

EAST COAST RAILWAY
SAMBALPUR DIVISION

Sl. No. SWR/KMK/

STATION WORKING RULES OF KOMAKHAN STATION (CODE: KMK)

BG/MG/NG: Broad Gauge

Date of issue: 15.03.2020.

Date brought into force:

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

1. STATION WORKING RULE DIAGRAM: -

1.1 STATION WORKING RULE DIAGRAM NO. S.I/WRD – 22181

1.2 SIGNAL INTERLOCKING PLAN NO.: - S.I. –22181

The Station Working Rule diagram and Signal Interlocking Plan shows the complete lay out of the yard, siding, normal position of points, the Signalling and Interlocking arrangements, Gradients and Level Crossings within the station limits. This must be referred to for giving details of the points number and signals when reporting accidents.

2. DESCRIPTION OF STATION: - KOMAKHAN is a five line station situated in TITLAGARH–RAIPUR section at KM. 94.657 from Raipur. It is a Standard – II(R) interlocked Class ‘B’ station with Electronic interlocking and Multi Aspect Colour Light Signalling. Axle counters for either side of the Block section have been provided for last vehicle check.

2.1 GENERAL LOCATION:-

- | | | |
|----|-----------------------------|---|
| a) | Name of the station | : KOMAKHAN (Code:-KMK) |
| b) | Class of station | : ‘B’ class |
| c) | Section | : TITLAGARH–RAIPUR, |
| d) | Double line/Single line | : BG, Double Line. |
| e) | Electrified/Non Electrified | : Electrified |
| f) | Railway | : East Coast Railway |
| g) | Route | : ‘D’ Special |
| h) | Situated at | : Km 94.657 from Raipur. |
| i) | Reckoned from | : Raipur |
| j) | Number of cabins | : NIL |
| k) | PI/EI | : Centrally operated Domino type full-fledged panel with VDU. |

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

- i) TITLAGARH end– KHARIAR ROAD (Code: KRAR) inter distance 10.607 K.M.
- ii) RAIPUR end– BAGHBAHARA (Code: BGBR) inter distance 10.399 K.M.
- iii) Passenger Halt: - Nil
- iv) Flag station: - Nil
- v) Outlying siding: - Nil
- vi) D.K. station: - Nil
- vii) IBH: - Nil
- viii) IBS: - Nil

2.3 **BLOCK SECTION LIMITS: -**

Between stations	The point from which 'Block section' commences.	The point at which 'Block section' ends.
KMK–KRAR(UP Line)	UP Advanced Starter No.27 of KMK Station	Outermost facing point No.31A of KRAR station
KMK–KRAR(DN Line)	From BSLB of KMK Station.	DN Advanced Starter Signal No. 28 of KRAR Station.
KMK–BGBR(UP Line)	UP Advanced starter signal No. 27 of BGBR Station.	Outermost facing point No.31A of KMK station
KMK–BGBR(DN Line)	DN Advanced starter signal No. 28 of KMK Station.	Outermost facing point No.34A of BGBR station.

2.3.1 **STATION SECTION:**

The portion from UP Advanced starter signal No 27 to outermost facing point No.31A on UP line and DN Advanced starter signal No-28 at BGBR end on DN line is the station section of the station.

2.3.2 **STATION LIMIT:**

The portion between DN Distant signal to DN Advanced starter signal No–28 on DN line and UP Distant signal to UP Advanced starter signal No–27 on UP line is the station limit of the station.

2.4: **GRADIENT: -**

(a) **FROM THE CENTER OF OLD STATION BUILDING TOWARDS BAGHBAHARA (UP LINE)**

Chainage in meter		Inter distance in meter	Gradient (Falling/Raising/Level)
FROM	TO		
0	85.000	85.000	1 in 1000 R
85.000	125.000	40.000	1 in 400 F
125.000	630.000	505.000	1 in 1000 F
630.000	1177.100	547.100	LEVEL
1177.100	1565.000	387.900	1 in 260 R
1565.000	2025.000	460.000	1 in 1141 R
2025.000	2085.000	60.000	LEVEL
2085.000	2305.000	220.000	1 in 260 R
2305.000	2555.000	250.000	1 in 180 R
2555.000	3455.000	900.000	1 in 132 R
3455.000	3685.000	230.00	1 in 255R
3685.000	3775.000	90.000	LEVEL
3775.000	3935.000	160.000	1 in 500 F
3935.000	Block Section	---	LEVEL

(b) **FROM THE CENTER OF OLD STATION BUILDING TOWARDS BAGHBAHARA(DN LINE)**

Chainage in meter		Inter distance in meter	Gradient (Falling/Raising/Level)
FROM	TO		
0	85.000	85.000	1 in 1000 F
85.000	125.000	40.000	1 in 400 F
125.000	630.000	505.000	1 in 1000 F
630.000	1186.000	556.100	LEVEL
1186.000	1495.000	309.000	1 in 250 R
1495.000	1915.000	420.000	1 in 700 R
1915.000	2106.80	191.80	LEVEL
2106.80	2285.00	178.20	1 in 180 R
2285.00	3635.00	1350.00	1 in 150 R
3635.00	3720.00	85.00	LEVEL
3720.00	4555.00	835.00	1 in 1200 F
4555.00	Block Section	--	LEVEL

(c) **FROM THE CENTER OF OLD STATION BUILDING TOWARDS KHARIAR ROAD (UP LINE)**

Chainage in meter		Inter distance in meter	Gradient (Falling/Raising/Level)
FROM	TO		
0	535.000	535.000	1 in 1000 F
535.000	645.000	110.000	1 in 150 F
645.000	850.000	205.000	1 in 155 F
850.000	1114.20	264.20	1 in 150 F
1114.20	1245.000	130.800	LEVEL
1245.000	1765.000	520.000	1 in 151.8 R
1765.000	1885.000	120.000	LEVEL
1885.000	2225.000	340.000	1 in 140 F
2225.000	2545.000	320.000	1 in 110 F
2545.000	2855.000	310.000	1 in 160 F
2855.000	3086.000	231.000	1 in 250 F
3086.000	3895.000	809.000	LEVEL
3895.000	Block Section	-----	1 in 1150 R

(d) **FROM THE CENTER OF OLD STATION BUILDING TOWARDS KHARIAR ROAD (DNLINE)**

Chainage in meter		Inter distance in meter	Gradient (Falling/Raising/Level)
FROM	TO		
0	535.000	535.000	1 in 1000 F
535.000	645.000	110.000	1 in 150 F
645.000	850.000	205.000	1 in 155 F
850.000	1119.000	269.000	1 in 150 F
1119.000	1225.000	106.000	LEVEL
1225.000	1715.000	490.000	1 in 150 R
1715.000	1855.000	140.000	LEVEL
1855.000	2305.000	450.000	1 in 150 F
2305.000	2845.000	540.000	1 in 160 F
2845.000	3095.000	250.000	1 in 150 F
3095.000	3895.000	800.000	LEVEL
3895.000	Block Section	-----	1 in 1150 R

2.5 **LAY OUT: -**

- (I) No. of running lines :- 05 (Five)
- (II) No. of sidings :- 2 (Two), Ballast Siding & T. M. Siding
- (III) No. of Passenger platform :- 02 (Two), One Low level Platform of dimension 452MX10.848M beside Line No.1 & another Low level platform of dimension 452M X10.308M beside Line No. 4
- (IV) No. of Goods platform :- 1 (One), One Rail level Platform of dimension 670MX15M beside Line No. 5

(B) **DESCRIPTION OF SIDING:**

- (i) **Ballast siding:** - The Ballast siding CSL of 475M (DE to DS) takes off from Line No.1 with single side entry and exit and isolated by Point No-47 at BGBR end of the yard. The Siding point No-47 is isolated by a derailing switch. The derailing switch point is fitted with point machine and operated from SM panel/VDU. For movement towards Ballast Siding the Shunt Signal No. SH-3F and movement from Ballast Siding towards DN line, SH-8 shall be taken off. When the shunt signal No.SH-3F is taken off, the signals i.e. S1D, C1D, S2A/B, C2A/B, SH-8, S14, S16, S20, S22, SH-18, S28 is held locked in its normal position. Similarly when the shunt signal No.SH-8 is taken off, the signals i.e. SH-3(A-F), S1D, C1D, S2A/B, C2A/B, S14, S16, S20, S22, SH-18, S28 is held locked in its normal position. For any non-signalled movement, in the siding the points on the route are to be set, clamped and padlocked.
- (ii) **T.M. Siding:** - The T.M. Siding of CSL 292.99 M (SH to SB) takes off from ORL of Line No-4 isolated by Point No-40 at KRAR end of the yard. The Siding point No-40 is isolated by a derailing switch. The derailing switch point is fitted with point machine and operated from SM panel/VDU. For movement towards T.M. Siding the Shunt Signal No. SH-13 & SH-15 and movement from T.M. Siding towards L4 or L5, SH-6A or SH-6B shall be taken off. When the shunt signal No.SH-13 is taken off, the signals i.e. S15, SH-15, S1A/B, C1A/B, S13, S22, S2C/D, C2C/D, SH-4D/E & SH-6A/B is held locked in its normal position. When the shunt signal No.SH-15 is taken off, the signals i.e. S13, SH-13, S1A set to ML, 15, 20, S1B, C1B, SH-4D/E & SH-6A/B is held locked in its normal position. Similarly when the shunt signal No.SH-6A is taken off, the signals i.e. SH-13, SH-15, S1A/B, C1A/B, SH 3B, S15, S13, S2C/D, C2C/D, SH6B, 20, 22 & SH-4D/E is held locked in its normal position. Similarly when the shunt signal No.SH-6B is taken off, the signals i.e. SH-13, SH-15, S1A/B, C1A/B, S2C/D, C2C/D, SH3A, SH6A, 22, S15, S13 & SH-4D/E is held locked in its normal position. For any non signalled movement, in the siding the points on the route are to be set, clamped and padlocked.

2.5.1 **Running lines, direction of movements and holding capacity in CSL:-**

DESCRIPTION	CSL	ISOLATION PROVIDED	
		TOWARDS KRAR	TOWARDS BGBR
Line No.1 (Common Loop)	930M (STR. to STR)	ORL	ORL
Line No.2 (DN Main)	967M (SH 19 to STR)	---	---
Line No.3 (UP Main)	931M. (SH 18 to STR)	---	---
Line No.4 (Common Loop)	737M. (STR to STR)	ORL	ORL
Line No.5 (Common Loop)	737M. (STR to STR)	ORL	ORL

DIRECTION OF MOVEMENTS: -

Trains arriving from KRAR end are DN trains.

Trains arriving from BGBR end are UP Trains.

2.5.2 NON-RUNNING LINES AND CAL/CSL:

Sl. No.	Description	CSL	Takes off from	Exit	Operation
1.	Ballast siding	475M (DE to DS)	Line No. 1 at BGBR end	One way	Electrically Operated from Panel.
2	T.M. Siding	292.99M (SH to SB)	ORL of L4 at KRAR end	One Way	Electrically Operated from Panel.

2.5.3 ANY SPECIAL FEATURES IN THE LAYOUT: - NIL**2.6. i) Level Crossings :- (Station Section): - NIL**

Sl. No	Location	K.M.	Normal Position	Class	Type	Operation	Communication
1.	Between KMK-KRAR (Between UP Adv. Str. and UP Starters.)	95/9-11 (UP), 95/10-12 (DN) (RV-63)	Open to Road Traffic	'C'	Interlocked	Electrical lifting barrier	Telephone with SM/KMK

(Working of level crossing is detailed in Appendix 'A')

2.6 (ii) LEVEL CROSSINGS: (IN BLOCK SECTION)-

Sl. No	Location	K.M.	Normal Position	Class	Type	Operation	Communication
1.	Between KMK-BGBR	85/21-23(UP), 85/22-24 (DN) (RV-54)	Open to Road Traffic	'C'	Non- Interlocked	Winch operated Lifting barrier	Telephone with SM/BGBR
2.	Between KMK-BGBR	91/3-5 (UP), 91/4-6 (DN) (RV-59)	Closed to Road Traffic	'C'	Non- Interlocked	Winch operated Lifting barrier	Telephone with SM/KMK
3.	Between KMK-KRAR	99/11-13(UP), 99/12-14 (DN) (RV-67)	Closed to Road Traffic	'C'	Non- Interlocked	Winch operated Lifting barrier	Telephone with SM/KMK
4.	Between KMK-KRAR	101/3-5(UP), 101/4-6 (DN) (RV-68)	Closed to Road Traffic	'C'	Non- Interlocked	Winch operated Lifting barrier	Telephone with SM/KRAR
5.	Between KMK-KRAR	103/19-21(UP), 103/20-22 (DN) (RV-71)	Open to Road Traffic	'SPL'	Interlocked	Electrically operated Lifting barrier	Telephone with SM/KRAR

Train actuated warning device has not been provided at the above level crossing Gates.

(Working of the Level crossing gates given in detail in Appendix-'A')

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SYSTEM AND MEANS OF WORKING:

(Rule No. Chapter XIV of GR & SR, Chapters III, V& VI of BWM)

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-V & VI

- | | | |
|------|--|--|
| i) | System of working | : - Absolute block System of working |
| ii) | Type of block instruments | : - SGE type Double Line lock & Block Instrument for KMK-BGBR and KMK-KRAR section 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). |
| iii) | Instruments | : - Non Co-operative type. |
| i) | Block Telephone | : - Connected with adjacent stations BGBR & KRAR |
| ii) | Staff responsible for their operation | : - SM on duty |
| iii) | Custodian of keys | : - Block instrument is provided with double locking. One key will be with SM & other key will be with S&T maintainer. SM on duty is responsible for operation of Block instruments and the keys of the instruments must be under personal custody of the SM on duty vide GR 5.01(4), 14.12(1) 9(A) (1) and GR 5.08. |

4.0 **SYSTEM OF SIGNALLING AND INTERLOCKING:**

4.1.1 **STANDARD OF INTERLOCKING AND TYPE OF SIGNALLING:** This Station is provided with Standard-II (R) Electronic Interlocking.

4.1.2 **Type of signals:**

Multiple Aspect Colour Light Signals. The aspects & indications of the MACLS is governed by GR. 3.08(4)(b). Minimum equipment of signal-Distant, Home, Starter and Advanced starter signals in either direction.

a) The Station is provided with **Central Electronic Interlocking (EI)** with Visual Display Unit as Stand by option and having no end cabins. All signals and points are electrically operated from the central Panel provided at SM's Office.

b) **Method of operation:**

Central Panel is provided in the Station Master's office to electrically control all signals and points.

c) **Provision of axle counter and Track circuits:**

(i) **AXLE COUNTER: -**

Both side block sections are monitored by axle counter system, digital axle counters are provided at both end of the station. Digital axle counters are provided between KMK and BGBR (beyond advanced starter of KMK & beyond Home signal of BGBR on DN Line), Digital axle counters are also provided for UP line of KMK-BGBR (beyond advanced starter of BGBR & beyond home signal of KMK on UP Line), for counting the axles 'IN' and for counting the axles 'OUT' to indicate whether the block section is clear of trains as well as to verify the last vehicle of the incoming train.

Similarly, a pair of digital axle counter is provided between KMK and KRAR i.e. beyond advanced starter of KMK & in the edge of Point No. 31A of KRAR on UP Line, another pair of digital axle counter is provided for DN line of KMK-KRAR i.e. beyond advanced starter of

KRAR& in front of RV-63 of KMK on DN Line, for counting the axles 'IN' and for counting the axles 'OUT' to indicate whether the block section is clear of trains as well as to verify the last vehicle of the incoming train.

Block section between KMK-BGBR&KMK-KRAR are monitoring by Dual digital Axle counter system. Dual digital Axle counter along with associated accessories are provided at either end of the block section.

The position of the Block section whether cleared or occupied are reflected in the VDU provided in the Station Master's office which shows 'GREEN' when the Block Section is clear and 'RED' when occupied. Whenever a train enters in to the Block Section, "Block Section Clear" indication 'GREEN' for the particular block section disappears and 'RED' indication appears.

After complete arrival of the train the 'RED' indication will disappear and 'GREEN' indication will appear. If after the complete arrival of the train the 'RED' indication does not change to 'GREEN' it should be assumed as Block Instrument failure for the particular section and necessary action as per GR 14.13 is to be followed.

The axle counters are interlocked with the respective block instruments for that section. If axle counter fails, Advance Starter Signal shall not come to 'OFF' and the concerned instrument shall remain locked in last operated position.

A resetting arrangement for resumption of the system in case of failure of axle counter has been provided in the SM office of the adjacent Block stations after being assured by both the SM that the last vehicle has arrived complete at the receiving station by exchanging Private Number then resetting to be complied with. (Details of resetting procedure are given in this SWR (Appendix-B).

NOTE:

Before taking off reception and dispatch signals for DN and UP directions, the SM on duty should ensure that the entire route including overlap and berthing portion is clear of all obstructions by observing the Track indication/Axle counter indication. The indication of track circuit/ Axle counter will exhibit Red Light when track is occupied and White light when track is clear. There will be no track indication when any route is not set. Dual SSDAC is provided in between KMK-BGBR&KMK-KRAR section with provision of visual indication at on duty SM room in order to enable him to inform SSE/JE(Signal)/ESM when one SSDAC fails.

(II) TRACK CIRCUITS-

The station yard is fully track circuited from Home signal to Home signal and also for 5 rail lengths in rear of the Home signals on either side. Track circuits 1AT and 2AT are calling-on track circuits. Track circuits viz. 31AT, 31BT, 32AT, 32BT, 33AT, 33BT, 34AT, 34BT, 35AT, 35BT, 36AT, 36BT, 41AT, 41BT, 42AT, 40/42T, 43AT, 43BT, 44AT, 44BT & 47T are Point zone track circuits. L1T1, L2T1, L3T1, L4T1, L5T1, L1T2, L2T2, L3T2, L4T2, L5T2, L1T3, L2T3, L3T3, L4T3, L5T3 & L2T4 are berthing track circuits. Other track circuits namely 1T1, 1T2, 2T1, 2T2, 2T3, 27T, 27AT, 28AT & 28T are for signal replacement and route holding. Indications for all track circuits are indicated on the panel. Normally these track circuit portions are not lit when the track circuits are clear. And RED light appears when the track circuit is occupied/failed. White lights for the track indications appear when the relevant route is set. In case of failure of any track circuit, the controlled signals or points are to be treated as non-interlocked and trains shall be worked as per relevant rules.

(d) Calling-on signals:

Calling-on signals are provided below Home signals (i.e. in both Up & Down directions) as per GR.3.13 (1) (b), (2) (3) (4) & (6) (b).

e) IBS Signal- NIL

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f) **Control Panel:-**

The control Panel is provided with SM's key which shall always remain in the custody of the Station Master on duty for control of points, signals and crank handles control, etc. in terms of SR 3.36.03(a).

- g) The position of all points, signals and running lines are available in the Panel. Reminder Block collars are provided for use on push button which shall be placed on the point button and /or route button to prevent operation of the button in case of concerned line is blocked.

h) **CRANK HANDLE**

When any point fails to operate normally by the Route Setting operation through Panel/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 handle keys 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-2.19. CH1 controls 31A/B & 33A/B, CH2 controls 41A/B & 42A/B, CH3 controls 35A/B & 36A/B, CH4 controls 32A/B & 34A/B, CH5 controls 43A/B & 44A/B, CH6 controls 40, CH7 controls 47A/B. (The details of standby operation from VDU is given under Appendix-'B1')

Crank handle operation is interlocked with the signaling and interlocked system at this station. Key of crank handles normally locked inside the RKT instrument at the respective Crank Handles Location. Crank handles key can be taken out only when all signals leading over the points are in the Normal position and the route is locked for whatever reason. 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 to both ends 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 2.19 of the Operating Manual. Correct setting, clamping and padlocking of the points devolve on the SM on duty. (Refer use of Crank Handle as per Appendix-'B'). The cases of failure of motor point, it should be promptly reported to the concerned signal maintainer/signal inspector for immediate rectification.

In case complete EI system fails there is a provision that keys from all the crank handle locations can be extracted for crank handling and setting of points for train operations.

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 of track circuit for admission of train on blocked line (Calling-on cannot be taken off when both 1st and 2nd track circuit in advance of Home Signal are shown red simultaneously). Before taking 'OFF' Calling-on signal during failure of track circuit on the route and clearance of the track over which the train will be admitted must be checked physically by SM on duty.

To take "OFF" Calling-on signal the train must come to a stop at the foot of the Home signal, occupying the track circuit in rear of the signal. When a train occupies the track circuit a RED light strip will appear on the Panel. The particular route on which train is intended to be received shall be set by operating the point push button and group button individually or by signal and route buttons pressing or by crank handling in the event of failure of operation of points through panel/VDU. After the route is set, the Calling-on signals button 'C-1(A/B), C-

2(A/B/C) (Red with White dot) shall be pressed (as the case may be) simultaneously along with the concerned route button for 2 to 3 seconds and then released. After a lapse of 60 seconds, the Calling-on signal clears i.e. a Yellow light glows at the concerned Calling-on signal on the panel. Each such operation shall be recorded by the SM on duty along with the reasons to do so. The calling-on signal route can be released after complete arrival of the train or by emergency cancellation.

NOTE: SM on duty is to ensure that no train can do run through movement while it is being receiving on Calling-on signal.

4.1.2 SHUNT SIGNALS:

Independent Back shunt signals SH-3(A-F), SH-4(A-E), SH-6 and SH-18 have been provided for back shunting purpose. Shunt signal SH-13 & SH-15 below Starter signals have been provided for forward shunt movement. For shunting, "OFF" aspect of starter signals, independent shunt signals and shunt signals below starter signals shall be used. For back shunting, shunt signals provided on each side of the yard shall be used.

4.1.3 POINT AND TRAP INDICATOR :- NIL

4.1.4 REPEATING SIGNAL (BANNER TYPE):- NIL

4.1.5 EMERGENCY CROSS OVER :- NIL

4.1.6

4.1.7 L.C. GATE OPERATION :- (Given in Appendix A)

4.1.8

4.1.9 ANTI COLLISION DEVICE :- NIL

4.1.10

4.1.11 TRAIN PROTECTION & WARNING SYSTEM:- NIL

4.1.9 EMERGENCY POINT OPERATION (BLACK WITH RED DOT):

Emergency point operation facility is provided to operate the point from the panel in case of failure of point controlling track circuit. If such operation is necessary, the SM on duty, after ensuring that no vehicle is standing on the concerned point track circuit and SM's emergency point key is 'IN', shall press emergency point operation button by breaking the seal along with relevant point button simultaneously. Then holding the point button, emergency point operation button is to be released and the point group button normal / reverse button is to be pressed for operating the point to 'NORMAL' or 'REVERSE' position. All such operations will be registered in the emergency point operation counter and the counter number will increase by next higher number. Each operation of emergency point operation shall be recorded in the station diary and in the register meant for this purpose. S&T staff should be advised immediately to get the emergency point operation button resealed after rectification of fault, if any

4.1.10 EMERGENCY ROUTE RELEASE INDICATION (WHITE) EMERGENCY ROUTE BUTTON (WHITE WITH RED DOT):

The panel interlocking is based on the principle of 'DEAD APPROACH LOCKING'. As such when a route is set and signal is taken 'OFF' on the route, the route gets locked. Normally the route is released by the passage of the train over the route. When it becomes necessary to alter the route after the signal has been taken 'OFF' vide SR 3.36.02(a), the concerned signal must be put back to danger by simultaneously pressing the signal cancellation button and the concerned signal button. After this the emergency route release button (white with red dot) positioned at the top of panel to be pressed first by breaking the seal and subsequently the concerned signal button is to be pressed releasing the emergency route release button. A white flashing light will glow indicating that the timer is working. After 120 seconds, the white flashing light along with the white strip of light will disappear suggesting the route has been

released.

In case the route illumination (white strip lights) does not disappear, it suggests that the route is not released/cancelled. In such case the concerned S&T staff should be advised immediately to get the emergency route release button resealed after rectification of fault, if any.

Each operation of emergency cancellation of route is recorded in the emergency route release counter by registering the next higher number. All such operations and the new number should be recorded in the station diary and in the train signal register.

- 4.1.11 **SEALING OF EMERGENCY OPERATION BUTTONS/KEYS:-** All 'emergency operation buttons' on the Station Master's control panel shall be kept sealed in normal condition by S&T staff. Whenever any emergency operation is initiated SM on duty shall break/open the seal of the concerned button to make the button operative. Immediately after completion of emergency operation

SM on duty shall inform concerned S&T staff for resealing of the concerned button.

NOTE: Details of signalling and interlocking are given in Appendix-'B' of the SWR.

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

As per JPO/02/2012 of 29.08.2012, the following procedure shall be adopted for opening of Relay Room:-

The Relay room of station shall have double locking system of operating and S&T Locks. One Lock shall be provided on the door of Relay Room by the Station Master. This lock is named as operating lock. The key shall be kept in the safe custody in the key-box with the SM on duty. Likewise, one Godrej lock shall be provided on the door of Relay Room by the Signal Maintainer/ Signal Supervisor of the Station /Section.

Names of the S&T staff authorized for opening of Relay Room is to be entered in the first page of Relay Room Key Register and jointly certified by SSE /Signal In-Charge and TI In-Charge of the Section. In emergency, if any S&T staff other than authorized wants to open Relay room, he must inform DSTE through Signal Fault Control. Signal Fault Control shall convey the permission of DSTE to SS/SM by giving Signal Fault Control order number.

Whenever relay room is to be opened either for scheduled maintenance or during failures or for other maintenance activities/construction works. The concerned Maintainer/Signal Supervisor will inform SM on duty for opening of Relay Room with reason. SM on duty will verify his identity from the list of authorized S & T Staff recorded in the first page of Relay Room Key register or as advised by Signal Fault Control in emergency. SM shall give the key of operating lock to S&T staff, after the entry is made in the Relay Room and also with Red Ink in TSR. Relay Room key shall not be handed over by SM on duty to any Group D staff of S&T department. On completion of work, the concerned Signal Maintainer/ Signal Supervisor shall properly close Relay Room door and lock it with both the locks and then return the key of operating lock to the SM on duty making the entry in the relay room register.

When the key of Operating Lock is returned by S&T staff to SM on duty, he shall first verify the Relay Room for proper locking and then keep the key in safe custody and acknowledge it on the Relay-Room key register. If the relay room key is handed over to the Signal staff regarding the interference in safety gears the train shall be piloted in and out.

For attending Failures of S&T gears within relay Rooms, the following steps shall be taken:

Entry to be made in S&T failure register by SM on duty and failure Memo has to be issued to S&T staff. S&T staff shall not take the Relay Room Key for attending failures and

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open the Relay Room unless the failure is recorded in Signal failure register. If disconnection is required, Disconnection Memo has to be given by S&T staff to SM on duty. Failure Memo should be acknowledged and entry in relay room key register to be made by S&T staff before obtaining Station Master's key. Relay Room key for Schedule maintenance shall be taken once in a calendar Month during monthly inspection by Sectional Supervisor. Relay room can be opened by following above procedure for special maintenance activities like cable insulation testing, block/ disconnection memos, selection/ locking table testing, maintenance work inside relay room by Electrical and Engineering staff, during failures, data logger resetting and inspection by Divisional and Headquarter officials, Track Circuit adjustments & voltage monitoring during monsoon and whenever required during rains. Works required by S&T Construction & open line staff for preparatory works and during commissioning. In each such case, the Construction Staff Shall follow the detailed guidelines issued regarding working on signaling gears under the charge of open line.

In case of emergencies such as fire, flood, earthquake etc., Open Line Section Engineer (Signal) / Signal Maintainer & SS/SM shall jointly decide the need for opening the Relay Room. Section Engineer Signal HQ at Divisional Control Office and Section controller shall be advised respectively. In case of communication failure during such emergencies, Open Line Signal Maintainers/ Supervisors and SS/SM on duty shall jointly decide the need for opening the Relay Room and communicate later on to respective controls. In case key is lost /misplaced, it shall be reported to S&T control as well as section control for either lock. In normal course the spare key with respective custodians shall be used. In emergency situation, lock may be broken under advice to Section Control as well as S&T control. New lock shall be procured and provided.

In case SM on duty comes to know of relay Room opening by unauthorized means or by unauthorized person or by any Group-'D' Staff, the signaling system shall be suspended by him and matter immediately reported to Section Controller for necessary action. Senior section Engineer/Signal & TI of the respective section will check the station records of relay room opening during their inspections and cross check it with data logger/counter reading if provided. Discrepancy, if any, shall be immediately inquired into and advised to Sr. DSTE & Sr. DOM by numbered control message from the station immediately for further action.

4.3 **POWER SUPPLY**

- (i) Normal: - UP AT/DN AT connected to OHE Traction distribution (230V, 50 Hz)
 - (ii) Stand by: - Stand by Supply from CSEB – Single Phase (230V, 50Hz).
 - (iii) Normal Power Supply (Single Phase 230V, 50Hz) to the Signaling & Interlocking installation at the station is drawn from the traction power sources. Whenever traction power supply fails SS/SM on duty shall operate the rotary change over switch provided in the CLS power panel at SM's office connecting the power supply from the State Electricity Power Supply. The SS/SM on duty however maintain the record of power failures either of the traction supply or local supply and he must promptly report the failure of any one or both the power sources immediately through the section controller and to the concerned Electrical Staff and S&T maintenance Staff.
- (a) A change over switch is provided in the SM's office with the three power supplies viz. UP AT, DN AT and local power supply for changing the switch to the required supply position. The availability of supply is indicated by luminous indicator above the circuit breaker for each supply.
 - (b) Normally the switch will be kept towards UP AT or DN AT position. Whenever the power block is to be given on the line, on duty SS/SM must ascertain the power is available on the other AT and change over the switch to desired position e.g. if power block is to be given on the UP line, DN AT must be available and vice versa.

