

No.177

STATION WORKING RULES OF BARANG STATION (BROAD GAUGE)

BG Station.

Date of Issue: 30.12.12.

Date brought into force: 01.01.13

NOTE:

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

1. **STATION WORKING RULE DIAGRAM:**

The Station Working Rule diagram No. SI/WRD/11061 based on CSTE/ECOR/BBS's Interlocking Plan No. SI/11061/ALT-'H' shows the layout of the yard, siding, normal position of points, L.C. Gates, the signaling and interlocking arrangements and gradients within the station limits.

2. **DESCRIPTION OF STATION:**

2.1(a) **GENERAL (LOCATION):**

BARANG Station (code-BRAG) is a 'SPECIAL' class, Standard-III, six lined station, situated on the VSKP-HWH Main line at Km. 420.200 reckoned from Howrah. Barang station is having double line electrified (BG) section, single line section with Naraj Marthapur (NQR) at RJGR end and Gopalpur Balikuda (GBK) at HWH end. Single Line Block Instrument for BRAG-NQR and BRAG-GBK sections are provided at SM's office. The station is equipped with manually operated Multiple Aspect Colour Light Signals (MACLS) with relevant Station Master's control.

(b) **CABINS:**

Two cabins are provided, one at the South end with 30 levers and other at the North end with 70 levers. The Single Line token less Block Instrument for section BRAG-NQR and BRAG-GBK are installed at SM's office. The station is equipped with manually operated Multiple Aspect Color Light Signals (MACLS) with relevant Station Master's controls. Automatic Block System is provided between MCS-BRAG Section. The station is worked under Absolute Block System of GR & SRs.

[Refer GR 8.01 (1) (a), (c) 2 (b), 8.03 (2), (a), (b), (c) (ii), 3.08 (4) (b), 8.09, 8.10, 8.12, 8.15, 14.08 (b) (iv) SR 3.38.01 (a), Chapter-XIV of GR & V of Block Working Manual and Chapter-XIV of GR & SR].

For Automatic Block working system [Refer GR 9.01 (1) (a), (b), (c), (i), (ii), 9.01 (2), 9.02 (1) (2) (3) (4) (5) and SRs thereto, GR 9.10 (1) (2), GR 9.11 (1) (2) and SRs thereto GR 9.12, SR 9.12.01, SR 9.12.02, 9.12.03, 9.12.04, 9.12.05, GR 9.13, 9.14 and SRs thereto and GR 9.15, Chapter-IX and Block Working Manual Chapter-VII].

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

2.2.i. **BLOCK STATIONS ON EITHER SIDE AND THEIR DISTANCE:**

The Mancheswar station (Code: MCS) is situated at a distance of 9.44 Km. at VSKP end at a distance of 3.60 Km, Naraj Marthapur (Code: NQR) at TLHR end at a distance of 8.50 Km. and Gopalpur Balikuda (Code: GBK) at a distance of 7.20 Km. at HWH end from BRAG Station.

2.2.ii. **IBH/IBS/OUT LYING SIDING/DK STATION:**

NIL

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2.2.iii **PASSENGER HALT:**
NIL

2.2 iv **AUTOMATIC BLOCK SIGNALING SECTION:**

The line between BRAG-MCS has been divided into a series of automatic block signaling section each of which is the portion of the running line between two consecutive stop signals and the entry into each of which is governed by a stop signal.

In UP direction the section is divided into seven numbers (Viz. UP Advanced Starter SA21–GSA1, GSA1-AS3, AS3-AS5, AS5-GSA7, GSA7-GSA9, GSA9-AS11 & AS11-UP home of MCS) of Automatic Block signaling section. Similarly, in DN direction, the section is divided into seven numbers (SA23-AS2, AS2-GSA4, GSA4-GSA6, GSA6-AS8, AS8-AS10, AS10-GSA12 and GSA12-DN Home Signal of BRAG) of Automatic Block signaling sections. Entry into each section is governed by a stop signal. Continuous track circuits have been provided into control aspect of the Auto signals.

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

Between Stations	The Point from which the 'Block Section' Commences	The Point at which the 'Block Section' end
MCS-BRAG UP Direction	UP Advanced Starter Signal No. 21 of BRAG station	UP Block Section Limit Board on UP line of MCS station
MCS-BRAG DN Direction	DN Advanced Starter Signal No. SA-23 of MCS station	DN BSLB of BRAG station
Single line section	BRAG-NQR	DN Advanced Starter Signal No. 51 of BRAG
	BRAG-GBK	DN Advanced Starter Signal No. 52 of BRAG.
		UP Advanced Starter Signal of NQR station
		UP Advanced Starter Signal of GBK station

(b) **STATION SECTION:**

Station Section	The Point from which the 'Station Section' Commences	The Point at which the 'Station Section' end
UP Line	DN Advanced Starter Signal No. 51 or 52.	UP Advanced Starter Signal No. 21 of BRAG.
DN Line	DN BSLB of BRAG station.	DN Advanced Starter Signal No. 51 or 52 of BRAG.

(c) **STATION LIMIT:**

DN LINE (TOWARDS NQR):

The station limit lies between DN Distant Signal and UP Distant Signal on BRAG-NQR single line.

DN LINE (TOWARDS GBK):

The station limit lies between DN Distant Signal and UP Distant Signal on BRAG-GBK single line.

UP LINE (TOWARDS NQR):

The station limit lies between UP Distant Signal on BRAG-NQR single line and UP Advanced Starter Signal No. 21 of South Cabin.

UP LINE (TOWARDS GBK):

The station limit lies between UP distant signal on BRAG-GBK single line and UP Advanced Starter Signal No. 21 of South Cabin.

2.4 **GRADIENTS:**

(A) **TOWARDS VSKP END:**

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From	To	Gradient
CSB	CH:435 m	1 in 400 'F'
CH:435 m	Towards Block Section	1 in 2000 'F'

(B) TOWARDS TLHR END:

From	To	Gradient
CSB	CH:687 m	1 in 400 'R'
CH:687 m	Towards Block Section	Level

(C) TOWARDS HWH END:

From	To	Gradient
CSB	CH:687 m	1 in 400 'R'
CH:687 m	Towards Block Section	Level

2.5 LAY OUT:

The Station is provided with six running lines. viz. 1st Common loop (Line No. 1) DN Main Line (Line No. 2), 2nd Common Loop line (Line No. 3), DN loop (Line No. 4), UP loop (Line No. 5) and UP main line (Line No. 6) and two Non-running line i.e. Hot Axle siding and Station siding. These lines are provided with 25 KVAC electric traction.

A) HOT AXLE SIDING:

The hot axle siding near the centre line of the Station building with single side entry is taking off from UP Loop (i.e. Line No. 5). The entrance point and corresponding derailing switch is coupled and operated by one lever at site. The entrance point is filled with hand plungers locks. H.A. Siding keys released from lever No. 20 of South Cabin in its reverse position unlock these hand plunger locks. Lever No. 20 of South Cabin in its reverse position, locks levers of UP Starter No. 25 and UP Slot Lever No. 29 at South Cabin for UP loop in the normal position.

B) STATION SIDING:

The station siding at HWH end of the yard with one side entry is taking off from 1st common loop line. The entrance point and corresponding derailing switch is coupled and operated by one lever at site. The entrance point is filled with hand plungers lock. This hand plunger lock is unlocked by station siding key released from lever No. 47 of north cabin in its reverse position. Lock levers of UP reception signal No. 6 & 11 shunt signal No.49 and slot lever No.69 at North cabin for 1st common loop in their normal position.

B. PLAT FORMS:

- 1) Line No. 4 (DN Loop) & 5 (UP Loop) : P.F.
- 2) Line No. 1 (1st Common Loop) : P.F.

2.5.1 RUNNING LINES, DIRECTION OF MOVEMENT & HOLDING CAPACITY IN CSL:**DIRECTION OF TRAFFIC:**

The trains coming from Narajmarathapur & Gopalpur Balikuda are UP trains and the trains coming from Mancheswar are DN trains.

RUNNING LINES & THEIR HOLDING CAPACITIES:

Line No.1 (1 st Common Loop)	CSL-689M	(Str. to Str.)	(Electrified)
Line No.2 (DN Main)	CSL-728M	(Str. to FM)	(Electrified)
Line No.3 (2 nd Common loop)	CSL-689M	(Str. to Str.)	(Electrified)
Line No.4 (DN Loop)	CSL-739M	(FM to Str.)	(Electrified)
Line No.5 (UP Loop)	CSL-729M	(FM to Str.)	(Electrified)
Line No.6 (DN Loop)	CSL-891M	(FM to Str.)	(Electrified)

2.5.2 NON-RUNNING LINES:

H.A. Siding (Electrified).
Station Siding. (Electrified).

2.5.3.a ANY SPECIAL FEATURES IN THE LAYOUT:

NIL

(b). SPECIAL RESTRICTIONS:

1. Shunting in the face of an approaching train is prohibited.
2. Hand shunting is prohibited at both ends of the yard.
3. Fly shunting is prohibited.
4. The over run line of Line No. 1 & 5 shall not be obstructed.

(c) SPECIAL INSTRUCTIONS:

1. For receiving trains on UP loop (Line No. 5), Station Master/(TPM-A/LM-A) and concerned shall ensure that the over run line is clear of all obstructions even though the over run line is in trailing direction.
2. UP & DN Main lines are track circuited from fouling mark to fouling mark .In case of failure of track circuit the clearance of the concerned line should be ensured physically before a train is piloted 'IN' over that line.
3. Main line Starters to Advanced starters portion is track circuited. In case of failure of track circuit, trains should be piloted 'OUT' as per rules.
4. One train – One slot – One starter system is provided at this station. Whenever a slot is given for any train and before an attempt is made to give a slot for a second train, it is absolutely necessary that not only the reception signals but also the departure signals which include starter and advance starter are put back to the 'ON' position behind the first train. The advanced starter slot should be put back to normal for every train by the SM on duty after the train enters into the block section and should be re-operated only after obtaining line clear from the station in advance for the next train.
5. Electric lever locks are provided on route levers of North and South cabins (Lever Nos. 7 for South cabin & 1 & 22 for North cabins) for route holding purpose of approaching train as per the latest instructions. These route levers cannot be normalized unless the train passes on the short length circuits 1T1/1T2, 2T1/2T2 & 22T1 & 22T2.

For normalization of these levers during failure of track circuits, testing of levers and for emergency route alteration, the emergency push bottom provided with a counter in a glass fronted sealed box should be pressed. An indication will appear after two minutes for normalization of route lever and counter number also will change. A register has to be maintained by the TPM-A/LM-A on duty at the cabin for recording the counter numbers and such operations. The failure of these track circuits and lever lock should be promptly informed to the concerned ESM and JE/SE(S) for rectification.

6. In case of non-signaled movement, Point /Cross-over should not be operated without physical verification by the TPM-A/LM-A on duty that any engine/Vehicle is not standing in the same.

2.6. LEVEL CROSSINGS:

- i) There is a 'Special' Class interlocked level crossing gate No. 181 is situated at Km. 419/53-420/1 (UP) & 420/2-419/54 (DN) at North end of yard. The gate is operated from North cabin by means of a winch.
- ii) There is a 'Special' Class manned interlocked level crossing gate No. 182 is situated at Km. 422/3-5 (UP) & 422/4-6 (DN) between BRAG-MCS. Telephone communication is provided between SM/BRAG and gate lodge.

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- iii) There is a 'A' class manned interlocked Level Crossing Gate No. JB-15 situated at Km. 440/29-31 (UP), 440/32-30 (DN) towards BRAG end of the yard. Telephone communication is provided between the Gateman on duty and SM/NQR.
- iv) There is a 'B1' class manned mid-section non-interlocked Level Crossing Gate No. JB-17 situated at Km. 442/26-24 between NQR-BRAG. Telephone communication is provided between the Gateman on duty and SM/NQR.
- v) There is a 'B1' Class manned non-interlocked level crossing gate No. JB-18 is situated at Km. 445/8-10 between BRAG-NQR. Telephone communication provided between SM/BRAG and gate lodge.
- vi) There is a 'Special' Class manned interlocked level crossing gate No. JB-19 is situated at Km. 447/10-12 between BRAG-NQR. Telephone communication is provided between TPM-A/LM-A/North Cabin/BRAG.

3.0 **SYSTEM AND MEANS OF WORKING:**

Trains are worked under Absolute Block System by means of Single Line Block Instrument for sections BRAG-NQR & BRAG-GBK. The Block Instruments at SM's office shall be operated by SM on duty and keys of the Block Instruments shall remain under his personal custody. The authority for the Loco Pilot to proceed is taking off of the last stop signal vide GR 14.08 (b) (iv) for single line section.

Trains are worked under Automatic Block System in between (MCS-BRAG) section in accordance with GR 9.01 (1) (a), (b), (c), (i), (ii), 9.01 (2), 9.02 (1) (2) (3) (4) (5) and SRs thereto, GR 9.10 (1) (2), GR 9.11 (1) (2) and SRs thereto GR 9.12, SR 9.12.01, SR 9.12.02, 9.12.03, 9.12.04, 9.12.05, GR 9.13, 9.14 and SRs thereto and GR 9.15, Chapter-IX and Block Working Manual Chapter-VII.

4. **SYSTEM OF SIGNALING AND INTERLOCKING:**

- 4.1 This station is equipped with manually operated Multiple Aspect Color Light Signals with relevant Station Masters controls with Standard-III interlocking (with isolation). There are two end cabins for operating points and signals at either end of the yard. (Details are given in Appendix-'B').

METHOD OF OPERATING THE SIGNALS/POINTS:

The points and signals are operated from the Cabins through the Level Frames.

TRACK CIRCUITS:

UP and DN main lines at this station are track circuited on the berthing portion and luminous LED indication are provided at SM's office in yard diagram with LED indication. Track circuits are also provided beyond Main line starters (26T & 66T UP & DN directions respectively) and between outermost trailing points and Advanced Starter Signals on both sides (51T & 52AT in DN & 21AT in UP directions). Axle counters are also provided in point zones. In addition, there are two short length last vehicle track circuits (7T1 & 7T2 DN direction and 51T towards NQR and 52T towards GBK directions).

AXLE COUNTER:

The loop line and the common loop lines at the station are axle countered on the berthing portion by providing axle counter L1AXT, L3AXT, L4AXT & L5AXT. Similarly axle counters are also provided at all point zones i.e. 8/11AXT, 8/14AXT, 14BXT, 17AXT, 18AXT, 18BXT, 37/45 AXT, 35/37AXT, 30BXT, 23/27AXT, 27/30AXT, 20/34AXT, 16/40AXT, 17/20AXT, 23/17AXT, 13AXT, 13/16AXT, 45AXT. In addition, axle counters are provided for last vehicle track circuits (8AXT & 2AXT in DN direction).

Hot axle siding and station siding point zones from Home to FM, FM to BSLB are also provided with axle counters to detect the presence and absence of vehicle on these zones.

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Indications of all the lines/zones are available at station and both end cabins in yard indication diagram/indicator panel with LED indication.

Before taking off reception and dispatch signals for UP and DN trains the **TPM-A/LM-A** at the respective cabin should ensure that the line and respective point zone axle counter sections are clear of all obstructions by observing the axle counter zone indication. The indication will exhibit 'RED' light when track is occupied and 'GREEN' light when track is clear.

In the event of failure of axle counter the clearance loop lines and common loops/zones shall be ensured by physical check by the SM/ **TPM-A/LM-A** on duty and trains shall be piloted IN as per GR 3.69 & SR thereto.

In case of failure of axle counter the resetting of axle counter must be done as per the procedure given in Appendix-'B'

NOTE:

Before taking off reception and dispatch signals for UP and DN main lines, loop lines and common loop lines the SM & **TPM-A/LM-A** on duty should ensure that the entire route including overlap and berthing portion is clear of all obstructions by observing the Track/axle counter indication as well as physical verification. The track /axle counter indicators will exhibit 'RED' Light when Axle counter is occupied and 'GREEN' light when Axle counter is clear with route is set and signal cleared.

AXLE COUNTER (Block Section):

The Single line Block Section between BRAG-GBK is monitored by digital axle counter system.

One pair of axle counter is provided between DN Advanced Starter towards GBK side of BRAG station and UP Advanced Starter of GBK station.

The position of the block section whether 'clear' or occupied are reflected in the LVCD which is provided in the SM's office. This will be shown 'GREEN' when the Block section is Clear and Red when the Block Section is occupied. If the 'RED' indication does not change to 'GREEN' after passage of train it should be assumed that the Axle Counter of the particular section is failed and necessary action to be taken as given detailed in Appendix-B of this SWR. If axle counter fails advanced starter signal shall not come to 'OFF' and TLBI shall remain locked last operation position. These axle counter systems are provided for last vehicle checking on either block section as well as for dispatching a train in block section from either end of the section. These digital axle counter system counts the axles 'IN' and counts axles 'OUT' in the respective block sections which indicates whether the concerned sections monitored by digital axle counters is clear or occupied.

EMERGENCY CROSSOVER:

One Emergency crossover is provided at each end of the yard.

STATION MASTER'S CONTROL:

A slide type electrical control apparatus with 16 slides is provided in the SM's office to control electrically UP & DN, Home signals and Advanced Starter signal.

This control apparatus is provided with lock up key which shall be kept in the personal custody of the Station Master on duty as per the SR 3.36.03 (a). Slide collars provided for use as per SR 3.36.03 (b).

A trap indicator is provided on the UP loop (Line No.5) for the derailing switch point No. 45 at HWH end of the yard.

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All signals are provided with luminous indicators for repeats the aspect at the place of working.

L.C. GATE OPERATION:

Details described in Appendix-'A'.

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

The Cabin basement and Relay room is kept locked with a double lock arrangement which can be opened only after both the keys are inserted and turned. One key of the lock shall be kept with the Station Master on duty in his custody and the other with Sectional Maintainer. Whenever required, the key in the custody of the Station Master shall be given to the Maintainer and the Maintainer shall give a remark that he will not interfere in the safe passage of trains.

After completion of the work, the Maintainer will return the key to the Station Master. The details of the transaction should be properly recorded in the Basement and Relay Room Key Register maintained at the station and duly signed by Station Master on duty and Maintainer concerned as per O.M. 1.14 (b).

4.3 POWER SUPPLY:

1. A changeover switch is provided in the Station Master's Office with the three power supplies viz. UP AT, DN AT and Local for changing the switch to the required supply position. The availability of the supply is indicated by a luminous indicator above the circuit breaker for each supply.
2. Normally the switch will be kept towards UP AT or DN AT position. Whenever power block is to be given on the line, the on duty Station Master must ascertain that power is available on the other AT.

E.g.: If power block is to be given on the UP line, DN AT must be available and vice-versa.

3. In case of failure of one of the AT supply without any power block, the on duty Station Master has to check whether the circuit breaker has tripped. (Three circuit breakers are provided in the changeover switchboard, one for each supply and their normal position is down and when tripped it goes up.)

In case of failure of both AT supplies, the Local supply shall be utilized by operating the switch. If the circuit breaker is tripping even after resetting, no attempt shall be made to hold it by any other mean and a message shall be given to the AEF and CTFO/PSI for prompt rectification.

4. A two-position changeover switch is provided in the North and South Cabins. Due to defective cable or for any other reasons, if all the three supplies are not coming to the cabin, by operating the switch to the second position, Local supply is extended to Cabin over a different line. In such cases, information must be given immediately to the concerned AEF and CTFO/PSI for prompt rectification.
5. Whenever there is a failure of power supply in one AT the Station Master shall take prompt action to inform to all concerned for the rectification.

The Station Master himself, during his daily checks, shall test the availability of power supply on both ATs and make an entry in the Station Diary duly initiating action for rectification of failure, if any.

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5.0 TELECOMMUNICATIONS:

- a) The Station is connected to BSDP-BRAG-KUR-PUI and RQP-BRAG-KIS Control Circuit by Telephone.
- b) Telephone attached to Token Less Block Instrument connected to SM/GBK.
- c) Telephone attached to Token Less Block Instrument connected to SM/NQR.
- d) Magneto Telephone communication is provided between North Cabin and Station.
- e) Magneto Telephone communication is provided between South Cabin and Station.
- f) Magneto Telephone communication is provided between South Cabin and L.C. Gate No. 182 at Km. 422/3-5 (UP) & 422/4-6 (DN).
- g) Magneto Telephone communication is provided between SM's office and L.C. Gate No. JB-18 at Km. 445/8-10.
- h) Magneto Telephone communication is provided between North Cabin and L.C. Gate No. JB-19 at Km. 447/10-12.
- i) Railway Auto telephone is provided at this station.
- j) The station is connected to BRAG-TLHR traction power control circuit.
- k) VHF set is provided at this Station.
- l) BSNL phone is provided at this station.
- m) Magneto Telephone is provided for Auto sections between MCS & BRAG.

NOTE:

- a. For obtaining line clear VHF should be used as a last alternative and not as a sole means of communication.
- b. VHF & Walkie-talkie sets should not be used for unnecessary discussion with Loco Pilot /Guards and any other staff.

6.0 SYSTEM OF TRAIN WORKING - MOVEMENT OF TRAINS:

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

6.1 TRAIN PASSING STAFF IN EACH SHIFT:

The following is the Operating staff at the station in each shift:

	<u>In each shift</u>
SS (In-Charge)	In each day shift
SM/ASM	In each night shift
TPM-A/LM-A	One in each shift in South cabin
TPM-A/LM-A	One in each shift in North cabin
Token Porters	One in each shift at station.
TPM	One in each shift

The above staff shall work as per roster issued from time to time by Divisional Railway Manager (P) and these rosters shall be conspicuously displayed in the Station Supdt's office and in both end Cabins for TPM-A/LM-A. (Details of duties are given in Appendix-'D')

6.1.2 ZONES OF RESPONSIBILITY AT THE STATION TO ASCERTAIN CLEARANCE OF LINE:

The TPM-A/LM-A and SM on duty shall be personally responsible to ensure clearance of the lines as indicated below before reception of a train.

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SOUTH CABIN:**FOR DN Train:**

From the DN block section limit board up to the fouling mark at his end of nominated line.

