

**EAST COAST RAILWAY
SAMBALPUR DIVISION**

Sl. No. SWR/RNBT/47

STATION WORKING RULES OF RAHENBHATA STATION (CODE: RNBT)

BG/MG/NG : BROAD GAUGE

Date of issue : 19.08.2009

Date brought into force:

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

1.0 STATION WORKING RULE DIAGRAM: -

1.1 STATION WORKING RULE DIAGRAM NO. SI-22VSKP /21 ALT-'G'

1.2 SIGNAL INTERLOCKING PLAN NO: - SI – 22012 ALT-'G'

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

2. DESCRIPTION OF STATION: - RAHENBHATA (RNBT) is a three-line station situated in Titlagarh – Raipur single line section at KM. 195.00 from Raipur. It is Standard – III interlocked, 'B' Class station with end cabins.

2.1 GENERAL LOCATION: -

2.1.1 NAME OF STATION: - RAHENBHATA

2.1.2 CLASSIFICATION OF STATION: - 'B' class

2.1.3 NAME OF THE SECTION: - Titilagarh-Raipur, BG Single Line, Non-RE section

2.1.4 ROUTE: - 'D' Spl.

2.1.5 LOCATION: - KM 195.00 from Raipur.

2.1.6 NO OF CABINS: - 2 Nos. (East Cabin & West Cabin)

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

- i) Vizianagaram end: – TITLAGARH (Code: TIG) inter distance 7.686 K.M.
- ii) Raipur end: – MURIBAHAL (Code: MRBL) inter distance 10.542 K.M.
- iii) Passenger halt : - Nil
- iv) Flag station : - Nil
- v) Outlying siding : - Nil
- vi) D.K. station : - Nil.
- vii) IBH : - Nil
- viii) IBS : - Nil

2.3 BLOCK SECTION LIMITS: -

Sl. No	Between Stations	The point from which "Block Section" commences	The point at which "Block Section" ends
1.	RNBT-TIG	UP advanced starter signal No. 15 of RNBT	DN Advanced starter signal No.51 of TITLAGARH
2.	RNBT-MRBL	DN advanced starter signal No.15 of RNBT	UP Advanced Starter of Signal No.9 of MRBL

2.3.1 **STATION SECTION** : The portion between UP and DN Advanced Starters is the station section.

2.3.2 **STATION LIMIT** : The portion between UP and DN Outer signals is the station limit of this station.

2.4: GRADIENTS: -

i) Station section towards Titlagarh end.

From	To	Inter distance	Gradient
CSB	755.00 M	755.00 M.	1 in 500 F
755.00 M	1643.15 M	888.15 M	1 in 150 F
1643.15 M	2553.15 M	910.00 M	1 in 500 F
2553.15 M	2689.15 M	136.00 M	Level
2689.15 M	3326.15 M	637.00 M	1 in 350 R
3326.15 M	Block Section	-----	Level

ii) Station section towards Raipur end.

From	To	Inter distance	Gradient
CSB	4.80 M	4.80 M	1 in 500 R
4.80 M	705.00 M.	700.20 M.	Level
705.00 M	1876.35 M	1171.35 M	1 in 150 R
1876.35 M	3400.35 M	1524..00 M	1 in 250 R
3400.35 M.	Block Section	---	Level

2.5 LAY OUT: -

- i) No. of Running lines: - 3 (Three)
- ii) No. of Sidings: - 1 (One), Goods siding (CAL-60M) takes off from Line No.1 at VZM end of the yard. It is isolated by derauling switches.
- iii) No. of Passenger Platform: - 02 (Two)) 01 Rail Level PF on L/1(350x15.0) and 01 Rail Level PF on L/3(350x6.10)
- iv) No. of Goods Platform : - NIL

2.5.1 RUNNING LINES, DIRECTION OF MOVEMENTS AND HOLDING CAPACITY IN CSL:-

(i)

Sl.No	Line No.	Description	CSL	Isolation provided	
				TIG end	MRBL end
1.	Line No.1	1 st Loop	710.00 M	Sand Hump	Sand Hump
2.	Line No.2	Main line	695.00 M	-	-
3.	Line No.3	2 nd Loop	709.00 M	ORL	Sand Hump

(II) **DIRECTION OF MOVEMENTS: -**

Trains arriving from MRBL end are UP trains.

Trains arriving from TIG end are DN trains.

2.5.2) **NON-RUNNING LINES AND CAL:-**

Srl No	Description	CAL	Takes off from line No.	Exit	Operation
1	Goods Siding	60 M (DS-DE)	1 st Loop at TIG end	Both way	Key extracted from lever No.14 of East Cabin

2.5.3 **ANY SPECIAL FEATURES IN THE LAYOUT: - NIL**2.6. i) **LEVEL CROSSINGS :- (STATION LIMIT)**

Sl. No	Location	Km.	Normal position	Class	Type	Operation	Communication
1.	UP Home signal and Outermost facing point No.8	194.545	Open	C	Lifting Barrier	By winch from W/Cabin	Magneto phone W /Cabin to Station.
2	DN Home signal and Outermost facing point No.8	195.613	Open	C	Lifting Barrier	By winch from E/Cabin	Magneto phone E /Cabin to Station.

ii) **LEVEL CROSSING: - (IN BLOCK SECTION):**

Sl. No	Location Between	Km	Normal position	Class	Type	Operation	Communication
1	RNBT-MRBL	186/11-12	Closed to road traffic	C	Lifting barrier	By winch from Gate lodge	Magneto telephone with SM/MRBL

All the above gates have not been provided with Train Actuated Warning Device (TAWD).