- (c) In case of failure of one of the AT supply without any power block, on duty SS/SM has to check whether the circuit breaker has tripped. (Three circuit breakers are provided in the changeover switch board, one for each supply and their normal position is UP and when tripped, it goes DN). In case of failure of both AT supplies without any power block, the local supplies shall be utilised by operating the change over switch. If the circuit breaker is tripping, even after resetting, no attempts shall be made to hold it by any other means and a message shall be given to the AEE/GEN and CTFO/PSI/TRD/GEN for prompt rectification.
- (d) Whenever there is a failure of power supply in one AT, the on duty SS/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 on both AT's and make an entry in station diary daily duly initiating action for rectification of failure, if any
- (e) For IPS system that provides to EI, auto-change-over has been provided
- (f) There is a remote monitoring SM box provided at the station to monitor the health of IPS.

REMOTE MONITORING SM BOX:

Remote monitoring SM Box gives alarm to the SM 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 same 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 Local power supply 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 Local power supply and make an entry in the Station Diary duly initiating action for rectification of failure, if any.

NOTE: - For further Detail of Appendix-'B' should be referred.

5.0. TELECOMMUNICATION FACILITIES: -

- i) Telephone attached with Double line Lock & Block Instrument of KMK-BGBR and KMK-KRAR Section.
- ii) Station to Station fixed telephone (Hot line) is provided.
- iii) Station is provided with Auto telephone connected with Railway Exchange.
- iv) BSNL telephone has been provided.
- v) The station is connected to TIG-Raipur control circuit by a control telephone.
- vi) Station to station 25W VHF communication is provided.
- vii) Telephone is provided between Station and both end crank handle locations.
- viii) Magneto telephone connection is provided between station & LC gates at KM 91/3-5 (UP), 91/4-6 (DN) in KMK-BGBR & in KM 95/9-11 (UP), 95/10-12 (DN), KM 99/11-13 (UP), 99/12-14 (DN) in KMK-KRAR.

NOTE:

- (i) For obtaining line clear, VHF should be used as a last alternative and not as a sole means of communication.
- (ii) VHF and walkie-talkie sets should not be used for unnecessary discussions with Loco Pilots, Guards or any other staff.
- (iii) The on duty SM shall use the above electrical communication instruments stated in Para-5.0

strictly in order of preference for obtaining/granting line clear vide SR 14.01.01. In case of failure of any of the above means of communication the SM on duty shall work vide SR 6.02.06

(Details mentioned in Appendix 'B' of the SWR)

5.1 FAILURE OF COMMUNICATION: -

In the event of failure of communications between the adjacent block stations SR 6.02.06 shall be observed, for working the train.

In the event of total failure of communications between the adjacent block stations SR 6.02.03 & 6.02.04 shall be observed for working the trains.

6.0 SYSTEM OF TRAIN WORKING:

The movement of trains is controlled by Section Controller on duty whose orders shall be complied with, provided they do not contravene any General Rules, Subsidiary Rules, Station Working Rules, Block Working Manual and 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 station and shall be responsible to ensure that there is no undue delay to train operation in general.

6.1 DUTIES OF TRAIN WORKING STAFF

Details of duties of operating staff are mentioned in Appendix 'D' of the SWR

6.1.1 TRAIN WORKING STAFF: -

The following are the complement of train working and operating staff provided at this station to work in each shift.

SL NO.	Designation	Roster	No. of staff in each shift	Hrs. of Duty
1.	Station Superintendent (In-charge)----- SM -----	----	----	09 Hrs
		Continuous	01	08 Hrs.
2	PM-A/PM-B	Continuous	01	08 Hrs.
3.	GK/Sr.GK	Continuous	01	08 Hrs.

The above staff shall work as per the rosters issued by Sr. DPO/SBP from time to time and these rosters shall be displayed in the SM's office.

6.1.2 RESPONSIBILITY OF ASCERTAINING CLEARANCE OF THE LINES:

The SM on duty is responsible to ascertain the clearance of the nominated line between outer most facing points of concerned line as per SR. 3.40.02(b) 3rd Para & GR 14.10.

6.1.3 ASSURANCE OF STAFF IN ASSURANCE REGISTER:-

All staff before taking up independent charge of their duties at this station shall make a written declaration in the assurance register that they have read and thoroughly understood the system in force and must sign such declaration.

No Railway servant shall be entrusted with any duty involving safety of the public unless the station in-charge is satisfied that the concerned staff is competent for the post. No Railway servant unless duly examined and certified shall be allowed to work the points and signals. The SS is responsible to see that all the staff are conversant with the Station Working Rules and their signature obtained in the Assurance register after he is satisfied that they have thoroughly understood the working rules of the station. In case of Group 'D' staff, their signature/thumb impression must be obtained after explaining them fully about their duties and responsibilities.

The Station Superintendent is responsible personally for maintaining the Assurance Register and for obtaining declaration of the staff working under him. The Assurance Register must be maintained in two parts, one for Group 'C' and the other for Group 'D' staff. A duplicate copy of the Assurance Register must be maintained and kept in personal custody of the Station

Superintendent.

The declaration shall be renewed in the following cases: -

- (i) Whenever there is a change in the Station Working Rules.
- (ii) For any staff who have not worked at the station or were away from the station for a period of 15 days or more.

6.2 **CONDITIONS FOR GRANTING LINE CLEAR: -**

The conditions laid down in GR 8.01 (1),(a0 & (c), 8.01(2)(b), 8.03 (1) (a), (b), (c) (ii), 8.03 (2) (a), (b), (c) (ii) and BMW 2.07(3) & (4) shall be complied with before the line is considered clear and 'Line Clear' is granted for a train by on duty SM.

[A] **For double line Section(KMK-BGBR UP Trains)-**

- i) The whole of the last preceding train has arrived complete.
- ii) All necessary signals have been put back to 'ON' behind the said train.
- iii) The line is clear up to the Outermost point No.33A for UP trains.

[B] **For double line Section(KMK-KRARDN Trains)-**

- i) The whole of the last preceding train has arrived complete.
- ii) All necessary signals have been put back to 'ON' behind the said train.
- iii) The line is clear up to the edge of RV-63.

NOTE: – If the light of the reception signal is found not burning, line clear shall not be granted for train till such time it is ensured that concerned Loco Pilot is notified of the fact in writing by the SM of the station to which such line clear is to be granted.[Ref GR:3.49(4), 8.01(1)(a),(b)(c), 8.01(2)(b), 8.03(2),(a),(b), C(ii), 8.03(1) (a),(b)(c) (ii)]

(C) **OUTLYING SIDING: - NIL.**

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

6.2.1.1 **SETTING OF POINTS AGAINST BLOCKED LINE: -**

All Points shall normally be set for the straight except when otherwise authorized by special instructions. When a running line is blocked by a stable load, wagon, vehicle or by a train which is to cross or give precedence to another train or immediately after arrival of a train at the station, the points at either end should immediately be set against the blocked line except when shunting or for any other movement towards the blocked line is required to be done vide SR 3.51.06(a). If all the lines at the station happen to be blocked, then SR. 3.51.06 (b) will be followed.

6.2.1.2 **RECEPTION OF TRAIN ON BLOCKED LINE: -**

Whenever trains are to be admitted on an obstructed line the Calling-on signal may be taken off. If calling-on signal fails then the SM on duty shall authorize the on duty TPM with form T/509 indicating the reason for such admission the line number and the nature of obstruction on that line. Before handing over the authority, the SM on duty shall ensure the correct setting clamping and padlocking of both facing and trailing end of the concerned route vide SR 3.69.03. A stop hand signal shall be exhibited by the SM on duty at a distance of not less 45mts from the point of obstruction to indicate to the Loco pilot as to where the train shall be brought to a stand (GR 5.09 & SR 5.09.01).

6.2.1.3 **RECEPTION OF TRAIN ON NON-SIGNALLED LINE: -**

Before receiving a train on non-signalled line, the SM shall ensure that

- a. The train is brought to a stand at the first stop signal.
- b. The line on which it is intended to receive the train is clear up to the trailing points or up to the place at which the train is required to come to a stand.

- c. All points over which the train has to pass are correctly set; the facing and trailing points are clamped and padlocked.
The Loco pilot is authorized to pass the approach stop signals at 'ON' through a written authority T/369(3b) [Refer GR 5.10].

6.2.1.4 **DESPATCH OF TRAIN ON NON-SIGNALLED LINE: -**

Whenever a train is to be dispatched from a non-signalled line, a starting order on form T-511 shall be given to the loco pilot to start from the non-signalled line. [Refer SR 5.11.1]

6.2.1.5 **DESPATCH OF TRAIN FROM LINE PROVIDED WITH COMMON STARTER SIGNAL:**

Not Applicable.\

6.2.1.6 **SPECIAL RESTRICTIONS -**

- (i) Due to existence of gradient steeper than 1 in 400 beyond 50 metres of outermost facing points of the station yard train should not be drawn up to the last stop signal and held up on the steep gradient in order to clear the reception line for giving permission to approach to the following train.
- (ii) While shunting on gradient towards UP ADV. STR. SIG. No. 27 and DN ADV. STR. SIG No. 28 an engine to be attached towards the falling side of the gradient. GR 5.20 (b) to be followed.
- (iii) No load shall be stabled in non isolated lines without a live Locomotive is attached.

6.2.1.7 **SPECIAL INSTRUCTIONS-**

- (i) After any non-signal movement has taken place over point, SM on duty shall operate the point/points to normal and reverse position for ensuring the correct setting and indication on the panel. Then after further signal movement may be permitted over the point.
- (ii) In case of failure of Digital Axle counter provided for monitoring Block section at both ends, the resetting should only be initiated for normalizing the Block Instrument after ensuring complete arrival of the train by physical verification of Last Vehicle by SM on duty.

6.3 **CONDITIONS FOR TAKING 'OFF' APPROACH SIGNALS: -**

Reception of trains is governed by General Rules 3.36, 3.38, 3.40, and GR 3.40 (1), (2) (3)(b) and Subsidiary Rule 3.40.01 and other relevant provisions of General and Subsidiary Rules, Block Working Manual and Station Working Rules of the station to be followed.

Adequate distances to be kept clear vide General Rule 3.40(3) (b) for reception of trains.

The SM on duty shall nominate a clear line not only up to the starter but also for an adequate distance beyond it for reception of trains. [Refer GR 3.36, 3.38, 3.40, 3.47, 4.17 and SR 3.36.01, 3.36.02, 3.36.04, 3.40.01, 3.40.02, 4.17.02 and Block Working Manual].

A. **CLEARANCE OF ADEQUATE DISTANCE: -**

To take off the home signal for admission of a train the adequate distance (signal overlap) as mentioned below shall be kept clear: -(GR 3.47)

LINE NO.	CLEARANCE OF ADEQUATE DISTANCE			
	UP TRAINS		DN TRAINS	
	FROM	TO	FROM	TO
Line No.1 (Common loop Line)	Foot of the Starter Signal No. 21	End of the ORL or UP advance starter signal no 27.	Foot of the Starter Signal No. 14	End of the ORL or DN Advanced starter signal No. 28.
Line No. 2 (DN Loop Line)	----	---	Foot of the DN starter signal No. 16	DN Advanced starter signal No. 28.
Line No. 3	Foot of the	UP Advanced	---	---

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(UP Main Line)	UP starter signal No. 17.	starter signal No. 27.		
Line No. 4 (Common loop Line)	Foot of the UP starter signal No. 15	End of the ORL or UP Advanced starter signal No. 27.	Foot of the DN starter signal No. 20	End of the ORL or DN Advanced starter signal No. 28.
Line No. 5 (Common loop Line)	Foot of the UP starter signal No. 15 13	End of the ORL or UP Advanced starter signal No. 27.	Foot of the DN starter signal No. 22	End of the ORL or DN Advanced starter signal No. 28.

Before admitting a train on any line, it must be ensured that the track indication for the respective line indicates 'WHITE' indication in the illuminated panel diagram. To receive a train, for which line clear is granted, the SM on duty shall nominate a clear line in consultation with the Section Controller on duty. He shall personally satisfy himself that the nominated line is clear and free from all obstructions by seeing the track circuit indication on or by physical verification of the nominated route in case of failure of track circuit. He shall suspend all non-isolated shunting, ensure closure of L.C. gates and thereafter set the points of the nominated route by means of push button switch provided on the control panel. He shall then verify from the visual indication available in the panel that points are set to the desired route.

In case any of the track circuit on the concerned route shows occupied by RED indication even though the other conditions are satisfied, the operation of panel control buttons by the SM on duty will not permit the concerned signal to be taken off. However, reception of train will be possible in such cases with the "Calling-on" signal fixed below Home 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. The calling-on signal is taken off for reception of a train when the home signal above it cannot be taken off due to failure of track circuits (Calling-on cannot be taken off when both 1st and 2nd track circuit in advance of Home Signal are shown red simultaneously) for admission of a train on blocked line.

B. **TAKING OFF CALLING ON SIGNAL:**

To take off calling-on signal, the train must come to a stop at the foot of the Home signal, occupying track circuit in rear of the signal. When train occupies the track circuit, RED light strip will appear on the panel. The particular route on which the train is intended to be received shall be set by individual point operation by operating point button & point group buttons or by setting route by pressing route button & signal button or by crank handling in the event of failure of operation of point through panel.

After the route is set, the calling-on signal button C1/C2 (Red with white dot), as the case may be, shall be, pressed simultaneously along with concerned route button for 2–3 seconds and released. After a lapse of 60 sec, the calling-on signal clears and a yellow light indication appears on the panel for the concerned calling-on signal. SM on duty is to ensure that no train can do run through movement while it is being receiving on Calling-on signal.

6.3.1 **RESPONSIBILITY OF STATION MASTER FOR RESTORATION OF SIGNALS TO 'ON':** - If for any reason after taking off signals, it is required to put back the signal and alter the route, in terms of Subsidiary Rules 3.36.02, a time delay of 2 minutes shall be observed before the points can be altered.

6.4 **SIMULTANEOUS RECEPTION, DESPATCH, CROSSING & PRECEDENCE OF TRAINS: -**

(a)	While receiving a DN train on line No.1(Commonloop) set to overrun line.	(a)	Dispatch of a DNtrain from Line No. 2 or4 or 5or Dispatch/Receptionof an UP train from/to line No.3 or 4 or 5.
(b)	While receiving a DN train on line No.1 (Common loop) set to DN Main Line.	(b)	Dispatch/Reception of an UP train from/to line No.3 or 4 or 5.
(c)	While receiving a DN train on line No. 2 (DN Main line).	(c)	Dispatch/Reception of an UP train from/to line No. 3 or 4 or 5.
(d)	While receiving a UP train on line No. 1 (Common loop)set to overrun line.	(d)	Dispatch of a UP train from the line No. 3 or 4 or 5.
(e)	While receiving a UP train on line No. 3 (UP Main).	(e)	Dispatch/Reception of a DN train from/to line No. 1 or 2.
(f)	While receiving an UP train on line No.4 (Common loop) set to UP Main Line	(f)	Dispatch/Reception of a DN train from/to line No. 1 or 2.
(g)	While receiving a DN train on line No.4 (Common loop) set to overrun line.	(g)	Dispatch of an DN trainfrom/to line No. 1 or 2.
(h)	While receiving an UP train on line No.5 (Common loop) set to overrun line.	(h)	Dispatch/Reception of DN train from/to line No.1 or 2 or dispatch of UP train from line No. 1 or 3 or 4.
(i)	While receiving an UP train on line No.5 (Common loop) set to UP Main line.	(i)	Dispatch/Reception of DN train from/to line No.1 or 2.
(j)	While receiving a DN train on line No.5 (Common loop) set to overrun line.	(j)	Dispatch of DN train from line No.1 or 2 or 4 or reception of UP train on 1.
(k)	While receiving an UP train on line No.4 (Common loop) set to ORL	(k)	Dispatch/Reception of a DN train from/to line No. 1 or 2& dispatch of UP train from line no. 3.

Rules laid down in GR3.47 and GR 3.47.01(b), (c), (d) shall be followed.

6.5 **COMPLETE ARRIVAL OF TRAIN: -**

(Rule Nos. GR 4.16 & SR 4.16.01, SR 4.16.02, SR 4.16.03, SR 4.16.04, SR 4.16.05, GR 4.17 & SR 4.17.01, SR 4.17.02, GR 14.10)

- STAFF RESPONSIBLE TO VERIFY COMPLETE ARRIVAL: -** SM on duty.
- MODE OF VERIFICATION:** Through AXLE COUNTER or through physical verification when Axle counter fails.
- The entire block section between KMK–BGBR and KMK–KRAR 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 Panel at SM's office. As soon as train enters in to that block section the RED indication appears on Panel. After whole train clears the block section GREEN indication appears on the Panel. 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 Panel.
- 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

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- 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.
- e) 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.
 - f) 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. Train passing on adjacent line shall be stopped and Guard and Loco Pilot shall be issued with caution Order to proceed cautiously and stop short of any obstruction as per SR. 4.17.03.

6.5.1 **L.V. VERIFICATION WHEN MOTOR TROLLEY FOLLOWING: -**

On occasions when motor trolley follows a train, the points shall not be altered until the following motor trolley is admitted on the same line. In the event of motor trolley is delayed in the section, the Station Master on duty shall take action in terms of SR 15.25.03 (b) (vi).

6.6 **DESPATCH OF TRAINS: -**

Dispatch of trains are governed by General Rules 3.36, 3.38, 3.39, 3.75 3.42, 3.43, 5.11, 5.11.01 & 8.01, Subsidiary Rules 3.36.04(b), 3.42.04, 3.42.05 and Block Working Manual 2.07(5)(a)(b) and other provisions of General Rules, Subsidiary Rules, Block Working Manual and Station Working Rules of the station.

To dispatch a train, the SM 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 panel board. He shall suspend shunting on the non-isolated line, ensure closure of L.C. gates, and then he shall take off the concerned route starter and advanced starter signal by operating concerned push buttons. After observing the 'OFF' aspect of the route starter and advanced starter signals the Loco Pilot shall start his train.

The Station Master on duty shall watch the safe passage of the train with its last vehicle indicator. After the train passes the advanced starter signal complete, he shall send the train entering block section signal to the station in advance.

If a train is worked without a Guard or Brake Van, the instructions laid down in Subsidiary Rules 4.23.02 and 4.25.02 shall be followed.

Note-

- a) Station Master/KMK shall not permit any DN train to enter the block section KMK-BGBR, unless he is assured of the closure and locking of the L.C. Gate at KM 91/3-5 (UP), 91/4-6 (DN) (RV-59) by the gateman.
- b) The L.C. Gate at KM 91/3-5 (UP), 91/4-6 (DN) (RV-59) between KMK-BGBR having telephonic communication with SM/KMK. Hence before giving the line clear for a UP train, Station Master/BGBR on duty shall advice the Station Master/KMK the number, description, direction and expected time of passage of the train at the gate under exchange of private number.
- c) Station Master/KMK shall in turn convey the same advice to the gate man.
- d) Gateman shall close the gate.
Only then shall the Station Master/KMK grant line clear to the Station Master BGBR.
- e) Station Master/KMK shall not permit any UP train to enter the block section KMK-KRAR unless he is assured that L.C. Gate at KM95/9-11 (UP), 95/10-12 (DN) (RV-63) & Gate at KM99/12-14(DN), 99/11-13 (UP) (RV-67) is closed and locked by the gate man.
- f) Station Master/KRAR shall not permit any DN train to enter the block section KRAR-KMK, unless he is assured from SM/KMK that the L.C. Gate at KM 99/12-14(DN), 99/11-13 (UP) (RV-67) is closed and locked by the gate man.

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- g) Station Master/KMK shall ensure closure and locking of the L.C. Gate at KM 99/12–14(DN), 99/11–13 (UP) (RV–67) by the gateman supported by exchange of private number and shall grant line clear to SM/KRAR. Then only, SM/KRAR shall dispatch a train to KRAR–KMK section.
- h) The traffic interlocked L.C. Gate at Km. KM 95/9–11 (UP), 95/10–12 (DN) (RV–63) shall be closed before dispatching/receiving a train to KMK–KRAR section.

6.6.1 PUTTING BACK SIGNALS TO 'ON' IN CASE OF EMERGENCY:-

If a signal once taken 'Off' for reception/dispatch of a train has to be, in an emergency, put back to 'ON', the procedure laid down in General Rules 3.36.02 shall be followed. If in an emergency a signal has to be put back to "ON" position before the movement of the train for which it was taken off, no points or lock shall be moved until the train has come to a stand except to prevent an accident. In case of reception of train, route shall not be altered until the train has come to a stand outside Home signal. In case of departure signal, the relevant starter & advanced starter signal shall be replaced to on position. Then the Loco pilot of the train for which the signal has been taken off shall be advised by on duty SM through any of the following secured means of communication to the effect that his signal has been replaced to "ON" and should not start.

- (i) GSM–R based mobile Train radio communication system.
- (ii) TETRA based mobile communication system.
- (iii) Trunking radio (MPT–1327) and CTSS VHF system.

Whenever any of the above secured means of communication is not available and in case of diesel long hood leading loco, the loco pilot shall be advised through a written memo that his signal has been replaced to ON and should not start.

Till the Loco pilot has been advised through a secured means of communication or through a written memo and his acknowledgement received the route set should not be altered except to avert an accident.

6.7 TRAINS RUNNING THROUGH: -

The procedure detailed in Para 6.3, 6.6 above and General Rules 4.17, 4.42 and Subsidiary Rules 3.36.04(b)(i) 3.42.02(a)(iv), shall be observed.

The SM on duty is responsible to observe/watch the condition of the vehicles on a train and shall wave green hand signal horizontally as per Subsidiary Rule 4.42.02 until anything wrong is noticed on train. For this purpose the SM on duty shall stand in such a position that he sees a clear view of the passing train and that the Loco Pilot and Guard of the train can clearly see his hand signals. He shall depute his points man with hand signal to the other side of the passing train who shall exhibit hand danger signal to draw the attention of the guard/Loco Pilot of the train in case of observing any unsafe condition/abnormalities of the train. He shall also report to the SM on duty for taking further suitable action in terms of SR 4.42.02(d).

The Station Master & TPM if L–1 is occupied 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 Rules 4.17 and Subsidiary Rules 4.17.02.

6.8 WORKING IN CASE OF FAILURE: -

In case of failure of S&T equipment, on duty Station Master shall work in accordance to GR 3.68, 3.69 and 3.70 and SRs thereto.

6.8.1 PROCEDURE TO BE FOLLOWED INCASE OF FAILURE OF A SIGNAL & INTERLOCKING:

Whenever there is a failure of points, signals, track circuits or any other interlocking gear at the station that includes level crossing gate (s). if any, etc. the SM on duty shall follow the procedure detailed in GR 3.68, 3.72, 3.74 and SR thereto. In case of defective approach

signals, the trains will be piloted in vide SR 3.69.02, 3.69.03 & 3.69.05. In case of defective departure signals, trains will be piloted out vide GR 3.70 & SR 3.70.01 & 3.70.02

6.8.2 TRACK CIRCUIT:

In the event of failure of track circuit in the yard concerned signal shall be suspended and trains shall be admitted on calling-on signal. If calling-on signal fails then train shall be piloted 'IN'. Before piloting a train in to the yard the clearance of the track must be ensured by physical verification.

6.8.3 AXLE COUNTER:

In the event of failure of axle counter of concerned block section SM on duty shall initiate resetting of axle counter after ensuring the complete arrival of the train by SM of other end Station. After resetting the first train will be piloted 'OUT' to the concerned Block section for normalising the system of working. In case failure of Axle counter Block instrument of concerned block section shall be suspended. Details of operations involved in resetting of axle counter are given in Appendix-'B'.

6.8.4 DEFECTIVE SIGNALS:

When signals become defective, the procedure laid down in GR & SR shall be followed. A signal in the OFF position is the final indication that the points are correctly set for the route, for which it applies. If, it is found impossible to take OFF a signal the setting of points on the route to which it applies shall be inspected by the Station Master on duty before the signal is declared as defective irrespective of what is indicated by the position of the route. [Refer GR 3.68 to 3.46, 3.52 to 3.56, 3.71, 3.80 and SR 3.68.01 (c)].

In case of disconnection of signal and interlocking for repairs and maintenance, procedure laid down in GR and relevant SRs shall be followed.

In the event of signal showing no lights, Station Master on duty shall before giving line clear, initiate action in accordance with the procedure prescribed in GR and the relevant SRs. [Refer GR 3.51, 3.69, 3.49 (4), 3.68 to 3.77].

6.8.5 BLOCK INSTRUMENT:

In the event of partial interruption/ failure of block instrument the concerned block instrument shall be suspended till its rectification and trains shall work as per GR. [SR 6.02.06]. UP and DN Advanced Starter signals are electrically interlocked with block instrument so that the same cannot be taken off unless the concerned block instrument is in line clear position/TGT. When the block instrument is suspended in 'Line clear' position, the concerned Advanced Starter signal must also be treated as suspended.

During the failure of Block Instrument of KMK-BGBR and KMK-KRAR section the authority is T/369(3b) with identification number & Private Number issued from the station in advance written both in figure and words.

UP and DN Home signals are electrically interlocked with respective block instrument. Block instrument can be normalised from 'TRAIN ON LINE' to 'LINE CLOSED' position, when the corresponding Home signals are in the 'ON' position and other conditioned are fulfilled. However, the Home signals can be taken off in case of failure of the block instrument.

6.8.6 DEFECTIVE INTERLOCKING:

In the event of interlocking becoming defective, the points will be treated as defective. The SM on duty on receipt of this information will immediately introduce non-interlocking system of working at the station. Trains will be Piloted In or Out as the case may be. The SM on duty shall be responsible for correct setting, clamping and padlocking of points of both facing & trailing end for admission of train.

6.8.7 DEFECTIVE/DAMAGED POINTS:

When any point fails to operate normally by the route setting operation through panel 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 handle keys 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.

The responsibility of correct setting of points, clamping and padlocking the points for reception and dispatch of trains at the station rests with SM on duty himself.

6.8.8 **RECEPTION OF A TRAIN ON BLOCKED LINE:**

Whenever trains are to be admitted on an obstructed line it is necessary that the train receive by Calling-on Signals provided below the Home Signal or piloted 'IN' on an written authority given by the SM on duty and delivered by a competent Railway servant to the Loco Pilot of the train {refer GR 5.09 and SR's there to}

6.8.9 **INSPECTION OF POINTS BEFORE DECLARING THEM DEFECTIVE:**

However, before declaring a signal is defective, the setting of the point on the route to which it applies shall be inspected by the Station Superintendent/Station Master irrespective of the position of the switches point laid down in GR with relevant SRs shall be followed. [Refer GR 3.68, 3.70 & SR 3.77.01(b)]. Initiate action in accordance with the procedure prescribed in GR and relevant Subsidiary Rules there to. [Refer GR 3.49(4) and 3.68, 3.77]

6.8.10 **ISSUE OF CAUTION ORDER: -**

Whenever in consequence of the line being under repair or for any other reason special precautions are necessary, a caution order detailing the kilometers and speed at which a train shall travel and the reasons for taking such precautions shall be handed over to driver in terms of GR 4.09 and SRs thereto.

6.9 **WORKING OF MOTOR TROLLEY, MATERIAL LORRIES ETC:**

- (a) Motor Trolleys are run in accordance with Subsidiary Rules 15.25.03 to 15.25.07.
- (b) Material Trolleys will work in accordance with Subsidiary Rules 15.27.05 to 15.27.08
- (c) Rail Trolleys will work in accordance with Subsidiary Rules 15.27.10.

The following precautions must be taken:

- i) The section where axle counters are provided in lieu of track circuits, trolleys, motor trolleys, Lorries etc. which are not insulated, shall not be allowed to run except on line clear.
- ii) Motor trolleys / tower wagons / material Lorries are not likely to actuate the axle counter correctly. When they are to run over the sections split by axle counters, the whole section to be treated as one and next train to be started after the first train has arrived complete.
- iii) In all other respects, the working of a light Motor trolley shall conform to the rules laid down for ordinary trolleys while running without block protection and to those laid down for motor trolleys while running under block protection or following another light motor trolley or a motor trolley.

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

7.0 **BLOCKING OF LINES: -**

Whenever a running line is blocked either by loose vehicles or by a stabling train or by a train which is to cross or give precedence to another train, the points in rear should immediately be set against the blocked line except during shunting movement and reminder collars shall be placed on the concerned point push button and route button(s) for the blocked lines. 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 as per General Rules 5.23 and Subsidiary Rules 5.23.01 to prevent rolling down of vehicles.

7.1 **USE OF REMINDER COLLARS:-**

Whenever a running line is blocked either by loose vehicles or by stabled train or by a train which is to cross or give precedence to another train even for a short while or during shunting operation, the reminder collars must be placed on concerned point push button, signal and route button(s) for the blocked lines on the operating panel by SM on duty.

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7.2 SECURING OF VEHICLES: -

As far as practicable, loose vehicles shall not be allowed to stand on the running lines. However, under unavoidable circumstances, if it is necessary to detach vehicles from a train or to stable a train and leave them standing on running line, SM on duty shall be responsible to secure vehicles/stable loads in accordance with GR 5.23 and SR 5.23.01 to prevent rolling down of vehicles and arrest obstruction fouling of line.

NOTE: Special care shall be taken to secure special type vehicles fitted with roller bearings while standing in siding or on running lines. A stabled load register is to be maintained shift wise as per FORMAT given in Block working manual.