FOR UP TRAINS:

From fouling mark at his nominated line up to UP Advanced Starter Signal.

NORTH CABIN:**FOR UP TRAINS:**

From the DN Advanced Starter Signal No. 52 up to the fouling mark at his end of the nominated line on main line from the DN advanced starter signal No. 51 up to the fouling mark at his end of the nominated line on Branch line.

FOR DN TRAINS:

From the fouling mark at his end of the nominated line up to DN Advanced Starter Signal No. 52 at GBK end on main line up to DN Advanced Starter Signal No. 51 at NQR end on Branch line.

STATION MASTER:

Between the fouling marks at either end of the nominated line.

NOTE:

However Station Master on duty and **TPM-A/LM-A** shall always be alert and watch full any obstruction on any part of the line irrespective of the zone under their responsibility.

6.1.3 ASSURANCE OF THE STAFF IN THE 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 the SWR thoroughly and understood the system of working in force at the station and must sign such declaration.

No Railway servant shall be entrusted with any duty involving the safety of the public unless the Station Superintendent 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 Station Superintendent is responsible to see that all the staff are well conversant with the Station Working Rules of the Station 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 class-IV staff, their signature/thumb impression must be obtained after explaining full about their duties and responsibility.

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

The declarations are to be renewed in the following cases:

- (i) Whenever there is any 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 and over

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USE OF PRIVATE NUMBER BOOKS AND IDENTIFICATION NUMBER SHEETS:

Sufficient private number books and identification number sheets in sealed covers shall always be kept in stock by Station Superintendent, under lock and key by maintaining one register for this purpose.

6.2 **CONDITIONS FOR GRANTING LINE CLEAR:**
DOUBLE LINE SECTION:

FOR DN TRAIN:

Granting line clear to DN trains is not required. (Refer Para 7.05 (1) of BWM and GR 9.01 (c) (i) & 9.01 (2)).

SINGLE LINE SECTION:

The conditions laid down in GR 8.03 (2) (a) (b) & (c) (ii) shall be complied with by the SM on duty before granting line clear for UP train from GBK and NQR stations. He shall ensure that.

- a) The whole of the last preceding train has arrived complete.
- b) The relevant approach signals have been put back to 'ON' position behind the last preceding train.
- c) The line is clear up to the relevant DN Advanced Starter Signal in the opposite direction nearest to the expected train.

NOTE

1. If the light of the reception signal is found not glowing line clear shall not be granted for a train till such time it is ensured that the 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.
2. Before granting line clear to an UP train, the station Master on duty shall ensure the closure of the L.C. Gate at Km. 445/8-10 from the gateman on duty under exchange of private number.

6.2.1. **ANY SPECIAL CONDITIONS TO BE OBSERVED WHILE RECEIVING A TRAIN:**

- a) UP & DN main lines are track circuited. UP loop & common loop lines are axle countered. In case of failure of track circuit /axle counter the clearance of the nominated line has to be ensured physically before piloting IN a train.
- b) Whenever a slot is given for any train and before attempt is made to give a slot for a second train, it is absolutely necessary that not only the reception signals behind the first train are put back to the "ON" position, but also the departure signals which include starter and advanced starter.
- c) In the event of a slot released for a train is not obtained at facing end or slot is cancelled and a fresh slot has to be given, all slides, slots and signal levers pertaining to that line should be put back to normal including departure signals if taken "OFF", before fresh slot is released.

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

When a running line is blocked by a stabled load, wagon, vehicle or by a train which is to cross or give precedence to another train or immediately after the arrival of a train at the station, the points at either end should be immediately set against the blocked line, except when shunting or any other movement is required to be done on that line in addition to the use of lever collars/slide collars.

If all the lines at a station happen to be blocked, when line clear has been granted to a train, the points should be set for the line occupied by a stabled load of a goods train in that order so that in case of 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 trains would be reduced which in turn would minimize the consequences/casualties. While doing, so, points

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may be set for a loop direction of approach of the incoming train rather than for loop occupied by a train where a passenger coach, will, in the case of collisions receive the impact.

6.2.1.2 RECEPTION OF A TRAIN ON BLOCKED LINE:

Whenever trains are to be admitted on an obstructed line, it is necessary that the trains are piloted IN on a written authority (T/509) given by a competent railway servant to the Loco Pilot of the train and the rules laid down under GR 5.09, SR 5.09.01 shall be followed.

6.2.1.3 RECEPTION OF TRAIN ON NONSIGNALLED LINE:

To admit a train on non signaled line, rules laid down in GR 5.10 and SRs thereto shall be followed. The authority is T/369(3b) for admitting a train.

6.2.1.4 DESPATCH OF TRAIN FROM 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]

6.3 CONDITIONS FOR TAKING “OFF” APPROACH SIGNALS:

Reception of trains is governed by General Rules 3.36, 3.37, 3.38, 3.40, 3.47, 3.49, 4.17 and SR thereto and SR 3.36.01, 3.36.02, 3.36.04, 3.38.01, 3.38.02 3.40.01, 3.40.02, 3.49.01, 4.17.01, 4.17.02, 4.17.03 & Station Working Rules, Block Working Manual, Operating Manual and Safe Working Instructions issued from time to time.

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

Station Master on duty should ensure that signal is put back to “ON” after passage of the train as per GR 3.36.2 (b).

6.4 SIMULTANEOUS RECEPTION, CROSSING AND DESPATCH OF TRAINS:

According to the existing interlocking at this station the simultaneous reception and dispatch of trains is permitted as stipulated below:

1.	Reception of an UP train on line No. 1	Dispatch of an UP train from line No. 3, 5 and 6.
2.	Reception of an UP train on line No. 5	Dispatch of an UP train from line No. 1, 3 and 6.
3.	Reception of a DN train on line No.1	Dispatch of a DN train on line No. 2, 3 and 4
4.	Reception of a DN train on line No. 2	Dispatch of a DN train from Line No. 1 to NQR.

NOTE:

The Station and cabin Staff are specially warned that short cut methods of putting the signals and slot levers to normal immediately the engine of the in coming train operate the track circuit and taking “OFF” the signals for trains from opposite direction before the first train has come to stop and is clear of the fouling must be avoided.

ADEQUATE DISTANCE (SIGNAL OVERLAP):

To take off the Home Signals for admission of a train, the adequate distance (Signal Overlap) as mentioned below shall be kept clear in terms of GR 3.40 and SR thereto.

CLEARANCE OF ADEQUATE DISTANCE(SIGNAL OVERLAP)

Line No.	For UP Trains		For DN trains	
	From	To	From	To
1	UP Starter Signal No. 23 of South Cabin.	UP Advanced Starter No. 21 of South Cabin OR up to the far end of over run line.	DN Starter No. 61/62 of North Cabin	Up to the edge of the 'B', class level crossing gate at Km. 419/53-420/1 (UP) & 420/2-419/54 (DN)
2	-----	-----	Starter No. 65/66 of North Cabin	Up to the edge of the 'B', class level crossing gate at Km. 419/53-420/1 (UP) & 420/2-419/54 (DN)
3	UP Starter No. 24 of South Cabin.	UP Advanced Starter No. 21 of South Cabin.	DN Starter No. 55/56 of North Cabin	Up to the edge of the 'B', class level crossing gate at Km. 419/53-420/1 (UP) & 420/2-419/54 (DN)
4	-----	-----	DN Starter Signal No. 58/59 of North Cabin	Up to the edge of the 'B', class level crossing gate at Km. 419/53-420/1 (UP) & 420/2-419/54 (DN).
5	UP starter signal No. 25 of South Cabin.	UP Advanced Starter No. 21 of South Cabin OR up to the far end of over run line.	-----	-----
6	UP starter signal No. 26 of South Cabin.	UP Advanced Starter No.21 of South Cabin	-----	-----

RECEPTION OF DN TRAINS:

For reception of DN trains, SR 3.38.02 shall be followed. Obtaining P.N from **TPM-A/LM-A** on duty regarding complete arrival of train, SM on duty at station shall inform the SM of rear station indicating the number & description of the train & its arrival time supported by a Private Number.

PUTTING BACK SIGNALS:

As soon as the train arrives, the **TPM-A/LM-A** on duty at the facing end cabin will satisfy himself that the train has arrived complete and is standing clear of the fouling mark. Then, he will put back the reception signal lever to normal position.

PUTTING BACK SLOTS:

The trailing end **TPM-A/LM-A** shall throw back the slot lever after ensuring that the train has arrived on the nominated berthing line or passed through.

The Station Master on duty shall normalize the Station Master's control slide as soon as the train enters the Station Yard. The Station Master on duty will record the details of the private numbers together with the timings etc., exchanged between him and either cabins or **TPM-A/LM-A** on duty should also make corresponding entries in their train signal registers.

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RECEPTION OF UP TRAINS:

Reception of UP trains is governed by GR 3.07 (4) (5), 3.08 (4) (b), 3.36, 3.38 to 3.40, 3.47, 4.17 and SR thereto and SR 3.42.02 (iv), 3.42.03, 4.23 and other relevant provisions of GR and SR, Block Working Manual, Operating Manual and SWR.

SETTING AND LOCKING OF ROUTE:

The Station Master on duty shall nominate a clear line for reception of a train and shall direct the trailing end and facing end TPM-A/LM-A to set and lock the nominated route. The Station Master shall also give TPM-A/LM-A the number and description of the train to be received and whether the train will stop at the station for any work or will pass through. He will advise trailing end TPM-A/LM-A to give the concerned slot vide SR 3.38.01 (b) (i) and (ii).

FACING END:

The facing end TPM-A/LM-A shall acknowledge the directions of the Station Master on duty by repeating the line number and the number and description of the train. He must stop all non isolated shunting and ensure that the nominated line is clear and free from all obstructions at his end. The TPM-A/LM-A on duty at facing end cabin shall set and lock the concerned points, traps, derails etc. and close level crossing gate/gates, if any, against the road traffic for the nominated route.

He shall then give a private number to the Station Master on duty as assurances of compliance of orders given to him vide SR 3.38.01 (c).

TRAILING END:

The trailing end TPM-A/LM-A shall acknowledge the directive of the Station Master by repeating the line number and description of the train. He must stop all non-isolated shunting at his end. He shall ensure that the nominated line is clear and free from obstruction including signal over lap and the clearance of over run line where required vide GR 3.40. He shall set and lock the relevant points, traps, derails etc., and close level crossing gate/gates, if any, against road traffic for the nominated route. He shall operate the slot lever and give a private number thereafter to the Station Master on duty as an assurance that the orders given to him have been complied with vide SR 3.38.01.

STOPPING OF SHUNTING OPERATIONS AND AUTHORISING FOR TAKING OFF RECEPTION SIGNALS:

After getting the assurance private number from both facing and trailing end TPM-A/LM-A as indicated above, the Station Master on duty shall ensure that the shunting authority if any, issued for shunting of train is withdrawn and is in his possession vide SR 5.13.02. The Station Master on duty shall then authorize the facing end TPM-A/LM-A by giving a private number and pull the Station Master's Control slide for Home Signal vide SR 3.38.01 (e).

TAKING OFF RECEPTION SIGNALS AT FACING END:

The facing end TPM-A/LM-A finding the slot indicator showing OFF will take off reception signals for the train.

PUTTING BACK SIGNALS:

As soon as the train arrives, the TPM-A/LM-A on duty at the facing end cabin will satisfy himself that the train has arrived complete and is standing clear of the fouling mark. Then, he will put back the reception signal lever to normal position.

PUTTING BACK SLOTS:

The trailing end TPM-A/LM-A shall throw back the slot lever after ensuring that the train has arrived on the nominated berthing line or passed through. The Station Master on duty shall normalize the Station Master's control slide as soon as the train

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enters the Station Yard. The Station Master on duty will record the details of the private numbers together with the timings etc., exchanged between him and either cabins and **TPM-A/LM-A** on duty should also make corresponding entries in their train signal registers.

6.5 COMPLETE ARRIVAL OF TRAINS BETWEEN BRAG-GBK & BRAG-NQR:

As soon as the train arrives, the **TPM-A/LM-A** on duty at facing end cabin shall satisfy himself that the train has arrived complete and is standing clear of the fouling mark and shall ensure that the last vehicle carried the last vehicle indication as prescribed under clause (a) and (b) of Sub Rule (1) of GR 4.16 and SR 4.16.01 (a) (i) and (ii) or SR 4.16.04 and the conditions for closing the block section as laid down in GR 14.10 are complied with. He shall put back the reception signal lever to normal position. He shall report the intact arrival to the Station Master on duty authenticated by a private number for stopping train.

If a train arrives/passes incomplete or without last vehicle indicator, action shall be taken as per SR 4.17.02. For stopping trains, the SM on duty shall obtain complete arrival certificate from the Guard on T/1410 register maintained at the Station. For through passing train, the SM of advance Station shall be advised to stop the train and obtain complete arrival certificate from the guard. After getting the complete arrival certificate or intact arrival Private No. from the advance Station, the Station Master shall take steps to close the block section. The trains passing on the adjacent line during such period shall be stopped and Guard & Loco Pilot shall be issued one Caution Order to proceed cautiously and stop short of any obstruction as per SR 4.17.03. The duty of ascertaining that the train has arrived complete will devolve not only on the TPM-A/LM-A but also on the Station Master for run through trains. [Refer GR 4.16, 8.03.02 (a) (b) (c) (ii), 4.17.1 (a) and SR 4.16.04, 4.17.02 & 4.17.03]

COMPLETE ARRIVAL OF TRAINS ON DN LINE BETWEEN MCS-BRAG SECTION:

The entire block section between MCS-BRAG on both UP and DN Lines are monitored by Automatic block signaling and the position of the auto section whether 'occupied' or 'clear' is indicated in a panel board at cabin. Advanced Starters Signal is controlled by signal in advance of auto section. As soon as train enters in to that auto section, the "RED" indication appears in the panel board. After whole train clears the first auto section, clear indication "GREEN" indication appears on the panel board of auto section. When the train clears the track circuit No. 7T1 provided beyond the DN Home Signal, this indicates complete arrival of the train between MCS-BRAG DN line. If a train passes through the station without confirming the last vehicle indicator, then SR 4.17.02 and SR 4.17.03 shall be followed.

6.6 DESPATCH OF TRAINS BETWEEN BRAG-GBK & BRAG-NQR:

Dispatch of trains is governed by provision of GR 3.42, SR 3.36.04 (b), SR 3.42.01 (b), SR 3.42.04 and BWM 2.07 (5) (b) and other relevant provisions of GR & SR, BWM and SWR.

DESPATCH OF TRAINS BETWEEN BRAG-MCS UP LINE:

Observing the visual indication of the auto section is clear, the SM on duty shall advise the South **TPM-A/LM-A** to set & lock the route giving line number, description of the train & line from which the train to start. The **TPM-A/LM-A** after complying with instruction the given by the SM shall give a private number as an assurance of having carried out the order given by SM.

The SM on duty shall then give a private number to the **TPM-A/LM-A** to take 'OFF' the departure signal. As soon as the train starts the SM on duty shall inform to SM/MCS over telephone indicating the number and description of the train and its departure time. The SM on duty at MCS shall acknowledge the same supported by a private

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number. Unless slot regarding closure of the L.C. Gate at Km. 422/6-4 is obtained, Advanced Starter Signal of BRAG cannot be taken off.

The 'OFF' aspect of the starter and Advanced Starter is the authority to proceed into the automatic block section. [Refer GR 9.01 (1) a, b, c, (i), (ii), 9.01 (2), 9.02 (1) (2) (3) (4) (5) and SRs thereto 9.10 (1) (2), 9.11 (1) (2) and SRs thereto 9.12 and SRs thereto 9.13 and SRs thereto 9.14 SRs thereto and 9.15, SR 3.42.01 (c) and Block Working Manual Chapter-VII.

The **TPM-A/LM-A** on duty shall watch the safe passage of the train with its last vehicle indicator. If a train worked without Guard or Brake Van the instruction laid down in Subsidiary Rules shall be followed. The interlocked Level Crossing Gate shall remain closed against road traffic for dispatch of trains. [Refer SR 4.23.02, 4.25.02 & 4.42.02 (a)]

OBTAINING LINE CLEAR:

The Station Master on duty shall call the **TPM-A/LM-A** on duty and inform the Train No. and Line from which the train has to be started. He shall further advise him to set and lock the route for the said train on receipt of the line clear. These instructions shall be supported by a private number to the **TPM-A/LM-A** on duty at the departure end cabin vide SR 3.42.01 (b). SM on duty shall obtain line clear from NQR/GBK as per the direction of movement of the outgoing train. For dispatching of UP trains line clear is not required.

SETTING AND LOCKING ROUTE AT DEPARTURE END CABIN:

The **TPM-A/LM-A** on duty at the South end cabin shall acknowledge these instructions by repeating these instructions to the Station Master on duty and shall ensure that:-

- i) All shunting operations at his end of the yard on the lines not isolated from the line through which the train is intended to be dispatched are suspended.
- ii) The over run lines encountered on the route is clear and is free from all obstructions.
- iii) The route at the departure end is clear and free from all obstructions.
- iv) The route for the departing train is correctly set and locked as per the instructions of the Station Master on duty.

The SM on duty shall inform the **TPM-A/LM-A** about the train number and line number from which the train will start and also the direction to which the train will start and also the direction to which the train will proceed. The **TPM-A/LM-A** on duty shall comply the above items i), ii), iii) & iv). The **TPM-A/LM-A** on duty shall advise the gateman of L.C. Gate at Km. 447/10-12 to close the L.C. Gate and transmit the key through RKT. [G & SR No. 3.42.01 (b) (ii) (c) (ii)].

TAKING OFF DEPARTURE SIGNALS AT STATION:

The Station Master on duty after getting the assurance from the **TPM-A/LM-A** on duty at the departure end cabin shall ensure that the shunting authority memo issued for shunting on line not isolated from the line on which the train is to be dispatched is withdrawn and kept in his possession. Thereafter he shall authorize the **TPM-A/LM-A** on duty supported by a private number to take off the departure signals vide SR 3.42.01 (b) (iii), (c) (iii) by pulling the Advanced Starter Signal slide. On getting the free indication of Advanced Starter slot, the **TPM-A/LM-A** shall take off the departure signals.

TRAIN ENTERING BLOCK SECTION:

BRAG-MCS:

As soon as the train starts, SM on duty shall inform to SM/MCS as per Para 7.05 (2) of Block Working Manual.

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BRAG-NQR OR BRAG-GBK:

The TPM-A/LM-A on duty at North cabin shall inform the SM on duty when the complete train passed Advanced Starter Signal. Train Entering Block Section signal shall be sent to the station in advance as per Para 2.07 (5) of Block Working Manual.

NOTE

- (i) Before dispatching a DN train, the SM on duty shall ensure closure of the L.C. Gate at Km. 445/8-10 from the gateman on duty under exchange of Private Number.
- (ii) Before dispatching a DN train, the SM on duty shall ensure closure of the L.C. Gate at Km. 442/24-26 from SM/NQR under exchange of Private Number.

6.7 TRAINS RUNNING THROUGH:

In addition to procedure detailed in Paras 6.4 & 6.6 for Reception and Dispatch of trains, rules laid down in GR 3.40, 3.37, 3.38, 4.17, 4.42 with relevant SRs 3.36.04 and 3.42.02 (a) (ii) and other relevant provisions of G & SR, BWM, & OM shall be followed.

In case of DN train, the SM on duty shall take line clear well in advance and take off the departure signal in time to avoid detention to through train.

6.8 WORKING IN CASE OF FAILURE:**PROCEDURE TO BE FOLLOWED FOR WORKING OF TRAINS DURING FAILURE /SUSPENSION OF INTERLOCKING /SIGNALS/ POINTS:****A. TRACK CIRCUIT:**

In the event of failure of track circuit in the yard i.e. on Main lines, train shall be admitted into the yard after piloting 'IN'. Before piloting a train in to the yard the clearance of the track must be ensured by physical verification.

In the event of failure of track circuits in the advance of Advanced Starter and in the rear of Home signals then lock and Block working will be remain suspended with the concerned adjacent stations till its rectification and trains shall be piloted IN/OUT as case the may be.

B. AXLE COUNTER:

In the event of failure of axle counter in the yard i.e. on loop lines/zones attempts will be made for resetting.

If resetting could not be done then all train will be piloted 'IN' into the yard. Before issuing piloted 'IN' memo clearance of the line/zone must be ensured by physical verification by SM/TPM-A/LM-A on duty.

In the event of failure of Block section axle counter between BRAG-GBK attempts will be made for resetting. (Detailed procedure is given in Appendix-'B').

C. BLOCK INSTRUMENT(s):

In event of suspension/failure of Token less Block Instrument for the section BRAG-GBK & BRAG-NQR the Station Master on duty shall work as per Para 5.24 of Block Working Manual. During this period Token Less Block Instrument will remain suspended. All trains will be piloted OUT under exchange of Private Number and ID number.

D. RECEPTION OF TRAIN ON OBSTRUCTED LINE

Whenever trains are to be admitted on an obstructed line it is necessary that the trains are piloted IN on a written authority (T/509) given by the SM on duty and delivered by a competent Railway servant to the Loco Pilot of the train. [Refer GR 5.09 & SRs thereto].

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E. **DEFECTIVE SIGNALS:**

When signals become defective, the procedure laid down in GR 3.68 to 3.71, 3.80, 3.81 and SRs thereto shall be followed.

In the event of Automatic Block signal becoming defective the trains shall work in accordance with GR 9.12 & SRE 9.12.01 & 9.12.02 and relevant Paras of BWM, Chapter-VII.

In the event of Semi-Automatic signal becoming defective the trains shall work in accordance with GR 9.14 (1) (2) & 9.14.01 (a) (b) & SR 9.14.02

A signal in the 'OFF' position is the final indication that the points are correctly set for the route for which it applies and if it is found impossible to take 'OFF' a signal, the setting of points on the route to which it applies shall be inspected by the Station Master/ **TPM-A/LM-A** on duty before the signal is declared as defective irrespective of what is indicated by the position of the route, point levers and lock levers vide SR 3.68.01 (c). In case of disconnection of signaling and interlocking gears for repairs and maintenance, procedure laid down in GR 3.51, 3.69 and relevant SRs shall be followed. In the event of signal showing no lights, and if signal lights can not be kept burning, Station Master on duty shall before giving line clear initiate action in accordance with the procedure prescribed in GR 3.49 (4) & GR 3.68 to 3.77 and the relevant SRs.

