yellow steady indication will appear on just below the signal. The signal will be taken-off now. The yellow route set indication will turn to red when the train occupies the concerned track circuit.

b) CANCELLING A ROUTE/ EMERGENCY ROUTE RELEASE:

To cancel a signal route when the route is set and the signal is taken-off, right click on the signal and select the signal cancellation in the menu. The signal will immediately go to ON aspect. Again right click the signal and select the route cancellation in the menu. The concerned signal route locked indication will start flashing for 120 sec, After the completion of 120 sec the locked route will be released and counter for the route release on VDU will change to next higher digit number.

5. CALLING ON/SHUNT SIGNAL OPERATION:

Calling on/Shunt signal route set and cancel operation follows the same procedure as mentioned for the main signal.

6. POINT OPERATION:

To operate the point, the operator needs to click the concerned points and select the Normal/Reverse in the menu appearing at the point in the operator VDU.

a) REVERSE TO NORMAL OPERATION:

Click on the **NORMAL** in the menu appearing at the point in the operator VDU, Normal flashing indication will appear, the indication will be steady after the point is set to Normal.

b) NORMAL TO REVERSE OPERATION:

Click on the **REVERSE** in the menu appearing at the point in the operator VDU, a Reverse flashing indication will appear, The indication will be steady after the point is set to Reverse.

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c) EMERGENCY POINT OPERATION:

When the point zone track circuits failed without any point lock condition through respective signal route(s), a point can be operated by the Emergency Point operation.

Before doing the emergency operation, the Emergency point operation key to be IN, for that right click on the Emergency point operation key and select the KEY IN in the menu appeared. After completion of the emergency point operation, the key has to be taken OUT, for that again right click on the Emergency point operation key and select the KEY OUT in the menu appeared.

(i) EMERGENCY NORMAL OPERATION:

Right click on the point, so that a menu will appear, select the emergency point normal from the menu then normal flashing indication will appear at the point. Flashing will stop and steady indication will appear after the point is set to Normal. After the Emergency point operation the counter value will get incremented.

(ii) EMERGENCY REVERSE OPERATION:

Right click on the point, so that a menu will appear, select the emergency point reverse from the menu then reverse flashing indication will appear at the point. Flashing will stop and steady indication will appear after the point is set to Reverse. After the Emergency point operation the counter value will get incremented.

7. CRANK HANDLE & SIDING CONTROL OPERATION:

To Transmit or Release control of the Crank Handle, right click on the concerned Crank handle / Siding control button provided on the operator VDU.

For Transmitting the Crank Handle KEY to the field personnel, right click on the Crank Handle and select the **Transmit control** in the menu appeared. After transmission, the KEY IN indication will start flashing; now the KEY can be extracted from the EKT. After extracting the key from the EKT, the key IN indication will disappear.

When the Manual point operation is completed, after putting the KEY in the EKT, corresponding Crank Handle KEY IN flashing indication will appear on the VDU. Now the operator has to Release the control for the steady indication, for that right click on the Crank Handle and select the **Release control** in the menu appeared.

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A Crank handle locked indication will appear, when the particular point is locked through respective possible signal route(s).

8. RESETTING OPERATION FOR DIGITAL AXLE COUNTER:

After complete arrival of train, if the Last vehicle axle counter of the section does not clear or Last vehicle Axle counter section free indication (Green) does not appear in the panel, The receiving station SM shall apprise the sending station SM through telephone for resetting giving details of last train that has arrived complete at his station and the block section is clear.

The receiving station shall inform the sending station as to whether the last train that entered into the section has arrived or not. And, if arrived fully shall so intimate authenticated by exchanging Private number with the sending station.

The status of the section LVCD i.e. Clear (GREEN), occupied (RED), preparatory reset (GREEN) and power on indications (WHITE) are provided in the reset box.

The procedure to be followed for re-setting by both of sending end and receiving end individually is as follows:-

a) On being advised by SM of TOKOPAL Station, SM of KUMHAR MARENGA/BODEARPUR Station inserts the key in the Reset Box, turns right and presses both the key and the Push Button (Red) simultaneously with the SM of TOKOPAL. The Counter on the Reset Box at TOKOPAL Station and KUMHAR MARENGA/BODEARPUR Station registers the next higher number and after five seconds miniature green Preparatory Reset indication appears on the

Reset Box both at TOKOPAL and KUMHAR MARENGA/BODEARPUR Station. The step by step procedure shall be followed as given in "b" to "i".

b) SM of TOKOPAL Station and KUMHAR MARENGA/BODEARPUR Station shall then Insert SM's LV reset key, and turn right.

c) Press LV reset button provided on the panel.

d) Release SM's LV reset key and reset button.

e) Turn left the SM's LV reset key and remove it.

f) The system obtains preparatory reset state and preparatory reset indication (Green) glows on the panel. The counter reading increases by one count after a gap of 5 seconds approximately.

g) The counter reading should be recorded.

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h) One train is to be piloted in the section to make the system normal.

i) The SM on duty shall record it in the Train Signal Register indicating the resetting operations in detail i.e. train number, time, Private Number exchanged with SM of sending station and giving reasons for the resetting operation.

j) If the axle counters functioning properly now, then Block Section cleared indication 'G' will appear on the panel and the concerned Block working will be normalized.

k) If the LV axle counter section indication does not appear 'Green' and continues to show 'RED' indication, the concerned Block section shall be suspended and failure intimation to be given to sectional signal Maintainer/JE/SE (Signal) for early rectification.