(Working of Level crossing Gate is detailed in Appendix-'A'.)

3. **SYSTEM AND MEANS OF WORKING: -**

(Rule No. Chapter - xiv of GR & SR, Chapter - IV of BWM)

Absolute Block System GR 8.01 (1) (a & c), 8.01(2)(a) & 8.03 (2).

- i) **System of working:** - Absolute Block Working on single line.
- ii) **Type of block instruments:** - Token-less Block instruments connected with adjacent stations. DIADO type provided between RNBT-TIG and Podanur type provided between RNBT-MRBL stations.
- iii) **Instrument:-** TLBI of RNBT-MRBL is non-cooperative and TLBI of RNBT-TIG is cooperative.
- iv) **Block Telephone:** - Provided with TIG & MRBL.
- iv) **Staff responsible for their operation:** - SM on duty.
- v) **Custodian of keys:** - SM on duty.

4. SYSTEM OF SIGNALLING AND INTERLOCKING: -

4.1 STANDARD OF INTERLOCKING AND TYPE OF SIGNALLING:

- i) **Interlocking:** - The station is provided with Standard-III interlocking. All the points and signals are operated from end cabins. Advanced Starters are interlocked with respective Token less Block Instruments.
- ii) **SM's Control:** - A slide control machine with 12 nos of slides is provided in Station Master's office to control UP and DN Home signals, Warner signals and Last stop signals. The slide control machine is provided with SM's lock-up key, which shall be in the personal custody of the SM on duty. The slide control machine can be locked with either all the slides in normal position or one or more slides in operated position. But, in emergency, SM on duty can put back the slide to normal without unlocking the slide control machine vide SR 3.36.03 (a).
- iii) **Type of Signalling:** - Two Aspect Lower Quadrant Semaphore signals with end cabin operation.
- iv) **Maximum equipment of Signals:** - Outer, Home, Starter, Adv. Starter and Warner below Outer in either direction.

4.1.1 **TRACK CIRCUIT** – The station is provided with track circuit on Main line between UP & DN Main line starters i.e. MLT1 & MLT2 and upto two rail length (maximum) in advance of UP & DN main line starters i.e. 18T (W&E) at either end on Main line. Track circuits are also provided from last trailing point (excluding Lock Bar portion) to Advanced Starter on both side of the yard i.e. 7T1, 7T, 15AT, 15T at either side of the yard. Starter signals and Advanced Starter signals of both ends are replaced to 'ON' through the respective track circuits on both sides.

4.1.2 **POSITION AND OPERATION OF POINTS:** - All points, Lock Bars & Signals are operated through levers from end cabins.

4.1.3 **IBS:-** :- NIL

4.1.4 **POINT & TRAP INDICATOR :-** NIL

4.1.5 **REPEATING SIGNAL (Banner Type) :-** NIL

4.1.6 **CALLING ON SIGNALS :-** NIL

4.1.7 **SHUNT SIGNALS :-** NIL

4.1.8 **ANTI COLLISION DEVICE :-** NIL

4.1.9 **AXLE COUNTER :-**

Digital Axle counter has been provided as LVCD in RNBT-TIG block section. Position of the block section, whether clear or occupied, is indicated in the SM's room. As soon as a train enters into the block section, the 'RED' indication appears in the axle counter indication panel. After the whole train clears the block section, "GREEN" indication appears on the axle counter indication. This confirms the complete arrival of train and the SM on duty shall give train out of section report on seeing the section clear indication. In case of failure of last vehicle check by axle counter, block instrument working between RNBT-TIG will be suspended. For resuming normal working of axle counter SM on duty shall resort to resetting operation. (Refer Appendix-B for resetting operation.)

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

4.1.10 **L.C.GATE OPERATION:-** Refer Appendix –A

4.2 **CUSTODY OF CABIN BASEMENT KEY AND PROCEDURE FOR ITS HANDING OVER AND TAKING OVER BETWEEN STATION MASTER AND S&T MAINTENANCE STAFF:** - The cabin basement should be kept locked with two separate locks, the arrangement should be such that one key is kept with the SM on duty and the other with the signal maintainer. Whenever required, the key in the custody of Station Master shall be given to the signal staff with proper acknowledgement in the cabin basement key register. After completion of work, the signal staff shall return the key to SS/SM on duty. The details of the transaction should be properly recorded in the cabin basement key register at the Station duly signed by SS/SM on duty and the signal staff concerned according to Operating Manual 1.14 & SR 3.51.05. If the cabin basement key is handed over to the Signal staff regarding the interference in safety gears, the train shall be piloted in and piloted out.