F. **DEFECTIVE OR DAMAGED POINTS:**

When points become defective, the signals controlling these points shall be considered defective and vice - versa and action to be taken as mentioned GR.368 and SR's thereto.

G. **INSPECTION OF POINTS BEFORE DECLARING THEM DEFECTIVE:**

However, before declaring a signal as defective, the setting of the point on the route to which it applies shall be inspected by the Station Master/ **TPM-A/LM-A** irrespective of the position of the switches, route levers, point laid down in GR 3.68, 3.70 with relevant SRs and SR 3.77.01 (b) shall be followed.

H. **PILOTING OF TRAINS INTO STATION YARD:**

Whenever a home signal has become defective, Station Master on duty shall advise the station in rear to issue written authority on T/369 (1) and the procedure laid down in SR 3.69.02 (a) shall be followed for Piloting 'IN' of a train.

Whenever a Home signal has become defective and the stations in rear have not been advised to issue written authority on form T/369 (1), the following procedure shall be followed for piloting 'IN' of a train vide SR 3.69.03.

The Station Master on duty shall allot one clear line for admission of an incoming train. He shall advise the facing end **TPM-A/LM-A** to set, clamp and padlock the nominated route points and to ensure the clearance of the nominated line in his zone. He shall ensure closing of level crossing gate/gates, if any, against road traffic on the route for admission of a train. After complying with the procedure stated above, he shall give a private number to the Station Master on duty as an assurance of having done so. The Station Master on duty shall then hand over the written authority T/369(3b) to the Token Porter for Piloting the train for the defective Home signal. While going to the Home signal, the Token Porter will satisfy himself that the points have been correctly set, clamped and padlocked. After the train has been brought to a dead stop at the Home signal, Token Porter shall hand over the Pilot Memo to the Loco Pilot, board the engine and display proceed hand Signal to pass the defective Home Signal in defective position. The **TPM-A/LM-A** shall man the outer most facing points and shall exhibit proceed hand signal to the approaching train as per SR 3.69.03(a).

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NOTE:

- i) The Station Master on duty shall personally supervise the correct setting, clamping and padlocking of the facing points and clearance of the nominated route for admission of a passenger train or a goods train when a passenger train is standing on the adjacent line.
- ii) The **TPM-A/LM-A** on duty shall personally supervise the correct setting, clamping and padlocking of the facing points and clearance of the nominated route for admission of a goods train.
- iii) The keys of padlocks of the clamps put on the points on the route for piloting "IN" shall be in the personal custody of the Station Master/ **TPM-A/LM-A** on duty or any authorised Operating official till such time the train/engine/vehicle has utilized the route or alternatively such movement is canceled.
- iv) The SM on duty shall ensure the closure of the traffic interlocked L.C. Gate from the **TPM-A/LM-A** on duty under exchange of Private Number before Piloting "IN" the train.

I. PILOTING OF TRAINS - OUT OF STATION YARD:

When the starter signal has become defective, the Station Master shall advise the trailing end **TPM-A/LM-A** to set all points, clamp and padlock the concerned facing points and to ensure the clearance of line in his zone and close level crossing gate/gates, if any, against road traffic on the route for dispatch of a train. After complying with the procedure stated above, the trailing end **TPM-A/LM-A** shall give a private number to the Station Master as an assurance of having done so.

The Station Master on duty shall then issue the Pilot memo T/369 (3b) along with the authority if any. Token Porter shall hand over the pilot memo T/369 (3b) to the Loco Pilot of the train and give proceed hand signals at the foot of the starter vide SR 3.70.01.

In case the Advanced Starter Signal has become defective, such signal shall be passed on the written authority on the form PLCT for single line section. Proceed hand signal shall be dispensed vide SR 3.70.02. The token porter shall hand over PLCT to the Loco Pilot after the train stopped.

NOTE:

- i) The Station Master on duty shall personally supervise the correct setting, clamping and padlocking of the facing points and clearance of the nominated route for dispatch of a passenger train or a goods train when a passenger train is standing on the adjacent line.
- ii) The **TPM-A/LM-A** on duty shall personally supervise the correct setting, clamping and padlocking of the facing points and clearance of the nominated route for dispatch of a goods train.
- iii) The keys of padlocks of the clamps put on the points on the route for Piloting "OUT" shall be in the personal custody of the Station Master/ **TPM-A/LM-A** on duty or any authorised Operating official till such time the train/engine/vehicle has utilized the route or alternatively such movement is canceled.
- iv) The SM on duty shall ensure the closure of the traffic interlocked L.C. Gate from the **TPM-A/LM-A** on duty under exchange of Private Number before Piloting "OUT" the train.

6.9 ANY SPECIAL PROVISION FOR WORKING OF MOTOR TROLLIES, MATERIAL TROLLIES ETC.:

Motor trolleys shall be worked as per GR 15.25 & SR 15.25.03 to 15.25.08 thereto and BWM 5.39, 5.40 and 5.41.

7.0 BLOCKING OF THE LINES:

A clear remark in RED ink shall be made immediately in the Train Signal Register indicating time and number of running line blocked. A record thereof shall be made
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in the Station diary. Slide Collars and Lever Collars must be placed on the concerned SM's slides and levers in Cabins respectively controlling the blocked line vide SR 3.36.03 (b) & SR 5.04.01 (a). Points either side of the blocked line shall be set against as per the provision of SR 3.51.06.

7.1 LOADING AND UNLOADING OF VEHICLES ON RUNNING LINES:

Except small, loading and unloading of vehicles on running line is prohibited unless permitted by DOM vide SR 5.19.01.

7.2 SECURING OF VEHICLES:

Rules laid down in GR 5.23, SR 5.23.01 shall be followed.

NOTE:

Special care should be taken to secure special type vehicles fitted with roller bearing while standing in siding or on running lines, vide SR 5.23.01 (b) as they are liable to roll easily.

8.0 SHUNTING:

While shunting in the siding/yard the authority T/806 shall be issued. The rules laid down in GR 3.46, 3.52 to 3.56, 5.13, 5.14, 5.16, 5.17, 5.18, 5.19, 5.21, 8.14 & 8.15, with relevant SRs shall be observed. All shunt movements shall be supervised by Guard/ Station Master/Shunting Master/**Traffic Pointsman** on duty as the case may be.

8.1 SHUNTING OUTSIDE STATION SECTION:

i) SINGLE LINE (BARANG-GOPALPUR BALIKUDA):

Shunting outside the DN advanced starter signal up to the first stop signal (Home signal) may be permitted in terms of Para 5.36 of Block Working Manual.

The shunting key of the Token Less Block Instrument for BRAG-GBK shall be released in consultation with the SM on duty at GBK station and handed over to the Loco Pilot through the person in charge supervising shunting as an authority for shunting which shall be withdrawn and replaced in the Block Instrument after completion of shunting.

ii) SINGLE LINE (BARANG-NARAJ MARTHAPUR):

Shunting outside the branch line DN advanced starter signal up to the first stop signal (common Home signal) may be permitted provided there is no train approaching vide Para 5.36 of Block Working Manual on the authority of shunting key released from the Token Less Block Instrument (Podanur type) which shall be withdrawn after completion of shunting and replaced to the Instrument. The 'B' class level crossing gates shall remain closed and locked during shunting operation.

8.2 PROHIBITION OF SHUNTING:

Line clear for a train shall not be granted when permission for shunting beyond the outermost facing point on double line section and beyond the routing Home signal on single line section in the direction of the expected train is given.

8.3 SHUNTING IN FACE OF AN APPROACHING TRAIN:

Not Permitted.

8.4 SHUNTING WITHIN STATION SECTION:

If the necessary signals are kept at ON, shunting may be carried out within the station section but this shall be done only when there is no approaching train since shunting in face of an approaching train is prohibited at this station.

8.5 SHUNTING IN THE SIDING:

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C) **HOT AXLE SIDING:**

The hot axle siding near the centre line of the Station building with single side entry is taking off from UP Loop (i.e. Line No. 5). The entrance point and corresponding derailing switch is coupled and operated by one lever at site. The entrance point is filled with hand plungers locks. H.A. Siding keys released from lever No.20 of South Cabin in its reverse position unlock these hand plunger locks. lever No. 20 of South Cabin in its reverse position, locks levers of UP Starter No. 25 and UP, Slot Lever No. 29 at South Cabin for UP loop in the normal position.

D) **STATION SIDING:**

The station siding at HWH end of the yard with one side entry is taking off from 1st common loop line. The entrance point and corresponding derailing switch is coupled and operated by one lever at site. The entrance point is filled with hand plungers lock. This hand plunger lock is unlocked by station siding key released from lever No. 47 of north cabin in its reverse position. Lock levers of UP reception signal No. 6 & 11 shunt signal No.49 and slot lever No. 69 at North cabin for 1st common loop in their normal position.

8.6 WORKING OF OUTLYING SIDINGS, IF ANY:

NIL

9.0 GENERAL INSTRUCTIONS WORKING OF TRAINS IN ABNORMAL CONDITIONS:(i) **PARTIAL FAILURE:**

- (a) In the event of suspension of Block Instrument and during partial failure of other available means of communication, the procedures detailed below shall be followed for working of trains in different situations.
- A. Failure/Suspension of Block Instrument or Track Circuit or Axle counters-
'Line clear' shall be obtained on the Telephone attached to the Block Instrument or station telephone where provided exchanging ID number and supported by Private Number.
- B. Failure/Suspension of Block Instrument or Track Circuit or Axle Counters or telephone attached to the Block Instruments or station fixed telephones-
'Line Clear' shall be obtained on Railway auto phone or BSNL phone by exchanging Identification Number supported by a Private Number.
- C. Failure/Suspension of Block Instrument or Track Circuit or Axle counters or telephone attached to the Block Instruments or Railway auto phone or BSNL phone. 'Line Clear' shall be obtained on control phone by exchanging Identification Number supported by a Private Number.
- D. Failure/Suspension of Block Instrument or Track Circuit or Axle counters or Telephone attached to the Block Instruments or Railway auto phone or BSNL phone or control phone.
'Line Clear' shall be obtained on the VHF sets by exchanging identification Number supported by a Private Number.

The authority to proceed for the Loco Pilot is Paper Line Clear Ticket with Identification Number and Private Number received from the station in advance written both in figure and words for single line section. [Refer SR 6.02.06 & Chapter-V of BWM]

(b) **FAILURE OF COMMUNICATIONS BETWEEN SM's OFFICE AND CABINS:**

In the event of failure of telephone communications between the Station Master's Office and the cabins, manuscript messages shall be sent in duplicate to the concerned cabin. The receiving cabin shall retain one copy for his record and return the other copy duly acknowledged as an assurance that all the necessary points in favour of the train and for the line nominated by the Station Master on duty have been correctly set and locked, the overrun line and the line nominated is clear and free from

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all obstructions including the regulations stipulated in this SWR. These instructions shall be supported by a private number. This procedure must be followed until rectification of the failure. For obtaining intact arrival of a stopping train also these manuscript messages shall be used when there is no train guard. A specimen of the form is given in Operating Manual vide OM 20.04 (9) (g).

ii. **DESPATCH OF TRAINS UNDER BLOCK TICKET TO ASSIST CRIPPLED TRAINS:**

In case, it is necessary to allow a train into an obstructed block section due to engine failure, obstruction or accident, a Block Ticket shall be issued in terms of Subsidiary Rules 6.02.05 Absolute Block System on the affected block section shall be suspended and concurrence of the station master at other end shall be obtained and recorded in caution order Register and train Signal Register.

An authority (T/A 602) to proceed for relief engine/train into an occupied block section to the Loco Pilot which shall include

- a. A Block Ticket to proceed without Line Clear.
- b. Authority to pass signals in 'ON' position.
- c. Caution order

The Block Ticket (T/A 602) shall clearly detail the place of obstruction, whether the train is to return or to wait at the place of obstruction for the arrive (of another following train (s) or to proceed to next station. Caution Order shall clearly indicate the restriction the speed to 15 KMPH in day lighting hours where the visibility is good and 10 KMPH at night or whenever view ahead is not clear with other speed restrictions in force.

On arrival at the station the block ticket shall be collected with necessary endorsement from Loco Pilot / Guard, then cancelled and pasted to its record foil, or shall be sent to the issuing station for cancellation.

In case of accident/ Engineering Block assurance from SE (P.WAY) concerned shall be obtained that the line is safe for movement of trains before resumption of normal working. Where the obstruction is removed and assurance in writing is obtained from P.W.I or Guard / Loco Pilot the Station Master on duty may resume normal working after exchanging proper messages supported by private number.

iii. **TRAINS DELAYED IN BLOCK SECTIONS:**

If a train carrying passenger does not arrive with in 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 this fact. There after SMs at either end of the Block section shall immediately stop all trains proceeding in to the block section on adjacent line in either direction and warn the Loco Pilots and Guards of such trains by issue of suitable Caution Orders. [Refer GR 6.04 & SRs thereto]

- (a) Failure of Axle Counter – Procedure to be followed as detailed in Appendix-B.
- (b) Reporting of failure of points, Track circuits/axle counter and interlocking-

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

The entries in failure register to be done with message to the section controller.

9.1 **TOTAL FAILURE OF COMMUNICATION BETWEEN BRAG-NQR OR BRAG-GBK:**

In the event of total interruption of communication occurring between BRAG-NQR or BRAG-GBK, action to be taken as per SR 06.02.04, the train which is to be dispatched to the affected section will be stopped and Loco Pilot & guard of the train shall be informed to the fact. The engine of the train shall be dispatched from the train

and the SM shall give an authority for working of trains during total interruption of communication on single line section to the Loco Pilot of the train which shall include:-

- a) An authority (T/B 602) to proceed without "Line Clear" on the prescribed form.
- b) A Caution order restricting the speed of the to 15 KMPH by day or when view ahead is clear and 10 KMPH during night or When view ahead is obstructed in addition to other speed restriction in force.
- c) An authority to pass the last stop signal at on position.
- d) A line clear enquiry message asking 'Line clear' for the waiting train.
- e) A conditional 'Line clear' message for the light engine to return with or without a train attached supported by a private number.

On arrival of the engine at the next station, the conditional 'Line clear' message and enquiry message shall be collected by the SM on duty who shall prepare conditional 'Line clear' ticket for engine to return either light or a train attached to it and conditional 'Line clear' replay message for the enquiry message giving 'Line clear' for the train waiting at other end shall be handed over to the Loco Pilot of light engine. On return trip the Loco Pilot will come on booked speed subject to any other speed restriction in force.

If the station master at one end has more than one train to dispatch in the same direction, he may ask 'Line clear' not only for one train but also for the following trains. It must be stated that these later trains will be dispatched after the first train at an interval of 30 minutes. When dispatching the second and subsequent trains, particulars of last preceding train along with its departure time will be endorsed on the 'Line clear' ticket and the train which will follow.

9.2 A WORKING OF TRAINS DURING FAILURE OF ALL SIGNALS IN AUTOMATIC BLOCK SYSTEM LIKELY TO LAST FOR SOME TIME AND CAUSE SERIOUS DELAY WHILE MEANS OF COMMUNICATIONS ARE AVAILABLE (REF SR 9.12.01) :

- (a) The Station Master shall inform the controller and the concerned Station Master of the affected section.
- (b) Station Master shall advise the Loco Pilot and guard of each train of the fact before allowing it to enter the affected section.
- (c) SM on duty at the station in rear of the affected section shall obtain line clear as per SR 9.12.01 (c) supported by private number and ID No.
- (d) Line clear shall be granted by the station master of the station in advance when the following conditions are fulfilled:-
 - i) The whole of the last proceeding train has arrived complete.
 - ii) The line on which it is intended to receive the train is clear up to starter and for a distance of 180 meters beyond it.
 - iii) All signals behind the said train have been put back to ON.
 - iv) All points have been correctly set and all facing points locked for the admission of the train on said line.
 - v) On obtaining line clear, station master shall hand over to the Loco Pilot.
 - An Authority to proceed on prescribed form T/D 912 to pass departure/Gate signals/Automatic Stop Signal/Semi Automatic Signal.
 - A Caution Order: Speed restriction for First train is 25 Kmph. Subsequent trains may run on normal speed.
- (e) Before handing over the "authority to proceed". SM on duty shall ensure that all points over which train will pass shall be correctly set and all facing points locked.
- (f) The station master of the station in advance shall receive the train by taking-off the reception signals and give train arrival report supported by a private number.

- (g) Train signal register book shall be brought into use and all entries regarding train working shall be recorded in TSR. Section controller shall be advised about movement of all trains in the affected section.
- (h) As soon as signals are put right by the competent authority normal working of trains on automatic block system shall be resumed after exchange messages with private numbers by the SMs concerned assuring that section is clear, controller's advice shall be obtained before resumption of normal working.
- (i) All records in connection with train working on this system shall be retained at the station for inspection by the Transportation Inspector of the section.

B WORKING OF TRAINS DURING FAILURE OF ALL SIGNALS IN AUTOMATIC BLOCK SYSTEM LIKELY TO LAST FOR SOME TIME AND CAUSE SERIOUS DELAY WHEN NO MEANS OF COMMUNICATIONS ARE AVAILABLE (REF SR 9.12.02):

- i) SM shall stop the train and advice the Loco Pilot and guard of the circumstances.
- ii) All points over which trains will run will be correctly set and facing points to be locked accordingly.
- iii) The SM to issue T/B 912, which includes the following documents to the Loco Pilot of each train.
 - a) Authority to proceed without line clear.
 - b) Caution Order Speed - 25 Kmph when view ahead is clear.
10 Kmph when view ahead is not clear.
 - c) Authority for Loco Pilot to pass departure signal/automatic signal/semi-automatic/Gate Stop Signal at on in the section.
- iv) Subsequent trains shall be allowed to enter the affected section after an interval of 15 minutes.
- v) Starter signal can be taken off.
- vi) When view ahead is not clear, the Asst. Loco Pilot or Brakes man/Guard shall be sent in advance with hand signal to guide the movement.
- vii) The Guard shall keep sharp loop out in the rear and be prepared to exhibit hand signal and flare signal to prevent the approach of a train from rear and protect it, if necessary as per extent rules.
- viii) When approaching the station ahead, Loco Pilot to stop the train at the HOME SIGNAL and sound one continuous long whistle.
- ix) After the train has been brought to a stand outside the HOME SIGNAL, SM shall take off the signal to admit the train.
- x) If within 5 minutes neither the signal is taken off nor any one turns up from the station, Loco Pilot/Guard shall take action to inform the SM and protect the train in rear as per rules.
- xi) On arrival at station, the Loco Pilot shall handover T/B 912 to the SM on duty SM to keep it in his personal custody for inspection by Transportation Officials.
- xii) On restoration, SM of both station is ensure that the section is clear of trains supported by PNs, Section controller to be consulted and order number to be obtained to resume normal working.

C WORKING OF TRAINS UNDER AUTOMATIC BLOCK SYSTEM DURING OBSTRUCTION OF ONE LINE WHEN SIGNALS ARE OPERATED AND COMMUNICATIONS ARE AVAILABLE (REF SR 9.12.03):

- (a) Before introducing Temporary Single Line working station master at either end of the affected section shall be ensured the line on which Temporary Single Line working shall be introduced is clear and free from obstruction to this effect obtain written certificate from Guard/Loco Pilot/PWI/Traction Foreman.
- (b) Single line working shall be introduced between nearest station having cross over between up and down line.

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- (c) Temporary Single Line working shall be introduced in consultation with control and message shall be exchanged between station masters of both stations supported by private number.
- (d) For all trains running on wrong direction and for each first train running right direction Line Clear shall be obtained on phone supported by Private Number and Identification Number shall be exchanged when line clear is obtained on control phone.
- (e) For trains running in the wrong direction, Line Clear shall be given when:-
- i) The whole of the last preceding train has arrived complete.
 - ii) The line on which the train is to be received is clear up to the fouling mark or starter, if any at the trailing end.
 - iii) All points at the approaching end on the said line are correctly set and facing point locked.
- I. For each first train to run on right direction line clear shall be given when:-
- The last train running on the wrong direction has arrived complete at the station at the other end and private number exchanged.
 - Line is clear for at least 180 meters beyond the First Stop Signal.
- II. Subsequent train shall be allowed to follow each other on automatic signal indication provided the SM of the rear station is intimated by the SM of advance station that he is ready to admit the train supported by private number.
- ❖ The following documents shall be given to the Loco Pilot of all trains running on wrong direction and each first train on right direction.
 - 1) Paper Line Clear Ticket with PN & ID No. (DN – T/D 1425 & UP T/C 1425).
 - 2) An authority on prescribed form (T/A-912).
 - 3) Caution Order:-

Speed restrictions for first train are 25 Kmph and subsequent train may run on normal speed. Loco Pilot of first train shall inform to Gang man/Gate man /Key man on the way regarding TEMPORARY SINGLE LINE working. The Caution Order shall also have following particulars:-

1. The line on which TEMPORARY SINGLE LINE working is introduced.
 2. The kilometreage at which the obstruction exists on other line.
 3. Speed restrictions if any.
- All fixed signals for the train running on right direction shall be taken off.
- (f) Trains running on wrong line shall be piloted out at dispatching station on T/A 912 and piloted in at the receiving station on authority of T/369 (3b).
- (g) On receipt of written message from Loco Pilot/Guard/PWI/Traction Foreman that the obstruction is removed and line is free for passage of trains, station master shall issue message to the station master at the other end of the affected section supported by private number. Normal working shall be resumed after ensuring clearance of the section with consultation of control.