APPENDIX 'C' TO STATION WORKING RULES OF TOKOPAL STATION ANTI COLLISION DEVICE [[RAKSHA KAVACH]:

-NIL-

(B.M.VENKATESWARLU)
DSTE/CON/VSKP

(KVSRK KISHORE)
Sr.DOM/M/WAT

APPENDIX 'D'

DUTIES TO BE PERFORMED BY THE STAFF AT TOKOPAL STATION:

1) STATION MASTER (IN CHARGE):

He is the over all In-charge of the station. He is rostered for 8 hours and train passing duties. He is responsible for the efficient discharge of duties devolving upon all the Staff employed at the station whether permanent or temporary according to Station Working Rules, Manuals & safe working Instructions. He shall get himself well conversant with the detailed working of Station and panel, points and signals etc.

He shall conduct surprise night inspection and safety meetings/fire drills etc. as per instructions issued from time to time. He shall see that all the staff under his control working safely according to the rules in force.

He shall see that all signals, points, level crossing gates and the whole machinery at the station are in proper working order. He shall report all the defects to the concerned officials.

He shall satisfy himself that the staff employed under him are well conversant with Station Working Rules and perform their duties correctly. He is responsible for maintaining SWR, other Rule books and Assurance Register up to date.
He shall see that all safety records are maintained properly and all rules prescribed in G & SR, Block Working Manual, Operating Manual and other relevant directions issued from time to time by competent authorities are followed rigidly by all concerned and any irregularities if noticed are reported promptly to the authorities concerned.
He shall see that all accidents are promptly reported, attended to and GA-3 along with accident message is submitted to the concerned officers in time. He shall see that the staff is civil and helpful to all users of railway.
He is responsible for booking all Group "C" and Group 'D' staff for PME and Refresher Course / Safety camp in their due time. His Special attention is drawn

out to chapter II of General and Subsidiary Rules and GR 5.01 to 5.08 with relevant Subsidiary Rules, Chapter – XXII of Operating Manual.

2. SM/ASM:

He is responsible for trains passing during his shift. He shall promptly bring to the notice of Station Master all irregularities & accidents in course of his shift duties. During the absence of station master the duties of station master will devolve on him. He shall follow SR 3.08.01 (c) & (d), SR 14.07.01. HIS SPECIAL ATTENTION IS DRAWN TO CHAPTER-II of G&SR 2000 & GR 5.01 to 5.08 with relevant SRs. As an assistant to the station master, he shall carry out the instructions given to him by the station master. He should have thorough knowledge in PC operation, operations of points and signals to PC are to be given priority.

3. TRAFFIC POINTSMAN/TOKEN PORTERS:

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

4. SAFAIWALA-CUM LAMP MAN:

He shall attend to sanitation of Railway premises including SM's office, platforms, staff quarters, and latrines and cleaning of drainages etc., He shall carry out any work instructed to him by Dy.SS/SM on duty.

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

(B.M.VENKATESWARLU)
DSTE/CON/VSKP

(KVSRK KISHORE)
Sr.DOM/M/WAT

APPENDIX 'E' TO STATION WORKING RULES OF TOKOPAL STATION:

ESSENTIAL EQUIPMENT:

A list of essential equipment's is given below which shall be maintained in good Working order.

Sl. No	Description	Station
1	Detonators	20
2	Battery operated LED based flashing Hand Signal lamps	3(1 spare)
3	Hand Signal Flags	3(1spare)sets
4	Safety chains with Pad locks	6
5	Clamps with Padlocks	8
6	Fire Extinguishers DCPT	2
7	Fire & Sand buckets	5
8	First Aid Box	1
9	Stretcher	1
10	Blanket	1
11	Iron skids	6

(B.M.VENKATESWARLU)
DSTE/CON/VSKP

(KVSRK KISHORE)
Sr.DOM/M/WAT

APPENDIX 'F' TO STATION WORKING RULES OF TOKOPAL STATION

WORKIG OF D.K.STATIONS, HALTS, IBS AND OUTLYING SIDINGS:

---NIL----

(B.M.VENKATESWARLU)
DSTE/CON/VSKP

(KVSRK KISHORE)
Sr.DOM/M/WAT

APPENDIX- 'G'

TOKOPAL STATION

RULES FOR WORKING OF TRAINS IN ELECTRIFIED SECTIONS:

DETAILS OF WORKING RULES OF 25KV AC TRACTION.

EAST COAST RAILWAY

WALTAIR DIVISION

APPENDIX- 'G'

TO

SWR

OF

TOKOPAL STATION

[IN CONNECTION WITH COMMISSIONING OF PSI INSTALLATIONS BETWEEN JAGDALPUR-SILAKJHORI]

(DRG. No. WAT/TRD/SWR/TPQ/342/17)

APPENDIX-G

STATION WORKING RULES FOR 25 KV A.C ELECTRIC TRACTION

TOKOPAL STATION YARD

1. **GENERAL & SUBSIDIARY RULES** :

i) The rules applicable to Electrified Section have been given in Chapter XVII of the General Rules and in the Subsidiary rules made hereunder for Electric traction. The General principles governing operation and maintenance of Traction Overhead Equipment, Electric Locomotives, Signal & Telecommunications installations have been given in the A.C. Traction Manual. These rules books and an extract of the relevant paras of A.C. Traction Manual, shall be kept in each station and yard office and all the staff dealing with safe working shall make themselves thoroughly familiar with the same (GR 17.01).

ii) Brief reference to important rules required to be followed by Station / Yard staff in their day to day work has been given in this Appendix. These are, however, illustrative and not exhaustive.

2. **GENERAL SAFETY PRECAUTIONS** :

i) All staff are warned that contact with or very near (within 2 meters, unless protected by a screen as per rules) to live portion of the 25 KV Traction Overhead Equipment is dangerous and shall be strictly avoided.

ii) No work on overhead lines or in the zones within two meters, of any live equipment shall be carried out unless a regular 'permit to work' is obtained from the authorized Traction staff and line is made dead and earthed as per rules (GR 17.04) ACTM 20600 to 20619 Vol.II Pt.I.