4.3 **POWER SUPPLY:** - Normally for signalling and interlocking installation, power supply is drawn from WESCO (230V, 50Hz). The electro – mechanical signal installations at this station work with banks of primary / secondary cells installed at several places.

The secondary cells are charged from the local power supply source at 230 V – single phase. The batteries once charged will normally last for about three days. There is no standby power supply at this station.

The Station Master must, however, maintain the record of the power failures and must promptly report the failure immediately to the controller and to the concerned Electrical and S & T staff.

5.0 **TELECOMMUNICATION FACILITIES:** -

- i) Telephone with single line Token less Block Instrument for either side Block Section.
- ii) Station to Station fixed telephone (Hot line) is provided
- iii) Station is provided with Auto telephone connected with Railway Exchange
- iv) BSNL telephone is provided.
- v) The station is connected to Raipur-Titlagarh control circuit by a control telephone.
- vi) Station to station VHF communication is provided.
- vii) Magneto Telephone connection is provided with Station & Cabins.

- Note:**
- (i) For obtaining Line clear, VHF should be used as a last alternative and not as a sole means of communication.
 - (ii) VHF and Walkie Talkie sets should not be used for unnecessary discussions with Drivers, Guards or any other staff.

The on duty SM shall use the above electrical communication instruments stated in Para-5 from item No. (i) to (vi) strictly in order of preference for obtaining/granting line clear vide SR 14.01.01. In case of failure of any of the above means of communication the SM on duty shall work vide SR 6.02.06.

(For details refer Appendix 'B')

6.0 **SYSTEM OF TRAIN WORKING:** - The movement of trains is controlled by Section Controller on duty whose orders shall be complied with, provided those do not contravene any General Rules, Subsidiary Rules, Station Working Rules, Block Working Manual and other safe working instructions issued from time to time. In the event of suspension of control working,

the Station Master on duty shall work independently in conjunction with the Station Master of the adjoining block stations and shall be responsible to ensure that there is no undue delay to train operation in general.

6.1 **DUTIES OF TRAIN WORKING STAFF:** - Details of duties of operating staff are mentioned in Appendix 'D' of the SWR.

6.1.1 **TRAIN WORKING STAFF IN EACH SHIFT:** - The following are the complement of train working and operating staff provided at this station to work in each shift.

SL. No.	Designation	Roster	No. of staff in each shift	Hrs. of Duty
1.	SS (In-charge)-----	Continuous	01	---09 hrs.
	SM/ASM----			---08 hrs.
2.	CLM /LM 'A'/ TPM 'A'	Continuous	01	08 hrs
3.	TP/Sr. TP/TPM-B	Continuous	01	08 hrs.

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

6.1.2 **RESPONSIBILITY OF ASCERTAINING CLEARANCE OF THE LINE AND ZONES OF RESPONSIBILITY:** -

Staff Responsible	Clearance of Zone
a) SM on duty	Between outermost fouling marks of concerned nominated line.
b) Cabin Man	Between the fouling mark and Advanced Starter at the respective end.

(The PN Book should be under the personal custody of on duty train passing staff.)

c) Occupation/Clearance of track circuit from Fouling Mark to Fouling Mark on Main line and loop lines can be ascertained by indications provided in Station Masters' room. In case of failure of the said track circuit, SM on duty is responsible to ascertain clearance of the Main line, point Zones and loop lines by physical verification.

6.1.3 **ASSURANCE OF STAFF IN ASSURANCE REGISTER:** - All staff before taking up independent charge of their duties at this station shall make a written declaration in the assurance register that they have read and thoroughly understood the working system in force and must sign in Assurance Register.

No Railway servant shall be entrusted with any duty involving safety of the public unless the Station in-charge is satisfied that the concerned staff is competent for the post. No Railway servant unless duly examined and certified shall be allowed to work the points and signals.

The SS is responsible to see that all the staff are conversant with the Station Working Rules and their signature obtained in the Assurance register in Form 'A' after he is satisfied that they have thoroughly understood the working rules of the station. In case of Group 'D' staff, their signature/thumb impression in Form 'B' must be obtained after explaining fully about their duties and responsibilities.