D WORKING OF TRAINS UNDER AUTOMATIC BLOCK SYSTEM DURING OBSTRUCTION OF ONE LINE WHEN NO MEANS OF COMMUNICATIONS ARE AVAILABLE (REF SR 9.12.04)

1. Before introducing single line working the SM at either end of the affected section must have information in writing from the Guard/Loco Pilot/TFO that one line is clear.
2. If the SM of the station in advance of the obstructed section receives such information, he shall inform to the SM at the other end controlling the entry of trains into the obstructed block section through the Guard of a train. If there is no guard

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- train dispatched message sent through one of his station staff/gang man who may proceed on foot or by using push trolley or any Public transport.
3. After sending message, SM shall not dispatch any train until the arrival of any engine/engine with brake van rake from the opposite side. He may send a train engine/light engine to open communication.
 4. On receipt of the message, the SM of the controlling entry into the obstructed section shall sent acknowledgement through the Loco Pilot of train engine/light engine/engine with B-van to open communication.
 5. If the information about the obstruction is recovered by the SM of station controlling entry of trains into the obstructed section shall send message and also line clear enquiry message to the SM at other end of the section through one of his station staff/Gang man who may proceed to on foot or by push trolley or by using public transport.
 6. SM on receipt of such message shall arrange to send acknowledgement by the said railway employ, which shall proceed on foot or by any train/engine. A conditional line clear reply message shall be given for the line clear enquiry message.
 7. After the SMs of the station on either end of the obstructed section have become aware of the obstruction, the trains shall continue to work as and when trains are worked on single line, when suspension of panel and no communication is available.
 8. When obstruction is removed and both the SMs are informed trains shall be worked as per SR 9.12.02.
 9. If any means of communication is available the procedure detailed in SR 9.12.03 shall be observed.

E WORKING OF TRAINS UNDER AUTOMATIC BLOCK SYSTEM DURING FAILURE OF MEANS OF COMMUNICATION WHEN SIGNALS ARE OPERATED (REF SR 9.12.05):

- a. The Station Master of the station in rear of the affected section shall in consultation with the Section Controller, or with the Station Master of the station immediately in rear of his station, if Section Controller is not available, ascertain the number and description of train (s) in the section and the expected time of arrival at his station. He shall then decide the sequence for allowing the trains into the affected section keeping in view the order of precedence and make out a list in duplicate under his stamp and signature indicating the number and description of the trains in the sequence in which the trains shall be allowed to leave his station.
- b. Before the first trains of the series so listed, is allowed to enter the affected section, it shall be brought to a stop. A Caution Order shall be issued to the Loco Pilot and Guard detailing the circumstances and advising the Loco Pilot to bring his train to stop outside the First Stop Signal of the station in advance and sound the prescribed code of whistle and thereafter be guided by the instruction of the Station Master of the station in advance. The Loco Pilot shall also be given a copy of the list (mentioned in sub-rule (a) to be handed over to the Station Master of the station in advance.
- c. On arrival of the train at the station in advance of the affect section, the Loco Pilot shall hand over the list to the Station Master and the latter shall paste the same and make necessary entries in the log register about the number and description of the trains according to the sequence shown therein. As and when the train actually passes/arrives his station he shall score out the train number and description from the list indicating the time of its arrival/passing, until and unless he is advised otherwise by the Station Master of the station in rear in the similar manner.
- d. After sending out the list through the Loco Pilot as per sub rule (b) above, the Station Master of the station in rear shall paste the other copy in his train log register. Subsequent train (s) of the list need not be stopped out of course, provided they are allowed to enter the affected section in the same sequence as detailed in the list. As each train enters the section, he shall also score out the train number and description from his list.

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- e. If due to any operational exigencies, it becomes necessary to change the sequence for running of the trains in the affected section or on the completion of the movement of all the trains in the list already sent, a fresh list shall be prepared with necessary remark for any change in the sequence of the previous list and action taken for working of the subsequent trains as per fresh list in the same manner as indicated in sub rule (b) to (d) above.

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

Rules and regulations for working 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 are 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:

- i]. The previous block ticket is collected & cancelled, or
 - ii]. Necessary endorsement is given on the previous block ticket with the advice to wait at the site for a next train to follow ,or
 - iii]. The previous train has met with an accident or has been disabled, or
 - iv]. The block ticket has been collected from the Loco Pilot of the previous train by the official in-charge at the site & kept in the personal custody & shall be kept until the arrival of the next train & such assurance is given over the telephone installed at the site quoting the serial number of the Block Ticket so collected.
 - a. SM will suspend the absolute block system of working and both SM's concerned should arrange for running of trains on the authority of Block Ticket.
 - b. SM at the dispatching end will hand over to the Loco Pilot the BLOCK TICKET as the authority which shall include.
 - c. Caution order: Existing speed restriction shall be indicated in the Caution Order portion. The speed restriction to 15Kmph during clear visibility and 10Kmph when visibility is obstructed shall be clearly indicated.
 - d. An authority to pass the stop signals at 'ON' position.
 - e. Before resumption of normal working a message between the SM's of the concerned station shall be exchanged with private number. [Refer 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 the Loco Pilot /Guard of the train and cancels it.

10.0 VISIBILITY TEST OBJECT:

The signal lights of common loop starter signal No. 20 & 21 during day and night are the visibility test object vide GR 3.61.2 (b) (iii)

11.0 ESSENTIAL EQUIPMENT AT THE STATION:

(Details are given in Appendix-'E')

12.0 FOG SIGNAL MEN NOMINATED TO BE CALLED IN CASE OF FOG: **FOG SIGNALLING:**

In case of thick, foggy or tempestuous weather impairing visibility, whenever it is necessary to indicate to the Loco Pilot of an approaching train the locality of a signal, the SM on duty at station shall arrange for signaling in terms of General Rules 3.61 and Subsidiary Rules thereto. The assurance of the staff shall be obtained in the month of OCTOBER every year in the Fog Signal Register vide SR.3.61 as a token of their acknowledgement in fog signaling Rules.

Fog signalmen shall be detailed for duty at stations being recruited partly from the station traffic staff and partly from Engineering Gang man and must not be substitutes or casual labour but regular employees of the railway.

STATION DETONATOR REGISTER (OPT/124)

A Register regarding detonator is maintained at the station.

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INSTRUCTIONS:

- a. This register contains the following parts.
Part - I: Particulars of fog signal men posted at the station from time to time.
Part – II: Particulars of receipt and stock of detonating (fog) signals at the station to be filled in whenever detonators are used or received.
Part – III: Periods of fogs, fog signalmen on duty and details of detonators used.
Part – IV: Particulars of issue and testing of fog signals at the station.
- b. As soon as a man is posted to or detailed for duty at a station as a Fog Signalman, the Station Master must satisfy himself that the man is fully acquainted with and understands the rules relating to the placing of detonating (fog) signals at stations during thick or foggy weather. As an assurance of this, the Station Master shall take the signature or thumb impression of such men in the appropriate column of Part - I of this register.
- c. 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.
- d. 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.

APPENDICES

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

APPENDIX 'A' TO STATION WORKING RULES OF BARANG STATION

1.0 WORKING OF 'SPECIAL' CLASS INTERLOCKED LEVEL CROSSING GATE No. 181 SITUATED AT Km. 419/53-420/1 (UP) & 420/2-419/54 (DN) AT BRAG STATION.

A. BRIEF DESCRIPTION:

1	No. of Level Crossing Gate	181
2	Engineering or Traffic gate	Traffic (Cabin Operated)
3	Under control of Station Master or Permanent Way Inspector.	SS/BRAG
4	Location at Km.	Km. 419/53-420/1(UP) & 420/2-419/54(DN)
5	At station	BRAG
6	In between station	-
7	BG/MG/NG	BG
8	Single line/double line/multiple line	Double
9	Normal position	Open to Road Traffic
10	Interlocked/ Non-Interlocked	Interlocked
11	Means of Interlocking	-
12	Provision of gate signal at Km.	-
13	Signaling arrangement	Station Stop Signal
14	Means of communication Telephone.	Leverman/North Cabin
15	Width of the level crossing gate	8.50m
16	Type of road	Other
17	Name of road	BRAG Market Road
18	Metalled /Non-Metalled	Metalled
19	Approach road	Metalled
20	Width of the road	5.6m
21	Angle of road crossing (in case of the SKEW gates)	-
22	Road gradients (if any)	a) North/East Side - Straight b) South/West Side -Straight
23	Road alignment (Straight/Curve)	a) North/East Side - Straight b) South/West Side -Straight
24	Provision of height gauges	Provided
25	Type of barriers	Lifting
26	Length of check rails	11.00m
27	Road surface in between level crossing gates.	Metalled
28	Length of rumble strip/ speed breakers.	7.00m
29	Road signs	Yes
30	Speed breakers indication board	Yes
31	TVU	97792 on August – 2012
32	Census next due on	August – 2015
33	Demarcation for placement of detonators.	Yes
34	No. of gateman working	03 (Three)
35	Nearest Railway Medical Assistance	MCS
36	Nearest Private Medical Assistance available (if any)	BRAG
37	List of equipment available (Yes/No)	Yes

(Correction slip No. _____ dated _____)

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1.1 EQUIPMENT TO BE AVAILABLE AT THE CABIN:

- (i) One Red and one Green hand signal flag.
- (ii) Two hand signal flags.
- (iii) Two Red banner flags with side props.
- (iv) Ten detonators in a case.
- (v) Two gate lamps.
- (vi) Two chains with padlocks for locking the gate.
- (vii) Two padlocks for the gate lamps.
- (viii) Two staves for fixing hand signal lamps.
- (ix) Gate Working Rules.
- (x) Level Crossing Inspection books.
- (xi) Complaint book.

1.2 MODE OF OPERATION:**INTERLOCKING AND NORMAL WORKING:**

This gate is interlocked with all DN reception signals, UP dispatch signals, Shunt Signal No. 25, 48, 49 & 50 of North Cabin. The interlocking is achieved by means of Lever No. 46 of North Cabin which when reversed locks the L.C. Gate boom in closed condition. The normal position of the gate is open. When it is necessary to close the gate for taking off signals or for shunting operations the Station Master on duty shall take following steps.

INTIMATION TO LEVERMAN:

- Before taking off reception/departure/shunt signals, station master shall inform the Leverman, the number, description and direction of the train.
- The Leverman shall close the gate.
- The reception/departure signals will be taken "OFF".
- In order to ensure that road traffic is not held up for a long time, the station master must ensure that the train is ready for departure in all respects before he advises the Leverman for closing the gate.
- 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 trains or to perform the shunting across the gate shall be personally responsible to ensure that the gate is closed against road traffic before allowing any movement across the gate.

The Leverman on duty shall then close the barriers of the L.C. Gate by operating winch. The interlocking is achieved by means of Lever No. 46 of North Cabin which when reversed locks the L.C. Gate boom in closed condition.

The level crossing gate shall be so worked as to cause the least possible inconvenience to vehicular traffic consistent with safety according to SR 16.03.01 (a). To avoid the detention to the road traffic at the Level crossing gate, the gate signals should not be taken off too early in advance and L.C. Gate should not be kept closed for more than 10minutes at a stretch according to SR 16.03.01(b).

1.3 FAILURE OF LIFTING BARRIERS:

- (i) When the gate cannot be closed due to failure of lifting barriers the Leverman will immediately inform the Station Master on duty, under exchange of private number, and ensure the lifting barriers or leaf gates do not foul the track.
- (ii) He shall immediately fix red banner flag by day and red light by night on the post at that end first from which the train is approaching and then at the other end.
- (iii) Leverman shall secure the gate against road traffic by means of safety chains and padlocks.

- (iv) After securing the gate against road traffic, Leverman shall show green hand signal flag by day and green light to the Loco Pilot of the approaching train.
- (v) Station Master on duty shall issue caution order to the Loco Pilot of departing trains.
- (vi) He shall also advise the Station Master at the dispatching end, under exchange of private number, to similarly issue a caution order to the Loco Pilot before dispatching a train in the block section from his end.
- (vii) Station Master shall advise maintenance staff responsible for maintenance of lifting barriers/ leaf gates to repair the defect at the earliest.
- (viii) Normal working will resumed only after maintenance staff repair the lifting barrier/ leaf gates 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.

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

- (i) If the gate key cannot be extracted from the winch, the gate leaves or the key transmitter then Leverman must immediately inform the Station Master on duty on telephone, under exchange 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) Station Master on duty shall issue a caution order to the Loco Pilot of a departing train.
- (iv) He shall also advise the Station Master at the dispatching end, under exchange of private number, to similarly issue a caution order to the Loco Pilot before dispatching a train in the block section from his end.
- (v) Station Master shall advise S & T staff responsible for maintenance of winch/gate leaves/key transmitter to rectify the defect at the earliest.
- (vi) Normal working will be resumed only after S & T staff repairs the winch/gate leaves/key transmitter and issue reconnection/ fit memo for the same.

1.5 FAILURE OF GATE KEY WITH THE GATE IN OPEN CONDITION:

- (i) If the gate key cannot be extracted from the winch, gate lever or key transmitter then Leverman must immediately inform the Station Master on duty 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) Leverman shall secure the gate against road traffic by means of chains and padlocks and pass trains on hand signals.
- (iv) Station Master on duty shall issue caution order to the Loco Pilot of a departing train.
- (v) He shall also advise the Station Master at the dispatching end, under exchange of private number to similarly issue a caution order to the Loco Pilot before dispatching a train in the block section from his end.
- (vi) Station Master shall advise S & T staff responsible for maintenance of winch/gate leaves/key transmitter to rectify the defect at the earliest
- (vii) Normal working will resumed only after S & T staff repair the winch/gate leaves/key transmitter and issues reconnection/ fit memo for the same.

1.6 OBSTRUCTION AT THE GATE:

- (i) If the gate is broken by a road vehicle which is fouling the track or if lifting barriers/ leaf gates or any other part of the gate foul the track, or if there is any other obstruction at the gate, the Leverman 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 Leverman shall advise the Station Master on duty, regarding the defects / obstructions at the gate, under exchange of private number.

- (iii) Station Master on duty shall be advised to put the reception/departure/shunt signals back to 'ON' position, if taken 'OFF' for a train.
- (iv) If there is no response from the Station Master after two or three attempts, he shall first protect the gate and then inform on phone.
- (v) Leverman shall then rush with detonators, Battery operated LED based flashing lamp, and red flag by day and red hand signal lamp by night in the direction of the approaching train and protect gate vide GR.16.07.
- (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 who shall not start the train unless he has been assured by the Leverman that the road vehicle or the lifting barriers/ leaf gates are not fouling the track.
- (viii) The Station Master shall also inform the Station Master at the dispatching end, under exchange of private number, asking him not to dispatch any train in the block section from his end, until the track has been cleared of all obstruction.
- (ix) After the track has been cleared of all obstructions the Leverman shall inform the Station Master accordingly, under exchange of private number.
- (x) Station Master shall then issue a caution order to Loco Pilot of all trains to proceed cautiously, and pass the reception/departure signal at "ON" position on green hand signal of the Leverman, if the gate is broken, but is clear of any obstruction.
- (xi) Leverman shall secure the gate against road traffic by means of safety chains and padlocks and there after exhibit green hand signal, if the gate is not obstructed.
- (xii) Station Master shall advise maintenance staff responsible for maintaining the lifting barriers/leaf gate to repair the same at the earliest.
- (xiii) Normal working will be resumed only after maintenance staffs rectify the defective lifting barriers/ leaf gates and issue reconnection/ fit memo for the same.

1.7 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 Leverman, the Leverman and Station Master will adopt the procedure given under item No. 1.6 above. If the obstruction fouls the Level Crossing Gate, gateman must keep the gates closed against road traffic till the track is cleared of the obstruction.

2.0 WORKING OF 'SPECIAL' CLASS MANNED INTERLOCKED LEVEL CROSSING GATE No. JB-19 SITUATED AT Km. 447/10-12 BETWEEN BRAG-NQR.

A. BRIEF DESCRIPTION:

1	No. of Level Crossing Gate	JB-19
2	Engineering or Traffic gate	Engineering
3	Under control of Station Master or Permanent Way Inspector.	SSE (P.Way)/BARANG
4	Location at Km.	Km. 447/10-12
5	At station	-
6	In between station	BRAG-NQR
7	BG/MG/NG	BG
8	Single line/double line/multiple line	Single line
9	Normal position	Open to Road Traffic
10	Interlocked/ Non-Interlocked	Interlocked
11	Means of Interlocking	Gate Stop Signal in UP direction, Advanced Starter Signal in DN direction.
12	Provision of gate signal at Km.	-
13	Signaling arrangement	-
14	Means of communication Telephone.	Telephone with Leverman/North Cabin/BRAG
15	Width of the level crossing gate	9.0m
16	Type of road	Other
17	Name of road	Barang to Trisulia.
18	Metalled /Non-Metalled	Metalled
19	Approach road	-
20	Width of the road	7.0m
21	Angle of road crossing (in case of the SKEW gates)	-
22	Road gradients (if any)	a) North/East Side - - b) South/West Side - -
23	Road alignment (Straight/Curve)	a) North/East Side - Straight b) South/West Side -Straight
24	Provision of height gauges	Provided
25	Type of barriers	Lifting
26	Length of check rails	12.0m
27	Road surface in between level crossing gates.	C.C. Block
28	Length of rumble strip/ speed breakers.	9.0m
29	Road signs	Yes
30	Speed breakers indication board	Yes
31	TVU	1030660 on August – 2012
32	Census next due on	August - 2015
33	Demarcation for placement of detonators.	Yes
34	No. of gateman working	03 (Three)
35	Nearest Railway Medical Assistance	CTC
36	Nearest Private Medical Assistance available (if any)	BRAG
37	List of equipment available (Yes/No)	Yes

(Correction slip No._____ dated_____)

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Sr. DEN/C/KUR

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2.1. EQUIPMENT TO BE AVAILABLE AT THE GATE LODGE:

1.	Battery Operated LED based flashing lamp	3
2.	Hand Signal Flag Green	1 mounted on stick
3.	Hand Signal Flag Red	3 mounted on sticks
4.	Banner Flag Red	3
5.	Posts for exhibiting red banner flag	2
6.	Spare Chains with Padlocks	2 with stop mark
7.	Detonators	10 in tin case
8.	Gate lamps	2
9.	Tommy Bar	1
10	Mortar Pan	1
11	Spade/ Fowrah	1
12	Rammer	1
13	Pick Axe	1
14	Tin Case for Flags	1
15	Cane 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 chain with pad lock	2

2.2 RECORDS TO BE KEPT AT GATE LODGE

In addition to the above equipment, following records shall also be kept at the Gate Lodge.

- 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 Gatemen, including date of passing vision test, initial/refresher course, safety camp, etc.
- viii. Accident Register.
- ix. Record of last census of road traffic at Level Crossing gate.
- x. Public Complaint Book.
- xi. Inspection Book.
- xii. S&T Register

2.3 DUTIES OF GATEMAN:

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

(2) POSITION DURING PASSAGE OF TRAINS:

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

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

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(3) ROUTINE DUTIES OF GATEMAN:

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

(4) ACTION IN CASE OF UNUSUAL OCCURRENCE ON TRAIN :

- In case gateman observes anything unusual with a passing train, he shall take following action.
- (i) He shall take prompt action to warn the Loco Pilot / Guard of the passing train by showing red flag by day and red light by night.
 - (ii) He shall simultaneously try to draw the attention of the Loco Pilot / Guard by whistling continuously, shouting, gesticulating, throwing ballast on the brake van or by any other means.

- (iii) If Loco Pilot/Guard fails to take notice, gateman shall immediately inform the Station Master, if connected on telephone, to take appropriate action, under exchange of private number.
- (iv) In case of train parting, gateman shall not show stop hand signal but shall show prescribed signal for train parting.
- (v) He shall 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, if connected on telephone, to take appropriate action, under exchange of private number.

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

- (i) In case of an obstruction at the level crossing gate, gateman shall maintain the gate signals, if any, in the 'ON' position.
- (ii) Thereafter, if he is unable to remove the obstruction, gateman shall immediately advise the Station Master on duty, if connecting by telephone, regarding the defects/obstructions at the gate, under exchange of private number.
- (iii) If there is no response from the Station Master after two or three attempts, he shall first protect the gate and then inform on phone.

(a) THE GATEMAN SHALL PROTECT THE LINE AS UNDER:-

- (i) Gate man 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 direction from which a train is expected to arrive first.
- (ii) Then he will similarly plant the other red banner flag by day and red light by night towards the other direction 5 meters away from the site of obstruction.
- (iii) Gatemen shall then proceed to protect the gate along with detonators, battery operated LED based flashing lamp and red flag by day and red hand signal lamp by night.
- (iv) Gateman shall proceed exhibiting red flag by day and red hand signal lamp by night towards the direction from which a train is expected to arrive first, to a point 600 meters on BG and 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 towards the other direction, showing red hand signal, similarly place detonators as described in para (iv) above and return to the site of obstruction, picking up the intermediate detonator on his way back.
- (vi) Having returned to the gate, he must then like 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 the can go.
- (viii) Thereafter, he shall light up battery operated LED based flashing lamp to warn the Loco pilot and stop the approaching train by waving this red flag by day red hand signal lamp by night repeatedly.

(b) OTHER ACTION TO BE TAKEN BY GATEMAN:

- (i) At night gateman shall light two hand signal lamps and take action to exhibit red light and protect the lines as described in sub paras (a) and (b) above.
- (ii) If the gate is broken by a road vehicle which is fouling the track, or if lifting barriers / leaf gates or any other part of the gate foul the track, or if there is any other obstruction at the gate, the gateman shall take immediate action.

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

2.3 **MODE OF OPERATION:**

INTERLOCKING, NORMAL WORKING AND INTIMATION TO THE GATEMAN:

This gate is interlocked with UP Gate Stop Signal & DN Advanced Starter Signal No. 51. It is locked by Lever No. 32 in the North Cabin through RKT. When it is necessary to close the gate for taking off signals the Cabin Leverman on duty shall advise the Gateman through telephone, the number, description, direction and expected time of passage of the train at the gate. On receipt of the telephonic advice about approach of any train the gate man shall ensure that the level crossing gate is clear of road traffic and is free from obstruction. If the actual running time of the trains from either end of the section is less than 10 minutes, Cabin leverman will intimate to gateman before obtaining/granting line clear. It is the duty of the gateman to ensure that the gate is closed in time so that there is no detention to road traffic.