3. **SECTIONING DIAGRAM (Station Working Rules Diagram for Electric Traction)**

i) A Diagram No. **WAT/TRD/SWR/TPQ/342/17** indicating schematically the lines which have been equipped with for Electric traction is exhibited. The diagram also indicates different electrical stations (Sectors, Sub-Sectors or Elementary sections) the Controlling Switches (Isolator Switches or Interrupters) Insulated Over laps and Section Insulators where the over head equipment is electrically separated. The limits of an Electrical section (Sub-Sector or Elementary Section) and are indicated by relevant section. A copy of this diagram is also enclosed with these special working rules and will form part of the same.

ii) For all purposes connected with train movements and power blocks, this diagram is the only authorized document to be referred to. The normal position of various switches is indicated on the diagram.

4. **UNWIRED TRACKS** : No electric locomotive with pantograph raised shall under any circumstances be taken to an un wired section.

5. OPERATION OF SWITCHES :

I) All switching operations shall be carried out in accordance with the instructions of the Traction Power Controller except in respect of Switching operations for local blocks, which may be carried out by authorized traction staff, after they have been granted local block by the Station Master or Assistant Station Master accordance with GR 17.04.09 and ACTM 20600,20601, Vol.II Pt.I.

II) "In case of emergency, Authorized and trained station staff may open Isolator switches under specific instructions of the Traction Power Controller (GR.17.04.14-B) with exchanging of Private Nos. to perform the operations of the following isolator switches as well as any other isolators within the station limits".

Sl. No.	Isolator No.	Loc. No.	Sl. No.	Isolator No.	Loc. No.	Sl. No.	Isolator No.	Loc. No.
1.	SM-737	312/4	3	SM-739	313/16	5	SS-702	TPQ/1015
2	SM-738	312/21	4	SM-741	313/25	6	SS-703	313/19/1

6. POSITION OF SWITCH HANDLES :

When a switch is in the closed position, the operating handle of the Switch is at the top.

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7. LOCATION OF KEYS OF SWITCHES : The keys for the padlocks of various isolator switches are kept in the ASM's Office in a box with a glass mounted cover (GR 17.04.13). The Station Master shall daily check the locks on switches within the station limits and report any defect or deficiency to the Traction Power Controller.

8. PROCEDURE AND PRECAUTIONS FOR OPERATING ISOLATORS :

The procedure for Operation of Isolator Switches have been given in and GR 17.04.15 and SR 17.04.14 (b) which must be rigidly observed.

Isolator switches may be opened only after ensuring : -

A) If the Isolator switch is on the main line that the adjacent interrupters on either end of Isolators switch have been opened.

B) If the Isolator switch is controlling supply to yard lines, that either the Elementary Section controlled by the Isolator switch is free of raised pantographs of Electric Locomotives, on the Interrupters controlling the supply to the yard lines in question are open (GR.17.04.15).

9. **POWER BLOCKS** :

i) The detailed procedure for obtaining Power Block has been given in (GR.17.04.02, 17.04.03 & 17.04.04) ACTM 20603, 20604, 20611, 20612 & 20613 which must be rigidly followed except in case of emergency.

ii) The sequence of switching operations for granting and canceling the Power block for particular section, are included in the Annexure. These shall be strictly followed by all staff. Failure to follow the sequence indicated, is likely to lead to dangerous consequences. When any isolator switch is changed from its normal position, for staff to work in over head equipment, a danger board shall be exhibited on the switch with the caption "DANGER MEN WORKING". An adequate number or such Danger Boards have been provided at each stations.

10. PROTECTION AT THE TIME OF POWER BLOCK :

i) All sections over which a power block has been granted shall be protected against the entry of Electric Locomotives with pantograph raised from either end during the period (GR 17.04) and ACTM 20620, 20621 to 20627 Vol.II Pt.I strict enforcement of longitudinal and transverse, protection as per the Annexure attached shall be ensured before imposing power block. If there is / are locomotive on the section over which the power block to be given, the Loco Pilot of such, locomotives shall be given a memo by the Station Master on duty or authorized Traction staff to lower the pantograph and not to raise it until further instructions and an acknowledgement shall be obtained. The Loco Pilots shall not be given instructions to raise the pantograph still the power block is cancelled.

ii) Station master or station staff conducting shunting operation with electric locomotive will ensure that under no circumstances any electric locomotive approaches near the traction structure limiting electrical sections power with the power block may be granted. Limits of each electrical section at a station are shown in the station sectioning diagram.

11. **SECTION INSULATORS** : In order to insulate main and loop lines on different grid in the yard, cross over / turn out connecting main and loop lines or different grids of the yard are provided with section insulators, so that, when one line / or grid is made electrically dead and there be any fault on the same, the other line / grid is not affected. The speed of the electric locomotives with pantograph raised over such section insulators shall not exceed 50 KMPH subject to an other speed restriction which may be in force. When one of two sections separated by a Section Insulator is dead, the pantograph of the electric locomotive on the live section shall not proceed closer than 30 feet (10 meters) towards the section insulator marking the end of the dead section.

12. BREAK DOWNS OF TRACTION OVER HEAD EQUIPMENTS : All the break downs or defects noted or reported on the Traction Overhead Equipment or any other traction equipment including bonding, shall immediately be reported to the Traction Power Controllers (GR 17.03.02) ACTM 20605 Vol.II Pt.I. Necessary caution order should be issued to the Loco Pilot concerned as directed by the Traction Power Controller observing the existing rules regarding issue of Caution Orders.