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

The declaration shall be renewed in the following cases: -

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

6.2 (a) **CONDITIONS FOR GRANTING LINE CLEAR:** - The conditions laid down in GR 8.01 (1) (a) & (c), 8.01 (2) (a), 8.03 (2) (a) (b) (c) (l), BWM 2.07 (3) & (4) shall be complied with by the Station Master on duty before granting line clear. He shall ensure: -

- i) The whole of last preceding train has arrived complete.
- ii) All necessary signals are put back to 'ON' behind the said train.
- iii) Block section is clear of trains running in the direction towards the block station to which such line clear is being given.
- iv) The line is clear up to the advanced starter at the end of the station nearest to expected train. (Up advanced starter signal No.15E for a DN train and DN advanced starter signal No. 15W for an UP train)

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

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

6.2.1.1 **SETTING OF POINTS AGAINST BLOCKED LINE:** - All Points shall normally be set for the straight except when otherwise authorized by special instruction. When a running line is blocked by stabled load/wagon/vehicle or by a train which is to cross or give precedence to another train or immediately after arrival of a train at the station, the points at either end should immediately be set against the blocked line except when shunting or for any other movement towards the blocked line is required to be done vide 3.51.06(a). If all the lines at the station happen to be blocked, then SR.3.51.06 (b) will be followed. During crossing of passenger and goods trains, the rules laid down in SR 3.47.01, 3.47.02 & 3.51.06 shall be followed.

6.2.1.2 **RECEPTION OF TRAIN ON BLOCKED LINE:** - In case of reception of a train on an obstructed line, the SMs shall follow GR 5.09 & SR 5.09.01.

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

6.2.1.4 **DESPATCH OF TRAINS ON NON-SIGNALLED LINE:** - NA

6.2.1.5 **DESPATCH OF TRAINS FROM LINE PROVIDED WITH COMMON STARTER SIGNAL:-** N/A

6.2.1.6 SPECIAL RESTRICTIONS -

- i) Shunting in the face of an approaching train is prohibited
- ii) Hand shunting & Fly shunting is prohibited at both ends of the yard.
- iii) The ORL must not be used for stabling of vehicles or harbouring an Engine with or without vehicles.
- iv) Shunting shall not be permitted at Raipur end of the yard unless the engine is leading towards the falling gradient.
- v) Since the yard is laid on gradient more than 1 in 1200, no vehicles shall be stabled on Main line without a live Engine attached.

6.2.1.7 SPECIAL INSTRUCTIONS: -

- i) DN Outer & Warner signals have been placed on right side of the track as per GR 3.04 (1) vide COM/plg/BBS/RNBT/285, Dtd 15.09.2010.

6.3 CONDITIONS FOR TAKING 'OFF' APPROACH SIGNALS : -

(Rule No. GR 3.40 & SRs, SR 3.38.01, 3.38.03 to be followed).

At this station approach signals cannot be taken 'OFF' unless: -

- i) The nominated line is clear of all obstructions for an adequate distance beyond starter upto the end of Sand hump / Over-run line/Advanced Starter as the case may be.
- ii) To take off the Home signal for admission of a train, the adequate distance (signal overlap) as mentioned below shall be kept clear vide GR 3.40 (1) (b): -(CRS,SE Circle's dispensation letter No-206,Dtd28.5.2008.

Sl. No.	Line No.	UP Train		DN Train	
		From	To	From	To
1.	1 st loop	Up Starter No.16	UP Adv. Starter No.15 or End of Sand Hump	DN Starter No. 16	DN Adv. tarter No.15 or End of sand hump
2.	Main line	Up Starter No.18	UP Adv. Starter No.15	DN Starter No. 18	Down Adv. Starter No. 15
3.	2 nd loop	Up starter No. 17	UP Advance starter No.15 or End of Over run Line.	DN Starter No. 17	DN Adv starter No. 15 or End of Sand Hump

6.3.1 RESPONSIBILITY OF SM FOR RESTORATION OF SIGNALS TO 'ON' : -

For replacing signals to on, the SM on duty shall follow Rule No. SR 3.36.02.

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

According to the existing interlocking facilities at this station, the simultaneous reception and despatch of trains are permitted as stipulated below: -

Reception of a DN train on 1 st Loop by setting Sand Hump.	AND	Reception of an UP train on 2 nd Loop by setting Over Run Line or Despaching of another DN train from Main line or 2 nd Loop
Reception of an UP train on 1 st Loop by setting sand hump.	AND	Reception of a Down train on 2nd Loop by setting Sand Hump or despaching of another UP train from Main line or 2 nd Loop.
Reception of a DN train on 2 nd Loop by setting Sand Hump.	AND	Reception of an UP train on 1 st Loop by setting Sand Hump or Despaching of another DN train from Main Line or 1 st Loop
Reception of an UP train on 2 nd Loop by setting Over Run Line.	AND	Reception of a DN train on 1 st Loop by setting Sand Hump or Despaching of another UP train from Main Line or 1 st Loop.

6.5 **COMPLETE ARRIVAL OF TRAINS** : - (Rule No. GR 4.16 & SR 4.17.01 GR 14.10)

- a)
- i) Staff responsible to verify complete arrival - For stopping train Cabin Man at the facing end is responsible.
 - ii) Mode of verification - The facing end Cabin Man shall see that the train arrived complete within fouling mark at the facing end with tail lamp / tail board / Last vehicle indicator.

Cabin Man of facing end cabin concerned will give intact private number to SM on duty as a token of complete arrival after physical verification of last vehicle indicator and setting the route against the occupied line.