7.3 ALTERING OF POINTS TO A CLEAR LINE WHEN RUNNING LINE IS BLOCKED:-

- a) When a running line is blocked by stable load e.g., wagons, vehicles or by a train which is to cross or give precedence to another train or immediately after arrival of a train at the station, etc. the points at either end should immediately be set against the blocked line except when shunting or another movement is required to be performed in that direction on the same line.
- b) If all the lines at a station happen to be blocked when line clear has been granted to a train, the points in rear should be set for the line occupied by a stable load or a goods train in that order so that in case of a mishap, the chances of casualties are minimized. In case all the lines are occupied by passenger carrying trains, points should be set for a loop line, to negotiate which the speed of the incoming train would be reduced, which in turn would minimize the consequences of casualties. While doing so, points shall be set for a loop, occupied by a train, if any, whose engine is facing the direction of approach of the incoming train rather than a loop line, occupied by a train where a passenger coach will, in case of collision, receive the impact.

7.4 LOADING AND UNLOADING FROM VEHICLES ON RUNNING LINE:-

Loading and unloading from vehicles on running line is prohibited unless permitted by Sr.DOM/SBP vide SR 5.19.01.

At stations where loading and unloading of goods is permitted whether full rake or part thereof, the station master shall ensure that no goods are left fouling any line before and after clearance of the rake from the line. The railway servant supervising loading and unloading shall also ensure that consignment does not foul any line vide SR 5.19.001: (a).

If the stations are on gradients, the rake should be properly secured as detailed in SR 5.23.01.

During the time of loading / unloading, the station master shall ensure isolation of the lines(s) as detailed in SR 3.51.06.

8.0 SHUNTING: -

Shunting shall be performed in terms of General Rules 3.46, 3.52 to 3.56, 5.13, 5.14, 5.16, 5.17, 5.19, 5.20 to 5.23, 8.09, 8.14, 8.15 and Subsidiary Rules thereto. The Guard/Asst. Guard/SS/SM/ASM/TPM on duty is authorized to supervise shunting operation. The staff supervising shunting shall ensure correct setting of points, clamping and pad locking of points both in facing and trailing direction for non-signal movement. Normally, back shunt signals, shunt signals below starter signals, shunt signals in sidings and starter signals where no shunt signal provided below starter signals shall be used for shunting operation.

The SM on duty and the official supervising shunting shall co-operate with each other regarding shunting operations. Neither reception signals nor departure signals shall be taken 'OFF' unless the line is isolated and the path of incoming/outgoing train is free from obstructions.

NOTE

For any non-signalled movement physical verification of the clearance of the crossover points, clamping & padlocking of both facing and trailing points shall be ensured by the Guard/SM/TPM on duty for supervising shunting operations.

8.1 SHUNTING IN FACE OF AN APPROACHING TRAIN:

Shunting in the face of an approach train is strictly prohibited.

8.2 PROHIBITION OF SHUNTING ANY 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).
- (iii) While shunting on gradient at both ends of the yard, an engine to be attached towards the falling side of the gradient. GR 5.20 is to be strictly followed.
- (iv) While shunting, it shall be ensured that visibility is clear and weather is fair.

8.3 SHUNTING ON SINGLE LINE:

Not Applicable

8.4 SHUNTING ON DOUBLE LINE:

- (i) When the line clear has been given no shunting shall be permitted in the block section in rear Vide GR 8.06 (1).
- (ii) Shunting or obstruction for any other purpose shall not be permitted in the block section in rear unless it is clear and is blocked back Vide GR 8.06(2) and BWM 6.15.
- (iii) Shunting or obstruction for any other purpose shall not be permitted in the block section in
- (iv) signals are kept at "ON", shunting may be carried on within the station section vide GR 8.05[2].

8.4.1 SHUNTING OUTSIDE STATION SECTION:-

- (i) Shunting shall not be permitted in block section (i.e., in the block section in rear) unless it is clear and blocked back.
- (ii) Shunting shall not be permitted in block section in advance unless it is clear and is block forward.
- (iii) When line clear has been given, no shunting shall be permitted in the block section in rear vide GR. 8.05[2] & GR 8.12.
- (iv) The line outside the station section and up to the Home Signal shall not be obstructed unless a Railway servant specially appointed in his behalf by the SM who is in-charge of the operations, and unless –
The block section into which the shunting is to take place is clear of an approaching train and all relevant and necessary signals are kept "ON" position

8.5 DURING FAILURE OF BLOCK INSTRUMENT: -

The SM on duty shall ensure that there is no train in the block section and the last train has arrived complete clearing the fouling mark while conducting shunting at that end of the block section of which block instrument has been suspended and all necessary precautions have been taken as per rules laid down in G&SR.

8.5.1 SHUNTING IN THE SIDING TAKING OFF STATION YARD: -

When shunting in the sidings, shunt signals shall be used. During non-signal movement, proper shunting authority on T/806 to be issued to the train staff with clear instruction and limit up to which, shunting is to be performed. The staff supervising shunting shall ensure correct setting of points, clamping and pad locking of points both in facing and trailing direction. While performing shunting, relevant provisions of GR 5.14 and SRs thereto are to be followed.

9.0 ABNORMAL CONDITIONS: -**(A) THE RULES TO BE OBSERVED IN THE EVENT OF ABNORMAL CONDITION: -****[I] PARTIAL FAILURE OF COMMUNICATION: -**

In the event of suspension of Double line Block Instrument and during partial failure of other available means of communications, trains will be worked in terms of Subsidiary Rule 6.02.06 and Chapter-V & VI of Block Working Manual.

[II] **TRAINS DELAYED IN BLOCK SECTION: -**

If a train carrying passenger does not arrive within 10 minutes or if a goods train does not arrive within 20 minutes after allowing for its normal running time from the station in rear, the SM at the station in advance shall immediately advise the station in rear and the control of this fact. There after SMs at either end of the Block section shall send one Railway servant into block section to collect the whereabouts of train, condition of train and nature of assistance, if any, required. SM on duty shall collect the full particulars from railway servant so deputed and intimate the same to SM at other of block section and to the section control simultaneously for taking action according to circumstances of the case. [Refer GR 6.04 & SRs thereto].

[III] **FAILURE/PASSING OF INTERMEDIATE BLOCK STOP SIGNAL AT ON: -** Not applicable

[IV] **FAILURE OF L V AXLE COUNTERBLOCK/BPAC:**

Details of the operation are given in Appendix-'B' and 'F' of SWR.

[V] **FAILURE OF MTRC:** Not applicable to this station.

[VI] **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 to both ends of the yard.

When any point fails to operate normally by the route setting operation or through the concerned Point button from control panel, it is inevitable to operate the points with crank handle. Crank handle keys are interlocked with signals and interlocking system. The Crank Handle push button no. CH1, CH2, CH3, CH4, CH5, CH6 & CH7 (BLUE) and Group Trans/Release button (WHITE WITH BLACK DOT) are provided at the top of the panel board. The CH button has two indications, viz. WHITE, and RED. The WHITE indication suggests that the crank handle key is in its interlocked position of the panel. This is called Crank Handle Key 'IN' indication. The RED indication suggests that the crank handle key is locked and not free for extraction from RKT. This is called 'Crank handle key LOCKED' indication. When there is no light or blank, it suggests that the KEY is out of RKT. The crank handle key in the end locations can be released from the RKT. The SM has to press concerned Crank handle button and Trans button. This will enable SM/TP/TPM to extract crank handle key CH-1/CH-2/CH-3/CH-4/CH-5/CH-6/CH-7 from RKT at end location. SS/SM/TPM on duty after extracting the crank handle key from RKT at end-location, insert it in the space provided for it in the point machine and turn it to open up the slot for crank handle. After inserting the crank handle in the point machine he shall operate it to set the point to desired position. After completion of point work the crank handle key is to be inserted in the RKT at end location and transmitted to station. Station Master, on getting "Key IN" flashing indication that will appear in the panel, shall press relevant CH button & Group Release button to get the steady "Key IN" indication. SM on duty shall personally ensure clamping and padlocking of all facing and trailing points en-route. The cases of failure of Motor operated points should be promptly reported to the concerned ESM/Signal Inspector for immediate rectification. SM on duty as per OM 20.06 (d) shall maintain an emergency crank handle register. The procedure for use of crank handle for Motor operated points shall be followed in terms of operating Manual 20.06.\

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[VII] PROCEDURE FOR EMERGENCY OPERATION OF POINTS WITH POINT ZONE AXLE COUNTER/TRACK CIRCUITS FAILURE AND EMERGENCY ROUTE RELEASE:

Emergency point operation facility is provided to operate the point from the panel in case of failure of point controlling track circuit. A push button (Black with Red dot) for emergency point operation is provided on the top of the Panel. 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 press the emergency point operation button (by breaking the seal) along with relevant point button simultaneously. Then keeping point button pressed, emergency point button to be released and the point group normal button or point group reverse button is to be pressed for operating the point to 'NORMAL' or 'REVERSE'. Every emergency point operation shall be recorded in the station diary & in the register meant for this purpose. Concerned S&T staff should be advised immediately to get the emergency point operation button resealed after rectification of fault if any. Rules regarding locking of points & damaged points vide GR 3.39 & GR 3.77 to be followed.

[VIII] CERTIFICATION OF CLEARANCE OF TRACK BEFORE CALLING-ON SIGNAL OPERATION IN 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.

(A) REPORTING OF FAILURE OF POINTS, TRACK CIRCUITS/AXLE COUNTER & 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.

(B) PROCEDURE FOR EMERGENCY OPERATION OF POINTS BY EMERGENCY CRANK HANDLE:-

Details of the operation are given in Appendix 'B' of SWR.

(C) CERTIFICATION OF CLEARANCE OF TRACK BEFORE CALLING-ON SIGNAL IS OPERATED

To take 'OFF' a calling-on signal during failure of track circuit on the route, the clearance of the track over which the train would pass must be physically checked by the SM on duty. After satisfying himself SM on duty shall initiate the calling on signal operation. The procedure shall be strictly followed.

(D) REPORTING FAILURE OF POINTS, TRACK CIRCUIT / AXLE COUNTER AND INTERLOCKING:-

In case of failure of any interlocking gear at the station, the failure report should be communicated by the SM on duty to the sectional Maintainer, the JE/SE/SSE (SIG) of the Section & others through a memo as per G & SR 3.68.04 & document all such transactions. In case of failure of any one of the systems in dual detection system an occupied (Red) indication will appear in SM's room. While observing the same the on duty SM shall inform the S&T staff for rectification.

9.1 (A) TOTAL FAILURE OF COMMUNICATION: -

In the event of total failure of communications between KMK-BGBR & KMK-KRAR stations, i.e. when line clear cannot be obtained by any one of the following means stated in order of preference viz,

- a. Block Instruments, Track Circuits or Axle Counters
- b. Telephone attached to the Block Instruments
- c. Station to Station fixed telephones whenever available
- d. Fixed telephones such as Railway auto phones & BSNL phones
- e. Control telephone and
- f. VHF set.

The trains shall be worked in terms of GR. 6.02.03, which is summarized in brief as follows:

- (i) Each train before being allowed to enter into the Block section should be stopped and the Guard and Loco pilot of the train apprised of the situation.
- (ii) The SM will hand over an authority i.e T/C 602 for working of train during total interruption of communication to the Loco pilot of each train which shall include-
 - a) Authority to proceed without 'Line Clear'.
 - b) Authority to proceed without Stop Signal at its "ON" position, i.e. T/369(3b).
 - c) A caution order restricting the speed to 25KMPH by day when view ahead is clear and 10KMPH by night or when view ahead is not clear.
- (iii) No train shall be allowed to enter the Block Section until there is a clear interval of 30minutes between the train about to leave and the train, which has immediately proceeded.
- (iv) Fixed signals except the last stop signal may be taken "OFF" for the dispatch of the train and for the reception of the train at the next block station, reception signals may be taken off only after the train has been brought to a stand outside it.
- (v) On arrival at the next block station the Loco Pilot shall hand over the authority to proceed without line clear to the SM on duty who will preserve the same for further inspection.
- (vi) Before resuming normal working when any means of communication is established. SM of either end must satisfy that there is no train in the block section. [Refer SR 6.02.03].

9.2 **TEMPORARY SINGLE LINE WORKING ON DOUBLE LINE SECTION:**

During temporary single line working, when one line is clear and the other line is obstructed between KMK–BGBR & KMK–KRAR the trains shall be worked as per the procedure, [Refer SR 6.02.01] which is summarized as follows:

- (a) Before introducing single line working the SM on duty must satisfy that the line on which single line working will be introduced is clear and free from all obstructions.
- (b) The Lock and Block instrument will be suspended. The Commutators of Lock & Block Instrument will be kept on "Train on line position".
- (c) SM proposing single line working must issue a message with
 - (i) The cause of introduction of single line working,
 - (ii) Line on which the single line will be introduced,
 - (iii) Source of information about the clearance of the line on which single line will be introduced,
 - (iv) Place of obstruction,
 - (v) Restriction of speed, If any,
 - (vi) Assurance about keeping the last stop signal at 'ON' position if the train runs on right line and in case of wrong line all signals are to be kept at 'ON' position etc. under the exchange of Private Number.
- (d) SM on duty at the other end of the block section will acknowledge the message and confirm the same by a Private Number.
 - (i) After obtaining line clear for the train from the advance station the Loco Pilot must be given as Authority for Temporary Single Line (TSL) working on double line (T–D/602) indicating there in
 - Caution order
 - The line on which single line working is introduced.
 - The chainage kilometer of obstruction.
 - Any other speed restriction, if any existing.
 - Endorsement to inform all Gang man and Gateman about the single line working (for the first train only).
 - The speed of the first train to be restricted to 25 KMPH subject to other speed restriction.
 - Authority to pass Signal in "ON" position.
 - (ii) The approach stop signals at the station in advance may be taken "OFF". In case a train

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proceeding on wrong line, the train shall be piloted out and at the receiving station, the train shall be piloted 'IN', on the authority of T/369(3b).

On being ensured that the obstructed line is clear and free from all obstructions, the SM will resume normal working after exchanging message with the SM of the other concerned end supported by private number in consultation with the Section Controller on duty when there is no train in the block section.

A goods train or an engine may be allowed on wrong line by blocking back the section without introducing single line working. [Refer SR. 6.02.05(g)(i)]

Whenever total interruption of all communication occurs during single line working on double line, the procedure detailed in GR should be followed. [Refer SR 6.02.02].

9.3 **THE AUTHORITY TO PROCEED IN OCCUPIED BLOCK SECTION IN CASE OF OBSTRUCTION ON LINE OR ACCIDENT:-**

Rules and regulations for working of trains on an obstructed line in case of obstruction or accident on the authority of Block Ticket (T/A-602) when communications are available shall be followed in accordance with the provisions which is summarized as follows [Refer SR 6.02.05] After sending a train on block ticket, a following train shall not be dispatched in the same direction unless:

- a) The previous Block ticket is collected and Cancelled or
- b) Necessary endorsement is given on the previous block
- c) The previous train has met with an accident or has been disable or
- d) The Block ticket has been cancelled from the Loco Pilot of the previous train by the official-in-charge at the site and kept in the personal custody & shall be kept until the arrival of the next train and such assurance is given over the telephone installed at the site quoting the serial number of the Block Ticket so collected.
- e) SM will suspend the Absolute Block System of working and both SMs concerned should arrange for running of trains on the authority of Block Ticket
- f) SM at the dispatching end will hand over to the Loco Pilot the block ticket as the authority which shall include:
 - i) Caution order : Exiting Speed Restrictions shall be indicated in the caution Order portion. The Speed Restriction to 15 KMPH during clear visibility and 10 KMPH when visibility is obstructed shall be clearly indicated.
 - ii) An authority to pass the Stop Signal at "ON" position.
- g) Before resumption of normal working a message between the SMs of the concerned stations shall be exchanged with private number. [Ref SR 6.02.05(d) (vi)]
The Block ticket so issued must be collected by SM of either end with a certificate about the complete arrival of the train with its time and the section is clear of all obstructions from Loco Pilot/Guard of the train and cancelled.

10. **VISIBILITY TEST OBJECT: -**

- i) V.T.O. post / Authorised substitutes earmarked to work as V.T.O. Post. – The lights of Line No.1 starter & stop signals on both ends are earmarked to serve as VISIBILITY TEST OBJECTS vide GR 3.61 (2) (b) (ii).
- ii) Distance between CSB and V. T. O. post: - 180 Mts.
- iii) Station Master on duty will test the visibility during thick and foggy weather and if visibility is impaired, he will work as per GR 3.61 and SRs thereto.

11. **ESSENTIAL EQUIPMENTS AT THE STATION: -** This is mentioned in the Appendix 'E' of the SWR. Essential equipment shall be kept ready on hand in good condition with necessary relief stock.

12. **FOG SIGNAL MEN NOMINATED TO BE CALLED IN CASE OF FOG: -** In order to indicate to the Drivers of approaching trains the location of signal during thick, foggy and tempestuous weather or during dust storm, the SM on duty shall arrange for fog signalling in terms of

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General Rule 3.61 and Subsidiary Rules thereto. Assurance of the staff shall be taken in the Fog Signal Register in the month of October every year as token of their having knowledge of Fog Signalling Rules and their use.

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.

STATION DETONATOR REGISTER (OPT/124)

A Register regarding detonator is maintained at the station.

(a) **INSTRUCTIONS:**

This register contains the following parts.

Part. - I: Particulars of fog signalmen 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.

CERTIFICATE: -

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

APPENDICES:

APPENDIX-A	:	WORKING OF LEVEL CROSSING GATES
APPENDIX-B	:	SYSTEM OF SIGNALLING AND INTERLOCKING AND COMMUNICATION ARRANGEMENTS AT THE STATION.
APPENDIX -B1	:	WORKING OF VDU
APPENDIX-C	:	ANTI COLLISION DEVICE (RAKSHA KAVACH)
APPENDIX-D	:	DUTIES OF TRAIN PASSING STAFF & STAFF IN EACH SHIFT
APPENDIX-E	:	LIST OF ESSENTIAL EQUIPMENT PROVIDED AT THE STATION.
APPENDIX-F	:	RULES OF WORKING OF DK STATION, HALTS, IBH, IBS AND OUTLYING SIDINGS.
APPENDIX-G	:	RULES FOR WORKING OF TRAINS IN ELECTRIFIED SECTIONS.

APPENDIX - 'A'

DETAILS OF LEVEL CROSSING GATES TOGETHER WITH INSTRUCTIONS TO THE OPERATING STAFF (INCLUDING LEVEL CROSSING GATE MEN) ABOUT THEIR NORMAL WORKING, THEIR MAINTENANCE AND THEIR WORKING INCASE OF FAILURES, EMERGENCIES WITH SPECIAL PROVISIONS, IF ANY.

GATE WORKING INSTRUCTIONS OF "C" CLASS ENGINEERING NON-INTERLOCKED LEVEL CROSSING GATE (RV-59) AT KM 91/3-5(UP), 91/4-6(DN) BETWEEN KMK & BGBR STATIONS.

1.1.1 GENERAL INSTRUCTIONS:

1.1.1 DESCRIPTION OF THE LEVEL CROSSING GATE:

1.	Number of Level Crossing Gate: -	RV-59.
2.	Engineering or Traffic Gate: -	Engineering.
3.	Under control of Station Master/PWI:	PWI.
4.	Location KM	91/3-5(UP), 91/4-6(DN)
5.	At. Station: -	---
6.	In between stations: -	BGBR-KMK
7.	BG/MG/NG: -	BG.
8.	Single line/Double line/Multiple line: -	Double Line.
9.	Normal Position: -	Closed to road traffic.
10.	Interlocked/Non Interlocked: -	Non-interlocked.
11.	Means of interlocking: -	NIL.
12.	Provision of Gate signal at Kms.	(i) UP line-NIL (ii) DN line-NIL
13.	Signalling arrangement: -	NIL.
14.	Means of Communication:	Telephone connection from Gate to SM office/ KMK.
15.	Width of level crossing Gate: -	7.5 Meters.
16.	Type of road. (NH/SH/Others): -	Others
17.	Name of Road: -	Molimunda-Fulwari Road.
18.	Metalled/Non-Metalled:	Metalled
19.	Approach Road: -	C.C.Block
20.	Width of the road: -	5.50 m.
21.	Angle of road crossing (In case of the skew Gates)	----
22.	Road gradient (If any)	(i) North/East side-1 in 30 (ii) South/West side-1 in 30
23.	Road alignment (Straight/Curve): -	(i) North/East side-Straight (ii) South/West side-Straight.
24.	Provision of height gauges: -	Provided
25.	Type of Barriers: -	Winch Operated Lifting barriers.
26.	Length of check rails: -	9.5 Meter.
27.	Road surface in between Level Xings Gates: -	C.C. block.
28.	Length of speed breakers: -	7.5 Meters.
29.	Road signs: -	Available
30.	Speed breaker indication board: -	Provided.
31.	TVU: -	17668 as on 01/2022.
32.	Census next due on: -	01/2025.
33.	Demarcation for placement of Detonators: -	Provided.
34.	No. of Gateman working: -	02 (12 Hours Shift)

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35. Nearest Railway Medical Assistance: - MSMD.
 36. Nearest Private Medical Assistance available (if any) – KMK.
 37. List of equipment available Yes//No: - Yes.

1.2. **EQUIPMENT:**

ITEMS	QUANTITY/NUMBERS
1. Hand signal Lamp/ Tri Colour Torch	3 (5 on Quadruple/Line or twin single line)
2. Hand signal Flag Green	1 mounted on sticks
3. Hand Signal Flag Red.	3 (6 on Quadruple/line or Twin single line & 7 in case Hexable section mounted on sticks)
4. Banner Flag Red	3 (5 on Quadruple/Line or twin single line)
5. Posts for exhibiting red banner flag section.)	2 (4 on Q/Twin single line and 5 on Hexable section.)
6. Spare chains with padlocks	2 with stop mark
7. Detonators	10 in tin case
8. Gate Lamps	2
9. Tommy Bar	1
10. Motor Pan	1
11. Spade/Fowrah	1
12. Rammer	1 (in case of asphalted road this may not be provided)
13. Pick Axe	1 (in case of asphalted road this may not be provided)
14. Tin case for flags	1
15. Can for oil	1
16. Water pot/Bucket	1
17. Canister for Muster Roll	1
18. Set of spare spectacles of Gateman Wearing glasses.	1
19. Board demarcating protection of level crossing Gate diagram in case of obstruction on Gate .	1
20. Basket	1
21. Whistle	1
22. Wall clock	1
23. Small size chains with padlocks to be used in case failure of gate boom lock	02

1.3 **THE GATEMAN SHALL BE PROVIDED WITH FOLLOWING REGISTERS: -**

- i) Gate working instructions in Hindi / English.
- ii) Gate working instructions in local vernacular language.
- iii) Gateman Rule Book in Local vernacular language.
- iv) List for tools and books.
- v) Duty Roster.
- vi) Certificate for working as gateman.
- vii) Bio–Data particulars of Gateman, including date of passing vision test, initial/refresher course, safety camp etc.
- viii) Accident Register.
- ix) Records of last census of road traffic at level crossing gate.
- x) Public complaint Book.
- xi) Inspection Book.

1.4 DUTIES OF GATEMAN:

1. **ALERTNESS:** The gateman on duty shall be alert. He should be prepared to take immediate action, when danger is apprehended. Keys of the gate shall be in his personal custody.

2. POSITION OF GATE KEEPER DURING PASSAGE OF TRAINS:

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

- i) Gateman will stand attentively in front of the gate – lodge facing the approaching train.
- ii) In daytime, gateman shall hold red and green flags furled up on separate sticks in right and left hands respectively.
- iii) In nighttime, 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. ROUTINE DUTIES OF GATEMAN:

- i) Gateman shall ensure that red banner flag by day and red light by night is placed across the track whenever the gate is kept in open condition for passage of road vehicles.
- ii) Gateman shall ensure that all gate lamps and hand signal lamps 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 his reliever arrives and takes over charge from him. However, if it is necessary to leave the gate in an emergency, he must close and lock the gates against road traffic, before leaving the gate.
- iv) Except where otherwise prescribed under special instructions, he shall observe all passing trains and be prepared to take such action as may be necessary to ensure safety of trains.
- v) Gateman shall watch all passing trains and keep sharp look out for any unusual like hot axle, hanging chains, hanging battery, any vehicle/wagons /trains/battery/box on fire, shifted load, falling material like brake blocks, brake beams, safety bracket, vacuum cylinder or any other situation endangering safe running of trains.
- vi) Gateman shall also be prepared to repeat any signal which guard may give to 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, Gang mate or Permanent Way Inspector any defect in his gate or apparatus pertaining to it, as soon as possible.
- ix) Gateman shall wear badge and prescribed uniform while on duty at level crossing gate.
- x) Gateman shall ensure that he is having competency certificate in his possession while on duty.
- xi) Gateman shall work the gate as per gate working instructions and remain well conversant with these instructions.
- xii) Gateman shall ensure that equipment supplied at the gate is in good order and ready for immediate use.
- xiii) Gateman shall see that the channel for the flange of the wheel is kept clear.
- xiv) Gateman must keep the road surface well-watered and rammed in case of unmetalled roads.
- xv) Gateman must be vigilant to see that inconvenience to road users due to closure of gates should be to the minimum possible extent.
- xvi) Gateman shall prevent tress passing by persons or cattle to the maximum extent.

4. ACTION IN CASE OF UNUSUAL OCCURRENCE OF 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, and throwing ballast on the brake van or by any other means.

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- iii) If Loco Pilot/guard fails to take notice, gateman shall immediately inform the station Master 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 endeavor 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 to take appropriate action, under exchange of private number.

5. **ACTION IN EMERGENCY AT THE LEVEL CROSSING:**

- (a) i) In case of an obstruction at the level crossing gate, he shall place banner flag/red light lamps on the stave on track at 5 m. away from the edge of the road at Level Crossing.
- ii) Thereafter, if he is unable to remove the obstruction, gateman shall immediately advise the Station Master on duty, regarding the defects/obstructions at the gate, under exchange of private number.
- iii) If there is no response from the Station Master after three attempts, he shall first protect the gate and then inform on phone.

(b) **On Electrified Section:-**

- i) On noticing that, the whole or part of the OHE or a feeder or a cable facing down, the gate keeper shall ensure that, as far as possible, human beings, animals or vehicles etc. are kept away in order to avoid any contact with the live equipment.
- ii) As soon as it noticed that, Pantograph of an electric rolling stock getting damaged and/or entanglement of the same with the OHE, he shall make every possible effort to stop the train and immediately inform the SM on duty.
- iii) Any damage to the track or structures of the OHE comes to the notice of on duty GK, He shall immediately inform SM on duty and take all to be necessary measures for the portion of line as under.

(A) **THE GATEMAN SHALL PROTECT THE LINE AS UNDER: -**

If both lines are obstructed the Gateman shall plant a red banner flag by day and a red light by night 5 meters away from the line on which train is expected to arrive first.

- i) Then he will similarly plant the other red banner flag by day and red light by night on the other line 5 meters away from the site of obstruction.
- ii) Gateman shall then proceed to protect the gate along with detonators and red flag by day and red hand signal lamp by night.
- iii) Gateman shall proceed exhibiting red flag by day and red hand signal lamp by night towards the direction, 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 on from the level crossing gate and place 3 detonators on the track in 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, which was placed at boom.
- iv) Thereafter, he shall proceed towards the other direction, showing red hand signal, similarly place detonators as described in para (iv) above and return to the site of obstruction, picking up the intermediate detonators on his way back.
- v) Having returned to the gate, he must then take steps to remove the obstruction and warn the Loco Pilot of the approaching train.
- vi) 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.

- vii) Thereafter, he shall stop the approaching train by waving his red flag by day red hand signal lamp by night repeatedly.

(B) OTHER ACTIONS 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 Station Master/KMK and Permanent Way Inspector regarding the particulars and obstructions at the level crossing gate, through messenger or other means available.

1.5 ENGINEERING ITEMS:

Refer para 916, 918, 919 of IRPWM for visibility requirement at level crossings, provision of speed breakers on the approach roads of level crossing and census of traffic at level crossings. Speed Breakers of approved design have been provided on either side of this Level Crossing gate and Periodical Census of traffic has been taken.

1.6 SPECIAL INSTRUCTIONS:

1. **MODE OF OPERATION:** This is a Manned & Non-interlocked Engineering L.C.Gate situated at Km 91/3–5(UP), 91/4–6(DN) in between BGBR–KMK Stations. This gate is provided with winch operated coupled lifting barriers and the gate is closed/opened by the gateman manually by winch operation. Telephone communication is provided between the L C. gate lodges with SM office of KMK station. The level crossing gate is normally kept closed and locked against road traffic. The Station Master/KMK shall not permit any train to enter the block section, unless he is assured of the closure and locking of the gate by the gateman supported by exchange of private number. When the gateman desires to open the gate for passage of road traffic he should ensure that no PN has been exchanged with the Station Master/KMK for the passage of train or the whole of the train with last vehicle indicator has passed over the level crossing gate for which the gateman has exchanged private number with the SM/KMK. Before opening the gate for road traffic, he shall display banner flag/danger signal at either side of the track at a distance of 5 meters away from the gate.

2. EXCHANGE OF PRIVATE NUMBERS.

- (i) The normal position of level crossing gate being "Closed to Road Traffic" it should always be in closed condition against road traffic, except when, it is opened for passage of road traffic over the level crossing, subject to conditions prescribed below.
- (ii) The Station Master/KMK before permitting each train to enter into the block section shall ask Gateman on the telephone by giving a Private Number whether; gate is closed against road traffic for the passage of train. The Gateman only after ensuring that the gate is actually closed and locked against road traffic shall give a Private Number to the Station Master/KMK in assurance of gate being closed and locked against road traffic.
- (iii) The Station Master/KMK shall not permit any train to enter the block section, unless he is assured of the closure and locking of the gate by the gateman supported by exchange of private number.
- (iv) When the gateman desires to open the gate for passage of road traffic he should ensure that:
 - (1) He has not exchanged any private number with the SM/KMK as per (ii) above.
 - (2) If he has exchanged private number with the Station Master/KMK, the whole of the train with

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last vehicle indicator has passed over the level crossing gate and Station Master/KMK has not exchanged private number with him for any other movement immediately in rear of the train. Before opening the gate for road traffic, he shall display banner flag/danger signal at either side of the track at a distance of 5 meters away from the gate. Then he shall open the gate for passing the road traffic, keeping a red flag/red hand signal lamp ready in his hand to stop approaching train if any.