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13. REGISTER OF MESSAGES : All messages relating to faults on the Traction over head equipment, operation of switches custody of keys of out-door switches and other important communications in connection with the operation and maintenance of Traction Overhead Equipment shall be recorded serially in a register by both the sender and the receiver indicating the time at which the messages are received of exchanged (GR 17.04.12) ACTM 20610 Vol.II Pt.I.

14. MOVEMENT OF DIESEL ENGINES OR TRAINS HAULED BY SUCH ENGINES

Goods or Passenger trains hauled by other than electric locomotives may be allowed to pass through the dead section subject to the following conditions :-

(a) This has not been prohibited specifically in the power block message.

(b) Other than Electric trains hauled by such engines shall be brought to a stand at the station preceding the station/section at which power block is granted and the Station Master or this station shall satisfy himself by personal inspection that there is no electric locomotive in the train.

(c) He shall also give a Caution Order to the Loco Pilot of such engine or train, warning him of the power block ahead and instructing him to watch for hand signals and observe them.

(d) No Station Master shall give line clear or lower signals for a train to run over a section under power block unless he has received an assurance (supported by Private Number) from the Station Master of the preceding station that there is no electric locomotive or Inspection Car with pantograph raised in the train. (ACTM 20627 Vol.II Pt.I.)

Note : For purpose of this Rule a Dead Electric Engine dispatched as a vehicle shall not be considered as a Electric Locomotive.

15. ELECTRIC LOCOMOTIVE : Provisions included in A.C. Traction Manual must be completed with in case of double heading or banking by electric locomotive and precautions indicated therein must be complied with when dispatching locomotive ACTM 30636 Vol.III.

16. ESM : Any direct contact or close proximity to 25 KV line conductors is dangerous, the station Lamp man/ESM climbing up the Signal post for removing or fixing or cleaning the signal lamp should not carry any long article which may accidentally touch or come in close proximity to live conductors. The ESM shall also be warned against bringing any part or body near live conductors.

17. CRANES: No crane shall be worked on or near Traction over head equipment, unless such equipment is first made dead and earthed and authorized representative of the OHE section is present (SR. 17.04.17(a) & (b))

18. WORK ON ROOF OF ROLLING STOCK :

No person shall climb on to the top of engine or tenders or on the roofs of carriages or wagons, when these vehicles are located beneath, overhead equipment except, when a regular ' permit to work' has been obtained from authorized traction staff and the overhead equipment is dead and earthed (GR 17.05 (02), at ACTM 10402 & 10403 Vol.I)

19. BLOCK INSTRUMENTS OR ANY OTHER ELECTRICAL,SIG.EQUIPMENT:

The Station Master or cabin man on duty must always watch for any unusual working in the Block Instrument or any other Signaling equipment which may arise due to voltage induced from the Traction system. The block instrument or the signaling equipment must be suspended whenever there is any signs of unusual working and the nearest Signal & Telecom Maintenance Inspector contacted to inspect and certify the same. In the event of break of catenary, the Station Master must immediately check up whether all block and Morse signaling equipment are working normal before permitting any train movement

20. TELECOMMUNICATION CIRCUITS :

The details of the Telecommunication facilities available on the electrified sections and the use of the same have been given to ACTM 10213, 10429 VolI, 20703 Vol .II Pt.I

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21. ELECTRIC SHOCK :
The Station Masters shall exhibit prominently the instructions issued regarding the treatment to persons suffering from Electric Shock. In the Station, he shall ensure that all class-III staff are familiar with these instructions.

22. F I R E : Regarding Fire on or adjacent to any Electrical equipment refer GR 6.10 & SR there to **23.** Nothing in these rules amends or supersedes any general or subsidiary Rules or instructions included in A.C. Traction Manual. These working rules shall be read as supplement to the aforesaid Rule books and also to the existing station working rules of the station.

24. AMENDMENTS FOR SUPPLEMENTARY CORRECTION SLIPS :
Any amendment to these working rules or any of the Annexure will be notified by Correction slip to the Station Working Rules. The correction slip will be serially numbered and it is the responsibility of SM in charge of a station to bring the contents to the notice of the staff concerned and take their acknowledgement.

25. CONTINUOUS WATCH BY INSPECTING STAFF : The inspecting staff of operating, Telecommunication and Traction Department , shall make regular checks at all points to which these special working rules are supplied to ensure that the rules corrected up to date and the staff concerned are fully conversant with the rules and abide by them.

NOTE : Whenever the codes “GR” and “SR” appear in these special working Rules please refer to the General and Subsidiary Rules for 25 KV A.C. Electric Traction, Chapter-XIX.

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OPERATING STATION WORKING ON A.C. TRACTION AREA.
DO(s) AND DON'T(s)

A) FOR ALL STAFF :

(a) DO(s) :

1. In case of fire on Electric Traction equipment or wires
   i) Inform Traction Power Controller.
   ii) Extinguish Fire by Special extinguishers if available.
   iii) Ensure no water jet is used under any circumstances.

2. Anything unusual on Traction wires or electric locomotives inform Traction Power Controller of nearest Station Master.

3. In any emergency speak to Traction Power Controller on emergency Telephone system (Sockets for connecting emergency Telephone) are provided at interval of approximately every Kilometer and defection to nearest socket is indicated on OHE Mast.