- b) For through passing trains, both SM on duty and the Cabin Man shall see that the last vehicle of every train passing through the station is provided with a tailboard or tail lamp or such other device in accordance with the provisions of rule GR. 4.16.
- c) In case of trains arriving with last vehicle number, the last vehicle number shall be repeated vide BWM 2.07 (6)(b).

6.6 **DESPATCH OF TRAINS**: - Despatch of trains is governed by GR 3.36 to 3.39, 3.42, 3.43, 5.11, 8.01(a), SRs 3.36.01,3.36.02(b), 3.36.03,3.36.04(b), 3.42.01(b), 3.42.02(a)(i), 3.42.04, 5.11.01 and BWM 2.07(5) (b) (e) (f) & (g) and other provisions of GR & SR, BWM, Operating Manual and SWR.

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

6.7 **TRAINS RUNNING THROUGH**: -

- a) In addition to the rules laid down for reception and despatch of trains, the rules laid down in GR 4.17, 4.42 with relevant SRs thereto and SRs 3.36.04 (b)(i), 3.42.02 (a) (i) shall be followed.
- b) In every case in which trains are permitted to run through on a non-isolated line, all shunting activities shall be stopped and no vehicle un-attached to an engine or not properly secured in accordance with GR 5.23 may be kept standing on a connected line which is not isolated from the through line as per GR 4.11(2).

For through passing trains on Main line the concerned Warner signal shall be taken off. For all through passing trains, SM on duty shall exchange all right signal with driver and guard of the train and observe the last vehicle indicator of the train as well as look out for any dangerous conditions on the train. For this purpose, he shall depute a station TP/TPM at the other side of the station to exchange all right signal.

6.8 **WORKING IN CASE OF FAILURE**: - In case of failure of S&T equipments, the on duty SM shall work in accordance with GR 3.68, 3.69, 3.70 and SRs thereto.

- 6.8.1 PROCEDURE TO BE FOLLOWED IN CASE OF FAILURE OF SIGNALS & INTERLOCKING INSTALLATIONS:** -Whenever there is a failure of points, signals, track circuits or any other interlocking gear at the station that includes level crossing gate (s) if any etc., the SM on duty shall follow the procedure detailed in GR 3.68, 3.72, 3.74 and SRs thereto. In case of defective approach signals, the trains will be piloted in vide SR 3.69.02, 3.69.03 & 3.69.05. In case of defective departure signals, trains will be piloted out vide GR 3.70 & SR 3.70.01 & 3.70.02.

The responsibility of correct setting, locking (by lock bar where possible), clamping, padlocking the facing point and clearance of the nominated route for admission and despatch of a goods train rests with the Cabin man. After complying with the procedure stated above, the Cabin man shall give a private number to the Station Master as an assurance of having done so.

The responsibility of correct setting of points, clamping and padlocking the facing point for reception and despatch of trains carrying passengers and also for reception of goods train when a train carrying passenger is standing on an adjacent line at the station, rests with SM on duty himself.

When the points, crossings or guard rails are defective/damaged, the Cabin Master will inform the SM on duty who will take action immediately vide GR 3.77, SR 3.77.01 & 3.39.01 (c).

In the event of interlocking becoming defective, the points will be treated as defective. The SM on duty on receipt of this information will immediately introduce non-interlocking system of working at the station. Trains shall be Piloted In or Out as the case may be

The failure report should be communicated by the SM on duty through a memo to the Signal maintainer and the Signal inspector of the section along with others as per SR 3.51.04 and 3.68.04 and the SM shall document all such transactions.

- 6.8.2 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/ Cabin Man irrespective of the position of the point levers and lock levers in terms of SR 3.68.01(c).
- 6.8.3** In the event of failure / suspension of block instrument, procedures vide SR 6.02.06 to be followed.
- 6.8.4 RECEPTION OF TRAINS ON OBSTRUCTED LINE:** - In case of reception on an obstructed line, the SM shall act in accordance with GR 5.09 & SR thereto.
- 6.8.5 RECEPTION OF TRAINS ON NON-SIGNALLED LINE:** - NA
- 6.9 PROVISIONS FOR WORKING OF TROLLEYS/MOTOR TROLLEYS,/MATERIAL LORRIES**
- (a) Motor Trolleys are run in accordance with Subsidiary Rules 15.25.03 to 15.25.07.
- (b) Material Trolleys will work in accordance with Subsidiary Rules 15.27.05 to 15.27.08

The following precautions must be taken:

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

7.0 **BLOCKING OF LINES** : -Whenever a running line is blocked either by loose vehicles or by stabling train or by a train which is to cross or give precedence to another train, the points at either end should immediately be set against the blocked line except during shunting movement and slide collars must be placed on the slides concerned of the SM's electric slide frame for a line on which a train, an engine or vehicle is standing or if the line is otherwise obstructed vide SR 3.36.03(b). Whenever a running line is blocked, a clear remark in 'RED' ink shall be made immediately in Train Signal register indicating time and number of running line and a record shall be made in the Station Master's diary vide SR 5.23.01 (a) (c) & (d). Stable load register is also to be maintained. The stable loads/ vehicles are to be secured as per General Rules 5.23 and Subsidiary Rules 5.23.01 to prevent rolling down of vehicles.