- (v) In case the Gateman is not responding on the telephone or in case the telephone becomes defective or private number is not received from the Gateman, the Station Master/KMK shall adhere to the procedure prescribed in SR 16.03.04.
- (vi) In the event of failure of telephone, if the gate is required to be opened for the passage of road traffic, the gateman shall look out in both directions before opening the gate to ensure that no train is approaching from either end. He shall then plant a banner flag during day and a hand signal lamp with the red light during night, 5 meters away from the gate on the track on either side. He will thereafter, open the gate for passing the road traffic keeping a red flag / red hand signal lamp ready in his hand to stop approaching train if any.

3. **FAILURE OF TELEPHONIC COMMUNICATION:**

When Telephonic Communication fails or SM/KMK does not get any response from the Gateman despite 2 or 3 attempts, the following procedure shall be adopted:

- a) SM/KMK shall serve a caution order to the Loco pilot and the Guard of every train proceeding into the affected section 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 30M short of the level crossing and be guided by 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/KMK as the case may be of the fact using the telephone provided at the gate. The Station Master/KMK 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 advise the Station Master.
- c) (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, the Loco Pilot shall seek assistance of the Assistant Guard or Guard of the train. The same should be informed to the Station Master/KMK on gate telephone.
- (ii) The Loco Pilot, after being hand signaled, shall pass the level crossing and stop clear of it by at least 2 bogie lengths 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 the 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/KMK 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/BGBR indicating the condition of the gateman, gate and telephone.
- (iv) The Station Master/BGBR on receipt of the Loco Pilot's report regarding absence or unfitness of the gateman, shall advise the station Master/KMK, the Notice Station, the Section Controller, JE/SE/SSE (P.Way) and AEN concerned and the Gang mate of the nearest gang for immediate posting of a gateman. He shall 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/BGBR shall advise the Station

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Master/KMK of the facts by message supported by a Private Number, and obtain his acknowledgement with a Private Number. The latter 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 station. The Section Controller shall also keep a note in his chart indicating the action taken by him.

4. **FAILURE OF LIFTING BARRIERS:**

- i) When the Gate cannot be closed due to failure of lifting barriers, The Gateman will immediately inform the Station Master on duty/KMK, under exchange of Private number, and ensure that lifting barriers do not foul the track.
- ii) He shall immediately fix red banner flag by day and red light by night on the post at that end first from which the train is approaching and then at the other end.
- iii) Gateman shall secure the Gate against road traffic by means of safety chains and padlocks.
- iv) After securing the Gate against road traffic, he shall show green hand signal flag by day and green light by night to the Loco Pilot of an approaching train.
- v) Station Master on duty/KMK shall issue caution order to the Loco Pilot of departing UP train.
- vi) SM/KMK shall also advise the Station Master/BGBR at the dispatching end, under exchange of private number, to similarly issue a caution order to the Loco Pilot before dispatching a train into the block section from his end.
- vii) SM/KMK should also advise maintenance staff responsible for maintenance of the lifting barriers to rectify the defect at the earliest.
- viii) Normal working will be resumed only after maintenance staff rectify the lifting barriers and issue reconnection/fit memo for the same.

5. **OBSTRUCTION AT THE GATE:**

- i) 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 Immediately fix red banner flag by day and red lamp by night on posts provided at both ends of the Gate for this purpose.
- ii) Immediately after this, the Gateman shall advise the Station Master/KMK on duty regarding the defects/obstruction at the Gate under exchange of private number.
- iii) Stationmaster at KMK on duty shall be advised to put the departure signals back to 'ON' position, if taken 'OFF' for a train.
- iv) If there is no response from the Station Master/KMK after two or three attempts, he shall first protect the Gate and then inform him on phone.
- v) Gateman shall then rush with detonators and red flag by day and red hand signal lamp by night in the direction of the approaching train and protect the Gate as stipulated in General Instruction for duties of Gateman under item No.4.4. (5).
- vi) Thereafter he shall protect the Gate from the other direction also.
- vii) He shall note down the particulars of the road vehicle, name of the driver, owner and relay these details to the Station Master/KMK who shall not allow the trains unless he has been assured by the Gateman that the road vehicle or the lifting barriers are not fouling the track.
- viii) The Station Master/KMK shall also inform the station Master/BGBR, under exchange of private number, asking him not to dispatch any train into the block section from his end, until the track has been cleared of all obstruction.
- ix) After the track has been cleared of all obstructions the Gateman shall inform the Station Master/KMK accordingly under exchange of private number.
- x) Gateman shall secure the Gate against road traffic by means of safety chains and padlocks and thereafter exhibit green hand signal, if the Gate is not obstructed.
- xi) Station Master/KMK shall advise maintenance staff responsible for maintaining the lifting

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- xii) barriers Gates to repair the same at the earliest.
Normal working will be resumed only after maintenance staff rectify the defective lifting barriers and issue reconnection/fit memo for the same.

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/KMK 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 obstructions.

7. **ACCIDENTAL ROLLING DOWN OF TRAINS:-**

When the gateman seen that a train is rolling down or immediately after receipt of the information about accidental rolling down of the train the gateman shall :-

- (i) First close the gate against the road traffic.
- (ii) Then immediately inform the SM on duty.
- (iii) He shall not open the gate till he ensured that the train has completely stopped.

2.0 GATE WORKING INSTRUCTIONS OF “SPL” CLASS TRAFFIC INTERLOCKED LEVEL CROSSING GATE(RV-63) AT KM 95/9-11(UP), 95/10-12(DN)AT KRAR ENDOF KMK YARD.

2.1 GENERAL INSTRUCTIONS:

2.1.1 DESCRIPTION OF THE LEVEL CROSSING GATE:

- | | | |
|-----|--|--|
| 1. | Number of Level Crossing Gate: - | RV-63 |
| 2. | Engineering or Traffic Gate: - | Traffic. |
| 3. | Under control of Station Master/PWI: | SM/KMK |
| 4. | Location KM | 95/9-11(UP), 95/10-12(DN) |
| 5. | At. Station: - | KMK. |
| 6. | In between stations: - | KMK-KRAR |
| 7. | BG/MG/NG: - | BG. |
| 8. | Single line/Double line/Multiple line: - | Double Line. |
| 9. | Normal Position: - | Open to road traffic. |
| 10. | Interlocked/Non Interlocked: - | Interlocked. |
| 11. | Means of interlocking: - | R. K. T. |
| 12. | Provision of Gate signal at Kms. | MACLS |
| 13. | Signalling arrangement: - | Station stop signals. |
| 14. | Means of Communication: | Telephone connection from Gate to SM office/KMK. |
| 15. | Width of level crossing Gate: - | 7.5 Meters. |
| 16. | Type of road. (NH/SH/Others): - | (Others) |
| 17. | Name of Road: - | ----- |
| 18. | Metaled/Non Metaled | Metaled |
| 19. | Approach Road: - | Metaled |
| 20. | Width of the road: - | 5.5 M. |
| 21. | Angle of road crossing (In case of the skew Gates) | Right Angle. |
| 22. | Road gradient (If any) | i) East side. -----
ii) West side ----- |
| 23. | Road alignment (Straight/Curve): - | i) East side-Straight
ii) West side-Straight |
| 24. | Provision of height gauges: - | Provided. |
| 25. | Type of Barriers: - | Electrically operated lifting barriers. |
| 26. | Length of checkrails: - | 9.5 Meter. |
| 27. | Road surface in between Level Xings Gates: - | Metaled. |
| 28. | Length of speed breakers: - | 7.5 M. |
| 29. | Road signs: - | Available. |
| 30. | Speed breaker indication board: - | Provided. |
| 31. | TVU: - | 71896 AS ON 01/2022 |
| 32. | Census next due on: - | 01/2025 |
| 33. | Demarcation for placement of Detonators: - | Displayed. |
| 34. | No. of the Gateman working: - | 03 (08 Hours Shift) |
| 35. | Nearest Railway Medical Assistance: - | MSMD |
| 36. | Nearest Private Medical Assistance available (if any)- | KMK |
| 37. | List of equipment available Yes//No: - | Yes. |

2.2 EQUIPMENTS AT THE L.C.GATE-

Sl. No.	Description	Requirement	To be used as
1.	LED Tri colour hand signal lamps	Two	One for use and another for spare.
2.	Green Hand Signal Flag	One flag mounted on sticks	To hold in furled condition while passing train.
3.	Red Hand Signal Flag	Two flags mounted on sticks.	One to hold in furled condition and another for spare.
4.	Red Banner Flag mounted with sticks.	Double line-2	In case of obstruction, it is to be displayed on either side of line.
5.	Spare chains with padlocks.	2 chains with 2 padlocks.	For securing gate against road traffic in case of gate boom cannot be closed.
6.	Stop Boards.	2 retro reflective stop boards with stands.	To display towards road traffic when gate is secured by gate chains due to failure of booms.
7.	Padlock	One	To lock the door of the gate lodge in case of necessity.
8.	Detonators.	Ten (10) in a tin case.	For use in case of obstruction of track.
9.	Tommy Bar	One	For levelling the soil surface or to clean the channels of rails.
10.	Bucket	One	To keep water.
11.	Whistle	One	For alerting road users on approach of train and LP/Guard to call their attention.
12.	Wall Clock	One	To note down the timings in PN/Log book.
13.	Small size chain for use in case of failure of gate boom lock.	Two	For securing boom in closed condition in case of failure of boom lock.

2.3 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 Gateman, including date of passing vision test, Initial/refresher course.

2.4 DUTIES OF GATE MAN:

1. **ALERTNESS:** The Gateman on duty shall be alert. He should be prepared to take immediate action, when danger is apprehended. Keys of the Gate shall be in his personal custody.
2. **POSITION OF GATE KEEPER DURING PASSAGE OF TRAINS:**
During passage of trains, Gateman will stand in the manner indicated below:
 - i) Gateman will stand attentively in front of the Gate-lodge facing the approaching train.

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- ii) In daytime, 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. ROUTINE DUTIES OF GATEMAN:

- i) Gateman shall ensure that red banner flag by day and red light by night is placed across the track in case of emergency or obstruction on the track.
- ii) Gateman shall ensure that all gate lamps and hand signal lamps 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 his reliever arrives and takes over charge from him. However, if it is necessary to leave the gate in an emergency, he must close and lock the gate 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, any vehicle/wagons/trains/battery/box on fire, shifted load, falling material like brake blocks, brake beams, safety bracket, vacuum cylinder or any other situation endangering safe running of trains.
- vi) Gateman shall also be prepared to repeat any signal which guard may give to 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) Gateman shall wear badge and prescribed uniform while on duty at level crossing gate.
- x) Gateman shall ensure that he is having competency certificate in his possession while on duty.
- xi) Gateman shall work the gate as per gate working instructions and remain well conversant with these instructions.
- xii) Gateman shall ensure that equipment supplied at the gate is in good order and ready for immediate use.
- xiii) Gateman shall see that the channel for the flange of the wheel is kept clear.
- xiv) Gateman must keep the road surface well-watered and rammed in case of unmetalled roads.
- xv) Gateman must be vigilant to see that inconvenience to road users due to closure of gates should be to the minimum possible extent.
- xvi) Gateman shall prevent tress passing by persons or cattle to the maximum extent.

4. ACTION IN CASE OF UNUSUAL OCCURRENCE OF 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, and 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 SM on duty 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 endeavor to attract the attention of the Loco Pilot/Guard by whistling continuously,

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- 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 SM to take appropriate action, under exchange of private number.

5. ACTION IN EMERGENCY AT THE LEVEL CROSSING:

- (a)
- i) In case of an obstruction at the level crossing gate, gateman shall put back the signals to 'ON' position by normalizing the slot switch GS.
 - ii) Therefore, if he is unable to remove the obstruction, gateman shall immediately advise the Station Master on duty, regarding the defects/obstructions at the gate, under exchange of private number.
 - iii) If there is no response from the Station Master/KMK after or three attempts he shall first protect the gate and then inform on phone.
- (b) **On Electrified Section:-**
- i) On noticing that, the whole or part of the OHE or a feeder or a cable facing down, the gate keeper shall ensure that, as far as possible, human beings, animals or vehicles etc. are kept away in order to avoid any contact with the live equipment.
 - ii) As soon as it noticed that, Pantograph of an electric rolling stock getting damaged and/or entanglement of the same with the OHE, he shall make every possible effort to stop the train and immediately inform the SM on duty.
 - iii) Any damage to the track or structures of the OHE comes to the notice of on duty GK, He shall immediately inform SM on duty and take all to be necessary measures for the portion of line as under.

The Gateman shall protect the line as under : -

- If both lines are obstructed the Gateman shall plant a red banner flag by day and a red light by night 5 meters away from the line on which train is expected to arrive first.
- i) Then he will similarly plant the other red banner flag by day and red light by night on the other line 5 meters away from the site of obstruction.
 - ii) Gateman shall then proceed to protect the gate along with detonators and red flag by day and red hand signal lamp by night.
 - iii) Gateman shall proceed exhibiting red flag by day and red hand signal lamp by night towards the direction, 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 on from the level crossing gate and place 3 detonators on the track in 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, which was placed at boom.
 - iv) Thereafter, he shall proceed towards the other direction, showing red hand signal, similarly place detonators as described in para (iv) above and return to the site of obstruction, picking up the intermediate detonators on his way back.
 - v) Having returned to the gate, he must then take steps to remove the obstruction and warn the Loco Pilot of the approaching train.
 - vi) 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.
 - vii) Thereafter, he shall stop the approaching train by waving his red flag by day red hand signal lamp by night repeatedly.

(b) OTHER ACTIONS 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 Para (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 fouls 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/KMK or Signal Inspector regarding the particulars and obstructions at the level crossing gate, through messenger or other means available.

2.5ENGINEERING ITEMS:

Refer Para 916, 918, 919 of IRPWM for visibility requirement at level crossings, provision of speed breakers on the approach roads of level crossing and census of traffic at level crossings. Speed Breakers of approved design have been provided on either side of this Level Crossing gate and Periodical Census of traffic has been taken.

2.6 SPECIAL INSTRUCTIONS-**1. MODE OF OPERATION:**

This is an interlocked L.C.Gate situated at the KHARIAR ROAD end of the yard in between UP starters and UP Advanced Starter Signal No.27 of KOMAKHAN station. Telephone communication is provided between the L C. gate lodge and SM office of KOMAKHAN Station. The level crossing gate is of Electrical lifting barrier type to be operated from panel provided at the gate lodge. The normal position of the gate is open to road traffic. The key "G" of the LC normally remains locked in the EKT-1 when the gate is in open condition.

When it is necessary to close the gate, for taking off signals, the SM on duty shall inform the gate man to close and lock the gate. The gate man on duty shall close the barriers of the LC gate by operating the close push button provided on the panel. Gate man will keep the close push button pressed till gate is closed & locked against road traffic and the lock indication appears on the panel. Then key 'G' is to be extracted from EKT-1 and inserted in EKT-2. This Key 'G' will be transmitted electrically to SM Panel/VDU in conjunction with switch GS reversed to control concerned UP & DN signals, Switch 'GS' is provided in the panel to put back the concerned signal to 'ON' in case of emergency.

After passage of the Train, the SM on duty shall inform the gateman and press LC gate controlling button No.50 and group button (trans) and the gate man extracts the control key 'G' from the EKT-2 and insert in EKT-1. Keeping the switch GS in normal position the gate man will get a gate free indication on panel and subsequently the gate can be opened by pressing the open push button till gate is fully opened. The LC gate shall be so worked as to cause least possible inconvenience to the vehicular traffic consistence with safety as per subsidiary rule 16.03.01 (a).

During Non-Interlocking working the Traffic Gateman shall be informed and the Train shall be passed in terms of SR 3.69.02, 3.69.03 and 3.70.01 after ensuring correct closing and locking of L.C Gate. During this period the L.C Gate shall be opened only when necessary and safe to do so.

Incase of failure in extracting key-'G' from EKT, one emergency key 'H' mechanically free & electrically proved is provided in a sealed glass box and the barriers are to be opened by manual operation of lifting barriers by crank handling. Concerned signals will be put back to "ON" position when emergency key "H" is extracted from EKT-3. The date and time of breaking the sealed cover of Emergency Key Box shall be recorded and signed with reasons by the gateman.

2. **WORKING OF SLIDING BOOM:-**

- (i) When Key 'S' is extracted from lock free SB EKT-5, the Road Signal will go to danger and will actuate Road Hooter. On inserting Key 'S' on SB1 unlocks the Sliding Barrier-1.
- (ii) Sliding Barrier-1 is to be rolled across the road up to lock post. Key (Chained with Sliding Barrier) will release the lock plunger & Key-'SB1'. Key-'SB1' when extracted locks the Sliding Barrier-1.
- (iii) Similarly Sliding Barrier-2 after unlocking the pad lock to be rolled across the road up to lock post. Key (Chained with Sliding Boom) along with key-'SB1' inserted releases the lock plunger & key-'SB2'. Key-'SB2' when extracted locks the Sliding Barrier-2 & Key-'SB1'.
- (iv) Finally, released key-'SB2', is to be transmitted electrically through SB EKT-4.
- (v) UP & DN signals can be cleared by reversing GS1 & GS2 respectively.

3. **INTIMATION TO GATEMAN:**

- i) Before taking off reception/ departure signal Station Master/KMK shall inform the gateman, the number, description, and direction of the train.
- ii) The gateman shall close the gate and transfer the key to the Station Master/KMK
- iii) The reception/departure signals will then be taken 'OFF'
- iv) In order to ensure that road traffic is not held up for a long time, the Station Master/KMK must ensure that the train is ready for departure in all respects before he advises the gateman for closing the gate.
- v) When a train has to be piloted to and from the station yard or any shunting movement is to be done, the staff deputed to pilot the train to perform the shunting across the gate shall be personally responsible to ensure that the gate is closed against road traffic before allowing any movement across the gate.

4. **FAILURE OF TELEPHONIC COMMUNICATIONS**

- When Telephonic Communication fails or it does not get any response from the Gateman despite 2 or 3 attempts, the following procedure should be adopted:
- i) Station Master on duty/KMK shall send written advice to the gateman through the TP/TPM with full details of number, description and direction of the train.
 - ii) Gateman on receipt of such advice shall close the gate and transmit the key to the Station Master/KMK, which will enable him to take 'OFF' reception/departure signals.
 - iii) When sufficient time is not available because of greater frequency of train service, station Master/KMK will issue written authority to the train Loco Pilot to pass the signal at 'ON' position.
 - iv) In addition Station Master/KMK shall also issue a caution order advising the Loco Pilot to whistle continuously and approach the gate cautiously.
 - v) The train Loco Pilot shall be instructed to pass the gate cautiously, on before signaled 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 following GR.3.73 (2)(b).
 - vi) In case of an approaching train, the Station Master/KMK shall advise the Station Master/KRAR, under exchange of private number that the telephone at the gate has failed.
 - vii) The station Master/KRAR shall then issue a caution order to the Loco Pilot before dispatching a train into the block section from his end.
 - viii) He should also advise S&T staff responsible for maintenance of the telephone rectify the defect at the earliest.
 - ix) Normal working will be resumed only after S&T staff rectify the telephone and issue reconnection /fit memo for the same

5. FAILURE OF LIFTING BARRIERS OF GATE:

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

Note:

Authority to pass signals at 'ON' position as per rules shall also be issued to the Loco Pilots of both departing and arriving trains.

6. FAILURE OF THE 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 key transmitter, then gateman must immediately inform the Station Master/KMK on duty on telephone, under exchange of private number.
- ii) For emergency opening of the gate, he will extract key-H from EKT kept in the sealed glass box which is mechanically free & electrically proved. Concerned signals will be put back to "ON" position when emergency key is extracted. The date and time of breaking the sealed cover of Emergency Key Box shall be recorded and signed with reasons by the gateman.
- iii) 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.
- iv) Station Master on duty/KMK shall issue a caution order to the Loco Pilot of a departing train.
- v) He shall also advise the station Master/KRAR at the dispatching end, under exchange of private number, to similarly issue a caution order to the Loco Pilot before dispatching a train into the block section from his end.
- vi) Station Master/KMK will advise S&T staff responsible for maintenance of L.C gate to rectify the defect at the earliest.
- vii) Normal working will resumed only after S&T staff repairs the key transmitter.

7. FAILURE OF THE GATE KEY WITH THE GATE IN OPEN CONDITION:

- i) If the gate key cannot be extracted from the key transmitter then gateman must immediately inform the Station Master on duty/KMK on telephone, under exchange of private number.
- ii) 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.
- iii) Gateman shall secure the gate against road traffic by means of chains and padlocks and pass the trains on hand signals.
- iv) Station Master on duty/KMK shall issue caution order to the Loco Pilot of a departing train.
- v) He shall also advise the station Master/KRAR at the dispatching end, under exchange of private number, to similarly issue a caution order to the Loco Pilot before dispatching a train into the block section from his end.

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- vi) Station Master/KMK will advise S&T staff responsible for maintenance of key transmitter to rectify the defect at the earliest.
- vii) Normal working will resumed only after S&T staff repairs the winch/key transmitter and issue reconnection/fit memo for the same.

8. OBSTRUCTION AT THE GATE:

- i) 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 immediately put back the signal to danger by normalizing the slot switch GS" and thereafter fix red banner flag by day and red lamp by night on posts provided at both ends of the gate, for this purpose.
- ii) Immediately after this, the gateman shall advise the Station Master/KMK on duty, regarding the defects/obstruction at the gate, under exchange of private number.
- iii) Stationmaster/KMK on duty shall be advised to put the reception/departure signals back to 'ON' position, if taken 'OFF' for a train.
- iv) If there is no response from the Station Master/KMK after two or three attempts, he shall first protect the gate and then inform on phone.
- v) Gateman shall then rush with detonators and red flag by day and red hand signal lamp by night in the direction of the approaching train and protect the gate as stipulated in General Instruction for duties of gateman under item No.1.4 (5).
- vi) Thereafter he shall protect the gate from the other direction also.
- vii) He shall note down the particulars of the road vehicle, name of the Driver, owner and reply these details to the station Master who shall not start the trains unless he has been assured by the gateman that the road vehicle or the lifting barriers are not fouling the track.
- viii) The Station Master/KMK shall also inform the station Master/KRAR at the dispatching end, under exchange of private number, asking him not to dispatch any train into the block section from his end, until the track has been clear of all obstructions.
- ix) After the track has been cleared of all obstructions the gateman shall inform the Station Master/KMK accordingly, under exchange of private number.
- x) Station Master/KMK shall then issue a caution order to Loco Pilots of all trains to proceed cautiously, and pass the gate signal at 'ON' position on green hand signal of the gateman, if the gate is broken, but is clear of any obstruction.
- xi) Gateman shall secure the gate against road traffic by means of safety chains and padlocks and they're after exhibit green hand signal, if the gate is not obstructed.
- xii) Station Master/KMK shall advise maintenance staff responsible for maintaining the lifting barriers to repair the same at the earliest.
- xiii) Normal working will be resumed only after maintenance staffs rectify the defective lifting barriers and issue reconnection/fit memo for the same.

9. 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 SM/KMK 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 obstructions.

10. ACCIDENTAL ROLLING DOWN OF TRAINS:-

When the gateman seen that a train is rolling down or immediately after receipt of the information about accidental rolling down of the train the gateman shall :-

- (i) First close the gate against the road traffic.
- (ii) Then immediately inform the SM on duty.
- (iii) He shall not open the gate till he ensured that the train has completely stopped.

3.0 **GATE WORKING INSTRUCTIONS OF “C” CLASS ENGINEERING NON-INTERLOCKED LEVEL CROSSING GATE AT KM 99/11-13(UP), 99/12-14(DN)(RV-67) BETWEEN KMK-KRAR STATIONS.**

3.1 **GENERAL INSTRUCTIONS: -**

3.1.1 **DESCRIPTION OF THE LEVEL CROSSING GATE:**

1.	Number of Level Crossing Gate: -	RV-67.
2.	Engineering or Traffic Gate: -	Engineering.
3.	Under control of Station Master/PWL:	PWL.
4.	Location KM	99/11-13(UP), 99/12-14(DN)
5.	At. Station: -	---
6.	In between stations: -	KMK-KRAR
7.	BG/MG/NG: -	BG.
8.	Single line/Double line/Multiple line: -	Double Line.
9.	Normal Position: -	Closed to road traffic.
10.	Interlocked/Non Interlocked: -	Non-interlocked.
11.	Means of interlocking: -	NIL.
12.	Provision of Gate signal at Kms.	(i) UP line-NIL (ii) DN line-NIL
13.	Signalling arrangement: -	NIL.
14.	Means of Communication:	Telephone connection from Gate to SM office/KMK.
15.	Width of level crossing Gate: -	7.50 Meters.
16.	Type of road. (NH/SH/Others): -	Others
17.	Name of Road: -	Temri Rd-Sivnikela.
18.	Metaled/Non-Metaled:	Metaled
19.	Approach Road: -	Metaled
20.	Width of the road: -	5.50 m.
21.	Angle of road crossing (In case of the skew Gates)	----
22.	Road gradient (If any)	(i) North/East side-Level. (ii) South/West side-Level
23.	Road alignment (Straight/Curve): -	(i) North/East side-Straight. (ii) South/West side-Straight.
24.	Provision of height gauges: -	Provided
25.	Type of Barriers: -	Winch Operated Lifting barriers.
26.	Length of check rails: -	9.5 Meter.
27.	Road surface in between Level Xings Gates: -	Hexagonal blocks.
28.	Length of speed breakers: -	7.50 Meters.
29.	Road signs: -	Available
30.	Speed breaker indication board: -	Provided.
31.	TVU: -	13877 on 01/2022.
32.	Census next due on: -	01/2025
33.	Demarcation for placement of Detonators: -	Displayed.
34.	No. of Gateman working: -	02 (12 Hours Shift)
35.	Nearest Railway Medical Assistance: -	MSMD
36.	Nearest Private Medical Assistance available (if any)-	KRAR.
37.	List of equipment available Yes//No: -	Yes.

3.2. **EQUIPMENT:**

ITEMS	QUANTITY/NUMBERS
1. Tri Colour Torch	3 (5 on Quadruple/Line or twin single line)
2. Hand Signal Flag Green	1 mounted on sticks
3. Hand Signal Flag Red.	3 (6 on Quadruple/line or Twin single line & 7 in case Hexable section mounted on sticks)
4. Banner Flag Red	3 (5 on Quadruple/Line or twin single line)
5. Posts for exhibiting red banner flag section.)	2 (4 on Q/Twin single line and 5 on Hexable section.)
6. Spare chains with padlocks	2 with stop mark
7. Detonators	10 in tin case
8. Gate Lamps	2
9. Tommy Bar	1
10. Motor Pan	1
11. Spade/Fowrah	1
12. Rammer	1 (in case of asphalted road this may not be provided)
13. Pick Axe	1 (in case of asphalted road this may not be provided)
14. Tin case for flags	1
15. Can for oil	1
16. Water pot/Bucket	1
17. Canister for Muster Roll	1
18. Set of spare spectacles of Gateman Wearing glasses.	1
20. Board demarcating protection of level crossing Gate diagram in case of obstruction on Gate .	1
20. Basket	1
21. Whistle	1
22. Wall clock	1
23. Small size chains with padlocks to be used in case failure of gate boom lock.	02

3.3 **THE GATEMAN SHALL BE PROVIDED WITH FOLLOWING REGISTERS: -**

- i) Gate working instructions in Hindi / English.
- ii) Gate working instructions in local vernacular language.
- iii) Gateman Rule Book in Local vernacular language.
- iv) List for tools and books.
- v) Duty Roster.
- vi) Certificate for working as gateman.
- vii) Bio–Data particulars of Gateman, including date of passing vision test, initial/refresher course, safety camp etc.
- viii) Accident Register.
- ix) Records of last census of road traffic at level crossing gate.
- x) Public complaint Book.
- xi) Inspection Book.

3.4 **DUTIES OF GATEMAN:**

1. **ALERTNESS:** The gateman on duty shall be alert. He should be prepared to take immediate action, when danger is apprehended. Keys of the gate shall be in his personal custody.

2. **POSITION OF GATE KEEPER DURING PASSAGE OF TRAINS:**

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

- i) Gateman will stand attentively in front of the gate–lodge facing the approaching train.
- ii) In daytime, gateman shall hold red and green flags furled up on separate sticks in right and left hands respectively.
- iii) In nighttime, 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. **ROUTINE DUTIES OF GATEMAN:**

- i) Gateman shall ensure that red banner flag by day and red light by night is placed across the track whenever the gate is kept in open condition for passage of road vehicles.
- ii) Gateman shall ensure that all gate lamps and hand signal lamps 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 his reliever arrives and takes over charge from him. However, if it is necessary to leave the gate in an emergency, he must close and lock the gates against road traffic, before leaving the gate.
- iv) Except where otherwise prescribed under special instructions, he shall observe all passing trains and be prepared to take such action as may be necessary to ensure safety of trains.
- v) Gateman shall watch all passing trains and keep sharp look out for any unusual like hot axle, hanging chains, hanging battery, any vehicle/wagons /trains/battery/box on fire, shifted load, falling material like brake blocks, brake beams, safety bracket, vacuum cylinder or any other situation endangering safe running of trains.
- vi) Gateman shall also be prepared to repeat any signal which guard may give to 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) Gateman shall wear badge and prescribed uniform while on duty at level crossing gate.
- x) Gateman shall ensure that he is having competency certificate in his possession while on duty.
- xi) Gateman shall work the gate as per gate working instructions and remain well conversant with these instructions.
- xii) Gateman shall ensure that equipment supplied at the gate is in good order and ready for immediate use.
- xiii) Gateman shall see that the channel for the flange of the wheel is kept clear.
- xiv) Gateman must keep the road surface well–watered and rammed in case of unmetalled roads.
- xv) Gateman must be vigilant to see that inconvenience to road users due to closure of gates should be to the minimum possible extent.
- xvi) Gateman shall prevent tress passing by persons or cattle to the maximum extent.