(b) DON'T(s) :

1. Do not approach within a range of 2 meters (Approx. 7 feet of any traction wires on line equipment)
2. Do not work on or near Traction wires or any line equipment unless they are made dead, earthed and 'Permit to Work' obtained from an authorized traction staff.
3. Do not permit unauthorized persons to operate any equipment even if it be for making it dead.
4. Do not disturb any earthing bonding' or tractions wires.
5. Do not enter any switching station or remote control center unless specially permitted and accompanied by authorized Traction staff.
6. Do not attempt to turn the person in contact with live traction wire either by touching him or with the help of wooden bamboo pole or by grabbing his clothing or with the help of rubber gloves if or any other means. Under such conditions contact the TPC switch off the power supply and remove the person in contact with the live traction wire by using wooden bamboo pole on by grabbing his clothes or with rubber gloves if available only after ensuring from TPC that the power supply has been switched off.
7. Do not forget to give artificial respiration to the victim.

B. FOR RUNNING STAFF :

(A) DO(s)

1. Avoid slipping of wheels
2. Load coal or oil in loose outside the electrified zone only.
3. Keep a safe distance of two meters (7 feet) from Traction wires while working on the locomotives.

(B) DON'T (s) :

1. Do not lift or raise your tools towards traction wires, (keep the tools in their respective position immediately after use).
2. Do not load coal on the engine tender to a height more than 4 mtrs. above rail level.
3. Do not take electric locomotive with raised pantograph to any unwired line, power block working limit or near the section insulators at the end of section under power block.
4. Do not climb on the locomotive (of any type) on the engine tender for any purpose, while under traction wire unless power is cut-off and permit to work obtained (for watering, use the water column from the ground with the special device provided for this purpose and open tank over by the special device provided).
5. Do not place a steam locomotive with chimney directly opposite a traction mast or under any insulator or under bridge.

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6. Do not allow long articles like fixing rod, shovel or any other thing to protrude above the engine while on electrified tracks.
7. Do not direct any jet or spray towards the traction wires (Jets of water, if necessary may be used horizontally of size the safety zone of 2 Mtrs (7 feet).

C) FOR STATION MASTER :
(A) DO (s) :

1. Ensure all staff are conversant with safety precautions.
2. Report defects in traction wires or any electric locomotives of Electric Multiple Unit promptly to the traction power controller.
3. Keep sufficient number of button collars and ensure safety understand their use.
4. Ensure fitting of button collars to the points and signal buttons which give access to selection under power block.
5. Observe procedure given in Station Working Rules for 25 KV A.C. Electric Traction while operating Isolator switches.
6. Ensure safe custody of isolator switch keys.
7. Ensure that traction power staff protect sections from all directions by banner flag during power block
8. Suspend working of block and signals if single of unusual working are noticed always check block instruments and signaling equipment seen by breakdown in traction wires occurs.

(B) DON'T (s) :

1. Do not permit an electric locomotive or multiple unit with raised pantograph to approach any section under power block beyond (Power block) working limit or near section insulators.
2. Do not permit any crane to work adjacent to live with traction wires.
3. Do not permit your staff to approach live traction wires within the danger zone of 2 mtrs. (approximately 7 feet)
4. Do not permit electric locomotive with raised pantograph to enter any unwired section.
5. Do not take off signals for direct reception for any electric engine or train, if there is a power block within the adequate distance of the signal.

NOTE : This Appendix-G supersedes the previous appendix-G. No.
No. WAT/TRD/SWR/TPQ/315/16

SR.DOM(M)/WAT DEE/TRD/WAT

ANNEXURE TO APPENDIX-G

STATION WORKING RULES OF **TOKOPAL STATION** FOR 25 KV AC TRACTION
THESE RULES SHALL BE READ IN CONJUNCTION WITH THE STATION WORKING RULES IN FORCE

S. No.	Description	Steps of precautions to be taken during power block in respect of Electric locos hauling trains or running light or standing with pantograph raised		Sequence of Switching operation for granting power block	Sequence of switching operation for restoring power Block
		Longitudinal Protection	Transverse protection		
1	2	3	4	5	6
	A.SECTOR				
1	1) Sector between Tokopal/TSS to Jagdalpur/SP on UP & DN lines between Jagdalpur/SP to Tokopal/TSS. [E/Sections UP line side:57701, 57703, 57705, 57501, 57503, X-700, X-701, X-702, X-703 and Down Line side: 57602, 57604, 57606, 57402,57404]	1) No movement is allowed between Tokopal--Kumhar Marenga-Jagdalpur and Tokopal-Bodearpur sections. 2) Ensure that no electric loco with its raised panto condition at Tokopal yard. 3) Line clear shall not be granted to Kumhar Marenga for Electric Trains on UP line and UP Reception signals shall be kept at 'ON'. 4) Line clear shall not be obtained from Kumhar Marenga for Electric trains on DN Line and DN Dispatch signals shall be kept at 'ON'. 5) Line clear shall not be obtained from Bodearpur for UP Electric Trains on UP line and UP Dispatch signals shall be kept at 'ON'. 6) Line clear shall not be granted to Bodearpur for Electric Trains on DN line and DN Reception signals shall be kept at 'ON'. 7) No electric shunting in Tokopal/Yard is permitted and concerned shunt signals shall be kept at 'ON'.	Nil	1) Ensure BX-578 is in open position at Tokopal/TSS. 2) Ensure BM-570 & 571 is in open position at Jagdalpur/SP. 1) Open CB-58 at Tokopal/TSS	1) Close CB-58 at Tokopal/TSS