The Gateman on duty after getting such information from the Cabin Leverman, close the gate against road traffic, and extracts the key 'G' from winch and the same is transmitted to the Cabin Leverman by RKT provided at the gate lodge. He shall inform the same to Cabin Leverman over the phone. The Cabin Leverman shall extract the gate control key from RKT instrument provided at North Cabin and insert in the lock of lever No. 32, which when reverse will release the concerned interlocked signals to be taken off.

After complete passage of trains or other movements over the level crossing the gate, the gateman shall intimate to the Cabin Leverman on duty that the train has passed completely over the L.C. Gate under exchange of private number. Thereafter, Cabin Leverman on duty shall transmit the key to the gateman in order to opening the gate. After getting the key, gateman shall open the gate.

To avoid the detention to the road traffic at the level crossing gate, the gate signals should not be taken off too early in advance and L.C. Gate should not be kept closed for more than 10 minutes at a stretch. The level crossing gate shall be so worked as to cause least possible inconvenience to vehicular traffic on consistent with safety according to SR 16.03.01(a).

2.4 **FAILURE OF TELEPHONIC COMMUNICATION:**

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) If the telephone fails at the gate connected with the Station at the dispatching end, Station Master shall then issue a caution order to the Loco Pilot of the departing train.
- (ii) Station Master shall advise the Loco Pilot to whistle continuously and proceed cautiously while approaching the gate.
- (iii) In case the gate signal is 'ON', he should stop short of gate signal and follow the procedure laid under GR 3.73.
- (iv) In case of an approaching train, the Station Master shall advise the Station Master at the dispatching end, under exchange of private number that the telephone at the gate has failed.
- (v) The Station Master at the dispatching end shall then issue a caution order to the Loco Pilot before dispatching a train in the block section from his end.
- (vi) Station Master will also advise the gateman through gang man/patrolman/Loco Pilot of the first train that the telephone has become defective.
- (vii) Station Master should also advise S & T staff responsible for maintenance of the telephone to rectify the defect at the earliest.
- (viii) Normal working will be resumed only after S & T staff rectify the telephone and issue reconnection/ fit memo for the same.

(Correction slip No. _____ dated _____)

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2.5 FAILURE OF LIFTING BARRIERS OR LEAF GATES:

- (i) When the gate cannot be closed due to failure of lifting barriers, the gateman will immediately inform the Cabin Leverman on duty, under exchange of private number, and ensure the 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, gateman shall show green hand signal flag by day and green light to the Loco Pilot of the approaching train.
- (v) Station Master on duty shall issue caution order to the Loco Pilot of departing trains.
- (vi) He shall also advise the Station Master at the dispatching end, under exchange of private number, to similarly issue a caution order to the Loco Pilot before dispatching a train in the block section from his end.
- (vii) Station Master shall advise maintenance staff responsible for maintenance of lifting barriers/ leaf gates to repair the defect at the earliest.
- (viii) Normal working will resumed only after maintenance staff repair the lifting barrier/ leaf gates and issue reconnection/ fit memo for the same.

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

- (i) If the gate key cannot be extracted from the winch or the key transmitter then gateman must immediately inform the Cabin Leverman on duty on telephone, under exchange 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) Station Master on duty shall issue a caution order to the Loco Pilot of a departing train.
- (iv) He shall also advise the Station Master at the dispatching end, under exchange of private number, to similarly issue a caution order to the Loco Pilot before dispatching a train in the block section from his end.
- (v) Station Master shall advise S & T staff responsible for maintenance of winch/gate leaves/key transmitter to rectify the defect at the earliest.
- (vi) Normal working will be resumed only after S & T staff repairs the winch/gate leaves/key transmitter and issue reconnection/ fit memo for the same.

2.7 FAILURE OF GATE KEY WITH THE GATE IN OPEN CONDITION:

- (i) If the gate key cannot be extracted from the winch, gate lever or key transmitter then gateman must immediately inform the Cabin Lever man on duty 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) The Gateman shall secure the gate against road traffic by means of chains and padlocks and pass trains on hand signals.
- (iv) Station Master on duty shall issue caution order to the Loco Pilot of a departing train.
- (v) He shall also advise the Station Master at the dispatching end, under exchange of private number to similarly issue a caution order to the Loco Pilot before dispatching a train in the block section from his end.
- (vi) Station Master shall advise S & T staff responsible for maintenance of winch/gate leaves/key transmitter to rectify the defect at the earliest
- (vii) Normal working will resumed only after S & T staff repair the winch/gate leaves/key transmitter and issues reconnection/ fit memo for the same.

2.8 DEFECTIVE GATE SIGNALS:

- (i) The gateman shall treat the gate signal as defective and must not lower them under following circumstances:
- (a) If gate signals can be taken "OFF" without closing the gate, or
- (b) The key can be extracted from the operating winch when the gate is in open condition.
- (ii) If the Gate or the Gate Signal or Distant Signal becomes defective in "OFF" position, the gateman will make all efforts to put it at "ON" position even by cutting signal wires, if necessary.
- (iii) The gateman will immediately advise the Cabin Lever man on duty, under exchange of private number, regarding defective gate signals.
- (iv) Thereafter, the gate must be treated as non interlocked and procedure for reception/ dispatch of trains as prescribed for non-interlocked gates should be adopted.
- (v) He shall show green hand signal flag by day and green light by night to the passing train after closing the gate.
- (vi) Station Master on duty will issue caution order to the Loco Pilot of a departing train.
- (vii) He shall also advise the Station Master at the dispatching end, under exchange of private number; to similarly issue a caution order to the Loco Pilot before dispatching a train in the block section from his end.
- (viii) Station Master shall advise S & T staff responsible for maintaining the gate signal to repair the same at the earliest
- (ix) Normal working will be resumed after S & T staff rectifies the defective gate signal and issue reconnection/ fit memo for the same.

2.9 OBSTRUCTION AT THE GATE:

- (i) If the gate is broken by a road vehicle which is fouling the track or if lifting barriers/ leaf gates or any other part of the gate foul the track, or if there is any other obstruction at the gate, the gateman shall immediately put back gate signals to 'ON' position.
- (ii) He shall fix red banner flag by day and red lamp by night on posts provided at both ends of the gate, for this purpose.
- (iii) Immediately after this, the gateman shall advise the Station Master on duty, regarding the defects / obstructions at the gate, under exchange of private number.
- (iv) If there is no response from the Station Master after two or three attempts, he shall first protect the gate and then inform on phone.
- (v) Gateman shall then rush with detonators, battery operated LED based flashing lamp, and red flag by day and red hand signal lamp by night in the direction of the approaching train and protect gate vide GR.16.07.
- (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 who shall not start the train unless he has been assured by the gateman that the road vehicle or the lifting barriers/ leaf gates are not fouling the track.
- (viii) The Station Master shall also inform the Station Master at the dispatching end, under exchange of private number, asking him not to dispatch any train in the block section 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 accordingly, under exchange of private number.
- (x) Station Master shall then issue a caution order to Loco Pilot of all trains to proceed cautiously, and pass the reception/departure signal at "ON" position on green hand signal of the gateman, if the gate is broken, but is clear of any obstruction.
- (xi) Gateman shall secure the gate against road traffic by means of safety chains and padlocks and there after exhibit green hand signal, if the gate is not obstructed.
- (xii) Station Master shall advise maintenance staff responsible fir maintaining the lifting barriers/leaf gate to repair the same at the earliest.
- (xiii) Normal working will be resumed only after maintenance staffs rectify the defective lifting barriers/ leaf gates and issue reconnection/ fit memo for the same.

2.10 OBSTRUCTION ON THE TRACK NEAR LEVEL CROSSING GATE:

If there is a rail fracture or obstruction on the track due to falling of a tree, fouling by road vehicle or derailment which is visible to the gateman, the gateman and Station Master will adopt the procedure given under item No.2.9 above. If the obstruction fouls the Level Crossing Gate, gate man must keep the gates closed against road traffic till the track is cleared of the obstruction.

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3.0 **WORKING OF 'B1' CLASS MANNED NON-INTERLOCKED LEVEL CROSSING GATE No. JB-18 SITUATED AT Km. 445/8-10 BETWEEN BRAG-NQR.**

A. **BRIEF DESCRIPTION:**

1	No. of Level Crossing Gate	JB-18
2	Engineering or Traffic gate	Engineering
3	Under control of Station Master or Permanent Way Inspector.	SSE/PWAY/BRAG
4	Location at Km.	Km. 445/8-10
5	At station	-
6	In between station	BRAG-NQR
7	BG/MG/NG	BG
8	Single line/double line/multiple line	Single line
9	Normal position	Closed to Road Traffic
10	Interlocked/ Non-Interlocked	Non-Interlocked
11	Means of Interlocking	-
12	Provision of gate signal at Km.	-
13	Signaling arrangement	-
14	Means of communication Telephone.	Telephone with SM/BRAG
15	Width of the level crossing gate	-
16	Type of road	Other
17	Name of road	Barang to Trisulia village Road.
18	Metalled /Non-Metalled	Metalled
19	Approach road	Bituminous.
20	Width of the road	6.9m
21	Angle of road crossing (in case of the SKEW gates)	-
22	Road gradients (if any)	a) North/East Side - 1.30 b) South/West Side -1.40
23	Road alignment (Straight/Curve)	a) North/East Side - Straight b) South/West Side -Straight
24	Provision of height gauges	Provided
25	Type of barriers	Lifting
26	Length of check rails	11.4m
27	Road surface in between level crossing gates.	C.C. Block
28	Length of rumble strip/ speed breakers.	-
29	Road signs	Yes
30	Speed breakers indication board	Yes
31	TVU	26970 on August – 2012
32	Census next due on	August - 2015
33	Demarcation for placement of detonators.	Yes
34	No. of gateman working	02 (Two)
35	Nearest Railway Medical Assistance	CTC
36	Nearest Private Medical Assistance available (if any)	BRAG
37	List of equipment available (Yes/No)	Yes

(Correction slip No._____ dated_____)

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(P.K.MOHANTY)
Sr. DEN/C/KUR

(B.PANDA)
DOM/KUR

3.1.A EQUIPMENT TO BE AVAILABLE AT THE GATE LODGE:

1.	Battery Operated LED based flashing lamp	3
2.	Hand Signal Flag Green	1 mounted on stick
3.	Hand Signal Flag Red	3 mounted on sticks
4.	Banner Flag Red	3
5.	Posts for exhibiting red banner flag	2
6.	Spare Chains with Padlocks	2 with stop mark
7.	Detonators	10 in tin case
8.	Gate lamps	2
9.	Tommy Bar	1
10	Mortar Pan	1
11	Spade/ Fowrah	1
12	Rammer	1
13	Pick Axe	1
14	Tin Case for Flags	1
15	Cane 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 chain with pad lock	2

[B] RECORDS TO BE KEPT AT GATE LODGE:

In addition to the above equipment, following records shall also be kept at the Gate Loge.

- 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 Gatemen, including date of passing vision test, initial/refresher course, safety camp, etc.
- viii. Accident Register.
- ix. Record of last census of road traffic at Level Crossing gate.
- x. Public Complaint Book.
- xi. Inspection Book.

3.2 MODE OF OPERATION:**NORMAL WORKING OF THE LEVEL CROSSING GATE (NON-INTERLOCKED):**

The level crossing gate is normally kept closed against road traffic and it will be opened for passage of road traffic only when it is necessary and safe to do so. The Gateman on duty before opening the gate shall ensure that he has not exchanged any Private Number with the station or if he has exchanged Private Number with the station, the whole of the train with last vehicle indicator has passed over the level crossing gate and the Station Master has not exchanged Private Number with him for any movement immediately in the rear of that train or on the adjacent line (s). Before opening the gate, he shall display a banner flag across the track.

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3.3 DUTIES OF GATEMAN:**(1) ALERTNESS:**

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

(2) POSITION DURING PASSAGE OF TRAINS:

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

- (i) Gateman will stand attentively in front of the gate lodge facing the approaching train.
- (ii) In day time, gateman shall hold red and green flags furled up on separate sticks in right and left hands respectively.
- (iii) In night time, gateman shall hold lighted hand signal 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 is placed across the track whenever the gate is kept in open condition for passage of road vehicles.
- (ii) Gateman shall ensure that gate lamps and lamps of all gate signals are lighted and kept burning continuously from sunset to sunrise.
- (iii) Gateman shall perform his duties strictly according to the duty roster and shall not leave the gate unless reliever arrives and takes charge of it. However, 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 / train / battery box on fire, shifted load, falling material like brake blocks, brake beams, safety bracket, vaccum 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 / leaf gates get damaged or becomes out of order, the gateman shall use the spare chain with disc and padlocks for securing the gate against road traffic.
- (viii) Gateman shall report to the nearest SM, 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 shall 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.

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- (xvi) Gateman on electrified section shall watch that road vehicles / animals passing from gate are within the height loading gauge provided on either side of the level crossing gate.
- (xvii) Gateman shall prevent trespassing by persons or cattle to the maximum extent.

(4) ACTION IN CASE OF UNUSUAL OCCURRENCE ON TRAIN :

- In case gateman observes anything unusual with a passing train, he shall take following action.
- (i) He shall take prompt action to warn the Loco pilot/ Guard of the passing train by showing red flag by day and red light by night.
 - (ii) He shall simultaneously try to draw the attention of the Loco pilot / Guard by whistling continuously, shouting, gesticulating, throwing ballast on the brake van or by any other means.
 - (iii) If Loco pilot /Guard fails to take notice, gateman shall immediately inform the Station Master, if connected on telephone, to take appropriate action, under exchange of private number.
 - (iv) In case of train parting, gateman shall not show stop hand signal but shall show prescribed signal for train parting.
 - (v) He shall 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, if connected on telephone, to take appropriate action, under exchange of private number.

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

- (i) In case of an obstruction at the level crossing gate, gateman shall maintain the gate signals, if any, in the 'ON' position.
- (ii) Thereafter, if he is unable to remove the obstruction, gateman shall immediately advise the Station Master on duty, if connecting by telephone, regarding the defects/obstructions at the gate, under exchange of private number.
- (iii) If there is no response from the Station Master after two or three attempts, he shall first protect the gate and then inform on phone.

(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 direction from which a train is expected to arrive first.
- (ii) Then he will similarly plant the other red banner flag by day and red light by night towards the other direction 5 meters away from the site of obstruction.
- (iii) Gatemen shall then proceed to protect the gate along with detonators, battery operated LED based flashing lamp and red flag by day and red hand signal lamp by night.
- (iv) Gateman shall proceed exhibiting red flag by day and red hand signal lamp by night towards the direction from which a train is expected to arrive first, to a point 600 meters on BG and 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 towards the other direction, showing red hand signal, similarly place detonators as described in para (d) above and return to the site of obstruction, picking up the intermediate detonator on his way back.
- (vi) Having returned to the gate, he must then like 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 light up battery operated LED based flashing lamp to warn the Loco pilot and stop the approaching train by waving this red flag by day red hand signal lamp by night repeatedly.

(b) **OTHER ACTION TO BE TAKEN BY GATEMAN:**

- (i) At night gateman shall light two hand signal lamps and take action to exhibit red light and protect the lines as described in sub Para (a) above.
- (ii) If the gate is broken by a road vehicle which is fouling the track, or if lifting barriers/leaf gates or any other 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 use nearest SM or Permanent Way Inspection regarding the particulars and obstructions at the level crossing gate, through messenger or other means available.

3.4 **EXCHANGE OF PRIVATE NUMBER:**

- (i) The normal position of the level crossing gate is "Closed to Road Traffic".
- (ii) The Station Master 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 in assurance of gate being closed & locked against road traffic.
- (iii) The Station Master 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 station as per 3.4 (ii) above, or
 - (2) If he has exchanged private number with the Station Master, the whole of the train with last vehicle indicator has passed over the level crossing gate and the Station Master has not exchanged private number with him for any other movement immediately in rear of that train or on the adjacent line (s).

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 by his hand to stop approaching train if any.

- (v) In case the Gateman is not responding on the telephone or incase the telephone becomes defective or private number is not received from the Gateman, the Station Master 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.

3.5 FAILURE OF TELEPHONIC COMMUNICATION

When telephonic communication fails or it does not get any response from gateman despite 2 or 3 attempts, the following procedure should be adopted:

Station master at dispatching end shall issue caution order to the Loco pilot of the departing train.

- (i) The caution order shall advise the Loco pilot to whistle continuously and approach the gate cautiously.
- (ii) The Loco pilot shall be instructed to pass the gate cautiously, on being hand signaled by the gate man. If hand signal is not seen, the Loco pilot should be prepared to stop short of the gate and depute his assistant Loco pilot to see the condition of the gate. If gate is closed, the assistant Loco pilot will give all right signal and if the gate is not closed the assistant Loco pilot must close the gate and then give all right signal. In the absence of the assistant Loco pilot, the Loco pilot may take the assistance of assistant Guard/Guard.
- (iii) In case of an approaching train, the station master shall advise the station master at the dispatching end, under exchange of private number that the telephone at the gate has failed.
- (iv) The station master at the dispatching end shall then issue a caution order to the Loco pilot before dispatching a train in the block section from his end.
- (v) The station master shall advise the gateman through gangman/patrol man or the Loco pilot of the first train that the telephone has become defective.
- (vi) He should also advise S&T staff responsible for maintenance of the telephone to rectify the same at the earliest.
- (vii) Normal working will be resumed only after S&T staff rectify the telephone and issue reconnection/fit memo for the same.

3.6 FAILURE OF LIFTING BARRIERS OR LEAF GATES:

- (i) When the gate cannot be closed due to failure of lifting barriers or leaf gates, the gateman will immediately inform the Station Master on duty, under exchange of private number, and ensure the lifting barriers or leaf gates do not foul the track.
- (ii) He shall immediately fix red banner flag by day and red light by night on the post at that end first 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 to the Loco pilot of the approaching train.
- (v) Station Master on duty shall issue caution order to the Loco pilot of departing trains.
- (vi) He shall also advise the Station Master at the dispatching end, under exchange of private number, to similarly issue a caution order to the Loco pilot before dispatching a train in the block section from his end.
- (vii) Station Master shall advise maintenance staff responsible for maintenance of lifting barriers/ leaf gates to repair the defect at the earliest.
- (viii) Normal working will be resumed only after maintenance staff repair the lifting barrier/ leaf gates and issue reconnection/ fit memo for the same.

3.7 OBSTRUCTION AT THE GATE:

- (i) If the gate is broken by a road vehicle which is fouling the track or if lifting barriers/ leaf gates or any other part of the gate foul the track, or if there is any other obstruction at the gate, the gateman shall immediately fix red banner flag by day and red lamp by night on posts provided at both ends of the gate, for this purpose.
- (ii) Immediately after this, the gateman shall advise the Station Master on duty, regarding the defects / obstructions at the gate, under exchange of private number.
- (iii) Station Master 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 after two or three attempts, he shall first protect the gate and then inform on phone.
- (v) Gateman shall then rush with detonators, battery operated LED based flashing lamp, and red flag by day and red hand signal lamp by night in the direction of the approaching train and protect gate vide GR.16.07.
- (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 who shall not start the train unless he has been assured by the gateman that the road vehicle or the lifting barriers/ leaf gates are not fouling the track.
- (viii) The Station Master shall also inform the Station Master at the dispatching end, under exchange of private number, asking him not to dispatch any train in the block section 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 accordingly, under exchange of private number.
- (x) Station Master shall then issue a caution order to Loco pilot of all trains to proceed cautiously, and pass the reception/departure signal at "ON" position on green hand signal of the gateman, if the gate is broken, but is clear of any obstruction.
- (xi) Gateman shall secure the gate against road traffic by means of safety chains and padlocks and there after exhibit green hand signal, if the gate is not obstructed.
- (xii) Station Master shall advise maintenance staff responsible for maintaining the lifting barriers/leaf gate to repair the same at the earliest.
- (xiii) Normal working will be resumed only after maintenance staffs rectify the defective lifting barriers/ leaf gates and issue reconnection/ fit memo for the same.

3.8 **OBSTRUCTION ON THE TRACK NEAR LEVEL CROSSING GATE:**

If there is a rail fracture or obstruction on the track due to falling of a tree, fouling by road vehicle or derailment which is visible to the gateman, the gateman and Station Master will adopt the procedure given under item No. 3.7 above. If the obstruction fouls the Level Crossing Gate, gate man must keep the gates closed against road traffic till the track is cleared of the obstruction.

4.0 WORKING OF 'SPECIAL' CLASS MANNED INTERLOCKED LEVEL CROSSING GATE NO. 182 SITUATED AT KM. 422/3-5(UP) & 422/6-4 (DN) BETWEEN BRAG-MCS.