4. **ACTION IN CASE OF UNUSUAL OCCURRENCE OF 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, and 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 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

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- signal for train parting.
- v) He shall endeavor 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 to take appropriate action, under exchange of private number.

5. **ACTION IN EMERGENCY AT THE LEVEL CROSSING:**

- (a)
 - i) In case of an obstruction at the level crossing gate, he shall place banner flag/red light lamps on the stave on track at 5 m. away from the edge of the road at Level Crossing.
 - ii) Thereafter, if he is unable to remove the obstruction, gateman shall immediately advise the Station Master on duty, regarding the defects/obstructions at the gate, under exchange of private number.
 - iii) If there is no response from the Station Master after three attempts, he shall first protect the gate and then inform on phone.
- (b) **On Electrified Section:-**
 - i) On noticing that, the whole or part of the OHE or a feeder or a cable facing down, the gate keeper shall ensure that, as far as possible, human beings, animals or vehicles etc. are kept away in order to avoid any contact with the live equipment.
 - ii) As soon as it noticed that, Pantograph of an electric rolling stock getting damaged and/or entanglement of the same with the OHE, he shall make every possible effort to stop the train and immediately inform the SM on duty.
 - iii) Any damage to the track or structures of the OHE comes to the notice of on duty GK, He shall immediately inform SM on duty and take all to be necessary measures for the portion of line as under.

(A) **THE GATEMAN SHALL PROTECT THE LINE AS UNDER.**

- i) 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 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 on BG and place one detonator on the line. Thereafter he shall proceed to a distance 1200 meters on BG 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 detonators 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 stop the approaching train by waving his red flag by day red hand signal lamp by night repeatedly.

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(B) OTHER ACTIONS 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 Para (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 Station Master/KMK and Permanent Way Inspector regarding the particulars and obstructions at the level crossing gate, through messenger or other means available.

3.5 ENGINEERING ITEMS:

Refer Para 916, 918, 919 of IRPWM for visibility requirement at level crossings, provision of speed breakers on the approach roads of level crossing and census of traffic at level crossings. Speed Breakers of approved design have been provided on either side of this Level Crossing gate and Periodical Census of traffic has been taken.

3.6 SPECIAL INSTRUCTIONS:

1. **MODE OF OPERATION:** This is a Manned & Non-interlocked Engineering L.C. Gate situated at Km 99/11–13(UP), 99/12–14(DN) in between KMK–KRAR Stations. This gate is provided with winch operated coupled lifting barriers and the gate is closed/opened by the gateman manually by winch operation. Telephone communication is provided between the L C. gate lodge with SM office of KMK station. The level crossing gate is normally kept closed and locked against road traffic. The Station Master/KMK shall not permit any train to enter the block section, unless he is assured of the closure and locking of the gate by the gateman supported by exchange of private number. When the gateman desires to open the gate for passage of road traffic he should ensure that no PN has been exchanged with the Station Master/KMK for the passage of train or the whole of the train with last vehicle indicator has passed over the level crossing gate for which the gateman has exchanged private number with the SM/KMK. Before opening the gate for road traffic, he shall display banner flag/danger signal at either side of the track at a distance of 5 meters away from the gate.

2. EXCHANGE OF PRIVATE NUMBERS.

- (i) The normal position of level crossing gate being “Closed to Road Traffic” it should always be in closed condition against road traffic, except when, it is opened for passage of road traffic over the level crossing, subject to conditions prescribed below.
- (ii) The Station Master/KMK before permitting each train to enter into the block section, shall ask Gateman on the telephone by giving a Private Number whether, gate is closed against road traffic for the passage of train. The Gateman only after ensuring that the gate is actually closed and locked against road traffic shall give a Private Number to the Station Master/KMK in assurance of gate being closed and locked against road traffic.
- (iii) The Station Master/KMK shall not permit any train to enter the block section, unless he is assured of the closure and locking of the gate by the gateman supported by exchange of private number.
- (iv) When the gateman desires to open the gate for passage of road traffic he should ensure that:
 - (1) He has not exchanged any private number with the SM/KMK as per (ii) above.
 - (2) If he has exchanged private number with the Station Master/KMK, the whole of the train with last vehicle indicator has passed over the level crossing gate and Station Master/KMK has not exchanged private number with him for any other movement immediately in rear of the train.

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Before opening the gate for road traffic, he shall display banner flag/danger signal at either side of the track at a distance of 5 meters away from the gate. Then he shall open the gate for passing the road traffic, keeping a red flag / red hand signal lamp ready in his hand to stop approaching train if any.

- (v) In case the Gateman is not responding on the telephone or in case the telephone becomes defective or private number is not received from the Gateman, the Station Master/KMK shall adhere to the procedure prescribed in SR 16.03.04.
- (vi) In the event of failure of telephone, if the gate is required to be opened for the passage of road traffic, the gateman shall look out in both directions before opening the gate to ensure that no train is approaching from either end. He shall then plant a banner flag during day and a hand signal lamp with the red light during night, 5 meters away from the gate on the track on either side. He will thereafter, open the gate for passing the road traffic keeping a red flag / red hand signal lamp ready in his hand to stop approaching train if any.

3. **FAILURE OF TELEPHONIC COMMUNICATION:**

When Telephonic Communication fails or SM/KMK does not get any response from the Gateman despite 2 or 3 attempts, the following procedure shall be adopted:

- a) SM/KMK shall serve a caution order to the Loco pilot and the Guard of every train proceeding into the affected section 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 30M short of the level crossing and be guided by 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/KMK as the case may be of the fact using the telephone provided at the gate. The Station Master/KMK 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 advise the Station Master.
- c) (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, the Loco Pilot shall seek assistance of the Assistant Guard or Guard of the train. The same should be informed to the Station Master/KMK on gate telephone.
- (ii) The Loco Pilot, after being hand signaled, shall pass the level crossing and stop clear of it by at least 2 bogie lengths 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 the 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/ KMK 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/KRAR indicating the condition of the gateman, gate and telephone.
- (iv) The Station Master/KRAR on receipt of the Loco Pilot's report regarding absence or unfitness of the gateman, shall advise the station Master/KMK, 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 shall 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/KRAR shall advise the Station Master/KMK of the facts by message supported by a Private Number, and obtain his acknowledgement with a Private Number. The latter shall issue a caution order to the Loco Pilot as detailed in Para (a).

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- 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 station. The Section Controller shall also keep a note in his chart indicating the action taken by him.

4. **FAILURE OF LIFTING BARRIERS:**

- i) When the Gate cannot be closed due to failure of lifting barriers, The Gateman will immediately inform the Station Master on duty/KMK, under exchange of Private number, and ensure that lifting barriers do not foul the track.
- ii) He shall immediately fix red banner flag by day and red light by night on the post at that end first from which the train is approaching and then at the other end.
- iii) Gateman shall secure the Gate against road traffic by means of safety chains and padlocks.
- iv) After securing the Gate against road traffic, he shall show green hand signal flag by day and green light by night to the Loco Pilot of an approaching train.
- v) Station Master on duty/KMK shall issue caution order to the Loco Pilot of departing UP train.
- vi) SM/KMK shall also advise the Station Master/KRAR at the dispatching end, under exchange of private number, to similarly issue a caution order to the Loco Pilot before dispatching a train into the block section from his end.
- vii) SM/KMK should also advise maintenance staff responsible for maintenance of the lifting barriers to rectify the defect at the earliest.
- viii) Normal working will be resumed only after maintenance staff rectify the lifting barriers and issue reconnection/fit memo for the same.

5. **OBSTRUCTION AT THE GATE:**

- i) 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 Immediately fix red banner flag by day and red lamp by night on posts provided at both ends of the Gate for this purpose.
- ii) Immediately after this, the Gateman shall advise the Station Master/KMK on duty regarding the defects/obstruction at the Gate under exchange of private number.
- iii) Stationmaster at KMK on duty shall be advised to put the departure signals back to 'ON' position, if taken 'OFF' for a train.
- iv) If there is no response from the Station Master/KMK after two or three attempts, he shall first protect the Gate and then inform him on phone.
- v) Gateman shall then rush with detonators and red flag by day and red hand signal lamp by night in the direction of the approaching train and protect the Gate as stipulated in General Instruction for duties of Gateman under item No.1.4. (5).
- vi) Thereafter he shall protect the Gate from the other direction also.
- vii) He shall note down the particulars of the road vehicle, name of the driver, owner and relay these details to the Station Master/KMK who shall not allow the trains unless he has been assured by the Gateman that the road vehicle or the lifting barriers are not fouling the track.
- viii) The Station Master/KMK shall also inform the station Master/KRAR, under exchange of private number, asking him not to dispatch any train into the block section from his end, until the track has been cleared of all obstruction.
- ix) After the track has been cleared of all obstructions the Gateman shall inform the Station Master/KMK accordingly under exchange of private number.
- x) Gateman shall secure the Gate against road traffic by means of safety chains and padlocks and thereafter exhibit green hand signal, if the Gate is not obstructed.
- xi) Station Master/KMK shall advise maintenance staff responsible for maintaining the lifting barriers Gates to repair the same at the earliest.
- xii) Normal working will be resumed only after maintenance staff rectify the defective lifting barriers and issue reconnection/fit memo for the same.

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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/KMK 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 obstructions.

11. **ACCIDENTAL ROLLING DOWN OF TRAINS:-**

When the gateman seen that a train is rolling down or immediately after receipt of the information about accidental rolling down of the train the gateman shall :-

- (i) First close the gate against the road traffic.
- (ii) Then immediately inform the SM on duty.
- (iii) He shall not open the gate till he ensured that the train has completely stopped.

CERTIFICATE:- NOTHING IN THESE RULES SHALL BE READ AS CANCELLING AMENDING OR MODIFYING ANY GR & SR'S ANY OTHER RELEVANT RULES.

APPENDIX – ‘B’**DETAILS OF SIGNALLING AND INTERLOCKING INSTALLATIONS, INSTRUCTIONS FOR WORKING THEM NORMALLY AND EMERGENCIES ETC., INCLUDING THE POWER SUPPLY ARRANGEMENTS.****1.0 BRIEF DESCRIPTION OF THE SIGNALLING & INTERLOCKING INSTALLATIONS:**

This is a 'B' Class Station with Standard II (R) Interlocking (with isolations). The points and Signals are power operated from composite miniature domino type central panel or VDU installed in the Station Master's Office. The Station is equipped with Multi Aspect Colour Light Signalling. Block proving axle counters (BPAC) are provided on either side of the block sections.

1.1.1 DESCRIPTION OF PANEL:

The yard layout is depicted on the panel and the panel is fixed parallel to the track so that when SM on duty faces the panel, the yard drawing of the panel corresponds to the actual layout. A VDU is provided at SM's office as standby of domino panel (The description and operation of VDU is given in Appendix-'B'1.)

1.1.1 DESCRIPTION OF POINT PUSH BUTTON (RUNNING LINE POINT) :-

SL. NO.	POINT NO.	COLOUR OF BUTTON	DESCRIPTION
1	31	BLACK	Cross-over Point connecting UP Main and DN Main line at BGBR end.
2	32	BLACK	Cross-over Point connecting UP Main and DN Main line at KRAR end.
3	33	BLACK	Cross-over Point connecting UP Main and DN Main line at BGBR end.
4	34	BLACK	Cross-over point connecting DN Main and UP Main line at KRAR end.
5	35	BLACK	Cross-over point connecting Common Loop (line No.1)and DN Mainline at BGBR end.
6	36	BLACK	Cross-over point connecting DN Main and Common Loop (line No.1)line at KRAR end.
7	40	BLACK	DS point at ORL of L4 at KRAR end isolating TM siding
8	41	BLACK	Cross-over point connecting UP Main and Common Loop line (Line No. 4) at BGBR end.
9	42	BLACK	Cross-over point between Common Loop (Line No. 4) and UP Main at KRAR end.
10	43	BLACK	Cross-over point between Common Loop (Line No. 4) and Common Loop line (Line No. 5) at BGBR end.
11	44	BLACK	Cross-over point between Common Loop (Line No. 4) and Common Loop line (Line No. 5) at KRAR end.
12	47	BLACK	Cross-over point between Common Loop (Line No. 1) and Ballast Siding at BGBR end

1.1.2 DESCRIPTION OF POINT GROUP BUTTON: -

There are two buttons at the top of panel one for Normal and one for Reverse operation of points. These are coloured Black with red dot. The button is operated in conjunction with point button to operate the concerned point to the required setting.

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1.1.3 OPERATION OF POINTS BY POINT PUSH BUTTONS: -

Points are operated for NORMAL to REVERSE or vice versa by operating concerned point push button along with common point group button for normal or reverse operation. When the points are required to set from normal to reverse, the concerned point push button along with common point group button for reverse operation are to be pressed simultaneously. As soon as the operation is initiated the Yellow indication will start flashing till the point is correctly set to reverse at site and Yellow steady indication glows. Similar operation shall be done when the points are required to set from reverse to normal. Only one point can be operated individually at a time.

1.2.0 POINT INDICATIONS: -

Points are normally operated automatically along with route setting operation. However, required points can also be operated individually. For this, POINT BUTTONS, which are BLACK in colour, are fitted over the point layout on the panel board. The individual operation of the electric point machine is controlled by these point push buttons in conjunction with the POINT GROUP BUTTON (which are BLACK with red dot on it) 'N' or 'R' as per requirement fitted on the top of panel board. The indication for points are as follows; -

- 1.2.1. When a point is set and locked in Normal position, a horizontal 'YELLOW' indication appears suggesting that the point is set in NORMAL position.
- 1.2.2 When a point is set and locked in REVERSE position, a diagonal 'YELLOW' indication appears suggesting that the point is set in REVERSE position
- 1.2.3 When the points of any route have been correctly set and relevant signal taken 'OFF', RED indication near the point on the panel appears indicating that the concerned points are locked either in NORMAL or REVERSE position as the case may be.
- 1.2.4 When the points are not set or not locked either in NORMAL or in REVERSE correctly, the normal and reverse steady indication will not be there but the yellow indication will start flashing till such time the point is housed & locked properly in one of the positions. In such case points are to be set both ways by crank handle and clamped and padlocked. This YELLOW indication will flash during operation of point also. After complete operation of point during crank handle operation, NORMAL or REVERSE indication appears on panel
- 1.2.5 All points over running lines are operated by electric point machines

1.2.6 NON SETTING OF POINTS: -

The cause for non-setting of the point in the desired position shall be checked up by the SS/SM on duty according to GR & SR 3.68.01 (C). If there is a defect other than any obstruction, then the point shall be considered defective and action shall be taken for clamping and padlocking of these points in the desired position by Station Master on duty himself for all trains according to SR 3.69.03(C). In such case both ends of the points shall be clamped and padlocked.

1.2.7 DESCRIPTION OF CRANK HANDLES BUTTONS: -

All motor operated points in the yard have been grouped into seven crank handle zones for emergency / manual operation of points by crank handles as follows:

SL NO.	CRANK HANDLE	COLOUR OF BUTTON	CONTROL POINTS
1	CH1	BLUE	31 A/B, 33 A/B,
2	CH2	BLUE	41 A/B, 42 A/B.
3	CH3	BLUE	35 A/B, 36 A/B.
4	CH4	BLUE	32 A/B, 34 A/B.
5	CH5	BLUE	43 A/B, 44 A/B.
6	CH6	BLUE	40
7	CH7	BLUE	47A/B

Crank Handle buttons must be operated in conjunction with GROUP TRANS or GROUP RELEASE button to transmit or receive the crank handle respectively.

2.0 SIGNAL PUSH BUTTON:

Push buttons for operation of signals are provided near the signals on the panel. These are operated in conjunction with Route button (white colored) to operate the signals.

2.1 DESCRIPTION OF SIGNAL BUTTONS:

Sl. No.	BUTTON NO.	COLOUR	DESCRIPTION
1	S1	RED	UP Home Signal for Line No. 1, 3, 4 & 5
2	C1	RED with WHITE DOT	UP calling on Signal for line No. 1, 3, 4 & 5
3	S2	RED	DN Home Signal for Line No.1, 2, 4 & 5
4	C2	RED with WHITE DOT	DN calling on Signal for line No. 1, 2, 4 & 5
5	SH3	YELLOW	Shunting towards line No.1-5 & Ballast Siding.
6	SH4	YELLOW	Shunting towards line no. 1, 2, 3, 4 & 5
7	SH6	YELLOW	Shunting towards line no.4,5 from T.M. Siding
8	SH8	YELLOW	Shunting towards line no.2 from Ballast Siding
9	S13	RED	UP starter signal on line No.5
10	SH 13	YELLOW	Shunting towards T. M. Siding from line No. 5.
11	S14	RED	DN starter signal on line No.1
12	S15	RED	UP starter signal on line No.4
13	SH 15	YELLOW	Shunting towards T. M. Siding from line No.4
14	S16	RED	DN Starter signal on line No.2
15	S17	RED	UP starter signal on line No.3
16	SH18	YELLOW	Shunting towards line No. 3(BGBR end).
17	SH19	YELLOW	Shunting towards line No. 2 (KRAR end).
18	S20	RED	DN Starter signal on line No.4
19	S21	RED	UP Starter signal on line No.1
20	S22	RED	DN Starter signal on line No.5
21	S27	RED	UP Advanced starter signal.
22	S28	RED	DN Advanced starter signal.

2.2 SIGNAL INDICATIONS: -

All signals in the yard are depicted on the panel alongside the track as per their respective position in the yard. The aspects of all signals in the yard, at any time, are shown on the signal indications depicted on panel. The green, yellow, double yellow and red aspects of signals at site are repeated at the panel.

3.0 ROUTE BUTTONS: -

Route buttons are provided separately on each running line on the panel for initiation of route (viz. L1UN, L1UN1, L2UN, L3UN, L4UN, L4UN1, L5UN and L5UN1, TMUN, BSUN). Common route buttons are also provided for taking off starters (viz.: 28AT UN, 27 AT UN). An individual route button is provided for taking off Advanced starter (Viz.: 27 UN, 28 UN). For clearing the signals it is necessary to operate the signal buttons and the concerned route button concurrently. In the panel, the routes are set automatically by operation of entry and exit button.

3.1 **DESCRIPTION OF ROUTE BUTTONS**

SL. NO.	BUTTON NO.	COLOUR	DESCRIPTION
1	L1 UN	WHITE	Common route button of UP Home signal and DN Home signal for line No.1 setting overlap mainline
2	L1 UN1	WHITE with BLACK DOT	Common route button for UP and DN Home signal of line No-1 setting overlap to overrun line or UP/DN Calling-on or SH-3, SH-4 for Line No.1
3	L2 UN	WHITE	Common route button for DN Home/Calling-on or shunt SH-3, SH-4 for line No.2 (DN Loop line).
4	L3 UN	WHITE	Common route button for UP Home signal/UP Calling-on signal or SH-4 or SH3 for line No.3.
5	L4 UN	WHITE	Common route button for UP Home of line No.4 setting overlap to main line.
6	L4 UN1	WHITE with BLACK DOT	Common route button for UP/DN calling-on signal and UP/DN home setting overlap to ORL or SH3 or SH-4 or SH 6 for line No.4.
7	L5 UN	WHITE	Common route button for UP Home of line No.5 setting overlap to main line.
8	L5 UN1	WHITE with BLACK DOT	Common route button for UP/DN calling-on signal and UP/DN home setting overlap to ORL or SH3 or SH-4 or SH6 for line No.5.
7	27AT UN	WHITE	Common Route button for UP starter signal No.13, 15, 17 and 21 or for SH-19.
8	27 UN	WHITE	Route button for UP Advanced starter signal No.27.
9	28AT UN	WHITE	Common Route button for DN starter signal No.14, 16, 20, 22 and SH18, SH8 .
10	28 UN	WHITE	Route button for DN Advanced starter signal No. 28.
11	TM UN	WHITE	Route button of SH 13, SH15 for TM siding.
12	BS UN	WHITE	Route button of SH 3 for ballast siding.

4.0 **MISLANEOUS PUSH BUTTONS/KEYS:-**

SL. NO.	BUTTON NO.	COLOUR	DESCRIPTION
1	Panel/PC switch	—	To give control of operation from Panel to VDU and vice versa.
2	SM's key	—	To lock the control panel to prevent unauthorized operation. This key is required to be inserted and turned to right for any operation of points, signals etc. This key shall be in the personal custody of SM on duty.
3	SM's Emergency point key	—	This key is required to be inserted and turned to right whenever point is to be operated in track circuit in failure condition. This key shall be in the personal custody of SM on duty.
4	Acknowledgement for health failure	Green with red dot	To be pressed the silence health failure buzzer.
5	Acknowledgement for link failure	Green with red dot	To be pressed the silence link failure buzzer.
6	Group Trans/Release Button	White colour with Black dot	To be pressed to initiate to transmit/release the crank handle control button along with crank handle button.

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7	Point Group normal/Reverse	Black with Red dot	This is to be pressed along with the point button to normal or reverse point.
8	Emergency Route Release Button	White with Red dot	To be pressed for emergency route release along with the concern signal button.
9	Signal cancellation button	Red	To cancel a signal, which has been, already taken off along with signal button.
10	Signal/Point failure ACK	Red with white dot	To be pressed for Acknowledging signal lamp failure/point failure.
11	Button held ACK	White with red dot	For muting the button health buzzer which starts buzzing when a button(signal, point&route) is held up.
12	Train Arrived ACK	Chocolate with white dot	It is provided for DN trains to be pressed after arrival of trains.
13	Block release	Chocolate with white dot	It is to be pressed to release the block instrument after complete arrival of UP train.
14	DN TES ACK	Red with White dot	It is to be pressed when DN train enters in to the block section to mute DN TES buzzer.
15	Emergency gate release	Chocolate with red dot	This to be pressed for emergency transfer of LC gate control to gateman.
16	Emergency point operation button	Black with red dot	It is to be pressed for emergency operation of points.
17	Gate Normal Control 50	Chocolate	This to be pressed for normal transfer of LC gate control to gateman.
18	Crank Handle Button	Blue	To be pressed to initiate to transmit/Release the crank handle along with group trans/release button.

4.1 COUNTERS AND BUZZERS:-

1	Emergency point operation counters	This registers the emergency point operation.
2	Emergency route release counters	This registers the emergency route release operation.
3	Calling on counters	These counters record the operation of UP and DN calling on signals.
4	Emergency gate release counters	This registers emergency operation of LC gate.
5	Crank handle release counter	This registers crank handle operation of points.
6	Button held buzzer	This buzzer sounds when any button is held up.
7	Health/link failure buzzer	This buzzer sounds when EI system/link fails.
8	TES buzzer	This buzzer sounds when train enters into block section.
9	Train arrived buzzer	This buzzer sounds when train clears the block section.
10	Point failure buzzer	This buzzer sounds when point is not set properly.
11	Signal failure buzzer	This buzzer sounds when signal at site is not lit.

5.0 TRAIN ARRIVAL INDICATION THROUGH AXLE COUNTER:

The system provides for automatic check for last vehicle arrival through provision of axle counter. Axle counters are provided in KMK-KRAR (single line) and KMK-BGBR (double line) section to check the complete arrival of trains. The system is interlocked with respective Block

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Instruments. When the Axle counter section indication provided for each direction on the panel individually for sections indicates 'RED' i.e. occupied even after the complete arrival of trains, the Block instrument of the respective section can be normalized after ensuring complete arrival of trains by means of physical verification of last vehicle for stopping as well as run through trains (refer resetting procedure of Axle counter).

6.0 **EMERGENCY ROUTE RELEASE COUNTER**

This counter is provided to register the number of operations made for emergency cancellation of route. The SM on duty must record the last number registered on the counter while taking over/ handing over duty.

7.0 **EMERGENCY ROUTE RELEASE INDICATION (WHITE) / EMERGENCY ROUTE RELEASE BUTTON (WHITE WITH RED DOT)**

This panel interlocking is based on the principle of 'DEAD APPROCH LOCKING'. As such when a route is set and signal is taken off on the route, the route gets locked. Normally, the route is released by the passage of the train over the route. When it becomes necessary to alter the route after the signal has been taken off vide SR 3.36.02 (a), the concerned signal must be put back to danger by pressing the Signal cancellation button and the concerned signal button. Then the emergency route release button (white with red dot) positioned on the top of panel to be pressed after breaking the seal and subsequently the concerned signal button pertaining to the route is to be pressed.

A white light will flash (Up or Down) indicating that the timer is working. After 120 seconds, the white light along with the white strip of light will disappear suggesting the route has been released. In case the route illumination (a white strip of lights) does not disappear, it suggests that the route is not released/cancelled. In such case the emergency cancellation of route has to be resorted to. The concerned S&T staff should be advised immediately to get the emergency route release button resealed after rectification of fault, if any. Each operation of emergency cancellation of route is recorded in the emergency route release counter by registering the next higher number. All such operations and the new number should be recorded in the station diary and in the train signal register.

8.0 **EMERGENCY POINT OPERATIONS (BLACK WITH RED DOT):**

Emergency point operation facility is provided to operate point in the event of failure of track circuit controlling the point. A push button (BLACK WITH RED DOT) is provided on the top of panel. If such operation is necessary, the SM on duty, after ensuring that no vehicle is standing on the concerned point track circuit, shall insert the emergency point operation key and turned right, shall press emergency point operation button by breaking the seal along with relevant point button simultaneously. Then holding the point button in pressed condition, emergency point operation button to be released and the point group button normal / reverse button is to be pressed for operating the point to 'NORMAL' or 'REVERSE'. All such operations will be registered in the emergency point operation counter and the counter number will increase by next higher number. Each operation of emergency point operation shall be recorded in the station diary and in the register meant for this purpose. Before initiating emergency point operation when the concerned point zone track circuit is showing occupied SM on duty must carry out physical verification at site to ascertain that the said track circuit is clear of vehicles.

9.0 **EMERGENCY GATE RELEASE OPERATION:**

Emergency gate release operation facility is provided in the panel when the route gets locked out of some failure. For emergency release of gate, the SM on duty shall press emergency gate release button after breaking the seal and concerned gate button. Lock indication will start flashing. After a lapse of 120 sec, a white light will glow over the emergency gate release button indicating that the operation is matured and lock indication will extinguish. The SM on duty shall then operate concerned gate push button No 50 and group Trans button to release

the key from RKT in gate goomty. All such operation will be registered in the emergency gate operation counter. All such emergency operation shall be recorded in the station diary & in the register meant for it. The concerned S&T staff should be advised immediately to get the emergency gate release button resealed after rectification of fault, if any.

10.0 **BUTTON HELD ACKNOWLEDGEMENT BUTTON (WHITE WITH RED DOT):**

All push button are self-restoring type. A button held acknowledgement push button (white with red dot) along with a white indication is positioned at the top of the panel. When any button gets stuck in pressed condition, a buzzer will sound along with flashing white light Indication.

The Station Master shall stop the buzzer by pressing the button held acknowledgement button (white with Red dot). The buzzer will stop but the flashing white light will continue to glow till the pressed button is normalised. SM on duty shall try to find out the pressed button for normalisation or otherwise inform the maintenance staff to rectify.

11.0 **OVERLAP TIME RELEASE INDICATION (WHITE LIGHT): -**

These are provided near each concerned starter signal to indicate the release of overlap. These indications will flash during releasing of overlap.

12.0 **TRACK CIRCUITS: -**

The station yard is fully track circuited from Home signal to Home signal and also for 5 rail lengths in rear of the Home signals on either side. Track circuits 1AT and 2AT are calling-on track circuits. Track circuits viz. 31AT, 31BT, 32AT, 32BT, 33AT, 33BT, 34AT, 34BT, 35AT, 35BT, 36AT, 36BT, 41AT, 41BT, 42AT, 40/42T, 43AT, 43BT, 44AT, 44BT & 47T are Point zone track circuits. L1T1, L2T1, L3T1, L4T1, L5T1, L1T2, L2T2, L3T2, L4T2, L5T2, L1T3, L2T3, L3T3, L4T3, L5T3 & L2T4 are berthing track circuits. Other track circuits namely 1T1, 1T2, 2T1, 2T2, 2T3, 27T, 27AT, 28AT & 28T are for signal replacement and route holding. Indications for all track circuits are indicated on the panel. Normally these track circuit portions are not lit when the track circuits are clear. And RED light appears when the track circuit is occupied/failed. White lights for the track indications appear when the relevant route is set. In case of failure of any track circuit, the controlled signals or points are to be treated as non-interlocked and trains shall be worked as per relevant rules.

13.0 **STATION MASTERS PANEL CONTROL KEY: -**

The panel is fitted with Station Master's lock up key to prevent any unauthorized operation of the Panel. The SM/SS on duty is the only authorised person to operate the panel and the panel key must always remain in his personal custody vide SR 3.36.03 & GR 5.08. The key locks the panel board and no operations are possible. In case of emergency, signals can be put back to danger by operating concerned signal button and Signal cancel button without releasing the panel lock also. However, the provisions of SR 3.36.02 shall be followed while replacing the signals to 'ON'.