7.1 **USE OF SLIDE / LEVER COLLARS**: - Slide collars and lever collars must be placed on the concerned SM's slides and levers in the cabin respectively controlling the blocked line vide SR 3.36.03 and 5.04.01 (a). Points of the blocked line shall be set against vide Rule no. SR 3.51.06.

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

NOTE: Special care shall be taken to secure special type vehicles fitted with roller bearings while standing on running lines. A stabled load register to be maintained shift wise as per FORMAT given below: -

1	2	3		4	5	6
Date	Name of SM on duty	Duty Hours		Line on which stabled	Total no. of wagons	Time Line blocked
		From	To			

7(a)	7(b)	7(c)	7(d)
No. of Hand brakes pinned down	No. of wagons on which wooden wedges used	No. of safety chains with pad lock used	Clamps and pad locks used to set the line against blocked line

7(e)	7(f)		8	9	10
Switch nos. on which reminder collars applied	Time Line cleared		Signature of SM on duty	Signature of SM taken over	Remarks
	Date	Time			

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

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

7.4 **LOADING AND UNLOADING OF VEHICLES ON RUNNING LINE:** - Loading and unloading of vehicles on running lines is prohibited unless permitted by Sr. DOM / SBP vide SR 5.19.01.

8.0 SHUNTING: -

8.1 **GENERAL PRECAUTIONS :-** Shunting shall be performed in terms of General Rules 3.46, 3.52 to 3.56, 5.13, 5.14, 5.16, 5.17, 5.19, 5.20 to 5.23, 8.09, 8.10, 8.13, 8.14, 8.15 and Subsidiary Rules thereto. The Guard/Asst. Guard/SS/SM/TPM on duty is authorized to supervise shunting operation. The Authority for shunting is a shunting order (T-806) to be issued by the SS/SM on duty, which shall be withdrawn after completion of shunting or in need when train movement is involved to receive/despatch trains on the adjacent line. The same shall be cancelled and pasted to its record foil. The staff supervising shunting shall ensure correct setting, clamping and pad locking of points.

8.2 **SHUNTING IN THE FACE OF APPROACHING TRAIN:** - Shunting in the face of an approaching train is prohibited.

8.3 **PROHIBITION OF SHUNTING, SPECIAL FEATURES IF ANY:** - Hand, Fly & Loose shunting is not permitted at both end of the yard.

8.4 **SHUNTING ON SINGLE LINE:-**

SHUNTING ZONE	BLOCK SECTION IS CLEAR	BLOCK SECTION IS OCCUPIED
Shunting within Station section	Permitted.	Permitted, provided the provisions of GR 8.09 are complied with
Between Last Stop Signal and opposite First Stop Signal	Permitted vide GR 8.11 (a).	Not permitted in face of an approaching train. However permitted as per GR 8.11 (b)
Beyond opposite First Stop Signal	The concerned section shall be blocked back vide GR 8.13	Not permitted in face of an approaching train

DURING FAILURE OF BLOCK INSTRUMENT ON SINGLE LINE :- The SM on duty shall ensure that there is no train in the block section and the last train has arrived complete clearing the fouling mark while performing shunting at that end of the block section of which block instrument has been suspended and all necessary precautions have been taken as per rules laid down in GR.

8.5 **SHUNTING ON DOUBLE LINE:-N /A**

8.6 **SHUNTING IN THE SIDING TAKING OFF FROM STATION YARD/GOODS YARD :** - When shunting in the station yard / goods siding, proper shunting authority on T/806 to be issued to the train staff with clear instruction and limit upto which shunting is to be performed. While performing shunting in the siding, relevant GR 5.14 and SRs thereto to be followed.

9.0 **ABNORMAL CONDITIONS:** -

(A) THE RULES TO BE OBSERVED IN THE EVENT OF ABNORMAL CONDITION: -

[I] **PARTIAL FAILURE OF COMMUNICATION:** - In the event of suspension of single line Block Instrument and during partial failure of other available means of communications, trains shall be worked in terms of Subsidiary Rule 6.02.06 and Chapter-III Part-I of Block Working Manual.

[II] **THE AUTHORITY TO PROCEED IN THE OCCUPIED BLOCK SECTION IN CASE OF OBSTRUCTION OF LINE OR ACCIDENT ETC:** - 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 SR 6.02.05 Absolute Block System on the affected block section shall be suspended and concurrence of the SS/SM at other end shall be obtained and recorded in caution order register and train signal register.

On the Block ticket (T/A 602), it shall be mentioned in detail the place of obstruction i.e. Engine Km., B/Van Km., whether the train is to return or to wait at the place of obstruction for the arrival and return of another following train(s) or to proceed to the next station.