A BRIEF DESCRIPTION:

1.	No. of Level Crossing Gate	:	182
2.	Engineering or Traffic gate	:	Engineering
3.	Under control of Station Master or Permanent Way Inspector.	:	SSE(P.Way)/BRAG
4.	Location at Km.	:	Km. 422/3-5 (UP) & 422/6-4 (DN)
5.	At station	:	-
6.	In between station	:	BRAG-MCS
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	:	-
12.	Provision of gate signal at Km.	:	-
13.	Signaling arrangement	:	Semi Automatic Gate Stop Signal in both UP & DN direction
14.	Means of communication Telephone.	:	Telephone with TPM 'A'/LMA /South Cabin/BRAG
15.	Width of the level crossing gate	:	6.24m
16.	Type of road	:	Other
17.	Name of road	:	Padasahi
18.	Metalled /Non-Metalled	:	Metalled
19.	Approach road	:	Bituminous
20.	Width of the road	:	6.24m
21.	Angle of road crossing (in case of the SKEW gates)	:	-
22.	Road gradients (if any)	:	a) North/East Side - 1:30 b) South/West Side -1:30
23.	Road alignment (Straight/Curve)	:	a) North/East Side - Straight b) South/West Side -Straight
24.	Provision of height gauges	:	Yes
25.	Type of barriers	:	Lifting
26.	Length of check rails	:	11.00m
27.	Road surface in between level crossing gates.	:	C.C. Block
28.	Length of rumble strip/ speed breakers.	:	5.90m
29.	Road signs	:	Yes
30.	Speed breakers indication board	:	Yes
31.	TVU	:	69120 on August - 2012
32.	Census next due on	:	August - 2015
33.	Demarcation for placement of detonators.	:	Yes
34.	No. of gateman working	:	02 (Two)
35.	Nearest Railway Medical Assistance	:	MCS
36.	Nearest Private Medical Assistance available (if any)	:	BRAG
37.	List of equipment available (Yes/No)	:	Yes

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4.1 EQUIPEMENT TO BE AVAILABLE AT THE GATE:

1.	LED tri-color hand signal lamp	3
2.	Hand Signal Flag Green	1 mounted on stick
3.	Hand Signal Flag Red	3 mounted on sticks
4.	Banner Flag Red	3
5.	Posts for exhibiting red banner flag	2
6.	Spare Chains with Padlocks	2 with stop mark
7.	Detonators	10 in tin case
8.	Gate lamps	2
9.	Tommy Bar	1
10.	Mortar Pan	1
11.	Spade/ Fowrah	1
12.	Rammer	1
13.	Pick Axe	1
14.	Tin Case for Flags	1
15.	Cane 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 chain with padlock	2

4.2 RECORDS TO BE KEPT AT GATE LODGE

In addition to the above equipment, following records shall also be kept at the Gate Lodge.

- 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 Gatemen, including date of passing vision test, initial/refresher course, safety camp, etc.
- viii. Accident Register.
- ix. Record of last census of road traffic at Level Crossing gate.
- x. Public Complaint Book.
- xi. Inspection Book.
- xii. S & T Register.

4.2.1 Approach Warning has been provided.

4.3 INTERLOCKING AND NORMAL WORKING:

This gate is interlocked with Semi Automatic Gate Stop Signal in both UP & DN direction. The interlocking is achieved by mechanically Ground lever frame & closure of the L.C. Gate Boom. The normal position of the gate is open. A four-lever ground frame is provided at the gate lodge. When it is necessary to close the gate for passage of a train, the TPMA/LMA on duty shall inform the Gateman to close and lock the gate.

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The function of the lever frames are illustrated below:

Lever No. 1 Spare

Lever No. 2 Boom locking lever

Lever No. 3 UP Semi Automatic Gate Stop Signal GSA-1

Lever No. 4 DN Semi Automatic Gate Stop Signal GSA-12

The Gateman on duty shall then close the barriers of the L.C. Gate by operating winch. The key 'R1' is to be extracted from the winch, which will be inserted in the lever of GF2. When GF2 reversed locks the booms of the gates and releases GF3, GF4 and Key R2. GF3 and GF4 reversed along with Key R2 inserted in EKT will clear UP Semi Automatic Gate Stop Signal GSA-1 and DN Semi Automatic Gate Stop Signal GSA-12 respectively. One panel is provided at the gate lodge.

PROCEDURE OF OPENING OF GATE IN FACE OF APPROACHING TRAIN OR IN CASE OF PUTTING BACK THE GATE SIGNAL TO ON.

Approach track circuits are provided at two kilometers from the gate in both UP & DN directions. Before a train occupies the approach track circuit the gateman can put back the gate signal to 'ON' condition. If required by normalizing the GF3/GF4 levers. To open the gate key R2 can be extracted from the EKT with out any time delay and the same key R2 is to be inserted in the lever of GF2 for normalizing the lever & unlock the boom lock for opening of the level crossing gate.

When the approach track circuit is occupied by an approaching train or is showing occupied due to any other reason the gateman can put back the gate signal to 'ON' condition, if required by normalizing the GF3/GF4 levers. But the gate can't be opened for road traffic unless the gateman follow the emergency gate release procedure. One sealed Emergency button is available in level crossing gate panel. The seal is to be broken and pressed for emergency operation by the gateman. After lapse of two minutes lock free indication will glow and then key R2 can be extracted from EKT for opening of level crossing gate.

INDICATIONS ON LC GATE PANEL:

- (i) Both UP and DN Gate signals & Road signal indications are available in the level crossing gate indication panel.
- (ii) Approach warning indication is available in the level crossing gate indication panel. Audible warning and visual warning for road traffic is provided from 2 Km. in rear from the L.C. Gate in both UP & DN direction. When a train approaches red indication glows with buzzer. The buzzer continues till the level crossing gate is closed against road traffic and locked.
- (iii) Both level crossing gate closed and locked indications are available. A white indication shows when gate is closed and lock indication (Red) appear in the panel when signal is taken off. Emergency gate release indication 'red' glows when gate lock becomes free after two minutes of emergency operation.

FAILURE OF TRACK CIRCUIT CONTROLLING LC GATE:

In case of failure of track circuit controlling level crossing gate, Emergency gate release facility is provided. One sealed Emergency button is available in level crossing gate panel, after putting back the signals 'ON', seal is to be broken and pressed for emergency operation. After lapse of two minutes lock free indication will glow and then key can be extracted from EKT for opening of level crossing gate.

After passage of the train this signal levers to be normalized and this lock lever to be made normal. This will be inserted in the winch and unlock to open the gate by operating the winch.

To avoid the detention to the road traffic at the Level Crossing gate, the gate signals should not be taken off too early in advance and L.C. Gate should not be kept closed for more than 10 minutes at a stretch. (Refer SR 16.03.01 (b))

4.4. INTIMATION TO GATEMAN:

- i) TPM-A/LM-A shall advise the gateman through telephone, the number, description, direction and expected time of the passage of the train at the gate.
- ii) TPM-A/LM-A will convey this advice to the gateman before obtaining /granting line clear.
- iii) It should be the duty of the gateman to ensure that the gate is closed in time, so that there is no detention to the train or excessive detention to road traffic.

4.5 DUTIES OF GATEMAN:

1) ALERTNESS:

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

2) POSITION DURING PASSAGE OF TRAINS:

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

- i) Gateman will stand attentively in front of the gate lodge facing the approaching train.
- ii) In day time, gateman shall hold red and green flags furled up on separate sticks in right and left hands respectively.
- iii) In night time, gateman shall hold lighted hand signal 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 place red banner flag during emergencies and obstruction on the track.
- ii) Gateman shall ensure that gate lamps and lamps of all gate signals are lighted and kept burning continuously from sunset to sunrise.
- iii) Gateman shall perform his duties strictly according to the duty roster and shall not leave the gate unless reliever arrives and takes charge of it. However, 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 / train / battery box on fire, shifted load, falling material like brake blocks, brake beams, safety bracket, vacuum cylinder or any other situation endangering safe running of trains.
- vi) Gateman shall also be prepared to repeat any signal which Guard may give to Loco Pilot on walkie-talkie or in any other way.
- vii) If lifting barriers / leaf gates get damaged or becomes out of order, the gateman shall use the spare chain with disc and padlocks for securing the gate against road traffic.
- viii) Gateman shall report to the nearest SM, Gang mate or Permanent Way Inspector any defect in his gate or apparatus pertaining to it, as soon as possible.
- ix) In the event of gate signal becoming defective the gateman shall maintain the signal in the 'ON' position even by disconnecting the signal or the wire if necessary.
- x) At the gate whose signal have become defective, the gateman shall close and lock and lifting barriers / leaf gates on sighting a train and hand signal or pilot the train past the defective signal. In such case he should inform the Loco Pilot to report the defect at the next station.
- xi) Gateman shall wear badge and prescribed uniform while on duty at level crossing gate.
- xii) Gateman shall ensure that he is having competency certificate in his possession while on duty.
- xiii) Gateman shall work the gate as per Gate Working Instructions and remain well conversant with these instructions.

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- xiv) Gateman shall ensure that equipment supplied at the gate is in good order and ready for immediate use.
- xv) Gateman shall see that the channel for the flange of the wheel is kept clear.
- xvi) Gateman shall keep the road surface well watered and rammed in case of unmetalled roads.
- xvii) Gateman must be vigilant to see that inconvenience to road users due to closure of gates should be to the minimum possible extent.
- xviii) Gateman on electrified section shall watch that road vehicles / animals passing from gate are within the height loading gauge provided on either side of the level crossing gate.
- xix) Gateman shall prevent trespassing by persons or cattle to the maximum extent.

4) **ACTION IN CASE OF UNUSUAL OCCURRENCE ON TRAIN:**

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

- i) He shall take prompt action to warn the Loco Pilot / Guard of the passing train by showing red flag by day and red light by night.
- ii) He shall simultaneously try to draw the attention of the Loco Pilot / Guard by whistling continuously, shouting, gesticulating, throwing ballast on the brake van or by any other means.
- iii) If Loco Pilot/Guard fails to take notice, gateman shall immediately inform the TPM-A/LM-A, if connected on telephone, to take appropriate action, under exchange of private number.
- iv) In case of train parting, gateman shall not show stop hand signal but shall show prescribed signal for train parting.
- v) He shall 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 TPM-A/LM-A, if connected on telephone, to take appropriate action, under exchange of private number.

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

- i) In case of an obstruction at the level crossing gate, gateman shall maintain the gate signals, if any, in the 'ON' position.
- ii) Thereafter, if he is unable to remove the obstruction, gateman shall immediately advise the TPM-A/LM-A on duty, if connecting by telephone, regarding the defects/obstructions at the gate, under exchange of private number.
- iii) If there is no response from the TPM-A/LM-A after two or three attempts, he shall first protect the gate and then inform on phone.
- a) The gateman shall protect the line as under:-
 - i) If both lines are obstructed the gateman shall plant a red banner flag by day and a red light by night 5 meters away on posts duly provided for the purpose. He shall first protect the line on which a train is expected to arrive first.
 - ii) Then he will similarly plant the other red banner flag by day and 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, LED tri-color hand signal lamp 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 on BG from the level crossing gate and place 3 detonators on the track 10 meters apart.

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Having thus protected the line he shall return to the level crossing gate picking up the intermediate detonator on his way back.

- v) Thereafter, he shall proceed on the other line, showing red hand signal, similarly place detonators as described in Para (iv) above and return to the site of obstruction, picking up the intermediate detonator on his way back.
- vi) Having returned to the gate, he must then take steps to remove the obstruction and warn the Loco Pilot of the approaching train.
- vii) In case the gateman observes or hears a train approaching when he is still on his way to protect and before he reaches the stipulated distance to place detonators, he shall place detonators on the line at a distance as far away as he can go.
- viii) Thereafter, he shall light up and fix the LED tri-color hand signal lamp to warn the Loco Pilot and stop the approaching train by waving his red flag by day red hand signal lamp by night repeatedly.

b) Other action to be taken by Gateman:

- i) At night gateman shall light two hand signal lamps and take action to exhibit red light and protect the lines as described in sub Para (a) above.
- ii) If the gate is broken by a road vehicle which is fouling the track, or if lifting barriers / leaf gates or any other part of the gate foul the track, or if there is any other obstruction at the gate, the gateman shall take immediate action.
- iii) He shall note down the particulars of the road vehicle, vehicle number, name of the Driver, owner and relay these details to the nearest **TPM-A/LM-A** or Permanent Way Inspector regarding the particulars and obstructions at the level crossing gate, through messenger or other means available.

4.6 FAILURE OF TELEPHONIC COMMUNICATION:

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) If the telephone fails at the gate connected with the Station at the dispatching end, Station Master shall then issue a caution order to the Loco Pilot of the departing train.
- ii) Station Master shall advise the Loco Pilot to whistle continuously and proceed cautiously while approaching the gate.
- iii) In case the gate signal is 'ON' he should stop short of gate signal and follow the procedure vide GR 9.15.
- iv) In case of an approaching train, the Station Master shall advise the Station Master at the dispatching end, under exchange of private number that the telephone at the gate has failed.
- v) The Station Master at the dispatching end shall then issue a caution order to the Loco Pilot before dispatching a train in the block section from his end.
- vi) Station Master will also advise the gateman through gang man/patrolman/Loco Pilot of the first train that the telephone has become defective.
- vii) Station Master should also advise S & T staff responsible for maintenance of the telephone to rectify the defect at the earliest.
- viii) Normal working will be resumed only after S & T staff rectify the telephone and issue reconnection/ fit memo for the same.

4.7 FAILURE OF SEMI AUTOMATIC GATE SIGNAL:

- (a) In case the semi automatic gate signal is at ON and "A" marker is illuminated, he should stop short of gate signal for one minute during day time and two minutes during night time, then proceed cautiously and follow the procedure laid vide GR 9.02.
- (b) In case the semi automatic gate signal is at ON and "A" marker is extinguished, he shall sound the prescribed code of whistle to warn the Gateman and bring his train to stop in rear of the signal and if after waiting one minute during day and two minutes during night, the signal is not taken off he shall draw his train ahead cautiously up to the level crossing.

If the gate man is available and exhibiting hand signals, proceeded further past the level crossing gate cautiously, or

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- If the gate man is not available or is available but not exhibiting hand signals, stop in rear of the rear of the level crossing and after ascertaining that gates are closed against road traffic and on getting hand signals from the gateman, and in his absence from Assistant Loco Pilot, the Loco Pilot shall sound the prescribed code of whistle and cautiously proceed up to the next stop signal complying with GR 9.02. (Refer GR 9.15)
- (c) Station Master should also advise S & T staff responsible for maintenance of the auto signal to rectify the defect at the earliest.
- (d) Normal working will be resumed only after S & T staff rectify the auto signal and issue reconnection/fit memo for the same.

4.8 **FAILURE OF LIFTING BARRIERS OR LEAF GATES:**

- i) When the gate cannot be closed due to failure of lifting barriers or leaf gates, the gateman will immediately inform the **TPM-A/LM-A** on duty, under exchange of private number, and ensure the lifting barriers or leaf gates do not foul the track.
- ii) He shall immediately fix red banner flag by day and red light by night on the post at that end first 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 to the Loco Pilot of the approaching train.
- v) Station Master on duty shall issue caution order to the Loco Pilot of departing trains.
- vi) He shall also advise the Station Master at the dispatching end, under exchange of private number to similarly issue a caution order to the Loco Pilot before dispatching a train in the block section from his end.
- vii) Station Master shall advise maintenance staff responsible for maintenance of lifting barriers/ leaf gates to repair the defect at the earliest.
- viii) Normal working will resumed only after maintenance staff repair the lifting barrier/ leaf gates 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.

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

- i) If the gate key cannot be extracted from the winch, the gate lever or the key transmitter then gateman must immediately inform the **TPM-A/LM-A** on duty on telephone, under exchange private number.
- ii) If Emergency Key is available at the gate lodge, Gateman will take it out from the sealed box by breaking the seal and open the gate for road traffic.
- iii) The record of the date and time of breaking the sealed cover of Emergency Key Box shall be recorded and signaled with reasons.
- iv) Thereafter, the gate must be treated as non-interlocked and procedure for reception/ dispatch of trains as prescribed for non-interlocked gates should be adopted.
- v) Station Master on duty shall issue a caution order to the Loco Pilot of a departing train.
- vi) He shall also advise the Station Master at the dispatching end, under exchange of private number to similarly issue a caution order to the Loco Pilot before dispatching a train in the block section from his end.
- vii) Station Master shall advise S & T staff responsible for maintenance of winch/gate lever/key transmitter to rectify the defect at the earliest.
- viii) Normal working will be resumed only after S & T staff repairs the winch/gate lever/key transmitter and issue reconnection/ fit memo for the same.
- ix) After rectification, the Emergency Key shall be replaced by S&T maintainer.

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4.10 FAILURE OF GATE KEY WITH THE GATE IN OPEN CONDITION:

If the gate key cannot be extracted from the winch, gate lever or key transmitter then gateman must immediately inform the **TPM-A/LM-A** on duty on telephone, under exchange of private number.

- (i) 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.
- (ii) Gateman shall secure the gate against road traffic by means of chains and padlocks and pass trains on hand signals.
- (iii) Station Master on duty shall issue caution order to the Loco Pilot of a departing train.
- (iv) He shall also advise the Station Master at the dispatching end, under exchange of private number to similarly issue a caution order to the Loco Pilot before dispatching a train in the block section from his end.
- (v) Station Master shall advise S & T staff responsible for maintenance of winch/gate lever/key transmitter to rectify the defect at the earliest.
- (vi) Normal working will resumed only after S & T staff repair the winch/gate lever/key transmitter and issues reconnection/ fit memo for the same.
- (vii) After rectification, the Emergency Key shall be replaced in the Emergency Key Box and resealed by the S & T maintainer.

4.11 DEFECTIVE GATE SIGNALS:

- (a) The gateman shall treat the semi automatic gate signal as defective and must not take off them under following circumstances:
 - (i) If gate signals can be taken "OFF" without closing the gate, or
 - (ii) The key can be extracted from the operating winch when the gate is in open condition.
- (b) The gateman will immediately advise the Station Master on duty, under exchange of private number, regarding defective gate signals.
- (c) Thereafter, the gate must be treated as non interlocked and procedure for reception/dispatch of trains as prescribed for failure of gate semi automatic signals should be adopted.
- (d) He shall show green hand signal flag by day and green light by night to the passing train after closing the gate.
- (e) Station Master on duty will issue caution order to the Loco Pilot of a departing train.
- (f) He shall also advise the Station Master at the dispatching end, under exchange of private number; to similarly issue a caution order to the Loco Pilot before dispatching a train in the block section from his end.
- (g) Station Master shall advise S & T staff responsible for maintaining the gate signal to repair the same at the earliest
- (h) Normal working will be resumed after S & T staff rectifies the defective gate signal and issue reconnection/ fit memo for the same.

4.12 OBSTRUCTION AT THE GATE:

- i) If the gate is broken by a road vehicle which is fouling the track or if lifting barriers/ leaf gates or any other part of the gate foul the track, or if there is any other obstruction at the gate, the gateman shall immediately fix red banner flag by day and red lamp by night on posts provided at both ends of the gate, for this purpose.
- ii) Immediately after this, the gateman shall advise the **TPM-A/LM-A** on duty, regarding the defects/obstructions at the gate, under exchange of private number.
- iii) Station Master 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 after two or three attempts, he shall first protect the gate and then inform on phone.
- v) Gateman shall then rush with detonators, LED tri-color hand signal lamp and red flag by day and red hand signal lamp by night in the direction of the approaching train and protect gate as per Para 4.5 (5) above.
- vi) Thereafter he shall protect the gate from the other direction also.

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- vii) He shall note down the particulars of the road vehicle, name of the Driver, owner and relay these details to the Station Master who shall not start the train unless he has been assured by the gateman that the road vehicle or the lifting barriers/ leaf gates are not fouling the track.
- viii) The Station Master shall also inform the Station Master at the dispatching end, under exchange of private number, asking him not to dispatch any train in the block section 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 accordingly, under exchange of private number.
- x) Station Master shall then issue a caution order to Loco Pilot of all trains to proceed cautiously, and pass the reception/departure signal at "ON" position on green hand signal of the gateman, if the gate is broken, but is clear of any obstruction.
- xi) Gateman shall secure the gate against road traffic by means of safety chains and padlocks and there after exhibit green hand signal, if the gate is not obstructed.
- xii) Station Master shall advise maintenance staff responsible for maintaining the lifting barriers/leaf gate to repair the same at the earliest.
- xiii) Normal working will be resumed only after maintenance staffs rectify the defective lifting barriers/ leaf gates and issue reconnection/ fit memo for the same.

4.13 **OBSTRUCTION ON THE TRACK NEAR LEVEL CROSSING GATE:**

If there is a rail fracture or obstruction on the track due to falling of a tree, fouling by road vehicle or derailment which is visible to the gateman, the gateman and Station Master will adopt the procedure given under item No. 4.12 above. If the obstruction fouls the Level Crossing Gate, gate man must keep the gates closed against road traffic till the track is clear of the obstruction.

APPENDIX-‘B’ TO STATION WORKING RULES OF BARANG STATION

SYSTEM OF SIGNALLING, INTERLOCKING AND COMMUNICATION ARRANGEMENTS AT THE STATION

1.1 BRIEF DESCRIPTION OF THE SIGNALLING AND INTERLOCKING INSTALLATIONS:

This is a ‘B’ Class station with Standard-III interlocking (with isolation). There are two end cabins for operating points and signals at either end of the yard and the station is equipped with multiple aspect colour light signals (MACLS) with relevant SM’s controls.

1.2 Manually operated IRS catch handle Type levers are installed at North Cabin (70 levers) and South Cabin (30 levers). These levers shall operate points, point locks, slots, key controls and signals.

2.0 The Diode type Token less Block Instruments for the sections BRAG-GBK main line and BRAG-NQR branch line are installed in SM’s office. These instruments are operated by SM on duty. Home signals on BRAG-GBK main line and BRAG-NQR branch line are electrically interlocked with these instruments so that it shall not be possible to grant line clear for a train, unless the relevant signal lever is put back to normal on arrival/passage of a train. The DN advanced starter signal cannot be taken off, unless line clear is obtained over the Block Instruments from the respective Station in advance and concerned SM slides are pulled.

3.0 Luminous indication of each signal, slots and points are provided on a board above the levers of each cabin to indicate the position of each signal, slot (when given by the opposite end cabin through SM’s slide). Besides the above luminous indicators, illuminated “N” and “R” indications are provided for each point. When the points will be set correct, locked in their normal condition and reversed condition, the indicators will indicate illuminated “N” and “R” respectively.

4.0 One indication cum Auto working panel is provided in South cabin of BRAG for MCS-BRAG Automatic Signaling sections. King lever No. 22 is available for Auto working of UP advanced starter signal of BRAG. One Yellow indication above the King lever glows when Auto working is initiated

3.1 Two lamp indicators are provided near the Lock and Block (L&B) instrument for the following purposes:

(i) RED LAMP:

This lamp glows whenever a train enters into the block section past the advanced starter. This will be extinguished as soon as the lock and block instrument at the advanced station is made to TOL position.

(ii) YELLOW LAMP:

This lamp glows when the train is received on signals and block handle is free to be brought to line closed position. This is extinguished when the handle of L&B instrument is turned to line closed.