14.0 **CRANK HANDLE CONTROL KEY AND OPERATION: -**

When any point fails to operate normally by the route setting operation or through the concerned Point button from control panel, it is inevitable to operate the points with crank handle. Crank handle keys are interlocked with signals and interlocking system. The Crank Handle push button No. CH1, CH2, CH3, CH4, CH5, CH6 and CH7 (BLUE) and Group Trans/Release button (WHITE WITH BLACK DOT) are provided at the top of the panel board. The CH button has two indications, viz. WHITE, and RED. The WHITE indication suggests that the crank handle key is in its interlocked position of the panel. This is called Crank Handle Key 'IN' indication. The RED indication suggests that the crank handle key is locked and not free for extraction from RKT. This is called 'Crank handle key LOCKED' indication. When there is

no light or blank, it suggests that the KEY is out of RKT. The crank handle key in the end locations can be released from the RKT. The SM has to press concerned crank handle button and Trans button. This will enable SM/TP/TPM to extract crank handle key CH-1/CH-2/CH-3/CH-4/CH-5/CH-6/CH-7 from RKT at end location. SS/SM/TPM on duty after extracting the crank handle key from RKT at end-location, insert it in the space provided for it in the point machine and turn it to open up the slot for crank handle. After inserting the crank handle in the point machine he shall operate it to set the point to desired position. After completion of point work the crank handle key is to be inserted in the RKT at end location and transmitted to station. Station Master on getting 'Key IN' flashing indication that will appear in the panel, shall press relevant CH button & Group Release button to get the steady key "IN" indication. SM on duty shall personally ensure clamping and padlocking of all facing and trailing points en-route. The cases of failure of Motor operated points should be promptly reported to the concerned ESM/Signal Inspector for immediate rectification. SM on duty as per OM 20.06 (d) shall maintain an emergency crank handle register. The procedure for use of crank handle for Motor operated points shall be followed in terms of operating Manual 20.06.

In case complete EI system fails there is a provision that keys from all the crank handle locations can be extracted for crank handling and setting of points for train operations.

15.0 SETTING OF ROUTE AND TAKING OFF RECEPTION SIGNALS: -

For setting a route all the concerned points must be set by operation of relevant point button and group button one at a time in the desired position or by operating signal button and route Button. As soon as the points on route, overlap and isolation are set to the required position, the concerned signal for the route will clear and a white strip of light will appear on the entire route confirming that the Route is set & locked. The signal 'off' indication will appear on the panel provided other conditions for taking 'OFF' reception signals are satisfied.

16.0 SETTING OF ROUTE AND TAKING OFF DEPARTURE SIGNALS:

For setting a particular route for departure of a train, all the concerned points must be set by operation of point button and point group button one at a time in the desired position or by operating signal button and route button. To take off Advanced starter signal, line clear must be obtained from the concerned block station in advance.

Then the concerned Advanced starter signal button shall be pressed along with the Advanced starter route button to be pressed for two to three seconds and released. This will clear the Advanced starter signal.

- 16.1 To take off the starter signal the concerned signal button to be pressed and at the same time common Route button to be pressed for two to three seconds and released. This will clear starter signal and a white Strip of light will appear on the route from the concerned Starter to the Advanced starter signal.

16.2 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. A calling-on signal is taken 'OFF' for reception of a train when the Home signal above it cannot be taken 'OFF' due to failure of track circuit or any other reason or for admission of train on blocked line (Calling-on cannot be taken of when both the 1st track and 2nd track circuits in advance of home signals are showing red simultaneously).

- 16.3 To take off Calling-on signal the train must come to a stop at the foot of the home signal, occupying the track circuit in rear of the signal. When a train occupies the track circuit a RED light strip will appear on the panel. The particular route on which train is intended to be received shall be set by operating by point push button and group button individually or by

signal and route button pressing or by crank handling in the event of failure of operation of points through panel. After the route is set, the calling-on signal switches 'C1'/'C2' (RED WITH WHITE DOT as the case may be), shall be pressed simultaneously along with the concerned route button for few seconds and released. After a lapse of 60 seconds, the calling-on signal clears i.e., a yellow light glows at the concerned calling-on signal on the panel.

For loop lines, route button UN1 shall be pressed. Each operation of Calling-on signal shall be registered in respective Calling-on signal counter (UP or DN) by registering next higher number. A separate register is to be maintained for this purpose.

16.4 RELEASE / CANCELLATION OF ROUTE:

Normally when a train is received on any route and dispatched, the route illumination will disappear automatically after passage of the train suggesting that the route is released.

16.5 REPLACEMENT OF SIGNALS TO 'ON':

Signals are replaced to 'ON' automatically by the passage of a train past the signal. It will not be possible to re-clear the signal again unless the due process for clearing the signal is repeated again. For replacement of any signal to 'ON' position manually, the respective signal button and the signal cancellation button (RED) to be pressed simultaneously.

17.0 INTERLOCKING OF SIGNALS/POINTS:

All running line points are fitted with point locks in the point machine and are electrically detected by the relevant signals.

17.1 Advanced starter is interlocked with respective block instrument in sending position i.e., train going to position and by axle counter for last vehicle check.

17.2 The block instrument cannot be made normal unless the respective Home signal is put back to 'ON'.

17.3 Signals once taken 'OFF' can be put back to danger in case of emergency by pressing concerned signal button and signal cancellation button even when the panel is locked up with Station Master's key.

18.0 PILOTING OF TRAINS: -

In the event of failure of both Home signal and Calling-ON signal simultaneously, it is inevitable to pilot the train 'IN'. For piloting the train, the setting of route must be ensured by SM on duty personally and for details refer. SR 3.69.06 & 3.70.02.

19.0 SHUNTING:

Independent shunt signals on top point at either end are provided for shunting purpose. For shunting, "OFF" aspect of starter signals, independent shunt signals and shunt signals below starter signals shall be used. For back shunting, shunt signals provided on each side of the yard shall be used.

19.1 For movement in Ballast Siding and T.M. Siding procedure mention in page no. 04 of Main Body of SWR is to be followed.

20.0 VERIFICATION OF LINE CLEARANCE BY STATION MASTER ON DUTY FOR RECEPTION OF TRAIN INTO STATION YARD: -

In the Station yard, a route on the running line comprises of entrance, berthing and dispatch portion of the yard and this portion of the yard should be clear of any obstruction for the passages of any train or for any other movements.

The clearance of the route including overlap must be ensured by the SM on duty personally through panel indications of track before any movement of trains are permitted on the concerned route subject to the other conditions such as locking of the point's etc.

21.0 CRANK HANDLING EMERGENCY OPERATION OF POINTS:

On account of failure of point zone track circuits or crank handle key "LOCK" indication or when route is not released; crank handle key cannot be transmitted by normal operation. Hence SM on duty has to resort to emergency crank handling of points. He shall press the

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concerned CH button and Trans button simultaneously after ensuring that no vehicle is on the point. The RED and WHITE indication of the CH button will start flashing and after 120 sec the RED indication will disappear indicating that crank handle is free to be extracted by normal crank handle operation. He shall then follow the procedure detailed in Para 12.0.

22.0 INSTRUCTIONS REGARDING STABLING OF TRAINS ON RUNNING LINES:

When a train is stabled on a running line for a duration exceeding ten hours, the use of the said running line for passing the trains 'IN', 'THROUGH' or 'OUT' at the station shall be done with a lot of care and diligence. SM on duty shall meticulously observe the proper functioning of the relevant track circuits (occupancy/clearance) while admitting a train. Such observance should continue for a minimum of four to five trains thereafter. If SM on duty is not satisfied with the proper functioning of the track circuits on which the train was earlier stabled, the signals leading on the line shall be suspended and the S & T maintenance staff be informed for attending to this.

23.0 EMERGENCY ROUTE CANCELLATION BUTTON AND VEEDER COUNTER: -

For the purpose of emergency release of routes, there is an emergency 'Route cancellation'.

There is a 'VEEDER COUNTER' for counting emergency operations involving operation of the emergency route cancellation button (provided at the top of the panel). The SM on duty must press the emergency route cancellation button after breaking the seal and the signal button conforming to the section for which emergency route release is desired. A flashing indication will appear indicating that the cancellation operation has been initiated and after lapse of 120 seconds, the desired route will release provided all other conditions are favorable for route release.

The Veeder counter registers the number of such emergency cancellation operations. SM on duty should specify the cause for its usage giving the particulars of causes and the time of operation as related to a particular train, etc. in the train signal register as well as in a separate register meant for this purpose.

24.0 EMERGENCY OPERATIONS–CANCELLATION OF THE LOCKING OF POINTS NOT RELEASED AFTER THE PASSAGE OF THE TRAIN FOR WHATEVER REASON: -

If the locking of the route does not get released for one reason or the other after passage of the train, it is necessary to take recourse to the following emergency operations.

- a) Firstly it must be ensured that the Signal is in the normal position.
- b) Operation as detailed in para 7.0 of Appendix-B to be followed. In case route is not released even after emergency route cancellation, facility of crank handling of points shall be used. For releasing the crank handle even when lock indication of crank handle appears on the panel, press Group Trans button and crank handle button. After two minutes key from RKT can be extracted. For further operation 14.0 of Appendix 'B' shall be followed.

25.0 POWER SUPPLY TO SIGNALING SYSTEM:

Power signaling and interlocking installations and the ancillary field units are fed from the following sources of power supply.

- (i) Normally supply from UP AT/DN AT connected to OHE Traction distribution (230V, 50 Hz)
- (ii) Stand by Supply from CSEB – Single Phase (230V, 50Hz).
- (iii) Normal Power Supply (Single Phase 230V, 50Hz) to the Signaling & Interlocking installation at the station is drawn from the traction power sources. Whenever traction power supply fails SS/SM on duty shall operate the rotary change over switch provided in the CLS power panel at SM's office connecting the power supply from the healthy sources to the installation. The SS/SM on duty however maintain the record of power failures either of the traction supply or local supply and he must promptly report the failure of any one or both the power sources immediately through the section controller and to the concerned Electrical Staff and S&T maintenance Staff.

- (g) A change over switch is provided in the SM's office with the three power supplies viz. UP AT, DN AT and local power supply for changing the switch to the required supply position. The availability of supply is indicated by luminous indicator above the circuit breaker for each supply.
- (h) Normally the switch will be kept towards UP AT or DN AT position. Whenever the power block is to be given on the line , on duty SS/SM must ascertain the power is available on the other AT and change over the switch to desired position e.g. if power block is to be given on the UP line, DN AT must be available and vice versa.
- (i) In case of failure of one of the AT supply without any power block, on duty SS/SM has to check whether the circuit breaker has tripped. (Three circuit breakers are provided in the changeover switch board, one for each supply and their normal position is UP and when tripped, it goes DN). In case of failure of both AT supplies without any power block, the local supplies shall be utilised by operating the change over switch. If the circuit breaker is tripping, even after resetting, no attempts shall be made to hold it by any other means and a message shall be given to the AEE/GEN and CTFO/PSI/TRD/GEN for prompt rectification.
- (j) Whenever there is a failure of power supply in one AT, the on duty SS/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 on both AT's and make an entry in station diary daily duly initiating action for rectification of failure, if any

(B) WORKING OF INTEGRATED POWER SUPPLY (IPS), INDICATIONS & ACTION TO BE TAKEN BY SS/SM ON DUTY

- i) Power supply to the signaling installation is fed through IPS installed in the S&T power supply room. The IPS is normally fed through UP AT/DN AT traction power selected by SS/SM on duty. Standby power supply is through OSEB local supply. One change over switch is provided in the SM's room for selection of output of either traction power supply or local power supply. The available traction/local power supply is fed to the IPS through auto-change over switch provided in IPS.

- ii) The IPS system is connected with Battery as back-up power source for safe working during transition of power and in case no 230V AC supply is available due to any reason.
- iii) In the event of failure of all the sources of 230V, 50Hz AC supply, the signaling system shall be fed by power generated by back-up battery Bank connected to IPS for a limited power of 08 to 10 hours. The health of battery bank is monitored through one IPS monitoring Panel provided in the SM's room which shall display the voltage 110V DC (Battery Bank provided as back-up source of power supply). Depending upon the health of Battery Bank and the system, the following indication/alarm will appear on the Remote Monitoring Panel, their implications and action to be taken by SS/SM on duty is tabulated below.

	Instructions	Condition	LED indication	Audio Indication	Remarks
A	---	50% DOD (105.9V)	Red	Alarm	Audio/Visual alarm shall be acknowledged by SM on duty by pressing the switch.
B	---	60% DOD (105.1V)	Red	Alarm	-Do-
C	System shut down	70% DOD (104.3V)	Red	Alarm	Signal fed cut off and all DC-DC converters to work. Audio alarm will continue till power supply is restored.
D	Call S&T staff	Equipment fault	Red	Alarm	Failure of any module will give the alarm. Alarm shall be acknowledged by on duty SM to Audio cut off..

On duty SS/SM in each shift shall check and record the readings, indications, etc. in the station diary initiating rectification of failures of IPS system, if any.

In the event of failure of remote monitoring ASM console due to any reason when both traction power and local power failed the SS/SM on duty shall inform concerned Electrical staff immediately. In case 'Call S&T staff' or 'system shut down' indication appear on the remote monitoring panel of IPS and/or mal-functioning of remote monitoring panel SS/SM on duty shall inform the same to concerned S&T staff Immediately.

Note: - in case of failure of all AC supply sources IPS Battery Bank can provide power supply maximum up to 08 to 10 hours before system shut down indication of IPS.

- 26.0 **LOCKING OF RELAY ROOM: -**
Refer para No.4.2 of main SWR.

- 27.0 **MAINTENANCE OF S&T INSTALLATION & ADHERENCE TO MAINTENANCE SCHEDULES: -**

Regular maintenance of the S&T installations, adherence to schedules of maintenance, testing of points, track circuits, ground frames, level crossing gates, associated interlocking apparatus, cables and the interlocking functional tests is must for safe and satisfactory working of these installations at this station. The tests, checks and replacements etc., including overhauling shall conform to the schedule of Maintenance as indicated in the Signal Engineering Manual as also as per the current and extant instructions/circulars on the subject. During checking/ testing or during day to day as well as regular maintenance of S&T gears, SM on duty shall co-operate with S&T staff for safe and satisfactory maintenance.

- 27.1 PROCEDURE TO BE FOLLOWED INCASE OF FAILURE OF A SIGNAL INTERLOCKING INSTALLATION: -**
In case of failure of any interlocking gear at the station, the failure report should be communicated by the SM on duty to the sectional Maintainer, the JE/SE/SSE (SIG) of the Section and others through a memo as per SR 3.51.04 and 3.68.04 and document all such transactions.
- 27.2 INSPECTION OF POINTS BEFORE DECLARING THEM DEFECTIVE:-**
However, before declaring a signal or any other S&T gear as defective SM on duty shall verify them and setting of points on the route and overlap for a signal to which it applies shall be inspected by the SM on duty irrespective of the position of buttons and indications on the panel and will work vide GR 3.68.
- 27.3 RECTIFICATION AND CHECK BEFORE RESUMING NORMAL WORKING: -**
After receipt of this information the sectional Maintainer shall attend to the failure after giving a Disconnection Memo. After rectification of the fault, the Sectional Maintainer shall give a Reconnection Memo detailing the rectification. Thereafter the SM on duty shall personally check the defective apparatus. After satisfying himself that the gear is in good and proper working order, he shall resume the normal working of the said defective apparatus in terms of SR 3.68.04 (c), (d), (e) & (f).
- 27.4 PROCEDURE FOR CARRYING OUT PLANNED MAINTENANCE WORK: -**
Whenever any normal maintenance or special works for major renewals etc., are involved, the signal & Telecom should pre plan these works. Field staff and the JE/SE/SSE(SIG) should give 'Advance Intimation' to the SM in writing about this work in terms of GR & SR 15.08.01.
- 27.5 EMERGENCIES: -**
Notwithstanding anything contained in the aforesaid paras when equipment is found to be defective and unsafe for passage of trains, the Signal & telecom. Staff must at once suspend the working of the equipment and associated installations and issue 'Suspension Memo' explaining the seriousness of defect or damage to the interlocking installation to the SM on duty and take the Station Master's acknowledgement. After this, the usual practice of exchange of disconnection memo and reconnection memo can follow. The SM on duty must act promptly on such messages and take adequate precaution treating the S&T installation as defective and pass trains over the affected interlocking equipment according to extant instructions as contained in SR 3.77.
- 28.0 PROCEDURE TO BE FOLLOWED IN THE CASE OF FAILURE OF SIGNALS AND POINTS AND USE OF EMERGENCY CRANK HANDLE: -**
Whenever a signal or a point becomes defective, any movement over the points on the running lines shall be made after clamping and padlocking of both facing and trailing points supervised by SM on duty personally for all trains at this station.
- 28.1** In case of failure of a signal or a point and in case the point cannot be operated from the panel, emergency crank handle, which is interlocked with system is to be extracted and the following procedure is to be adopted.
- 28.2** Crank handle key is provided for all motor operated points. This is mechanically attached to the key on RKT and can be released by pressing Crank Handle control push button CH1/CH2/CH3/CH4/CH5/CH6/CH7 and Group Trans button simultaneously. All signals will be locked in normal position as soon as the key is released. SM on duty shall transmit the key to required end of the yard and operate the point manually.
- 28.3** When the crank handle key is removed from RKT for operation of the defective motor operated points, the responsibility for its safe custody rests with the Station Master on duty, till it is replaced back in RKT.

- 28.4 The case of failure of motor operated points should be promptly reported to the concerned Signal maintainer/JE/SE/SSE for rectification.
- 28.5 Whenever a Crank Handle is required to be used by a signal official for maintenance work or attending to failure, the signal official will give a disconnection memo to the SM on duty and after making necessary entries in the Crank Handle Register. The SM on duty will obtain the acknowledgement of the signal official in the Crank Handle Register and then hand over to him the Crank Handle. The points will be treated as defective till the Crank Handle is returned back to the SM on duty.
- 28.6 Before parting with the Crank Handle either for attending failures or for maintenance work by Signal maintenance officials, the SM on duty will ensure that the reception and departure signals are put back to 'ON' position. The points for the affected lines should be treated as non-interlocked. The SM on duty is responsible for introduction of non-interlocked working and the trains will be piloted 'IN' and 'OUT' duly clamping and padlocking both facing and trailing points over which the train is to pass, as per GR 3.69 and 3.70 with relevant SRs. The SM on duty will be personally responsible for setting and locking of points for reception or dispatch of all trains.
- 28.7 The Crank Handle Register is to be maintained vide OM 20.06 note (d) by the SM on duty wherein the particulars of the usage of the Crank Handle must be recorded.

29.0 SUSPENSION OF LAST STOP SIGNALS: -

When the Block instrument is suspended, the concerned last stop signal controlled by the Block Instrument must be treated as suspended. At the time of failure of Block Instrument between KMK–KRAR the authority will be T/369(3b) with Identification number & Private Number issued from the Station in advance.

During the failure of Block Instrument between KMK–BGBR; the authority will be T/369(3b) with identification number and Private Number issued from the station in advance written both in figure and words.

- 29.1 The SM on duty shall not grant 'LINE CLEAR' unless he has ensured that the lamps of fixed signals, which apply, to the train are burning. If the signal lights cannot be kept burning, the SM on duty before giving 'LINE CLEAR' shall initiate action in accordance with the procedure prescribed in GR 3.61 to 3.71 & relevant SRs vide GR 3.49 (4).
- 29.2 The SM on duty shall not grant or ask 'LINE CLEAR', if the Axle Counter Section indicates section occupied and will treat the Block Instrument as suspended.

30.0 SIGNAL LIGHTS: -

The SM on duty must also ensure from panel board that all the signal lights are burning properly and brightly. This fact must be recorded in the Diary under a separate entry and confirm to the Section Controller on duty.

30.1 CORRECTING TIME IN STATION CLOCK: -

The SM shall set the time in his clock according to the time signal given by the Section Controller on duty at 16.00 hours every day according to SR 4.01.01 and 4.01.02.

31.0 AXLE COUNTER AS LAST VEHICLE CHECKING DEVICE (LVCD):-

- (a) Axle Counter as LVCD has been provided for the section KMK–BGBR(UP & DN line) and KMK–KRAR (UP & DN Line) as last vehicle checking device. The axle counter will also have control over the UP & DN last stop signals and block instrument of respective direction of KMK station.
- (b) The occupation and clearance of the axle counter section is indicated by RED and GREEN indication respectively provided on the panel and the reset box of LVCD.
- (c) UP last stop signal of KMK cannot be taken OFF if axle counter of block section KMK–KRAR fails. Similarly DN last stop signal of KMK cannot be taken OFF if axle counter of block section

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KMK-BGBR fails. On the other hand on arrival of a train at station if the axle counter continues to show occupied the block instruments of concerned block section cannot be turned to line closed position

31.1 **NORMALISATION OF AXLE COUNTER AND BLOCK WORKING BY RESETTING OF AXLE COUNTER-**

- (A) After the train has been received by the receiving station or after a block back operation or when no train has entered into the block section and the axle counter displays RED, then the following procedure shall be adopted to reset the axle counter. Resetting operation of the axle counter is non-co-operative.

(B) **VERIFY THE BLOCK SECTION IS CLEAR OF ANY VEHICLES-**

- (i) Procedure laid down in GR 4.17 & relevant SRs thereto shall be followed for the purpose.
- (ii) By checking the train register, the detail of the train passed through the block section and finding out from the station at other end of the concerned block section or from Controller that last train has passed and arrived complete. SM on duty shall exchange private number with the SM at other end of the concerned block section or with the Controller or from whom the complete arrival has been confirmed.
- (iii) If the failure has occurred after arrival of a train, SM on duty shall also obtain intact position from the guard of stopping train or by exchanging all right signal with the guard of through train, so that he can ensure that the train has arrived completely before resorting the reset of LVCD axle counter.

(C) **RESETTING PROCEDURE:-**

After complete arrival of train, if the axle counter of the section does not clear or Axle counter section free indication (GREEN) does not appear in the Axle counter panel, The receiving station SM shall call the attention of the station in rear through telephone for resetting and shall establish communication with the said station if resetting of equipment is considered necessary 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 intimate authenticated by exchanging Private number with the sending station.

As digital Axle counters are provided as LVCD in Block section, resetting is to be done by both of sending end and receiving end individually through reset box provided at the station.

The status of the section LVCD i.e. Clear (GREEN), occupied (RED), preparatory reset (YELLOW) and power on indications (YELLOW) 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. Insert SM's LV reset key, turn right and keep pressed.
- b. Press LV reset button provided on the panel.
- c. Release SM's LV reset key and reset button.
- d. Turn left the SM's LV reset key and remove it.
- e. The system obtains preparatory reset state and preparatory reset indication (Yellow) glows on the reset box.
- f. The counter reading increases by one count after a gap of 5 seconds approximately.
- g. The counter reading should be recorded.
- h. One train is to be piloted into the section to make the system normal.

The SM shall record in his Train Register the resetting operation giving details of train number, time, Private Number exchanged with SM in rear, giving reasons for the resetting operation.

If the axle counters functioning properly now, then Block Section cleared indication 'GREEN' will appear on the panel and the concerned Block working will be normalised. If the axle

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

32.0 TELECOMMUNICATION FACILITIES: -

- i) Telephone attached with Double line Lock & Block Instrument of KMK-BGBR section and Token less Block Instrument of KMK-KRAR Section.
- ii) Station to Station fixed telephone (Hot line) is provided.
- iii) Station is provided with Auto telephone connected with Railway Exchange.
- iv) BSNL telephone has been provided.
- v) The station is connected to TIG-Raipur control circuit by a control telephone.
- vi) Station to station 25W VHF communication is provided.
- vii) Telephone is provided between Station and both end crank handle locations.
- viii) Magneto telephone connection is provided between station & LC gates at KM 91/3-5 (UP), 91/4-6 (DN) KM 95/9-11 (UP), 95/10-12 (DN), KM 99/11-13 (UP), 99/12-14 (DN).

- NOTE: -**
1. For obtaining Line Clear, VHF should be used as a last alternative and not as a sole means of communication vide SR 14.01.02.
 2. VHF and walkie-talkie sets should not be used for unnecessary discussions with Loco Pilots, Guards or any other staff.
 3. The on duty SM shall use the above electrical communication instruments stated in Para-29 from item No. (1) to (6) strictly in order of preference for obtaining/granting line clear vide SR 14.01.01. In case of failure of any of the above means of communication the SM on duty shall work vide SR 6.02.06.

33.0 FAILURE OF COMMUNICATION / FAILURE OF BLOCK INSTRUMENTS:

- 1) In the event of failure/suspension of block instrument, Track circuit & Axle Counter 'Line Clear' shall be obtained over telephone attached to the block instrument or station to station telephone by exchanging identification number and supported by private number as per SR 6.02.06 (a) and Chapter-III Part-I of Block Working Manual.
- 2) In the event of failure/suspension of block instrument and block telephone attached to the block instrument, or the Station to station fix telephone 'Line Clear' shall be obtained on Railway auto phone or BSNL phone, by exchanging identification number supported by private number vide SR 6.02.06 (1)(b) and Chapter-III Part-I of Block Working Manual.
- 3) In the event of failure/suspension of block instrument, block telephone and station to station fixed telephone or Railway auto phone or BSNL phone, Line Clear shall be obtained over the control phone exchanging identification number and supported by 'Private Number' vide SR 6.02.06(1) (c) and Chapter-III Part-I of Block Working Manual.
- 4) In the event of failure/suspension of block instrument or block telephone attached to the block instrument, or station to station fixed telephone or Railway auto telephone or BSNL phone or control telephone line clear shall be obtained on the VHF sets exchanging ID number supported by PN provided that the instructions contained in SR 14.01.02 are followed vide SR 6.02.06 (1) (d) Chapter-III Part-I of Block Working Manual.
- 5) In the event of total failure of all communications trains shall be worked vide SR 6.02.03 and SR 6.02.04.

APPENDIX – ‘B-1’**VISUAL DISPLAY UNIT (VDU)****Note:**

The standby system (VDU) is also provided with the Conventional panel for the operation of Signals, Points, Crank Handles, Siding Controls and Resetting of Axle counters.

1.0 DESCRIPTION OF OPERATOR CONSOLE CUM VISUAL DISPLAY UNIT:

The Operator Console cum Visual Display Unit (VDU) is provided for operation of Signals, Points, L.C Gates, Crank Handles, Siding & other controls etc. A Mimic yard diagram based on approved SI plan will be displayed on the VDU. The VDU is used for controlling and monitoring the station. Indications on the Station yard mimic diagram of VDU will be dynamically updated.

1.1 SYSTEM OVERVIEW:

An Operator Console consisting of a VDU (Colour monitor), with keyboard and pointing device (mouse) connected with a computer (CPU) is provided. The CPU is connected to the Electronic Interlocking (E.I.) equipment to exchange control and indication messages. The system is programmed to display the Station Yard Mimic diagram on the VDU and that it allows access to all functions through pop-up menus. When a particular function is selected, an appropriate Menu will appear on the screen. A function (clearance of Signal or cancellation, Route release, Point operation, Gate release etc.) can be executed through selecting the required operation by clicking the Left button of the pointing device (mouse) on the desired function.

1.2 The Computer (VDU) or panel any one may be used for controlling and monitoring the station, however, indications on the Station yard Mimic diagram of VDU and panel will be dynamically updated.

1.3. ICONS AND INDICATIONS PROVIDED ON THE VDU

In addition to mimic yard diagram including signal, points, track circuit, Axle counters, L.C. gates, sidings as indicated in the WRD, various other ICONS and indications have been provided on the VDU. A brief description of the same are described below.

SL. No.	ICONS	INDICATIONS	FUNCTIONS	REMARKS
1	SM's Key	Yellow light when key is 'IN'	Ensures operation of VDU by authorized person	Protected by pass word
2.	---	Emergency Route release-UP & DN	Flashing indication appears when Emergency route release operation is initiated.	
3.	---	Emergency Gate release	Flashing indication appears when Emergency gate release operation is initiated.	
4.	Emergency Point operation key	Yellow light when key is 'IN'	Ensures emergency point operation by authorized person	For each operation concerned counter shall register one count higher.

5.	---	System indication On/Off	Indicates System 'A' or 'B' is in working mode	
6.	Point failure ACK button	Red	Flashing indication appears when any point fails. SM has to right click on the icon and ACK popup menu will appear and shall select the ACK	Buzzer will sound. On acknowledgement buzzer stops. After verification at site inform S&T staff Immediately.
7.	Signal failure ACK button	Red	Flashing indication appears when any signal fails. SM has to right click on the icon and ACK popup menu will appear and left click to acknowledge it	Buzzer will sound. On acknowledgement buzzer stops. Inform S&T staff Immediately.
8.	CH-1 to CH-7	Yellow lamp indicates 'KEY IN'. Red lamp indicates 'CH LOCKED'	In normal condition yellow lamp will be lit. Whenever the crank handle is locked in route or otherwise red indication will glow.	--
9.	'DN Train Entering Section' muting	Yellow--acknowledged	On getting alarm/buzzer SM has to right click on the icon and ACK popup menu will appear and left click to acknowledge it	
10.	'DN Train Arrived muting'	Yellow--acknowledged	On getting alarm/buzzer SM has to right click on the icon and ACK popup menu will appear and left click to acknowledge it	
11	Counter	-	As and when required SM shall point the cursor on the counter icon and right click on it. A drop down menu will appear indicating all the counters available in the system. SM shall select the required counter on the menu and can read the latest counter reading.	-
12	Line Block	Red when blocked	SM shall point the cursor on the icons provided on the berthing track and right click. One drop menu will appear indicating line blocked and un-blocked, SM has to select the required menu.	When line block is selected the concerned berthing portion of track will appear as thick Red line.