A caution order shall be issued restricting the speed to 15 KMPH. in day light hours when the visibility is good and 10 KMPH at night or whenever clear view for 800 Mtrs. is not available. On arrival at the station, the Block ticket shall be collected with necessary

endorsement from Driver and/or Guard and be cancelled and pasted to its record foil if the Block ticket is issued from the same station or shall be sent to the issuing station for cancellation and record.

In case of accident/engineering block, an assurance from SE (P.WAY) concerned shall be obtained that the line is safe for movement of trains before resumption of normal working. When the obstruction is removed and an assurance in writing is obtained from SE (P.WAY) concerned or Guard/Driver, the SS/SM on duty may resume normal working after exchanging proper messages with the Station Master at the other end, supported by Private Number.

- [III] **TRAINS DELAYED IN BLOCK SECTION:** - In case of trains delayed in the block section, the Station master shall take action as per GR 6.04 and SRs thereto.
 - [IV] **FAILURE/PASSING OF INTERMEDIATE BLOCK STOP SIGNAL AT 'ON':** - NA
 - [V] **FAILURE OF AXLE COUNTER BLOCK / BPAC:** - NA
 - [VI] **FAILURE OF MTRC:** - N/A
 - (B) **PROCEDURE FOR EMERGENCY OPERATION OF POINTS BY CRANK HANDLE:** - NA
 - (C) **CERTIFICATION OF CLEARANCE OF TRACK BEFORE CALLING-ON SIGNAL OPERATION IS INITIATED:-** NA
 - (D) **REPORTING FAILURE OF POINTS, TRACK CIRCUIT/AXLE COUNTER AND INTERLOCKING:** - In case of failure of any interlocking gear at the station, the failure report should be communicated by the SS/SM on duty to the Signal Maintainer, the JE/SE/SSE (sig) of the Section and others through a memo as per SR 3.68.04 and the SM shall document all such transactions.
- 9.1 **TOTAL FAILURE OF COMMUNICATION:** - In the event of total interruption of all communications occurring between RNBT--TIG or RNBT--MRBL stations, action to be taken as per Subsidiary Rule 6.02.04. The train, which is to be despatched to the affected section, will be stopped and the Driver and Guard of the train shall be informed of the situation. Before despatching the Light Engine / Train Engine/Motor Trolley etc. to the affected block section to open communication, the Driver / Motor man / Guard / SM who is being sent to open communication shall be advised by the SM on duty of the circumstances in which and the purpose for which he is being sent. The engine is to be detached from the train and the following documents shall be handed over with clear signature of the Driver to proceed with the engine for opening communication.
- (i) An "Authority to Proceed Without Line Clear" on the prescribed form.
 - (ii) A Caution Order restricting the speed to 15 Kmph. by day when view ahead is clear and 10 Kmph. during night or when view is obstructed.
 - (ii) A written authority to pass the Last stop signal at 'ON' position.
 - (iii) A Line Clear Enquiry message for the train waiting at the station for line clear.
 - (v) Conditional Line Clear message for the Light engine/Train engine to return with or without a train attached supported by a Private Number.

On arrival of the engine at the next station, the Line Clear Enquiry message & Conditional Line Clear message shall be collected by the Station Master on duty who shall prepare a 'Conditional line clear ticket' for the engine to return either light or with a train attached and 'Conditional Line clear Reply Message' for the 'Line clear Enquiry Message' giving Line clear for the train waiting at other station shall be handed over to the Driver of light engine. On return trip the Driver will come on booked speed observing speed limits and other restrictions in force.

If there be an even flow of trains in both directions, Enquiry and Conditional line clear message for each succeeding trains may be sent through the Guard of the preceding train.

If the Station Master at one end has more than one train to despatch in the same direction he may ask line clear not only for that train but also for the following trains which may be waiting or expected at his station. It must be stated in the Line clear enquiry message that these latter trains will be despatched after the first train at an interval of 30 minutes.

When despatching the second and subsequent trains, the particulars of the last preceding train along with its departure time will be endorsed on the Line Clear as also the particulars of trains which would follow and a caution order restricting the speed to 25 Kmph. over straight when view ahead is clear and 10 Kmph. when the view ahead is not clear, is to be issued. While adopting this procedure, the Guard and Driver should be instructed to keep a 'Sharp' lookout and be prepared to stop short of any obstruction. Trains must continue to work on this system until any one of the means of communication is restored by the competent authority.

As soon as any one of the means of communication is restored, the Conditional line clear working of trains shall be cancelled when there is no train in the affected block section and message shall be exchanged with the Station Master at the other end, supported by Private Number, keeping Section Controller informed.

RUNNING TIME UNDER AUTHORITY TO PROCEED WITHOUT LINE CLEAR: -

For Section	KM	During Day when view ahead is clear	During night when view is not clear
		15 KMPH	10 KMPH
RNBT--TIG	7.686	31'	47'
RNBT--MRBL	10.542	43'	64'

9.2 **TEMPORARY SINGLE LINE WORKING ON A DOUBLE LINE SECTION: - N.A.**

9.3 **DESPATCH OF TRAIN UNDER AUTHORITY TO PROCEED WITHOUT LINE CLEAR OR TO ASSIST THE CRIPPLED TRAIN: -** The Station Master will take action as per SR 6.02.04 for despatch of trains under authority to proceed without line clear. Actions shall be taken to assist the crippled train as per SR 6.02.05.