3.2 SIGNAL INDICATIONS:

The indications of various aspects of signals provided in this Auto signaling section are as follows.

- i) **RED:**
Red indication 'Danger' aspects and signifies stop dead till the signal is taken off.
- ii) **SINGLE YELLOW:**
Single yellow indicating 'caution' aspect and signifies proceed cautiously preparing to stop dead at the next stop signal.
- iii) **DOUBLE YELLOW:**
Double yellow indicates 'attention' aspect and signifies proceed and prepared to pass the next signal at a restricted speed.
- iv) **GREEN:**
Green indicates 'clear aspect and signifies proceed'. The aspects of the signals are obtained at any time as shown on the panel.

4.0 SLOT CONTROLS:

All the Home signals are provided with slot controls from the trailing end cabin and SMs slide control. The Station Master or the trailing end **TPM-A/LM-A** can put back the Home signal to ON position in emergency by putting back the slide or slot lever to normal respectively. However, the facing end **TPM-A/LM-A** shall not alter the route in such cases according to SR 3.36.02 (a) except to avert an accident.

5.0 TRACK CIRCUITS:

UP and DN main lines at this station are track circuited on the berthing portion and luminous LED indication are provided at SM's office in yard diagram LED indication. The luminous indications are provided at SM's office in yard diagram with LED indication. Track circuits are also provided beyond Main line starters (26T & 66T UP & DN directions respectively) and between outermost trailing points and advanced starter signals on both sides (51T & 52AT in DN & 21AT in UP directions). All point zones are track circuited by providing axle counters in the yard. In addition, there are two short length last vehicle track circuits (7T1 & 7T2 DN direction and 51T towards NQR and 52T towards GBK directions). Continuous track circuit is available in Automatic block sections between MCS-BRAG.

5.1 AUTOMATIC BLOCK SIGNALING:

The line between BRAG-MCS has been divided into a series of automatic block signaling section each of which is the portion of the running line between two consecutive stop signals and the entry into each of which is governed by a stop signal.

In UP direction the section is divided into seven numbers (Viz. UP Advanced Starter SA21-GSA1, GSA1-AS3, AS3-AS5, AS5-GSA7, GSA7-GSA9, GSA9-AS11 & AS11-UP home of MCS) of Automatic Block signaling section. Similarly, in DN direction, the section is divided into seven numbers (SA23-AS2, AS2-GSA4, GSA4-GSA6, GSA6-AS8, AS8-AS10, AS10-GSA12, and GSA12-DN Home Signal of BRAG) of Automatic Block signaling sections. Entry into each section is governed by a stop

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signal. Continuous track circuits have been provided into control aspect of the Auto signals.

- (ii) Procedure for working of Advanced starter in Automatic mode:-
Normally UP Advanced Starter Signal works in manual mode. Auto working can be introduced by pulling King Lever to reverse when the signal is taken OFF. Similarly, Auto working can be cancelled by putting the King lever normal.

6.0 AXLE COUNTER

AXLE COUNTER & DESCRIPTION OF RESETTING EQUIPMENT:

The station yard is provided with Multi Entry Axle Counters over POINT ZONES & BERTHING lines in lieu of Track Circuits. Axle counter of each point zone & berthing lines are grouped at respective ends as illustrated below:-

A.	SOUTH CABIN	B.	BERTHING	C.	NORTH CABIN
Sl. No.	AXLE COUNTER ZONE	Sl. No.		Sl. No.	AXLE COUNTER ZONE
1	8/11 AXT	1	L1AXT	1	37/45 AXT
2	8/14 AXT	2	L3AXT	2	35/37 AXT
3	14 BXT	3	L4AXT	3	30 BXT
4	17 AXT	4	L5AXT	4	23/27 AXT
5	18 AXT	5		5	27/30 AXT
6	18 BXT	6		6	20/34 AXT
7		7		7	16/40 AXT
8.		8.		8.	23/17AXT
9.		9.		9.	13AXT
10.		10.		10.	13/16AXT
11.		11.		11.	45AXT
12		12		12	2AXT
13		13		13	8AXT
14		14		14	17/20 AXT

Whenever a particular Axle counter zone is occupied or failed, a visual 'RED' indication appears on the Resetting panel at station and when verified for clearance and initiated for resetting, a 'YELLOW' indication appears in the Resetting panel and when once the resetting is completed, then appears 'GREEN' indication and the 'YELLOW' indication extinguishes.

A panel with indications, Veeder counter for each Axle counter zone, SM's key common push button along with one individual push button for loop lines for resetting is installed at station to indicate the occupation/clearance of track circuit/Axle counters of the full yard.

Separate indication panel with individual zone verification button with a common group button are installed in each cabin to indicate the occupation/clearance of Track Circuits/Axle counters.

Before taking off reception and dispatch signals for UP and DN trains the **TPM-A/LM-A** at the respective cabin should ensure that the line and respective point zone axle counter sections are clear of all obstructions by observing the axle counter zone indication. The indication will exhibit 'RED' light when track is occupied and 'GREEN' light when track is clear.

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In the event of failure of axle counter the clearance loop lines and common loops/zones shall be ensured by physical check by the SM/ TPM-A/LM-A on duty and trains shall be piloted IN as per GR 3.69 & SR thereto.

In case of failure of axle counter the resetting of axle counter must be done as per the procedure given in Appendix-'B'

AXLE COUNTER (Block Section):

The Single line Block Section between BRAG-GBK is monitored by digital axle counter system.

One pair of axle counter is provided between DN Advanced Starter towards GBK side of BRAG station and UP Advanced Starter of GBK station.

The position of the block section whether 'clear' or occupied are reflected in the LVCD which is provided in the SM's office. This will be shown 'GREEN' when the Block section is Clear and Red when the Block Section is occupied. If the 'RED' indication does not change to 'GREEN' after passage of train it should be assumed that the Axle Counter of the particular section is failed and necessary action to be taken as given detailed in Appendix-B of this SWR. If axle counter fails advanced starter signal shall not come to 'OFF' and TLBI shall remain locked last operation position. These axle counter systems are provided for last vehicle checking on either block section as well as for dispatching a train in block section from either end of the section. These digital axle counter system counts the axles 'IN' and counts axles 'OUT' in the respective block sections which indicates whether the concerned sections monitored by digital axle counters is clear or occupied.

6.1 **PROCEDURE FOR RESETTING IN THE EVENT OF FAILURE OF ANALOG AXLE COUNTER:**

Whenever, any axle counter in any point zone/Home to FM straight/Point Last trailing Point to Advanced Starter fails, 'RED' indication will appear in the reset panel at station & indication panel at the cabins. The Station Master on duty shall ask the TPM-A/LM-A on duty for physical verification of zone/line at site. After physical verification if there is no obstruction over the effected Axle counter zone, the TPM-A/LM-A on duty will inform the fact to the Station Master over telephone supported by a Private Number. The Station Master will advise the TPM-A/LM-A to press the verification button along with common group button.

On receipt of the zone verified indication i.e. 'YELLOW' and zone clearance verification private number, the Station Master shall finally press the common reset button with SM's key 'IN' provided on the RESET panel to initiate resetting and advised the TPM-A/LM-A to release the concern button. When once thus pressed the 'YELLOW' indication which appeared previously extinguishes and after completion of resetting and the zone is clear a 'GREEN' indication appears in the reset panel.

When loop line/common loop berthing zone Axle Counter fails. 'RED' indication will appear in the SM's reset panel and in the verification panel at both end cabins. The Station Master on duty shall then physically verify the line. After physical verification if there is no obstructions over the line. One 'YELLOW' indication appears in the reset panel. He shall then press common reset button along with line nominated

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button. The 'RED' & 'YELLOW' indications will disappear from the reset panel and 'GREEN' indication will appear.

The Veeder Counter provided on the reset panel will record next higher number indicating the number of such operations. If 'GREEN' indication does not appear on the reset panel and 'RED' indication continues to appear, the sectional ESM/JE(s)/SE(s), may be advised that the concerned Axle Counter has failed and to attend for rectification.

Station Master shall pilot the trains if any, till the rectification.

Separate Zone Verification has been provided for each Axle Counter Zone on the Cabin Panel with common group button for all Zones.

Separate register shall be maintained in the Station to record every operation of resetting and the number in the veeder counter in addition this should be recorded in TSR. While taking over/handing over duties the SM shall record in the TSR the number displayed in the veeder counter and shall acknowledge the same.

RESETTING AXLE COUNTER (LVCD)

After complete arrival of train if the axle counter of the section does not clear or axle counter free indication Green does not appear in the Reset /Indication Boxes then resetting of axle counter is inevitable.

The receiving station shall inform the sending station as to whether the last train that entered in to the section has arrived completely or not. And if arrived completely shall so intimate by exchanging private number with the sending station.

- i). As digital axle counters are provided as LVCD in Block section resetting is to be done by both the sending end and receiving end individually. (no co-operation or permission is required from the other station)
- ii). One Reset Box for BRAG-GBK UP/DN Line has been provided with the on duty SM.
- iii). The station of the section i.e. clear (GREEN) occupied (RED) preparatory (YELLOW) and power on indication (WHITE) are provided on the reset box.
- iv). The following procedure to be followed for resetting is as follows.
 - a) Insert SM's key turn right.
 - b) Press reset button provided on the reset box.
 - c) Release SM's key and reset button.
 - d) Turn left the SM's key and remove it.
 - e) The system obtains preparatory reset and preparatory reset indication 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 in to the section to make the system normal.

The SM shall record in the TSR for resetting operation giving details of train number, time, Private Number, exchanged with SM of GBK giving reasons for the resetting operation.

If the axle counters functioning properly now the Block section cleared indication 'GREEN' will appear on the reset box and the concerned block working will normalized.

If the axle counter section indication does not appear 'GREEN' and continuous to show 'RED' indication the concerned block section shall be suspended and failure intimation to be given to the Sectional Signal Maintainer/JE/SE(Sig) for early rectification.

7.0 SMs SLIDE CONTROL:

In the Station Master's office, there is an electrical slide Control Apparatus with 16 slides to control all UP and DN Home signals, and advanced starters with a locking arrangement. The Station Master or the trailing end **TPM-A/LM-A** on duty can put back the Home Signal to on position in emergency by putting back the slide or slot lever to normal respectively. However, the facing end **TPM-A/LM-A** shall not alter the route in such case according to SR 3.36.02 (a) except to avert an accident.

8.0 SLOTING CONTROL:

One slot, One starter, One train system is introduced at this station.

A) HOT AXLE SIDING:

The hot axle siding near the centre line of the Station building with single side entry is taking off from UP Loop (i.e. Line No. 5). The entrance point and corresponding derailing switch is coupled and operated by one lever at site. The entrance point is filled with hand plungers locks. HA Siding keys released from lever No.20 of South Cabin in its reverse position unlock these hand plunger locks. Lever No. 20 of South Cabin in its reverse position, locks levers of UP Starter No. 25 and UP Slot Lever No. 29 at South Cabin for UP loop in the normal position.

B) STATION SIDING:

The station siding at HWH end of the yard with one side entry is taking off from 1st common loop line. The entrance point and corresponding derailing switch is coupled and operated by one lever at site. The entrance point is filled with hand plungers lock. This hand plunger lock is unlocked by station siding key released from lever No. 47 of north cabin in its reverse position. Lock levers of UP reception signal No. 6 & 11 shunt signal No. 49 and slot lever No. 69 at North cabin for 1st common loop in their normal position.

9.0 DESCRIPTION OF LEVERS IN SOUTH CABIN:

There are 30 levers (IRS catch handle) in South Cabin and their individual function is detailed below:

<u>LEVER NO.</u>	<u>FUNCTION</u>
1	Spare.
2	Spare.
3	DN main home signal.
4	DN 1 st Common Loop Home Signal.
5	DN loop Home Signal.
6	DN 2 nd Common Loop Home Signal.
7	DN route lever.
8	Cross over points between UP main & DN main lines and holding bar on UP main line.
9	Lock Bar on Point No.8 at HWH end and holding bar on DN main line.
10	Lock Bar on Point No.11 & 18 at VSKP end.

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11	Cross over points between 2 nd Common Loop and DN main lines.
12	Lock Bar on Point No.11 at VSKP end.
13	Spare.
14	Crossover Points between UP Main & UP Loop Lines.
15	Lock Bar on Point No.14 at HWH end.
16	Spare.
17	Turn out point from 2 nd Common Loop to DN loop and fouling bar on DN loop.
18	Crossover Points between DN Main & 1 st Common Loop
19	Lock bar on point No.18 at HWH end.
20	Controls key for Hot Axle siding.
21	UP Advanced Starter Signal
22	King Lever for UP Advances starter.
23	UP 1 st Common Loop starter signal.
24	UP 2 nd Common Loop starter signal.
25	UP loop starter signal.
26	UP main starter signal.
27	Slot for 1 st Common Loop Home signal.
28	Slot for 2 nd Common Loop Home signal
29	Slot for UP Loop Home signal
30	Slot for UP Main Home signal

10.0 DESCRIPTION OF LEVERS IN NORTH CABIN:

There are 70 levers (IRS catch handle) in North Cabin and their individual function is detailed below:

<u>LEVER NO.</u>	<u>FUNCTION</u>
1.	Route lever (for GBK main line).
2.	UP home signal on GBK main line.
3.	UP main routing signal on GBK main line.
4.	UP loop routing signal on GBK main line.
5.	UP 2 nd Common Loop routing signal on GBK main line.
6.	UP 1 st Common Loop routing signal on GBK main line.
7.	UP gate home cum UP distant signal on NQR branch line.
8.	UP main home signal on NQR branch line.
9.	UP loop home signal on NQR branch line.
10.	UP 2 nd Common Loop Home signal. on NQR branch line.
11.	UP 1 st Common Loop Home signal. on NQR branch line.
12.	Lock bar on point no.13 at NQR end.
13.	Cross over point between UP main and DN main lines.
14.	Lock bar on point No.14 at VSKP end.
15.	lock bar on point No.16 at HWH end
16.	Cross over point connecting GBK main line with UP main line.
17.	Cross over point connecting 1 st Common Loop with shunting neck.
18.	lock bar on point No.17 at VSKP end
19.	Lock bar on point No.20 at NQR end.
20.	Cross over point between DN main and on NQR branch line.
21.	Lock bar on point No.20 at VSKP end.
22.	UP route lever (for NQR branch line

23. Cross over point connecting shunting neck & 1st Common Loop line.
24. Lock bar on point No.23 at VSKP end
25. Shunt signal on goods siding leading to shunting neck
26. lock bar on point No.27 at NQR end
27. Cross over point between NQR branch line and DN main lines.
28. lock bar on point No.27 t VSKP end
29. lock bar on point No.30 at HWH end
30. cross over point between 1st Common Loop and DN main lines
31. Lock bar on point No.30 at VSKP end and holding bar NQR main line.
32. Control key for LC gate at Km.447/10-12.
33. Lock bar on point No.34 & 37 at HWH end.
34. turn out point from UP main
35. derailing switch point No 2nd Common Loop
36. Lock bar on derailing switch point No.35 at VSKP end.
37. Cross over point between DN loop GBK end main lines
38. lock bar on point no.16 at VSKP end
39. lock bar on point no.40 and 41 at HWH end
40. Turn out point on UP main to Up loop line.
41. Turn out point from and UP loop connecting DN loop line.
42. spare
43. lock bar on point No.37 at VSKP end
44. lock bar on point No.45 at HWH end
45. cross over point with clearance bar and point indicator between UP loop and DN loop lines
46. control key for LC gate at km.420/1-2
47. Control key for goods siding at station end.
48. shunt signal on shunting neck leading to goods siding
49. shunt signal on shunting neck leading to 1st Common Loop lines
50. shunt signal on shunting neck leading to 2nd Common Loop, DN loop and UP loop lines
51. DN advanced starter signal for NQR branch line
52. DN advanced starter signal for GBK main line
53. spare
54. shunt signal on 2nd Common Loop leading to shunting neck
55. DN 2nd Common Loop starter signal leading to NQR branch line
56. DN 2nd Common Loop starter signal leading to GBK main line
57. shunt signal on DN loop leading to shunting neck
58. DN loop starter signal leading to NQR branch line
59. DN loop starter signal leading to GBK main line
60. shunt signal on 1st Common Loop leading to shunting neck
61. DN 1st Common Loop starter signal leading to NQR branch line
62. DN 1st Common Loop starter signal leading to GBK main line
63. spare
64. shunt signal on DN main line leading to shunting neck
65. DN main line starter signal leading to NQR branch line
66. DN main line starter signal leading to GBK main line
67. Slot for DN 2nd Common Loop home signal.
68. Slot for DN loop home signal.
69. Slot for DN 1st Common Loop home signal.
70. Slot for DN main home signal.

11.0 AUTOMATIC REPLACEMENT OF SIGNALS AT NORTH CABIN:

DN advanced starter signal No.51 & 52 of North Cabin is controlled through track circuit No.51T & 52T for automatic replacement to ON position. DN main line starter signal No.65/66 is controlled through 66T for automatic replacement to ON position. DN 1st common Loop (No.61), DN main No.65, DN 2nd Common 55 & DN loop No.58 Starter Signals are controlled through 22 and DN 1st common Loop (No.62), DN main No.66, DN 2nd Common 56 & DN loop No.59 Starter Signals are controlled through 52AT for automatic replacement to ON position. UP home signal no.8/9/10/11 on NQR branch line is controlled through 51T and UP home signal No.2 is controlled through 52T for automatic replacement to ON position.

11.1 AUTOMATIC REPLACEMENT OF SIGNALS AT SOUTH CABIN:

UP Advanced starter signal No.SA-21 of South Cabin is controlled through 21T for automatic replacement to ON position. UP Main line starter signal No.26 is controlled through 26T for automatic replacement to ON position. UP common Loop Starter Signal No.23 & UP 2nd common loop starter No.24 UP loop starter No.25 are controlled through 21AT for automatic replacement to ON position. DN Home signal Nos. 3/4/5/6 of South Cabin are controlled through 7T1/7T2 for automatic replacement to ON position.

11.2 ASPECT CONTROL OF SIGNALS:**a. DISTANT SIGNALS:**

Up Distant signal is multiple aspect color light permissive signals with disc type "P" marker, normal aspect which is one yellow.

The aspects and indications of color light distant signals are as follows:

- i. One yellow aspect means caution, which indicates to proceed and be prepared to stop at the next stop signal.
- ii. Double yellow aspect means "attention" which indicates to proceed and be prepared to pass the next stop signal at a restricted speed.
- iii. Green aspect means "proceed" which means to proceed at permissible speed.
- a) The aspect of distant signals is controlled automatically through the aspect of home signals ahead.
- b) The aspects and indications of color light stop signal in multiple aspects of signalling arrangement are as follows.
 - i. Normal aspect of the signal is Red, which means "Stop" and indicates to stop dead.
 - ii. One yellow aspect means "Caution" which indicates to proceed and be prepared to stop dead at the next stop signal.
 - iii. One yellow with lunar aspect indicates to proceed at a restricted speed to negotiate the turn out.
 - iv. Green aspect means "proceed" which indicates to proceed at permissible speed.

UP GATE DISTANT SIGNAL ON NQR BRANCH LINE:

This is a colour light permissive signals provided with disk type "P" marker to distinguish it from the stop signals with two aspects i.e. one yellow, double-yellow. This signal's aspects depend upon the aspect of Up Gate signal cum UP distant signal No. 7 as shown in aspect control chart of SWRD.

UP DISTANT SIGNAL ON GBK MAIN LINE:

This is a colour light permissive signals provided with disk type "P" marker to distinguish it from the stop signals with two aspects i.e. one yellow, double-yellow. This signal's aspects depend upon the aspect of UP Home signal No.2 as shown in aspect control chart of SWRD.

UP GATE CUM DISTANT SIGNAL ON NQR BRANCH LINE:

This is a two aspect colour light stop signal provided with disk type "G" marker to distinguish from other stop signals i.e. 'RED' & 'YELLOW'. This signal will function as combined signal for UP Distant of Branch line as well as UP Gate signal. This signal located 180m from the L.C. Gate at Km. 447/10-12. It will assume one yellow aspect when it is taken 'OFF' and the gate is closed to the road traffic as well as the Home signal ahead of it taken 'OFF'.

UP HOME SIGNAL ON NQR BRANCH LINE:

This is a two aspect colour light i.e. 'Red', 'Yellow' with lunar. The normal aspect of signal is Red. This signal located 180m from the DN Advanced starter signal No.51 on NQR branch line at R.H.S (in UP direction). Its aspect will assume yellow with lunar aspect when it is taken off respective of the condition to the starter signal ahead of its concerned line i.e. whether loop starter signal ahead indicated either red or yellow and it will assume yellow aspect when it is taken off 1st common loop line.

UP HOME SIGNAL ON GBK MAIN LINE:

This is a two aspect colour light stop signal i.e. 'Red', 'Yellow'. The normal aspect of signal is 'Red'. This signal located 626m from the UP Routing signal No. 3/4/5/6 clearing the Barang Nullah Bridge. Its aspect will assume one yellow when it is taken 'OFF' and the Routing signal ahead if it is taken 'OFF'.

DN HOME SIGNALS:

This signal is a four aspect color light stop signal i.e. 'Red', 'Green', Yellow and yellow with lunar. The normal aspect of signal is Red. This signals is located at a distance of 180 meters from the BSLB on DN Main on the left hand side of the track. Its aspect will assume one yellow aspect when it will be taken 'OFF' for DN Main line starter ahead of it kept at ON position and this signal will assume one yellow with lunar aspect when it is taken 'OFF' for loop line irrespective of the condition of the starter signal ahead of the concerned loop i.e. weather the loop starter signal sheds of its indicates either Red or Yellow aspect. But this signal will assume Green aspect when it is taken 'OFF' for main line if the concerned main line starter and advanced starter (towards GBK) aspects green aspect and this signal will assume double yellow aspect when it taken off if the concerned main line starter assumed yellow with lunar aspect.