13	Up Block Release	Yellow—acknowledged	On getting alarm/buzzer SM has to right click on the icon and ACK popup menu will appear and left click to acknowledge it	
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2.0 OPERATIONAL PROCEDURE THROUGH VDU AND INDICATIONS:

In addition to the mimic yard diagram various other indications will be available on the VDU. The implications of different indications provided and the operational procedure for different functions shall be strictly followed as per the following description.

2.1 SELECTION OF CONTROL:

This VDU (Computer) is provided as a standby of conventional panel for the operation of signals, points, L.C. Gates, crank handles, siding controls from the Mimic panel diagram. A Mimic panel diagram will be displayed on the VDU, which is an exact replica of operation cum indication panel and suits the yard plan as per SI plan.

One two-position switch (Red coloured) is provided on the conventional panel along with the SM's Key used for selection of Panel or VDU called PANEL/PC Change over switch.

SM of the station can select any of the controls, for the selection of one control to another there are certain procedures to be followed for the control transfer. The procedure to be followed as mentioned below.

2.2 OPERATION PROCEDURE OF PC ENABLE

To prevent the unauthorised operation by other than on duty SM in VDU this facility is provided on VDU. When SM key is inserted in Conventional panel, 'Key IN' indication will appear on VDU. After changing the Panel/PC switch on panel, On duty SM need to track the pointer to the "Panel/PC KEY" icon and right click the Panel/PC icon on VDU. The option Panel/PC will appear on menu and SM has to select option accordingly. After that a Password window will appear. SM need to enter the password and press OK button provided on the password window. This will lock all the controls in VDU except the Signal Cancellation of All Cleared Signal routes.



Select the User Name and Enter Password and click the OK button.

Now the Operating VDU is ready for use & the entire yard can be controlled from the VDU.

(S. Mishra)
DSTE /SBP

(J.J.Sahoo)
Sr.DEN/W/SBP

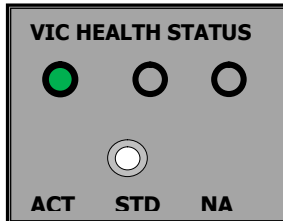
(K Saandeep)
Sr.DOM (M)/SBP

3.0 ELECTRONIC INTERLOCKING (E.I) SYSTEM INDICATIONS:

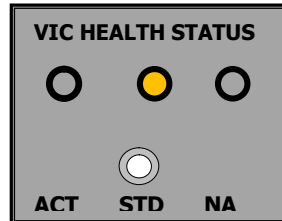
Electronic Interlocking Equipment (E.I) at the center can work in either of the two modes i.e. Channel-‘A’ or Channel-‘B’. On the VDU (Computer), there are two system indications in which Green indication mentioning the On-line system i.e. Active Yellow in standby and the Red indication not Available as mentioned below.

3.1 VIC (Vital Interlocking Computer) Status Indications:

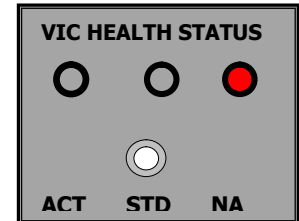
VIC-A Active, Stand By and Not Available indications will be displayed in VDU as shown below:



VIC-A is Active

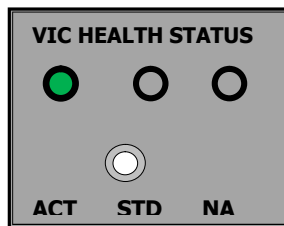


VIC-A is Stand-by

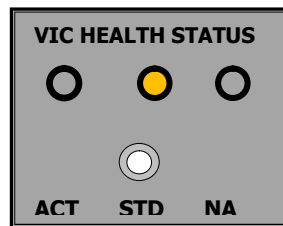


VIC-A is Not Available

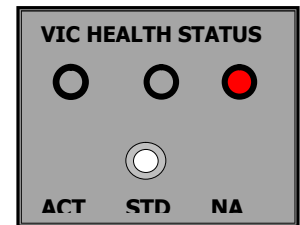
VIC-B Active, Stand By and Not Available indications will be displayed in VDU as shown below:



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 in VDU as shown below to alert the Station Master. When the Station Master acknowledges the fault message, the corresponding fault message will be cleared in VDU. For acknowledging the fault message the operator needs to Right click on the corresponding fault message and shall select the "ACK" option from the pop-up menu.

VIC A STATUS CHANGED TO ACTIVE

VIC A STATUS CHANGED TO STAND BY

VIC A STATUS NOT AVAILABLE

If at least one VIC is in Stand-by or Not Available status, the Station Master will receive a fault message. On observing the fault message, the Station Master should acknowledge the fault message and immediately inform to the SM/JE/SSE (Signal).

3.2 Link Status Indications:

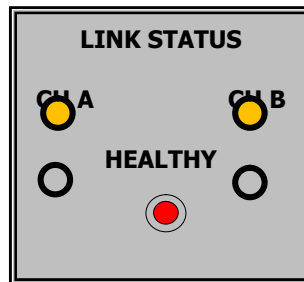
These indications are provided to display the status of communication between VDU and CIU (Central Interlocking Unit).

When both Channels A & B communication links with CIU are Healthy, then the corresponding indications will be displayed as shown below:

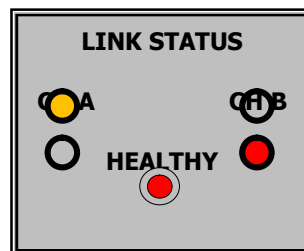
(S. Mishra)
DSTE /SBP

(J.J.Sahoo)
Sr.DEN/W/SBP

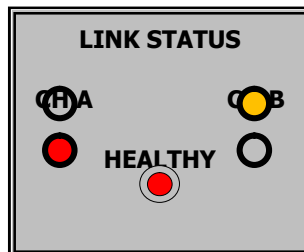
(K Saandeep)
Sr.DOM (M)/SBP



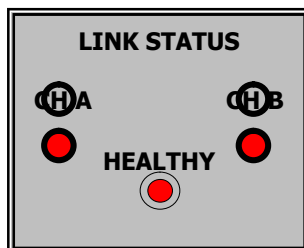
When Channel–A Link Status is Healthy and Channel–B is Faulty then the corresponding indications will be displayed as shown below:



When Channel–A Link Status is Faulty and Channel–B is Healthy then the corresponding indication will be displayed as shown below:



When both Channels A & B are Faulty, then the corresponding indications will be displayed as shown below:



When Channel–A link or Channel–B Link fails, corresponding fault Buzzer is turned on to alert the operator. To acknowledge the failure, Station Master shall Right click on the above control and shall select the “ACK” option in the popup menu. Then the Buzzer stops.

When both Channel–A and Channel–B Links fail, all the VDU indications become blank since no indication data is received by the VDUs from the CIU. And CIU will restart for every 60 minutes until link is recovered. The Station Master shall report the failure to SM/JE/SSE (Signal) for troubleshooting.

3.3 OC SHUTDOWN STATUS (VCOR RELAY DROP)

When VCOR Relay Drops in any OC, corresponding fault message will be shown in VDU and also a buzzer starts automatically to alert the Station Master. SM shall acknowledge the fault message and inform the SM/JE/SSE (Signal) regarding the failure.

VCOR RELAY DROPPED AT OC NO- 4

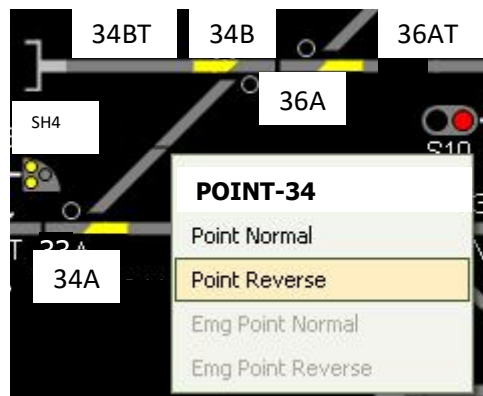
3.4 CIU SHUT-DOWN

If CIU is shutdown due to any critical fault, corresponding fault message will be shown in VDU and a buzzer starts automatically to alert the Station Master. SM shall acknowledge the fault message and inform the SM/JE/SSE (Signal) regarding the failure.

During the both system's failure, all indications on the VDU become blank. Then the station master should immediately inform to the SM/JE/SSE (Signal).

3.5 OPERATION AND INDICATION OF POINT:

To operate any Point the SM needs to track the mouse pointer to concerned point's Normal /Reverse indications on the VDU, Right click on it, then it will show a Menu as shown below.



3.5.1 REVERSE TO NORMAL OPERATION:

Track the pointer to POINT NORMAL option and click. A Normal flashing indication will appear and the indication will be steady after the point is set to Normal.

3.5.2 NORMAL TO REVERSE OPERATION:

Track the pointer to POINT REVERSE option and click. A Reverse flashing indication will appear and the indication will be steady after the point is set to reverse.

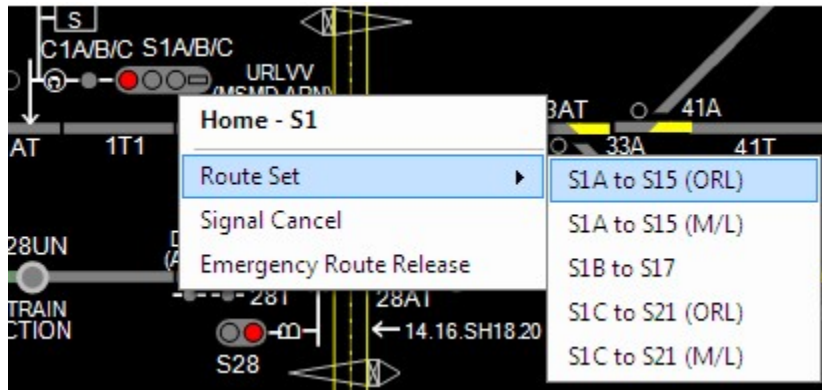
3.5.3 POINT INDICATIONS

For every point, a steady strip of yellow light will appear in the point zone to indicate the point Normal / Reverse condition. It will flash if the point is operating from Normal to Reverse or vice versa. And it will flash continuously if the point's detection not available.

For every point, an indication is provided, it will show Red indication if the Point is in Locked condition otherwise it will be blank.

3.6 PROCEDURE FOR SETTING OF ROUTES AND TAKING OFF SIGNALS:

To Take-Off a Signal on the desired route the SM on duty needs to track the mouse pointer over the concerned Signal on the VDU, after clicking by the right button of the mouse a menu will appear as shown below:



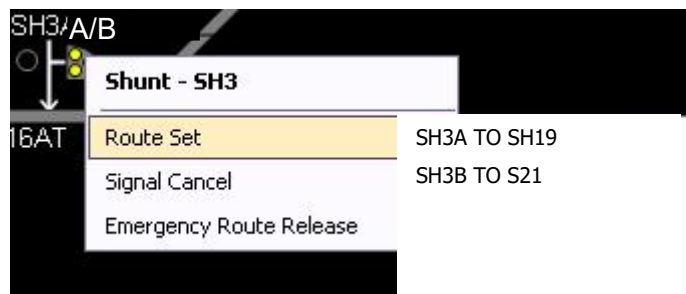
SM on duty will select the route as per the requirement by moving the mouse pointer on the desired option & left clicking on the option. It will set the route and clear the signal provided all the conditions required to clear the signal is satisfied. Similarly by following the similar procedure operation of other signals can be done.

3.7 SETTING A ROUTE AND ITS INDICATIONS:

To set a route of a signal, click on a possible route of the signal, after doing so the route gets initiated & Red-flashing indication will appear on the replacement track of the signal. Point operation is initiated as per the requirement of the desired route and Normal/ Reverse set indications will start flashing if favorable point detection is not available. After setting of points in the route, overlap & isolation flashing indication will be replaced by steady indication and a complete yellow 'Route set' indication will appear from the replacement track of the signal to the last track of overlap section of the route. In addition, the points lock indication will appear. A Point locked can be ensured from the Red Steady indication will appear near the point. Finally a Route locked Yellow Steady indication will appear on the immediate rear of the signal. Now the signal will be Taken-off. The yellow route set indication will turn to red when different track circuit portion within the route is occupied during passage of a train.

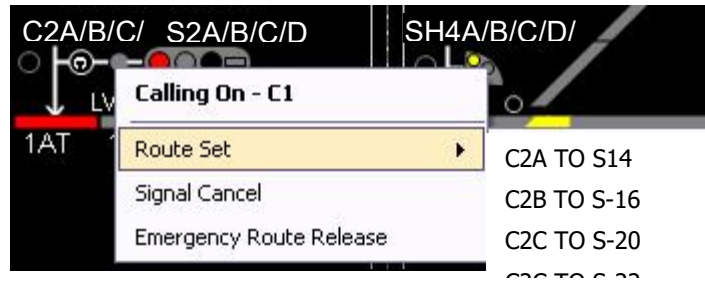
3.8 SHUNT SIGNAL OPERATION:

The same procedure as main signal has to be followed as explained above. To set the signal route for shunt signals SM on duty shall put the pointing device on the Shunt signal icon and right click on the same. A drop down menu will appear indicating different options that can be selected. After selecting, the desired route SM on duty shall left click on it. Desired route will be initiated and the Shunt signal can be taken off.



3.9 CALLING-ON SIGNAL OPERATION:

The same procedure as main signal has to be followed as explained above. To set the signal route for Calling-on signals SM on duty shall select the desired route and left click on the same after a train occupies the approach track circuit in immediate rear of the stop signal. The signal is cleared after a lapse of 60 seconds provided other conditions are fulfilled.



4.0 CRANK HANDLE CONTROL OPERATION:

Normally a 'KEY IN' (Yellow) indication will appear on the VDU indicating that the crank handle's Key is in RKT. To Transmit or Receive control of the Crank Handle, right click on the crank handle control button icon provided on VDU.

The appearing pop-up menu gives details of the possible commands on the Crank Handle.



To Transmit the Crank Handle KEY to the field personnel, SM on duty has to click transmit control option. After transmission the 'KEY IN', indication will start flashing, now the KEY can be extracted from the RKT at site. After extracting the key from the RKT, the 'KEYIN' indication will disappear. When the Manual point operation is over, after putting CH key in the RKT, 'KEY IN' flashing indication will appear on the VDU, Now the SM on duty has to Release the control for the steady indication by clicking release control option.

A Crank handle locked indication (Red) will appear when the particular point is on the signal route set over it or engaged in route setting in any other way.

4.1 LEVEL CROSSING GATE OPERATION:

To Transmit or Release control of the Level crossing gate, click on the Level crossing control button icon provided on the VDU.

The appearing pop-up menu gives details of the possible commands on the Level crossing gate.



Normally no indication will be available on the VDU indicating that the gate control key is out and gate is open. When it is required to close the gate SM on duty shall intimate the gate man to close the gate. On instructed by the SM on duty the gate man shall close and lock the gate and after reversing the concerned slot lever, he shall transmit the gate control key to station by inserting and transmitting the key in the RKT. A flashing yellow indication will appear on the VDU seeing which SM on duty shall receive the control by clicking on the L.C. Gate control button icon and select 'Restore'. The flashing indication shall become steady.

When the key is required to be transmitted to the Gate man, SM on duty has to transmit the control by clicking, after transmission the CLOSED indication will start flashing, now the KEY can be extracted from the RKT and Gate can be opened by Gateman.

The locked indication will appear when the LC Gate has locked by initiation of any of the possible signal routes.

5.0 OVERLAP TIME RELEASE (YELLOW LIGHT):

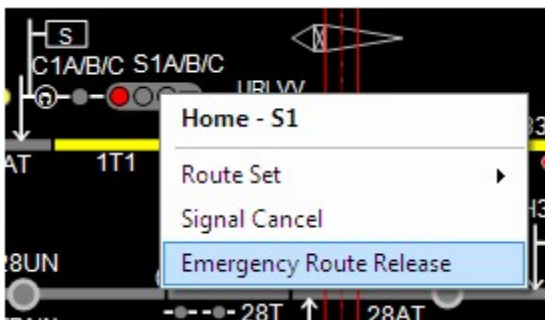
Separate indication (Yellow Light) for each overlap is provided near the starter signal to indicate the free or locked condition of overlap. This indication light will glow when any Home Signal route locks overlap and there will be no light when overlap is free. The locked indication starts flashing when the approaching train clears the rear end point zone track and occupies the berthing track. After a time release of 120 seconds the white flashing light will disappear indicating concerned overlap is free.

6.0 EMERGENCY OPERATIONS:

To carry out different emergency operations the following procedures are to be followed.

6.1 CANCELING A ROUTE/ EMERGENCY ROUTE RELEASE:

To cancel a signal route when the route is set and the signal is taken-off, click on the signal. After clicking by the right button on the mouse, a pop-up menu will appear as shown in Para 3.4 above. Click on the "Signal Cancel" option of the concerned signal, the signal will immediately go to 'ON' aspect. After doing so, click on the "Emergency Route release" option the route locked indication will starts flashing for 120 sec & the Emergency Route Release Indication (UP / DN as the case may be) will flash for the entire time interval. After the completion of 120 sec, the locked route will be released. This action will be recorded in a counter. The counter will increase to next higher number for each and every such operation and also, this number should be recorded by the SM on duty who shall record the details of the Route cancellation along with the latest counter no. in a register and SM's diary.



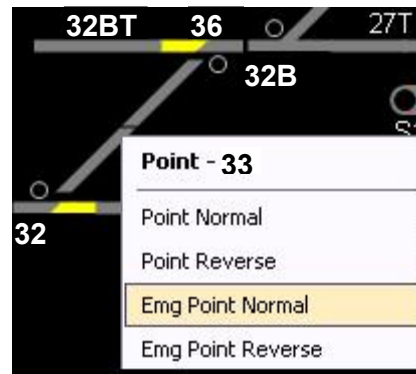
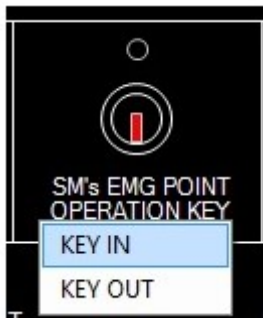
6.2 EMERGENCY OPERATION OF POINTS:

When the Point zone Track circuits failed without any Point lock condition by any signal routes, a point can be operated by the Emergency Point operation.

Note: Before resorting to this operation SM on duty shall verify that the point zone is clear of any vehicle occupying the track section and the same is clear of any obstructions.

6.3 EMERGENCY POINT OPERATIONS (NORMAL/REVERSE)

Before doing the emergency operation the Emergency Point Operation Key is to be made "KEY IN" by clicking the 'KEY IN' option. The User Name and Password is to be logged in. Track the pointer to 'EMG NORMAL or REVERSE' option and click. A flashing indication will appear and the indication will be steady after the point is set to Normal/Reverse. This action will be recorded in a counter. The counter will increase by next number for each and every such operation and also, this number should be recorded by the SM on duty who shall record the details of the Emergency Point Operation along with the latest counter no. in a register.



After the completion of the Emergency point operation, the Key to be 'KEY OUT' by clicking 'KEY OUT' option.

6.4 EMERGENCY CRANK HANDLE RELEASE OPERATION:

When a crank handle is locked due to route set earlier is not released or otherwise to Transmit or Release control of the Crank Handle, SM on duty shall cancel the relevant signal first and then click on the crank handle control button icon provided like the following on the VDU.



On clicking, the appearing pop-up menu gives details of the possible commands on the Crank Handle.

For Transmitting the Crank Handle KEY to the field personnel SM on duty has to click transmit control option. After transmission the 'LOCKED' (Red) and KEY IN (Yellow) indications will start to flash for 120 seconds. After a lapse of 120 seconds the 'KEY LOCKED' indication will disappear & 'KEY IN' indication will continue to FLASH. After extracting the key from the RKT,

the 'KEY IN' indication will disappear. When the Manual point operation is over, after putting the emergency crank handle key in the RKT, flashing 'KEY IN' indication will appear on the VDU. Now the SM on duty shall Release the control for the Steady indication by clicking 'RESTORE CONTROL' option.

The counter will increase by next number for each and every such action and also, this number should be recorded by the SM on duty who shall record the details of the Emergency Crank Handle Operation along with the latest counter no. in a register.

6.5 EMERGENCY GATE RELEASE OPERATION

When a gate is locked due to route set earlier is not released or otherwise to Transmit or Release control of the Crank Handle, SM on duty shall cancel the relevant signal first and then click on emergency gate release control button icon provided on the VDU. Then POP UP menu "Do you want to do Emergency LC gate release operation" will appear, then SM will click OK button. After 120 sec time delay the lock indication will disappear and SM can transmit the control to gateman.

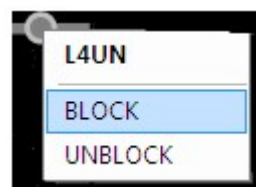


7.0 LINE BLOCK AND UNBLOCK:

When SM on duty requires demarcating a berthing/stabling line as BLOCKED / FREE line he shall adopt the following procedure:

7.1 LINE BLOCK:

To set the 'LINE BLOCK', the SM on duty shall select the concerned line "L. No._ BLOCK" command using the left mouse button, after selecting the Line Block that particular line will be blocked. The 'TRACK BLOCK' red colour indication will be displayed after the successful application of such a blocking process on the VDU. No signaling movement is possible on that line.



7.2 LINE UNBLOCKS:

To release the set block of any particular line, the SM should select “L. No._ UNBLOCK” command using the left mouse button. After selecting the “L. No.____ UNBLOCK” that particular line will be available for the train movement leading to all the possible signaling movement.

**APPENDIX - 'C'****ANTI COLLISION DEVICE (RAKSHA KAVACH)**

Not provided.

APPENDIX - 'D'**1.0 STATION MANAGER (IN-CHARGE):**

He is the over all In-charge of the station; 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 is responsible for maintaining the Assurance Register up-to-date. 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 shall frequently visit the platform, Station, LC gate etc. in order to maintain an effective supervision over the said staff and their working. He shall see that station premises are kept neat and clean.

He is responsible for booking all staffs working under him 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.

He shall see that all equipment, apparatus and instruments including signal and interlocking gears are in proper working order and all failures are promptly reported to officials concerned for repairs/rectifications.

He shall pay special attention towards passenger amenities & coaching trains punctuality and yard feasibility. He shall endeavor for minimizing detention to freight trains by judicious planning of trains staff. He shall pay attention to smooth functioning of goods train to eliminate detentions. He shall attend to all compliance by traveling/trading public.

He shall see that the law and order in the station area is taken care of with the help of G.R.P. and R.P.F and civil authorities as per need.

He shall ensure compliances of all Operating, Safety and Commercial records maintained at the station. He is responsible for overall supervision of the station.

His special attention is drawn to chapter No.II of G & SR (Amendment) 2000 and GR 5.01 to 5.08 with relevant SRs. He shall follow the instruction laid down in SR 3.68.01© & (d) and SR 14.07.01 and BWM 2.09 (e). He shall conduct surprise night inspection, safety meetings and fire drills. He shall maintain good public relation as well as look after passenger's amenities and be helpful to travelling public.

2.0 ASSURANCE REGISTER:

All staff before taking up independent charge of their duties at this station shall make a written declaration in the assurance register that they have read and thoroughly understood the system in force and must sign such declaration.

2.1 No Railway servant shall be entrusted with any duty involving safety of the public unless the station in-charge is satisfied that the concerned staff is competent for the post. No Railway servant unless duly examined and certified shall be allowed to work the points and signals. The SMR is responsible to see that all the staff are conversant with the Station Working Rules and their signature obtained in the Assurance register, after he is satisfied that they have thoroughly understood the working rules of the station. In case of Group 'D' staff, their signature/thumb impression must be obtained after explaining them fully about their duties and responsibilities.

2.2 The Station Manager is responsible personally for maintaining the Assurance Register and for obtaining declaration of the staff working under him. The Assurance of staff must be maintained in two parts, one for Group 'C' and the other for Group 'D' staff. A duplicate copy of the Assurance Register must be maintained and kept in personal custody of the Station Manager.

2.3 The declaration shall be renewed in the following cases:-

- (i) Whenever there is a change in the Station Working Rules.
- (ii) For any staff who have not worked at the station or were away from the station for a period of 15 days or more.

3.0 USE OF PRIVATE NUMBER BOOKS& IDENTIFICATION NUMBER SHEET: -

Sufficient Private Number books and I.D number sheets in sealed covers shall be kept always in the stock by Station Manager under lock and key. He shall maintain a register for this purpose.

4.0 ACCIDENTS:

Accidents shall be reported and immediate action shall be taken by the Station Manager in-charge in accordance with the instructions laid down in the Accident Manual. Whenever the Station Manager receives report of an accident, he shall take all necessary precautionary measures to protect the traffic and shall arrange earliest possible assistance as required at the site of accident. He shall frame the accident message/reports and follow up all safety principles without delay.

5.0 TESTING OF POINTS AND SIGNALS:

The Station Manager shall test the working of the reception signals daily during the day when there is no train due to arrive/leave the station. He shall also test the working of points, crossings, Crank Handle, etc. and record the result in the Station Master's diary.

6.0 DY.SS/STATION MASTER/ASSISTANT STATION MASTER:

He shall work in 8 hrs. shift for train passing and booking of traffic etc.Coaching returns and other statements shall be prepared and submitted by him in time under the direction of the Station Manager. He shall assist the Station Manager for the up keep of the station in all aspects.

Station Master on duty who makes an entry in the train signal register must continue on duty till all the entries pertaining to the trains are completed vide Subsidiary Rule 14.07.01.

He is responsible for working beyond this period when called upon to do so in the exigencies of services. He will follow SR 14.07.01.Their special attention is drawn to Chapter II of General(Amendment)& SR 2000 and GR 5.01 to 5.08 with relevant SRs. As an assistant to the SMR, he shall follow the instructions given to him by the Station Manager.

7.0 HANDING OVER AND TAKING OVER CHARGE:

The SS/Station Master/Assistant Station Master on duty shall record in the SM's diary the condition of all the running lines, the caution orders in force at the time of handing over and taking over of charge. These entries must be counter signed by the SMR/Dy.SS/Station

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Master/Assistant Station Master coming on duty while taking over charge. This will not, however, relieve any one of the Dy.SS/SM/ASM of his responsibility to ensure by physical check that the nominated line is clear of all obstructions before admission of any train on it.

8.0 **TRAFFIC POINTSMAN:**

He shall work under the instructions of SM on duty and follow the GR 02.05 to 2.11 and other relevant rules laid down in GR and SR. He shall remain responsible for:

- (i) Delivery of authority to proceed and caution order etc. to the driver of train.
- (ii) Correct setting and locking and crank handling of points for reception/dispatch and shunting operation under the supervision of Station Master/Guard.
- (iii) To couple and uncouple vehicles under the supervision of Station Master/Guard when shunting operation is in progress.
- (iv) Piloting and hand signalling of trains when necessary.
- (v) Knowledge of hand signals, detonators and their use.
- (vi) Protection of line in emergency and fog signalling.
- (vii) Exchange of signals with the Driver and Guard of passing trains as directed by the Station Master.
- (viii) Cleaning, Oiling and lighting of lamps.
- (ix) Loading/unloading of parcels, luggage, Guard boxes and packages to and from the train and watching the packages and other materials by properly stacking in the station premises.
- (x) Dusting of station office, filling up the fire buckets with sand/water and getting train interaction arrival register (T/1410) signed by the Guard as and when required.
- (xi) Serving messages and any other duties entrusted to them by the SMR/SM from time to time.
- (xii) Uses of emergency crank handle for setting of points.
- (xiii) To supervise shunting as per SR 5.13.03.
- (xiv) They must be thoroughly conversant with the GR 3.38, 3.46, 3.77(I), 5.09, 3.52 to 3.60, 3.62, 5.13, 5.15, 5.16, 5.21, 5.23 & SRs there to and their special attention is drawn to chapter No.II of G & SR (Amendment) 2000 also.
- (xv) When necessary, they will work in the Goomties for observing and reporting the complete/incomplete arrival/departure of trains as per the order of the SM on duty in case of failure of Axle Counter/Track Circuit.

GENERAL

- i. All staff should be in uniform while on duty and follow the rosters issued by DPO/SBP from time to time.
- ii. A set of Red and Green flags and Tricolor hand signal lamps will be part of the essential equipments of staff while on duty. They shall not leave the station except when required by the SM on duty or with his permission. They shall comply with SR 4.42.02 (b) & (c).

APPENDIX - 'E'**ESSENTIAL EQUIPMENTS OF THE STATION**

Below is the list of essential safety equipments, which shall be readily available in good working order with necessary relief stock.

SL No.	DESCRIPTION	QUANTITY
1	Detonators	10 in tin case
2	Hand signal lamps/tri colour torch	04 Nos.
3	Hand signal flags	04 sets.
4	Safety chains with pad locks	10 Sets.
5	Wooden Wedges	12 Nos.
6	Fire buckets (with sand and water)	10 Nos.
7	Clamps with padlocks	10 Nos.
8	Reminder collars	10 Nos.
9	"Motor trolley on line" boards	02 Nos.
10	First aid box	01 No.
11	Stretcher with blanket	01 + 01 No.
12	Fire extinguisher	02 Nos.
13.	Block suspension boards	02 Nos

APPENDIX - 'F'**RULES FOR WORKING OF DK STATIONS, HALTS, IBH, IBS AND OUTLYING SIDING-**

- NIL-

APPENDIX - 'G'

ENCLOSED

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(K Saandeep)
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Date of issue:- _____

Date of brought into force: - _____

STATION WORKING RULES FOR 25KV AC ELECTRIC TRACTIONKOMAKHAN STATION**1. GENERAL & SUBSIDIARY RULES:**

- a) The rules applicable to electrified section have been given in chapter-XVII of the General Rules and in the subsidiary Rules made there under 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, shall be kept with the concerned staff shall make themselves thoroughly familiar with the same (GR. 17.01).
- b) 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:

- a) All staffs 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.
- b) No work on overhead lines or in the zones within 2 meters of any live equipment shall be carried out unless a regular 'PERMIT TO WORK' has been obtained from the authorized Traction staff and the line has been made dead and earthed as per rules (G & SR 17.04) and ACTM para No.20600 to 20619 Vol.II, part. I.