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1	2	3	4	5	6
2	2) Sector between Tokopal/TSS to Bodearpur/SP on Up&Down lines between Tokopal to Bodearpur/SP section. [E/sections (a)Up Line: 57901, 57903, 57905, X-704. (c)Down Line: 58002, 58004, 58006]	1) No movement is allowed between Tokopal-Bodearpur-Dilimili sections. 2) Line clear shall not be granted/obtained to/from Bodearpur for Up & Down Electric Trains/Locos. 3) Concerned Reception/ Despatch signals shall be kept at 'ON'. 4) No electric shunting is permitted on UP & Down lines towards Kirandul end of the yard and concerned shunt signals shall be kept at 'ON'.	Nil	1) Ensure BX-578 is in open position at Tokopal/TSS. 2) Ensure BM-582 & 583 is in open position at Bodearpur/SP.	
				1) Open CB-60 at Tokopal/TSS	1) Close CB-60 at Tokopal/TSS
	B.SUB-SECTOR.				
3	1) UP Sub-Sector between Tokopal/TSS to Kumhar Marenga/SSP on Up line section between Kumhar Marenga to Tokopal (E/Sections 57701, 57703, 57705, X-702 and X-703)	1) No movement is allowed on UP line between Kumhar Marenga -Tokopal and Tokopal-Bodearpur section. 2) Ensure that no electric loco with its raised panto condition on Line No 3, 4 and Track Machine Siding at Tokopal yard. 3) Line clear shall not be granted to Kumhar Marenga for Electric Trains on UP line and UP Reception signals shall be kept at 'ON'. 4) Line clear shall not be obtained from Bodearpur for UP Electric Trains on UP line and UP Dispatch signals shall be kept at 'ON'. 5) Up electric trains from common loop (i.e. L-1) cannot be dispatched to Bodearpur. 6) No electric shunting is permitted from Line. No.2 to Line No.3&4 & vice-versa on both ends of the yard and concerned shunt signals shall be kept at 'ON'.	1) Point No.31A&B and 32A&B shall be kept in normal Position.	1)Open BM-577 at Tokopal/TSS. 2) Open BM/575 at Kumhar Marenga/SSP.	1)Close BM-577 at Tokopal/TSS. 2) Close BM/575 at Kumhar Marenga/SSP.

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1	2	3	4	5	6
4	2)UP Sub-Sector between Tokopal/TSS to Bodearpur/SP on Up line section between Tokopal to Bodearpur (E/Sections 57901, 57903, 57905 and X-704)	1) No movement is allowed on UP line between Tokopal-Bodearpur and Bodearpur-Dilimili section. 2) Line clear shall not be obtained from Bodearpur for UP Electric Trains on UP line and UP Dispatch signals shall be kept at 'ON'. 3) Up electric trains from common loop (i.e. L-1) cannot be dispatched to Bodearpur. 4) No electric shunting is permitted on UP Line on Kirandul end of the yard and concerned shunt signals shall be kept at 'ON'.	1) Point No. 32A&B shall be kept in normal Position.	1) Ensure BM-583 is in open position at Bodearpur/SP.	
				1)Open BM-579 at Tokopal/TSS. 2) Open BM/581 at Bodearpur/SP	1)Close BM-579 at Tokopal/TSS. 2) Close BM/581 at Bodearpur/SP
5	3) DN Sub-Sector between Tokopal/TSS to Kumhar Marenga/SSP on down line section between Tokopal Yard - Kumhar Marenga Yard (E/Sections 57602, 57604 and 57606)	1) No movement is allowed between Tokopal--Kumhar Marenga and Bodearpur -Tokopal on Down line section. 2) Ensure that no electric loco with its raised panto condition on Line. No. 1, 2& Hot Axle siding at Tokopal/ yard. 3) Line clear shall not be obtained from Kumhar Marenga for Electric trains on down line and concerned DN dispatch signals shall be kept at 'ON'. 4) Line clear shall not be granted to Bodearpur for Down Electric Trains and concerned DN Reception signals shall be kept at 'ON'. 5) Up electric trains cannot be admitted/dispatched from Common loop (i.e. L-1) 6) No electric shunting is permitted from Line.No.2 to 3 and vice versa, concerned shunt signals shall be kept at 'ON'.	1) Point No.31A&B and 32A&B shall be kept in normal Position.	1)Open BM-576 at Tokopal/TSS. 2) Open BM/574 at Kumhar Marenga/SSP.	1)Close BM-576 at Tokopal/TSS. 2) Close BM/574 at Kumhar Marenga/SSP.

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1	2	3	4	5	6
6	4) DN Sub-Sector between Tokopal/TSS to Bodearpur/SP on down line section between Bodearpur-Tokopal Yard (E/Sections 58002, 58004 and 58006)	1) No movement is allowed between Bodearpur -Tokopal and Dilimili-Bodearpur on Down line section. 2) Line clear shall not be granted to Bodearpur for Down Electric Trains and concerned DN Reception signals shall be kept at 'ON'. 3) Up Electric Trains/locos from Common Loop (i.e. L-1) can be dispatched to Bodearpur. 4) No electric shunting is permitted on Down Line on Kirandul end of the yard, concerned shunt signals shall be kept at 'ON'.	Nil	1)Ensure BM-582 is in open position at Bodearpur/SP. 1)Open BM-580 at Tokopal/TSS. 2) Open BM/581 at Bodearpur/SP	1)Close BM-580 at Tokopal/TSS. 2) Close BM/581 at Bodearpur/SP
	C.ELEMENTARY SECTIONS:				
7	1) UP E/Section No.57705 between Kumhar Marenga/SSP to SM/738 at Loc.No.312/21 of Tokopal/Yard on UP Line section between Kumhar Marenga to Tokopal.	1) No movement is allowed between Tokopal--Kumhar Marenga on Up line section. 2) Line clear shall not be granted to Kumhar Marenga for Electric trains on Up line and concerned Up reception signals shall be kept at 'ON'. 3) No electric shunting is permitted from Line.No.2 to Line Nos.3,4&Track machine siding and vice-versa towards Kottavalasa end and concerned shunt signals shall be kept at 'ON'.	1) Point No.31A&B shall be kept in normal position..	1) Open BM/577 at Tokopal/TSS. 2) Open BM/575 at Kumhar Marenga /SSP. 3) Open SM/738 at Loc.No.312/21 of Tokopal/Yard. 4) Close BM/577 at Tokopal/TSS.	1) Close SM/738 at Loc.No.312/21 of Tokopal/Yard 2) Close BM/575 at Kumhar Marenga /SSP.