UP AND DN MAIN LINE STARTER SIGNALS:

These are three aspect color light stop signals i.e. red, yellow and green the normal aspect of which is red. These signals are located near the fouling mark of respective main line on their left hand side. It will assume one yellow aspect when it will be taken off if the concerned adv. Starter signal is at ON and it will assume green aspect when it will be taken off if the concerned adv. Starter signal (i.e. UP advanced start and DN advanced starter towards GBK) assume green aspect where as the DN main line starter signal cannot assume Green. When it is taken off for NQR branch line but it will assume yellow with lunar aspect irrespective of the condition of the DN advanced starter to NQR branch line whether the DN advanced starter indicates with RED or Green aspect.

UP LOOP AND COMMON LOOP LINE STARTER SIGNALS:

These are color light stop signals having the two aspects i.e. red and one yellow located near the fouling mark of the respective line on their left hand side. The normal aspect of this signal of the respective end is red. It will assume one yellow aspect

when it will be taken off irrespective of the condition of the concerned Advanced Starter Signal ahead of it i.e. whether the concerned Advanced Starter indicates either red or green aspect.

DN LOOP AND COMMON LOOP LINE STARTER SIGNALS:

These are color light stop signals having the two aspects i.e. Red and one Yellow with lunar and located near the fouling mark of the respective line on their left hand side. The normal aspect of this signal of the respective end is red. It will assume one yellow aspect when it will be taken off irrespective of the condition of the concerned adv. starter signal ahead of it i.e. whether the concerned adv. Starter indicates either red or green aspect.

DN ADVANCED STARTER SIGNAL:

These are color light stop signals having two aspects i.e. Red and Green, located 120 meters ahead of the outermost trailing point of the respective direction. Its normal aspect is Red and will assume Green aspect when it will be taken off after obtaining line clear over Lock & Block Instrument from the advance station.

UP ADVANCED STARTER SIGNAL:

This is a colour light stop signal having four aspects i.e. Red, Green, Yellow and double Yellow, located 120 meters ahead of the outermost trailing point. UP Advanced starter is a Semi Automatic signal illuminated "A" marker glows when this signal is taken 'OFF' and King Lever is pulled. Aspect of the signal is controlled as given in aspect control chart. In case of manual control this signal can be taken 'OFF' if the line is clear up to GSA-1 and adequate distance beyond it.

12.0 SM's SLIDE CONTROL:

There are 12 slides in the SM's slide control apparatus and the individual function of each slide is detailed below:

<u>SLIDE NO.</u>	<u>FUNCTION</u>
1.	Control on UP Advanced Starter Signal.
2.	Control on UP main Home signal GBK end.
3.	Control on UP loop Home signal GBK end.
4.	Control on UP 2 nd common loop Home signal GBK end.
5.	Control on UP 1 st common loop Home signal GBK end.
6.	Control on UP main Home signal NQR end.
7.	Control on UP loop Home signal NQR end.
8.	Control on UP 2 nd common loop Home signal NQR end.
9.	Control on UP 1 st common loop Home signal NQR end.
10.	Control on DN Advanced Starter Signal NQR end.
11.	Control on DN Main Home signal NQR end.
12.	Control on DN Advanced Starter Signal NQR end.
13.	Spare.
14.	Control on DN 2 nd common loop Home signal
15.	Control on DN loop Home signal
16.	Control on Dn. main Home signal.

13.0 USE OF LEVER COLLARS AND SLIDE COLLARS:

Lever collars and slide collars are to be placed on the respective levers and slides as shown in the tabular form whenever running lines are blocked vide SR 5.01.01 and SR 3.36.03.

(Correction slip No. _____ dated _____)

LINE NO	LEVER COLLARS TO BE PLACED ON LEVERS						SLIDE COLLARS ON SM's SLIDE.
	NORTH CABIN			SOUTH CABIN			
	Home Signal	Point	Slot	Home Signal	Point	Slot	
1.	6.11	-	69	4	18N	27	5.15.9
2.	-	-	70	3	18R	-	16
3.	5.10	35N	67	6	11N	28	4.8.13
4.	-	-	68	5	17N	-	14
5.	4.9	-	-	-	-	29	3.7
6.	3.8	16N	-	-	-	30	2.6

The above chart shall be exhibited in both the cabins and SM's office.

14.0 CABIN LEVER PULL CHART - SOUTH CABIN, BARANG.

Line No.	Levers to be pulled for reception of Up / Down trains	Levers to be pulled for dispatch of UP trains
1.	18.19.10.7.4. for Down Trains 19.27.OR 8.9.18.19.27 for UP trains	8.9.18.19.21.23
2.	10.7.3. for Down Trains	-----
3.	11.10.12.7.6. for DN Trains 8.9.11.12.28 for UP trains	8.9.11.12.21.24
4.	17.11.12.10.7.5 for Down Trains	---
5.	15.29.or 14.15.29 for UP trains	14.15.21.25.
6.	30 for UP trains	21.26.

FOR GRANTING SLOT AT SOUTH CABIN:

LINE NO.	For admission of UP trains
1.	27
3.	28
5.	29
6.	30

CABIN LEVER PULL CHART - NORTH CABIN –BARANG.

Line No.	Levers to be pulled for reception of Down/Up trains	Levers to be pulled for despatch of Down trains
1.	26.19.12.22.46.32.11.7.31 from NQR OR 29.30.33.15.46.1.6.2.31 for UP trains from GBK 31.69.or 28.30.14.21.31.69 for DN trains	18.24.31.46.32.51.61. to NQR 14.21.28.30.31.46.52.62 to GBK
2.	28.70.14.21 for DN train	18.20.21.28.46.32.51.65 to NQR 14.21.28.46.52.66 to GBK
3.	35.34.33.20.19.36.12.46.32.22.10.7 from NQR 35.34.36.33.15.1.46.5.2 for UP trains from GBK 21.34.35.14.36.67 for DN trains	18.20.21.34.35.36.46.32.55.51. to NQR 14.21.34.35.36.46.56.52 to GBK
4.	40.41.43.68 for DN trains	18.20.21.34.37.43.46.32.51.58 to NQR 16.40.41.14.38.43.46.52.59. to GBK
5.	45.44.37.34.33.20.19.12. 46.3222.9.7. from NQR 40.39.16.15.46.1.4.2. for UP trains from GBK.	---
6.	39.16.15.13.12.46.32.11.22.8.7. from NQR 39.16.15.46.1.3.2. for UP trains from GBK	---

FOR GRANTING SLOT AT NORTH CABIN:

<u>LINE NO.</u>	<u>For admission of DN trains</u>
1.	69.
2.	70
3.	67
4.	68

- 14.1. The regular maintenance of S&T installations and adherence to the schedules of maintenance as also mandatory schedules of testing of points, track circuits, signals and interlocking apparatus i.e. Cables and finally the lever locking functional tests is a must for the safe and satisfactory working of these installations at BRAG.
- 14.2. The tests, checks and replacements etc. including overhauling shall confirm to these schedules of maintenance as indicated in the signal engineering manual as also in the current and extant instructions / circulars on the subject.
- 15.0. **PROCEDURE TO BE FOLLOWED IN CASE OF A FAILURE OF A SIGNAL AND INTERLOCKING INSTALLATION:**
Whenever, there is a failure of points, track circuits/axle counter signals or any other interlocking gear at the station including level crossing gate, the failure report should be communicated by the Station Master on duty through a memo to the Sectional Maintainer and Signal Inspector of the section along with others as per G & SR 3.51.04 and 3.58.04 and document all such transactions.
- 15.1. **INSPECTION OF POINTS BEFORE DECLARING THEM DEFECTIVE:**
However before declaring a signal as defective, the setting of points on the route to which applied shall be inspected by the Station Master/TPM-A/LM-A irrespective of the position of route levers, point levers and lock levers in terms of SR 3.68.01(c).
- 15.2. **RECTIFICATION AND CHECK BEFORE RESUMING NORMAL WORKING:**
It is only after receipt of this information, the section maintainer (electrical or mechanical) shall attend to the failure after giving a disconnection memo. After rectification of the fault the Sectional Maintainer shall give a reconnection memo detailing the rectification and it is only after the Station Master on duty has personally checked this defective gear and he is satisfied that it is in good and proper working order, he shall resume the normal working of the said defective gear in terms of SR 3.68.04 (c) and (d).
- 16.0. **PROCEDURE FOR CARRYING OUT PLANNED MAINTENANCE WORK:**
Whenever any normal maintenance of special work for renewals etc. are involved, these works should be preplanned by the signaling and telecom field staff and the inspector of the section should give to the Station Master in writing 'Advance Intimation' about this planned work in terms of G & SR 15.08.01.
- 17.0. **EMERGENCIES:**
Notwithstanding anything contained in the aforesaid Para numbers 15.0, 15.1 and 16.0 when a gear is found to be defective and unsafe for passage of trains, the signal and telecom staff must at once suspend the working of that gear and the associated installation and issue a 'Suspension Memo' explaining the seriousness of the defect or damage to the interlocking installation to the Station Master and obtain

(Correction slip No._____ dated_____)

(A.SENAPATI)
DSTE/KUR

(B.PANDA)
DOM/KUR

his acknowledgment. After this, the usual practice of issuing disconnection memo and reconnection memo can be followed and the Station Master must promptly act on such messages and take adequate precautions treating the S&T installations as defective and pass trains over the effected interlocking gears according to extant instructions contained in GR 3.77.

18.0. **LIGHTING OF SIGNAL LAMPS AND THEIR MAINTENANCE:**

All the signals are Colour Light signals. The Station Master on duty must ensure that all the lights of the level crossing gate, Trap indicator, and Block Section limit board are burning and focused properly.

SPECIAL INSTRUCTIONS REGARDING SIGNAL LAMPS:

At this station Triple Pole lamps with two filaments viz. Main and Auxiliary are provided for all signals. In the Triple pole lamp of a signal, if the Main filament is fused, auxiliary filament will lit automatically. However, a Buzzer will ring and an indication will appear in the Cabin when one of the Main filaments of signal lamps under the jurisdiction of the Cabin fuses. The TPM-A/LM-A on duty has to press the ACK (Acknowledgement) switch provided in the Cabin for stopping the Buzzer. However, indication will continue until the fused lamp is replaced. Three such indicators are provided at North Cabin, one each for distant signal lamps, Home signal / Advanced Starter Signal lamps & Starter signal lamps. Three indicators are provided at South Cabin one each for Distant signal, Home signal/Advanced Starter signal lamps and Starter signal lamps.

The TPM-A/LM-A shall inform the incidence of fusing of the Signal lamp Main filament at his Cabin to the Station Master on duty who in turn will advise the ESM/SI of the section to attend the above. Reporting the fusing of the Main filament of the signal lamp should be promptly done by the TPM-A/LM-A and Station Master on duty so that the signal lamp is replaced by S&T staff in time before the Auxiliary filament also fuses which will result detention of trains.

19.0. **CORRECTING TIME IN STATION CLOCK:**

The Station Master shall set the time on his Clock according to the time signal given by the Section Controller on duty at 16.00 hrs every day according to G & SR 4.01.01 and 4.01.02.

20.0. **NORMAL MAINTENANCE AND TESTING:**

Station Master is in charge of the S&T installations at his station and he is also responsible for the efficient discharge of the duties devolving on the S&T maintenance staff to this extent. He shall satisfy himself that both the ESM and MSM who visits the station have done proper oiling, cleaning and adjustments as necessary of the signaling and interlocking gears and that after checking them, the Station Master shall sign the diary indicating the condition of the gears as stipulated in the Maintainer's Diary.

Digital axle counter are provided between BRAG-GBK on UP/DN line. If axle counter sections fails last stop signal at the rear station can not be taken off and block instrument at advanced station cannot be turned to 'LINE CLOSED' position after arrival of train. Lock and Block Instrument of the concerned section shall be remain suspended and in such a case resetting of last vehicle checking device is to be resorted. Even after completion of reset operation, LVCD axle counter will show clear only if next train is passed. The first train is to be piloted 'OUT'.

(Correction slip No._____ dated_____)

No train should be allowed to leave a station in any particular direction unless track clear indication available for the relevant axle counter track circuited portion and last stop signal can be taken off.

Station Master is also responsible for testing the points and signals as stipulated in G & SR 5.01.02.

21.0 **TELECOMMUNICATIONS:**

- a) The Station is connected to BSDP-BRAG-KUR-PUI and RQP-BRAG-KIS Control Circuit by Telephone.
- b) Telephone attached to Token less Block instrument connected to SM of Gopalpur Balikuda.
- c) Telephone attached to Token Less Block Instrument connected to SM of Narajmarthapur.
- d) Magneto Telephone communication is provided between North Cabin and Station.
- e) Magneto Telephone communication is provided between South Cabin and Station.
- f) Magneto Telephone communication is provided between South Cabin and L.C. Gate No. 182 at Km. 422/3-5 (UP) & 422/4-6 (DN).
- g) Magneto Telephone communication is provided between SM's office and L.C. Gate No. JB-18 at Km. 445/8-10.
- h) Magneto Telephone communication is provided between North Cabin and L.C. Gate No. JB-19 at Km. 447/10-12.
- i) Railway Auto telephone is provided at this station.
- j) The station is connected to BRAG-TLHR traction power control circuit.
- k) VHF set is provided at this Station.
- l) BSNL phone is provided at this station.
- m) Magneto Telephone is provided for Auto sections between MCS & BRAG.

NOTE:

- a. For obtaining line clear VHF should be used as a last alternative and not as a sole means of communication.
- b. VHF & Walkie-talkie sets should not be used for unnecessary discussion with Loco Pilot /Guards and any other staff.

APPENDIX 'C' TO STATION WORKING RULES OF BARANG STATION

ANTI COLISION DIVICE (RAKSHA KAVACH)

=== NIL ===

(A.SENAPATI)
DSTE/KUR

(B.PANDA)
DOM/KUR

APPENDIX 'D' TO STATION WORKING RULES OF BARANG STATION

(Operating and commercial duties are amalgamated)

1.0 STATION SUPERINTENDENT (IN-CHARGE):

He is in-charge of the Station. He performs day shift duty for train passing duties in turn with his assistants. He is responsible for the efficient discharge of duties devolving upon all the staff employed at the station according to rules, safe working instructions issued from time to time and Station Working Rules. He shall see that all signals, points, L.C. Gates and whole machinery at the station are in proper working order. He shall report all defects to the concerned officials. He shall satisfy himself that the staff employed under him at this station are thoroughly conversant with Station Working Rules and perform their duties correctly. It is his personal responsibility to maintain the station working rules, other rule books and the Assurance Registers up to date. He shall see that all records of the station are properly maintained and due statements returns and other corresponding documents are up-to-date. He shall see that the staff are civil courteous and help full to all users of railway. He shall see that all station premises are kept neat and clean. He shall also ensure that the safety equipments at the station/cabins as mentioned in the SWR are supplied in full and they are good working order. He is responsible for booking off all group 'C' and Group 'D' staff for PME and refresher course/safety camp in their due time.

His special attention is drawn to Chapter-II of GR and SR and GR 5.01 to 5.08 with relevant SRs, Chapter-XXII of operating Manual. He shall follow the instructions laid down in SR 3.68.01 (c) & (d) and SR14.07.01 Para 2.09(e) of Block Working Manual. He shall supervise the works of staff and conduct night inspections. Safety Meetings and Fire Drills and report lapses of staff working under him.

The SMR's special attention is drawn to the GR 5.01 to 5.23 where details are indicated.

a. CERTIFICATE OF COMPETANCY:

No person shall be allowed to operate the Block Instrument, Signals and points or any other interlocking apparatus at the station unless he has passed a special examination and holds a valid certificate of competency applicable to his duties at the station.

b. 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 the safety of the public unless the Station Superintendent 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 well conversant with the Station Working Rules of the Station 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 class-IV staff, their signature/thumb impression must be obtained after explaining fully about their duties and responsibility.

The SS (In-charge) is personally responsible for maintaining the Assurance Register and for obtaining declaration from the staff working under him. The Assurance Register must be maintained in two parts one for Class-III staff and other for Class-IV staff. A duplicate copy of the Assurance Register must be maintained and kept in the personal custody by the SS (In-charge).

The declaration is to 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 and over.

1.1 USE OF PRIVATE NUMBER BOOKS AND IDENTIFICATION NUMBER SHEETS:

Sufficient private number books and identification number sheets in sealed covers shall always be kept in stock by Station Superintendent, under lock and key by maintaining one register for this purpose.

1.2 ACCIDENTS:

Accidents shall be reported and immediate action shall be taken by the Station Superintendent, in accordance with the instructions laid down in the Accident Manual. Whenever the Station Superintendent, 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 and reports and follow up all safety principles without delay.

1.3 TESTING OF POINTS AND SIGNALS:

The SS (In-charge) shall test the working of the reception signal and emergency crossovers daily during the day when there is no train due to arrive/leave the station. He shall also test the working of points, crossings etc. and record the results in the SM's diary.

2.0 SM/ASM:

He is responsible for trains passing and booking of traffic, coaching returns and other statements during his shift. He shall promptly bring to the notice of Station Superintendent all irregularities and accidents in course of his shift duties. During the absence of Station Superintendent the duties of the Station Superintendent will devolve on him. He shall follow SR 3.68.01 (c) and (d) SR 14.07.01. His special attention is drawn to Chapter-II of G&SR 1976 (Revised-2012) and GR 5.01 to 5.08 with relevant SRs. As an assistant to Station Superintendent, he shall carryout the instructions given to him by the Station Superintendent, shall keep the Station records up to date.

3.0 TPM-A/LM-A:

He shall operate the levers correctly in the cabin. He is responsible for ensuring that the work within the area controlled by him is carried out in a safe and proper manner. He shall ensure that the line is clear of obstructions before taking off signals for reception/dispatch of a train. He shall report any defect or deficiency to the Station Master on duty for early rectification. He is responsible to observe the last vehicle indicator of all trains and shall ensure that the incoming train has arrived complete and standing clear of fouling. He shall keep the cabin neat and tidy.

(Correction slip No. _____ dated _____)

He shall clean and polish the lever handles. He shall neither allow any unauthorized person to enter in the cabin nor allow them to interfere in the operation of levers, and other machinery. He shall not leave his duty till relieved by a competent person. He is responsible for the correct maintenance of the Log Register and diary. He shall exchange signals with the train staff and intimate prompt action as required under Rules and report to the Station Master on duty for further necessary action in any unsafe condition is noticed. He shall see that the points and signals are in perfect working order and that the signal lights are burning brightly during night. He shall acquaint himself and comply with the working instructions issued from time to time. He shall use lever collars whenever a line is blocked. He shall see that the safety equipment of the cabin is available in good working order. Inspection Register, Failure Register, Lever Collar chart and Safety Equipment of the cabin are available in good working order. Inspection register chart are provided in the cabin. The TPM-A/LM-A on duty shall maintain in the diary about the availability of these documents and the safety equipment's. He shall not go off duty when signals are taken off by him for a train till the arrival of the train. He shall exchange signals with the Loco Pilot and Guard of run through trains.

4.0 **HANDING OVER AND TAKING OVER CHARGE:**

The Station Superintendent/Station Master/TPM-A/LM-A on duty shall record in the diary the position of all running lines at the time of handing over charge. These entries shall be countersigned by Station Superintendent/Station Master/TPM-A/LM-A coming on duty and taking over charge. This will not however relieve any one of the Station Superintendent/Station Master/TPM-A/LM-A of his responsibility to ensure by physical check that the nominated line is clear and free from all obstructions before admission and dispatch of any train.

5.0 **TRAFFIC POINTSMAN/TOKEN PORTER:**

He shall work under the orders of Station Master on duty. He shall couple and uncouple vehicles under the supervision of Station Master/Guard. He shall operate ground lever/levers, clamp and padlock the necessary points for shunting operations. He shall watch and get the packages and other railway property lying in the station premises. He shall be thorough of displaying hand signals. He shall report any irregularities coming to his notice. He shall do loading and unloading of parcels, small and Guard's boxes. He shall do piloting 'IN' and 'OUT'. He shall deliver any official message to the proper person/office. He shall carryout any other duties entrusted to him by the Station Master on duty. Setting and locking of point under the supervision of on duty SM/Guard, assisting TPM-A/LM-A of cabin for setting of route, taking off signal and closing of L.C. Gate as per the direction of TPM-A/LM-A on duty. He shall exchange signal with Loco Pilot and Guard of passing train as directed by SM on duty. He shall also perform any other duties entrusted to him by the SM on duty from time to time.

(Correction slip No._____ dated_____)

EAST COAST RAILWAY

APPENDIX 'E' TO STATION WORKING RULES OF BARANG STATION

A list of essential equipments is given below which shall be maintained in good working order.

Sl. No	Description	Station	South Cabin	North Cabin
1.	Detonators	30	-	-
2.	LED tri-color hand signal lamp	4	2	2
3.	Hand Signal Flags (Red & Green)	4 sets	2 set	2 set
4.	SKIDS	6	-	-
5.	Clamps with Padlocks	6	3	3
6.	Safety Chains with Padlocks	08 (7 Ft. long)	-	2 for LC gate(15 ft long)
7.	Fire and Sand Buckets	5	-	-
8.	Fire Extinguishers (DCPT)	2	-	-
9.	Lever collars	20	8	12
10.	Power Block Lever collars	-	3	5
11.	Slide collars	10	-	-
12.	Power block slide collars	2	-	-
13.	First Aid Box	1	-	-
14.	Stretchers	1	-	-
15.	Motor trolley on line Board	2	3	-

(A.SENAPATI)
DSTE/KUR

(B.PANDA)
DOM/KUR

APPENDIX 'F' TO STATION WORKING RULES OF BARANG STATION

RULES FOR WORKING OF DK STATIONS HALTS, IBH, IBS AND OUTLYING SIDINGS

- 1.1 **MID-SECTION OUTLAYING SIDING:**
There is no mid-section siding on either end of block section.
- 1.2. **IBH, IBS/DK STATION:**
There is no IBH or IBS or DK station on either end of block section.
- 1.3. **HALT STATION:**
NIL

(A.SENAPATI)
DSTE/KUR

(B.PANDA)
DOM/KUR