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

- a) A sectioning diagram No. TRD/SWR/KMK/2020/Rev-02 indicating schematically the lines, which have been equipped with, for electric traction is exhibited. The diagram also indicates different electrical sections (Elementary Sections) the Controlling Switches (Isolators switches or interrupters), insulated overlaps and section insulators where the overhead equipment is electrically separated. The limits of an electrical section (Sub-Sector or Elementary section) are indicated by the relevant section. A copy of this diagram is also enclosed with these special working rules and will form part of the same.
- b) For all-purpose 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 indicating on the diagram.

4. UNWIRED TRACKS:

No electric locomotive with pantograph raised shall under any circumstances be taken to unwired sections.

5. OPERATING OF SWITCHES:

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- a) 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 blocks by the Station Master in accordance with S.R. 17.04.09 and ACTM para No. 20600,20601 of Vol.II, part.I.
- b) In case of emergency, authorized and trained station staff may open Isolator switches under specific instructions of the Traction Power Controller [G.R. 17.04 14(b)] with exchange of private Nos. to perform the operations of the following isolator switches as well as any other isolators within the station limit. Hence every STATION MASTER shall be fully aware of the location of the isolator switches provided for the control of power supply to OHE at or near the station and shall be conversant with correct method of opening and closing the same in an emergency (Competency certificate is provided after getting assurance).

6. POSITION OF SWITCH HANDLES (ISOLATORS):

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

7. LOCATION OF KEYS OF SWITCHES:

The keys for the padlocks of various isolator switches are kept in the Station Master's Office in a glass fronted sealed box (17.04.13). The SM shall daily check the locks of switches within the station limits and report any deficiency to the TPC. In the event of breaking of glass box the procedure stipulated in SR 17.04,13 (b) has to be strictly followed.

S. No.	Isolator	Loc. No. of Isolator
1.	SM/277	KM 95/1
2.	SM/279	KM 93/3
3.	SM/278	KM 94/32
4.	SM/280	KM 93/36
5.	SS-343	KMK/1005
6.	SS-345	KMK/2051
7.	SS-347	KMK/1039
8.	SS-347A	KMK/1013
9.	SS-344	KMK/1016
10.	SS-346	KM 93/38

8. PROCEDURE AND PRECAUTIONS FOR OPERATING ISOLATORS:

The procedure for operation of isolator switches has been given in G.R. 17.04.15 and S.R. 17.04.14 (b). Isolator switches shall not be opened when carrying any load. Before opening/closing on duty SM will get confirmation from TPC supported by private number. The procedure stipulated in SR. 17.04.15(c) must be followed.

Isolator switches may be opened only after ensuring:-

- a) If the Isolator switch is on the main line then the adjacent interrupters on either end of isolators switch is to be opened at first.
- b) If the isolator switch is controlling supply to yard lines that, either such isolator switch, which is controlling the Elementary Section free of raised pantographs of Electrical Locomotives or the Interrupters controlling the supply to the yard lines in question is to be opened (G.R. 17.04.15).

9. POWER BLOCK:

- a) The detailed procedure for obtaining power block has been given in G.R. 17.04.02, 17.03.03 & 17.04.04 and ACTM Para 20603, 20604, 20611, 20612 & 20613 which must be rigidly followed in case of emergency.
- b) The sequence of switching operations for granting and cancelling the Power Block for a 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. The protection of dead section is achieved by blocking the concerned line in the VDU and placing red button collars on concerned buttons operating points and /or signals.

10. PROTECTION AT THE TIME OF POWER BLOCK:

- a) All sections over which the Power Block has been granted shall be protected against entry of Electric Locomotive with pantograph raised from either end during the period of the Power Block (G.R. 17.04) and ACTM 20620, 20621 to 20627 of Vol.II, Part.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/s on the section over which the power block is to be given, the Loco Pilots of such locomotive/s shall be given a memo by the Station Master on duty to lower the pantograph and not to raise the pantograph until further instructions and acknowledgement of Loco Pilot shall be obtained. The Loco Pilots shall not be given instruction to raise the pantograph till the power block is cancelled.
- b) Station Master or station staff conducting shunting operation with electric locomotive shall ensure that under no circumstances, any electric locomotive approaches near the traction structure limiting elementary sections over which the power block has been granted. Limits of each electrical section at a station are shown in the Station Sectioning Diagram.
- c) Strict enforcement of longitudinal and transverse protection as per the Appendix-G attached shall be ensured before imposing power block.
{The detailed procedure for protection during power block has been given in 17.04.16(d)}.

11. SECTION INSULATORS:

In order to isolate main and loop lines on different grids in the yard. Crossover/Turn-out connecting main and loop lines of different grids of the yard, are provided with section insulators, so that, when one line/or grid is made electrically dead and thereby any fault on the same, the other line/grid is not affected. The speed of the electric locomotives if pantograph raised over such section insulators shall not exceed 50 KMPH subject to other speed restriction which may be in force. When one of the 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 Ft.(10 Meters) towards the section insulator marking the end of the dead section.

12. BREAKDOWN OF TRACTION OVERHEAD EQUIPMENT:

All breakdown 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 controller (G.R. 17.03.02) and ACTM Para 20605 of Vol.II Part I. Necessary Caution Order should be issued to the Loco Pilot concerned as directed by the Traction Power Controller observing the existing rules regarding issue of caution orders.

13. REGISTER OF MESSAGES:

All message relating to faults on the traction Overhead equipment, operation of switches custody of keys of out-door switches and other important communication 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 message are received or exchanged (G.R. 17.04.12) and ACTM Para 20610, Vol.II, Part.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 then station preceding the station/section at which power block is granted and the Station Master of this station shall satisfy himself by personal inspection that thereis 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, Part. I).

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

15. E LECTRIC LOCOMOTIVES:

Provisions including 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 ESM climbing up the Signal post for removing or fixing or cleaning the signal 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 Overhead equipment, unless such equipment is first made dead and earthed and an authorized representative of the OHE section is present (S.R. 17.04.17 (a) & (b)).

18. WORK ON ROOF OF ROLLING STOCK:

No person shall climb on the top of the Engine or Tenders or on the roofs of carriages, or wagons, when those vehicles are located beneath Overhead equipment except, when a regular 'Permit to work' has been obtained from authorized Traction Staff and the overhead equipment has been made dead and earth (GR & SR 17.05(02)) and ACTM Para 10402 & 10403 of Vol.I.

19. BLOCK INSTRUMENT OR ANY OTHER ELECTRICAL SIGNALLING EQUIPMENT:

The Station Master on duty must always watch for any unusual working in the Block instrument or any other signalling equipment, which may arise due to voltage, induced from traction system. The Block instrument or the signalling Equipment must be suspended whenever there are any signs of unusual working and the nearest signal and Telecom. Maintenance Inspector contacted to inspect and certify the same. In the event of a break of the centenary, the Station Master must immediately check up whether all Block and signalling equipment are working normal before permitting any train movement.

20. TELECOMMUNICATION CIRCUITS:

Refer Para 5.0 of Main body and Appendix "B" of this SWR.

The details of the telecommunication facilities available on the electrified sections and the use of the same have been given at ACTM Para 10213, 10429 of Vol.I and para 20703 of vol. II Part I.

21. ELECTRIC SHOCK:

The Station Superintendent shall exhibit prominently the instructions issued regarding the treatment to persons suffering from electric shock in the Station and shall ensure that all Class-III staff are familiar with those instructions (shock treatment) chart provided in SM's office.

22. FIRE:

Regarding fire on or adjacent to any electrical equipment refer G & S.R (6:10).

23. Nothing in these rules amends or supersedes any General subsidiary rules or instructions included in AC Traction Manual. These working rules shall be read as supplement to the aforesaid Rules Books and also to the existing Station Working Rules of the Station.**24. AMENDMENTS OR SUPPLEMENTARY CORRECTION SLIPS:**

Any amendment to these Working Rules or any of the Annexure will be notified by a correction slip to the Station Working Rules. All corrections to the Station Working Rules shall on receipt be immediately carried out in the "Recipients" copies. The correction slips will be serially numbered and it will be responsibility of each member of the staff to whom working rules are supplied to call for the missing correction slips and bring the contents thereof to the notice of all staff concerned and take their acknowledgement.

25. CONTINUOUS WATCH BY INSPECTING STAFF:

The Inspecting staff of Operating, telecommunication and Traction Departments shall carry out regular checks at all points to which these special working rules are supplied to ensure that the rules are corrected up-to-date and the staff concerned are fully conversant with the rules and abide by them.

NOTE: Whenever the codes 'G' & 'SR' appear in these special working rules, please refer to the General and subsidiary Rules for working trains on electrical sections chapter XVII.

**SAFETY PRECAUTIONS AND ESSENTIAL INSTRUCTIONS FOR RUNNING OPERATIONSTAFF
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 of 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 Locomotive inform Traction Power Controller or nearest Station Master.
3. In any emergency-speak to Traction Power Controller on emergency telephone system. (Sockets for connecting emergency telephone are provided at intervals of approximately one kilometre and direction to nearest socket is indicated on OHE masts).

b) DON'T(s)

1. Do not approach within a range of 2 meters (approximately 7 ft.) of any traction wires or live equipment.
2. Do not work on or near traction wires or any live equipment unless they have been made dead, earthed and permit-to-work obtained from an authorized traction staff.
3. Do not permit un-authorized persons to operate any equipment even if it were for making it dead.
4. Do not disturb any Earthing, Bonding or Traction Wires.
5. Do not enter any switching station or remote control centre unless specially permitted and accompanied by authorized traction staff.
6. Do not touch a person in contact with live traction wire remove body only after power supply has been switched off.

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7. Do not forget to give artificial respiration to the victim.

B. FOR RUNNING STAFF:

a) DO(s)

1. Avoid slipping of wheels.
2. Fill Diesel oil in locos, outside the electrified area only.
3. Keep a safe distance of 2 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 take electric locomotive with raised pantograph to any unwired line, power block working limit board or near the section insulators at the end of section under power block.
3. Do not climb on the locomotive for ANY PURPOSE under traction wires unless power is cut off and PERMIT to work obtained.
4. Do not direct any jet or spray towards the traction wires (jets or water, if necessary, may be used horizontally outside the safety zone of 2 meters (7 feet)).

c) FOR OPERATING STAFF

a) DO(s)

1. Ensure all staff is conversant with safety precautions.
2. Ensure that no electric loco is stabling with its panto-raised position in the power block section.
3. Report defects in Traction wires of any electric locomotive or electric Multiple Unit Promptly to the traction Power controller.
4. Keep sufficient number of "Caution Reminder" Collars to the points, route and signal buttons, which give access to section under power block.
5. Ensure fitting of Power Block Collars to the points, route and signal buttons, which give access to section under power block.
6. Observe procedures given in station working rules of 25 KV AC Electric Traction while operating isolator switches.
7. Ensure safe custody of isolator switch keys.
8. Suspend working of block and signals if signs of unusual working are noticed. Always check-up block instruments at signalling equipment when any breakdown in traction wires occurs.
9. Instruct S&T staff to see that while he goes up the signal post he does not carry any long rod or article likely to be brought within the danger zone of 2 mtrs. (Approximately 7 feet) of the traction wires.

b) DON'T(s)

1. Do not permit an electric locomotive or multiple units with raised pantograph to approach any section under power block beyond Power Block working Limit Board or near section insulators.
2. Do not permit any crane to work adjacent to live traction wires.
3. Do not permit your staff to approach live traction wires within the danger zone of 2 meters.
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 Signals.

EAST COAST RAILWAYSTATION WORKING RULES FOR 25 KV AC ELECTRIC TRACTION FORKOMAKHAN STATION

1. These rules shall be read along with the main working rules and appendices.
2. These rules apply only to Electric Trains or Electric Engines considered as such & indicate the protection required to prevent them from entering a SECTOR, SUB-SECTOR OR ELEMENTARY SECTION over which a power block exists.

Sl. / No.	Description of electrified section under P/B	Steps of longitudinal protection to be taken during power block in respect of electric loco hauling Trains or running light or standing.	Transverse protection	Sequence of Switching Operation for granting power block.	Sequence of Switching Operation for restoring OHE power.
SECTOR:					
1.	Sector between KBJ/TSS to KMK/SP on single Line section between KBJ-LKNA and double Line section between LKNA-KMK.	i) Movement of Electric Trains/Locos shall not be permitted into Double line section between KRAR-KMK-BGBR on both UP & DN Lines including KMK Yard. ii) Line clear shall not be granted to / obtained from BGBR & KMK for movement of Electric Trains/Locos on both UP & DN Lines between sections KMK-BGBR & KMK-KRAR. iii) All reception & dispatch signals shall be kept at 'ON'.	NIL	i) Ensure BX-01 at KBJ/TSS is in open Condition. ii) Ensure BM-281 & BM-282 at KMK/SP is in open Condition.	i) Open CB-152 at KBJ/TSS. i) Close CB-152 at KBJ/TSS.
2.	Sector between MSMD/TSS to KMK/SP	i) Movement of Electric Trains/Locos shall not be permitted into double line section between KMK-BGBR on	NIL	i) Ensure BX-01 at MSMD/TSS is in open Condition. ii) Ensure BM-281 & BM-282 at KMK/SP is in open Condition.	

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	on double Line section between KMK-MSMD.	both UP & DN Lines. ii) Line clear shall not be granted to / obtained from BGBR for movement of Electric Trains/Locos on both UP & DN Lines between section KMK-BGBR. iii) All reception & dispatch signals of BGBR end shall be kept at 'ON'.		i) Open CB-158 at MSMD/TSS.	i) Close CB-158 at MSMD/TSS.
SUB-SECTORS:					
1.	UP Sub-Sector from KMK/SP to MSMD/TSS.	i) Movement of Electric Trains/Locos shall not be permitted into section BGBR-KMK on UP Line. ii) Line clear shall not be granted to BGBR for movement of Electric Trains/Locos on UP Line between section KMK-BGBR. iii) UP reception signals shall be kept at 'ON'.	NIL	i) Ensure BM-281 at KMK/SP is in open Condition. i) Open BM-291 at MSMD/TSS. ii) Open BM-283 at KMK/SP.	i) Close BM-291 at MSMD/TSS. ii) Close BM-283 at KMK/SP.
2.	UP Sub-Sector from KMK/SP to KRAR/SSP. (E/s: X-343 on (L-4), X-347 on (L-5) & X-345 on T.M Sdg. get automatically blocked.)	i) Movement of Electric Trains/Locos shall not be permitted into UP Line between sections BGBR-KMK & KMK-KRAR and UP main Line (L-3), Common Loop Line (L-4), Common Loop Line (L-5) & Track Machine Siding of KMK. ii) Ensure that no Electric Trains/Locos is standing with its panto raised condition on Common Loop (L-3), Common Loop Line (L-4), Common Loop Line (L-5) & Track Machine	Crossover Point nos. 32A/B & 34A/B at KRAR end and Point nos. 31A/B & 33A/B at BGBR end shall be kept in normal position only.	i) Ensure BM-281 at KMK/SP is in open Condition. i) Open BM-279 & BM-277 at KRAR/SSP. ii) Open BM-280 at KMK/SP.	i) Close BM-279 & BM-277 at KRAR/SSP. ii) Close BM-280 at KMK/SP.

		Siding. iii) Line clear shall not be granted to BGBR & obtained from KRAR for movement of Electric Trains/Locos on UP Line between section BGBR-KMK & KMK-KRAR. iv) All UP reception & dispatch signals shall be kept at 'ON'.			
3.	DN Sub-Sector from KRAR/SSP to KMK/SP. (E/s: X-344 on (L-1) & X-346 on Ballast Sdg. get automatically blocked.)	i) Movement of Electric Trains/Locos shall not be permitted into DN Line between sections KRAR-KMK & KMK-BGBR and DN Main Line (L-2), Common Loop Line (L-1) & Ballast Sdg. of KMK. ii) Line clear shall not be granted to KRAR & obtained from BGBR for movement of Electric Trains/Locos on DN Line between section KRAR-KMK & KMK-BGBR. iii) Ensure that no Electric Trains/Locos is standing with its panto raised condition on DN Main Line (L-2), Common Loop Line (L-1) & Ballast Sdg. of KMK. iv) All DN reception & dispatch signals shall be kept at 'ON'.	Crossover Point nos. 32A/B & 34A/B at KRAR end and point nos. 31A/B & 33A/B at BGBR end shall be kept in normal position only.	i) Ensure BM-282 at KMK/SP is in open Condition. i) Open BM 278 & BM-277 at KRAR/SSP. ii) Open BM-280 at KMK/SP.	i) Close BM-279 & BM-277 at KRAR/SSP. ii) Close BM-280 at KMK/SP.
4.	DN Sub-Sector from KMK/SP to	i) Movement of Electric Trains/Locos shall not be permitted into section KMK-	NIL	i) Ensure BM-282 at KMK/SP is in open condition.	

	MSMD/TSS.	BGBR on DN Line. ii) Line clear shall not be obtained from BGBR for movement of Electric Trains/Locos on DN Line between section KMK-BGBR. iii) All DN dispatch signals of BGBR end shall be kept at 'ON'.		i) Open BM-290 at MSMD/TSS. ii) Open BM-283 at KMK/SP.	i) Close BM-290 at MSMD/TSS. ii) Close BM-283 at KMK/SP.
ELEMENTARY SECTIONS:					
1.	E/S: 27802 on DN Line between section KRAR-KMK. Location from KRAR/SSP to SM-278 of KMK at Loc. No. 94/32. (E/s: X-344 on (L-1) & X-346 on Ballast Sdg. get automatically blocked.)	i) Movement of Electric Trains/Locos shall not be permitted into DN Line between section KRAR-KMK and Common Loop Line (L-1) & Ballast Sdg. of KMK. ii) Line clear shall not be granted to KRAR for movement of DN Electric Trains/Locos on DN line between section KRAR-KMK. iii) Ensure that no Electric Train/Loco is standing with its panto raised condition on Common Loop Line (L-1) & Ballast Sdg. of KMK iv) All DN reception signals shall be kept at 'ON'. v) DN dispatch signal for Common Loop Line (L-1) shall be kept at 'ON'.	Crossover Point nos. 32A/B & 34A/B at KRAR end and 35A/B at BGBR end shall be kept in normal position only.	i) Open BM-278 & BM-277 of KRAR/SSP. ii) Open SM-278 of KMK at Loc. No. 94/32.	i) Close SM-278 of KMK at Loc. No. 94/32. ii) Close BM-278 & BM-277 of KRAR/SSP.

2.	E/S: 27804 on DN Main Line (L-2). Location from SM-278 of KMK at Loc. No. 94/32 to SM-280 of KMK at Loc. No. 93/36.	i) Movement of Electric Trains/Locos shall not be permitted into DN Main Line (L-2) of KMK. ii) DN Electric Trains/Locos can be admitted into & dispatched from Common Loop Line (L-1) of KMK yard. iii) Ensure that no Electric Trains/Locos is standing with its panto raised condition on DN Main Line (L-2). iv) DN reception & dispatch signals for DN Main Line (L-2) shall be kept at 'ON'.	NIL	i) Open SM-278 of KMK at Loc. No. 94/32. ii) Open SM-280 of KMK at Loc. No. 93/36.	i) Close SM-278 of KMK at Loc. No. 94/32. ii) Close SM-280 of KMK at Loc. No. 93/36.
3.	E/S: 27806 on DN Line between section KMK-BGBR. Location from SM-280 of KMK at Loc. No. 93/36 to PTFE Neutral section at Loc. No. 89/32 of KMK/SP.	i) Movement of Electric Trains/Locos shall not be permitted into DN Line between section KMK-BGBR. ii) Line clear shall not be obtained from BGBR for movement of DN Electric Trains/Locos on DN Line between section KMK-BGBR. iii) No UP Electric Train/Loco can be admitted into Common Loop Line (L-1) & Ballast Sdg. of KMK. iv) DN dispatch signals for DN Main Line (L-2), Common Loop Line (L-1), Common Loop Line (L-4) & Common Loop Line (L-5) shall be kept at 'ON'. v) UP reception signal for Common Loop Line (L-1) shall be kept at 'ON'.	Cross over Point no. 35A/B, 33A/B & 31A/B of BGBR end shall be kept in normal position only.	i) Ensure BM-282 at KMK/SP is in open condition. ii) Open SM-280 of KMK at Loc. No. 93/36.	i) Close SM-280 of KMK at Loc. No. 93/36. ii) Close BM-280 at KMK/SP.

4.	E/S: 28606 on DN Line between section KMK-BGBR. Location from PTFE Neutral section at Loc. No. 89/32 of KMK/SP to SM-284 of BGBR at Loc. No. 84/14.	i) Movement of Electric Trains/Locos shall not be permitted into DN Line between section KMK-BGBR. ii) Line clear shall not be obtained from BGBR for movement of DN Electric Trains/Locos on DN Line between section KMK-BGBR. iii) All DN dispatch signals shall be kept at 'ON'.	NIL	i) Ensure BM-282 at KMK/SP is in open condition.	
				i) Open BM-283 at KMK/SP. ii) Open SM-284 of BGBR at Loc. No. 84/14.	i) Close SM-284 of BGBR at Loc. No. 84/14. ii) Close BM-283 at KMK/SP.
5.	E/S: 28505 on UP Line between section BGBR-KMK. Location from SM-283 of BGBR at Loc. No. 84/33 to PTFE Neutral section at Loc. No. 89/31 of KMK/SP.	i) Movement of Electric Trains/Locos shall not be permitted into UP Line between section BGBR-KMK. ii) Line clear shall not be granted to BGBR for movement of UP Electric Trains/Locos on UP Line between section KMK - BGBR. iii) DN Electric Trains/Locos on Common Loop Line (L-4) & Common Loop Line (L-5) can be dispatched towards BGBR. iv) All UP reception signals shall be kept at 'ON'.	NIL	i) Ensure BM-281 at KMK/SP is in open condition.	
				i) Open BM-283 at KMK/SP. ii) Open SM-283 of BGBR at Loc. No. 84/33.	i) Close SM-283 of BGBR at Loc. No. 84/33. ii) Close BM-283 at KMK/SP.

6.	E/S: 27905 on UP Line between section BGBR-KMK. Location from SM-279 of KMK at Loc. No. 93/3 to PTFE Neutral section at Loc. No. 89/31 of KMK/SP. (E/s: X-343 on (L-4), X-347 on (L-5) & X-345 on T.M Sdg. get automatically blocked.)	i) Movement of Electric Trains/Locos shall not be permitted into UP Line between section BGBR-KMK, Common Loop Line (L-4), Common Loop Line (L-5) & Track Machine Siding of KMK. ii) Line clear shall not be granted to BGBR for movement of UP Electric Trains/Locos on UP Line between section KMK – BGBR. iii) UP Electric Trains/Locos on UP Main Line (L-3) & Common Loop Line (L-1) can be dispatched towards KRAR. iv) Ensure that no Electric Trains/Locos is standing with its panto raised condition on Common Loop Line (L-4), Common Loop Line (L-5) & Track Machine Siding. v) All UP reception signals shall be kept at 'ON'. vi) DN dispatch signals for Common Loop Line (L-4) & Common Loop Line (L-5) shall be kept at 'ON'.	Cross over Point nos. 33A/B & 31A/B at BGBR end and 42A/B at KRAR end shall be kept in normal position only.	i) Ensure BM-281 at KMK/SP is in open condition. ii) Open BM-280 at KMK/SP. ii) Open SM-279 of KMK at Loc. No. 93/3. i) Close SM-279 of KMK at Loc. No. 93/3. ii) Close BM-280 at KMK/SP.
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7.	E/S: 27903 on UP Main Line (L-3) of KMK. Location from SM-277 of KMK at Loc. No. 95/1 to SM-279 of KMK at Loc. No. 93/3.	i) Movement of Electric Trains/Locos shall not be permitted into UP Main Line (L-3) of KMK. ii) No DN Electric Trains/Locos can be admitted into Common Loop Line (L-4) & Common Loop Line (L-5) of KMK. iii) UP Electric Trains/Locos on Common Loop Line (L-1) can be dispatched towards KRAR. iv) DN Electric Trains/Locos on Common Loop Line (L-4) & Common Loop Line (L-5) can be dispatched towards BGBR. v) UP Electric Trains/Locos on Common Loop Line (L-4) & Common Loop Line (L-5) cannot be dispatched towards KRAR. vi) Ensure that no Electric Trains/Locos is standing with its panto raised condition on UP Main Line (L-3) of KMK. vii) UP reception & dispatch signals for UP Main Line (L-3) shall be kept at 'ON'. viii) UP dispatch & DN reception signals for Common Loop Line (L-4) & Common Loop Line (L-5) shall be kept at 'ON'.	Cross over Point nos. 34A/B & 42A/B at KRAR end shall be kept in normal position only.	i) Open SM-277 of KMK at Loc. No. 95/1. ii) Open SM-279 of KMK at Loc. No. 93/3.	i) Close SM-277 of KMK at Loc. No. 95/1. ii) Close SM-279 of KMK at Loc. No. 93/3.
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8.	E/S: 27901 on UP Line between section KMK-KRAR. Location from SM-277 of KMK at Loc. No. 95/1 to KRAR/SSP.	i) Movement of Electric Trains/Locos shall not be permitted into UP Line between section KMK-KRAR. ii) Line clear shall not be obtained from KRAR for movement of UP Electric Trains/Locos on UP Line between section KMK-KRAR. iii) All UP dispatch signals shall be kept at 'ON'.	Crossover Point no. 32A/B at KRAR end shall be kept in normal position only.	i) Open BM-279 & BM-277 at KRAR/SSP. ii) Open SM-277 of KMK at Loc. No. 95/1.	i) Close SM-277 of KMK at Loc. No. 95/1. ii) Close BM-279 & BM-277 at KRAR/SSP.
9.	E/S No: X-343 on Common Loop Line (L-4) of KMK Yard. (E/S No: X-345 on TM Sdg. & X-347 on L-5 get automatically blocked.)	i) Movement of Electric Trains/Locos shall not be permitted into Common Loop Line (L-4), Common Loop Line (L-5) & T.M siding of KMK. ii) Ensure that no Electric Trains/Locos is standing with its panto raised condition on Common Loop Line (L-4), Common Loop Line (L-5) & T.M siding. iii) UP & DN reception & dispatch signals for Common Loop Line (L-4), Common Loop Line (L-5) shall be kept at 'ON'.	Cross over Point no. 41A/B of BGBR end and Point no. 42A/B of KRAR end shall be kept in normal position only.	i) Open SS-343 of KMK at Loc. No. KMK/1005.	i) Close SS-343 of KMK at Loc. No. KMK/1005.

10.	E/S No: X-347 on Common Loop Line (L-5) of KMK Yard.	i) Movement of Electric Trains/Locos shall not be permitted into Common Loop Line (L-5) of KMK. ii) Ensure that no Electric Trains/Locos is standing with its panto raised condition on Common Loop Line (L-5). iii) UP & DN reception & dispatch signals for Common Loop Line (L-5) shall be kept at 'ON'.	Cross over Point no. 43A/B of BGBR end and Point no. 44A/B of KRAR end shall be kept in normal position only.	i) First Open SS-347 of KMK at Loc. No.KMK/1039. ii) Then only Open SS-347A of KMK at Loc. No. KMK/1013.	i) First Close SS-347A of KMK at Loc. No. KMK/1013. ii) Then only Close SS-347 of KMK at Loc. No. KMK/1039.
11.	E/S. No: X-345 on T.M. siding. Location from SS-345 of KMK at Loc. No. KMK/2051 to Dead end of T.M. siding.	i) Movement of Electric Loco shall not be permitted into Track Machine siding at KMK yard. ii) Shunting on Electric Loco shall be prohibited on Track Machine siding. iii) Ensure that no Electric Loco is standing with its panto raised condition on T.M. Siding of KMK.	NIL	i) Open SS-345 of KMK at Loc. No. KMK/2051.	i) Close SS-345 of KMK at Loc. No. KMK/2051.

12.	E/S No: X-344 on Common Loop Line (L-1) of KMK Yard. (E/S No: X-346 on Ballast Sdg. gets automatically blocked.)	i) Movement of Electric Trains/Locos shall not be permitted into Common Loop Line (L-1) & Ballast siding of KMK. ii) Ensure that no Electric Trains/Locos is standing with its panto raised condition on Common Loop Line (L-1) & Ballast Siding. iii) UP & DN reception & dispatch signals for Common Loop Line (L-1) shall be kept at 'ON'.	Cross over Point no. 35A/B of BGBR end and Point no. 36A/B of KRAR end shall be kept in normal position only.	i) Open SS-344 of KMK at Loc. No. KMK/1016.	i) Close SS-344 of KMK at Loc. No. KMK/1016.
13.	E/S No: X-346 on Ballast siding of KMK Yard.	i) Movement of Electric Trains/Locos shall not be permitted into Ballast siding at KMK yard. ii) Shunting on Electric Loco shall be prohibited on Ballast siding. iii) Ensure that no Electric Loco is standing with its panto raised condition on Ballast Siding of KMK.	Cross over Point no. 47A/B of BGBR end shall be kept in normal position only.	i) Open SS-346 of KMK at Loc. No. 93/38.	i) Close SS-346 of KMK at Loc. No. 93/38.

Note:

- i) Points leading to unwired tracks shall not be used for the movement of Electric Loco with pantograph raised position.
- ii) Refer sectioning diagram No. TRD/SWR/KMK/2020/Rev-02.
- iii) Electric Trains/Locos can be admitted into ballast Sdg. of L-1 on Pushing back up to Electric Engine Stop board.

(S. Mishra)
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