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1	2	3	4	5	6
8	2) UP E/Section No.57703. between SM-738 at Loc.No.312/21 of Tokopal/yard to SM/741 at Loc.No.313/25 of Tokopal/yard on Line.No.3 (E/s X-703 & X-702 of Line -4 and Track Machine siding also gets blocked)	1) Admission / dispatch of electric trains on/from Line.No.3, 4 and Track machine siding is prohibited. 2) Ensure that no electric loco with its raised panto condition on Line. No. 3,4 and Track machine siding at Tokopal/ yard 3) UP Electric Trains can be allowed through common loop i.e Line-1. 4) No electric shunting is permitted from Line. No 3&4. to Line No.2 & vice-versa on both ends of the yard and concerned shunt signals shall be kept at 'ON'.	Nil	1) Open BM/577 at Tokopal/TSS 2) Open BM/575 at Kumhar Marenga /SSP. 3)Open SM-738 at Loc.No.312/21 of Tokopal/yard. 4) Open SM/741 at Loc.No.313/25 of Tokopal/Yard. 5)Close BM/577 at Tokopal/TSS 6)Close BM/575 at Kumhar Marenga /SSP.	1) Close SM-738 at Loc.No.312/21 of Tokopal/yard. 2) Close SM/741 at Loc.No.313/25 of Tokopal/Yard.
9	3) UP E/Section No.X-703 on Line No.4 (i.e. Up Loop Line) of Tokopal/yard (E/s X-702 of Track Machine siding also gets blocked)	1) Admission / dispatch of electric trains on/from Line. No. 4 and Track machine siding is prohibited. 2) Ensure that no electric loco with its raised panto condition on Line. No. 4 and Track machine siding at Tokopal/ yard 3) No electric shunting is permitted from Line. No 3. to Line No.4 & vice-versa on both ends of the yard and concerned shunt signals shall be kept at 'ON'.	1) Point No.33A&B, and 36A&B shall be kept in normal position.	1) Open SS/703 at Loc.No.313/19/1 of Tokopal/Yard.	1) Close SS/703 At loc.No.313/19/1 of Tokopal/yard.
10	4) E/Section No.X-702 on track Machine siding of Tokopal/Yard.	1) Ensure that no electric loco with its Panto raised condition on Track Machine siding. 2) Admission / dispatch of electric traffic on/from Track Machine siding is prohibited. 3) No electric shunting is permitted from line No.4 to Track machine siding and vice-versa in the yard 4) Concerned reception, dispatch and shunt signals shall be kept at 'ON'.	1) Point No. 37 A&B shall be kept in normal position.	1) Open SS/702 at Loc.No.TPQ/1015 of Tokopal/Yard. .	1) Close SS/702 at Loc.No.TPQ/1015 of Tokopal/Yard. .

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1	2	3	4	5	6
11	5) UP E/Section No.57701 between SM/741 at Loc.No.313/25 of Tokopal/yard to Tokopal/TSS on UP line section between Tokopal-Bodearpur.	1) No movement is allowed on UP line section between Tokopal – Bodearpur. 2) Line clear shall not be obtained from Bodearpur for UP Electric Trains on UP line and UP Dispatch signals shall be kept at 'ON' 3) Up electric trains from Common loop (i.e. L-1) cannot be dispatched to Bodearpur. 4) No electric shunting is permitted from Line. No 3. to Line No.2 and 4 & vice-versa on kirandul ends of the yard and concerned shunt signals shall be kept at 'ON'.	1) Point No.32A&B and 36A&B shall be kept in normal position.	1) Open BM/577 at Tokopal/TSS 2) Open BM/575 at Kumhar Marenga /SSP. 3) Open SM/741 at Loc.No.313/25 of Tokopal/Yard. 4)Close BM/575 at Kumhar Marenga /SSP.	1) Close SM-741 At Loc.No.313/25 of Tokopal/yard. 2) Close BM-577 at Tokopal/TSS.
12	6) UP E/Section No.57901 between Tokopal/TSS to SM/744 at Loc.No.317/5 of Bodearpurl/yard on UP line section between Tokopal-Bodearpur.	1) No movement is allowed on UP line section between Tokopal – Bodearpur. 2) Line clear shall not be obtained from Bodearpur for UP Electric Trains on UP line and UP Dispatch signals shall be kept at 'ON'. 3) Up electric trains from Common loop (i.e. L-1) cannot be dispatched to Bodearpur. 4) No shunting is permitted on UP line towards Kirandul end of the yard and concerned shunt signals shall be kept at 'ON'.	1) Point No.32A&B shall be kept in normal position.	1)Ensure BM-583 is in open position at Bodearpur/SP. 1) Open BM-581 at Bodearpur/SP. 2) Open BM-579 at Tokopal/TSS 3)Open SM/744 at Loc.No.317/5 of Bodearpur/Yard. 4) Close BM-581 at Bodearpur/SP.	1) Close BM-579 at Tokopal/TSS. 2) Close SM/744 at Loc.No.317/5 of Bodearpur/Yard.
13	7) DN E/Section No.57606 between SM/737 at Loc.No.312/4 of Tokopal/Yard to Kumhar Marenga/SSP on DN Line section between Tokopal - Kumhar Marenga including Common Loop Line (i.e. Line No.1) at Kumhar Marenga.	1) No movement is allowed on down line section between Tokopal--Kumhar Marenga 2) Line clear shall not be obtained from Kumhar Marenga for Electric Trains on down line and concerned down dispatch signals shall be kept at 'ON'. 3) No electric shunting is permitted on DN main line towards Kottavalasa end of the yard and concerned shunt signals shall be kept at 'ON'.	Nil	1) Open BM/576 at Tokopal/TSS. 2) Open BM/574 at Kumhar Marenga /SSP. 3) Open SM/737 at Loc.No.312/4 of Tokopal/Yard. 4) Close BM/576 at Tokopal/TSS.	1) Close BM/574 at Kumhar Marenga /SSP. 2) Close SM/737at Loc.No.312/4 of Tokopal /Yard.

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1	2	3	4	5	6
14	8) DN E/Section No.57604 between SM/737 at Loc.No.312/4 to SM/739 at Loc.No.313/16 of Tokopal/yard on DN main line (i.e. Line.No.2)	1) No movement is allowed on down line section between Tokopal--Kumhar Marenga 2) Ensure that no electric loco with its raised panto condition on Line. No. 2 at Tokopal/ yard 3) Line clear shall not be obtained from Kumhar Marenga for Electric Trains on down line and concerned down dispatch signals shall be kept at 'ON'. 4) Admission of DN electric Trains on Line.No.2 is prohibited and concerned reception signals shall be kept at 'ON'. 5) Up electric trains from Kumhar Marenga cannot be admitted on Line No.1 (i.e. Common loop). 6) Up electric trains stabling on Line No.1 (i.e. Common loop) can be dispatched to Tokopal. 7) DN electric Trains can be admitted on Line.No-1 (i.e., Common loop line). 8) No electric shunting is permitted on Line No. 2 to Line No.1&3 and vice-versa at both ends of the yard and concerned shunt signals shall be kept at 'ON'.	1) Point No.31A&B and 35A&B shall be kept in normal position. 2) Point No.34A&B shall be kept against entry of trains on Line No.2.	1)Open BM/576 at Tokopal/TSS. 2)Open BM/574 at Kumhar Marenga /SSP. 3) Open SM/739 at Loc.No.313/16 of Tokopal/yard. 4) Open SM/737 at Loc.No.312/4 of Tokopal/yard. 5)Close BM/576 at Tokopal/TSS 6)Close BM/574 at Kumhar Marenga /SSP.	1) Close SM/739 at Loc.No.313/ 16 of Tokopal/ yard 2) Close SM/737 at Loc.No.312/4 of Tokopal/yard.
15	9) DN E/Section No.57602 between SM/739 at Loc.No.313/16 of Tokopal/yard to Tokopal/TSS on DN line between Bodearpur -Tokopal section including line No.1 at Tokopal/yard.	1) No movement is allowed on Down line section between Bodearpur-Tokopal. 2) Ensure that no electric loco with its raised panto condition on Line. No. 1 (i.e. Common loop) at Tokopal/ yard. 3) Line clear shall not be granted to Bodearpur for Electric Trains on Down line and DN reception signals shall be kept at 'ON'. 4) Admission of DN electric Trains on Line.No.1&2 is prohibited and concerned reception signals shall be kept at 'ON'. 5) Admission/Dispatch of UP electric Trains on Line.No.1 (i.e., common loop line) is prohibited and concerned reception / dispatch signals shall be kept at 'ON'. 6) No electric shunting is permitted on Line.No.2 to Line No. 1 and vice- versa on both ends of yard. 7) No electric shunting is permitted on Line.No.2 to Line No. 3 and vice- versa on Kirandul end of the yard and concerned shunt signals shall be kept at 'ON'.	1) Point No.32A&B, and 35A&B shall be kept in normal position.	1)Open BM/574 at Kumhar Marenga /SSP. 2)Open BM/576 at Tokopal/TSS. 3)Open SM/739 at Loc.No.313/16 of Tokopal/yard. 4)Close BM/574 at Kumhar Marenga /SSP.	1) Close BM/576 at Tokopal/ TSS. 2)Close SM/739 at Loc.No.313/ 16 of Tokopal/ yard.

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1	2	3	4	5	6
16	10)DN E/Section No.58002 between Tokopal/TSS to SM/745 at loc. No. 317/20 of Bodearpur/yard on DN line section between Bodearpur-Tokopal.	1)No movement is allowed on DN line section between Bodearpur-Tokopal. 2)Line clear shall not be granted to Bodearpur for Electric Trains on DN line and concerned Down reception signals shall be kept at 'ON'. 3)Up electric trains from line No.1 (i.e. Common loop) can be dispatched to Bodearpur. 4)No shunting is permitted on Down line towards Kirandul end of the yard and concerned shunt signals shall be kept at 'ON'.	Nil	1)Ensure BM-582 is in open position at Bodearpur/SP.	
				1) Open BM-581 at Bodearpur/SP. 2) Open BM-580 at Tokopal/TSS. 3) Open SM/745 at loc. No. 317/20 of Bodearpur/yard. 4)Close BM-581 at Bodearpur/SP	1) Close SM/745 at loc. No. 317/20 of Bodearpur/yard. 2) Close BM-580 at Tokopal/TSS.

NOTE :-

1) For any unusual movement of electric locomotive, the station master on duty must refer to the station working rules, Diagrams of his Station and ensure that there is no chance of energizing the section where power block has been granted.
2) Points leading to unwired tracks shall not be used for movement of electric locos with pantograph raised.
3) Refer latest Drawing no. WAT/TRD/SWR/TPQ/342 /17.
4) This drawing supersedes the earlier approved drg. No. WAT/TRD/SWR/TPQ/315/16.

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