10.0 **VISIBILITY TEST OBJECTS: -**

- i) V.T.O. post / authorised substitutes earmarked to work as V.T.O. Post. - The arms of UP & DN Starter signals No.16 of line No.1 during day and their light during night are earmarked to serve as VISIBILITY TEST OBJECTS vide GR 3.61 (2) (b) (ii).
- ii) Distance between CSB and V. T. O. post: - 180 Mts.
- iii) Station Master on duty will test the visibility during thick and foggy weather and if visibility is impaired, he will work as per GR 3.61 and SRs thereto.

11.0 **ESSENTIAL EQUIPMENTS AT THE STATION:** - Essential equipments shall be kept ready on hand in good condition with necessary relief stock.

(This is mentioned in Appendix – “E”)

12.0 **FOG SIGNAL MEN NOMINATED TO BE CALLED IN CASE OF FOG:** - In order to indicate to the Drivers of approaching trains the location of signal during thick, foggy and tempestuous weather or during dust storm, the SS/SM on duty shall arrange for fog signalling in terms of General Rule 3.61 and Subsidiary Rules thereto. Assurance of the staff shall be taken in the Fog Signal Register in the month of October every year as token of their having knowledge of Fog Signalling Rules and their use.

For signalman must be a regular employee and not a substitute or casual labour. The names of the fog signalmen are given in the fog signal register maintained at the station.

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

APPENDICES

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

APPENDIX - 'A'

Details of Level crossing gates together with instructions to operating staff including level crossing gateman about their normal working, their maintenance and their working in case of failure / emergencies with special provisions if any.

1.0 GATE WORKING RULE OF "C" CLASS TRAFFIC INTERLOCKED LEVEL CROSSING GATE AT KM 194.545 IN RNBT YARD AT RAIPUR END.

1.1 DESCRIPTION OF THE LEVEL CROSSING GATE:

1.	Number of Level Crossing Gate: -		RV-151
2.	Engineering or Traffic Gate: -		Traffic.
3.	Under control of Station Master/Permanent Way Inspector: -		SS/RNBT
4.	Location KM		194.545
5.	At. Station: -		RNBT.
6.	In between stations: -		----
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: -		The interlocking is achieved by lever No. 10 of W/C.
12.	Provision of Gate signal at Kms.		
		i)	Up line NIL
		ii)	Dn line NIL
13.	Signalling arrangement: -		NIL.
14.	Means of Communication:		Magneto Telephone Communication from W/Cabin with SS/RNBT.
15.	Width of level crossing Gate: -		5.0 Meters.
16.	Type of road. (NH/SH/Others): -		Others
17.	Name of Road: -		Rahenbhata - Rugdipara.
18.	Metaled/Non Metaled		KCH
19.	Approach Road: -		KCH
20.	Width of the road: -		5.0 M.
21.	Angle of road crossing (In case of the skew Gates)		Right Angle.
22.	Road gradient (If any)		
		i)	East side. ----
		ii)	West side ----
23.	Road alignment (Straight/Curve): -		
		i)	East side Straight
		ii)	West side Straight
24.	Provision of height gauges: -		Not Provided.
25.	Type of Barriers: -		Winch Operated lifting barriers.
26.	Length of checkrails: -		7.5 Meter.
27.	Road surface in between Level Xings Gates: -		CCB.
28.	Length of speed breakers: -		5.0 M.
29.	Road signs: -		Available.
30.	Speed breaker indication board: -		Provided.

31.	TVU: -	1326 on 01/2010.
32.	Census next due on: -	01/2013.
33.	Demarcation for placement of Detonators: -	Displayed.
34.	No. of the Gateman working: -	Cabin operated.
35.	Nearest Railway Medical Assistance: -	TIG.
36.	Nearest Private Medical Assistance available (if any)	TIG
37.	List of equipment available Yes//No: -	Yes

1.2 (a) **THIS CABIN-OPERATED GATE IS PROVIDED WITH EQUIPMENTS AND REGISTERS AS PER SR 16.02.04 AS FOLLOWS:**

- i) One red and one green hand signal flag.
 - ii) 2 hand signal lamps
 - iii) 2 red banner flags with side props.
 - iv) 10 detonators in a case.
 - v) 2 gate lamps.
 - vi) 2 chains with pad locks for locking of the gates.
 - vii) Two small size chains with padlocks for use in case of failure of gate boom lock.
 - viii) 2 pad locks for the gate lamps.
 - ix) 2 staves for fixing hand signal lamps.
 - x) Gate working rules.
 - xi) Level crossing inspection book.
 - xii) Complaint book
- (b) The Supervisory officials in charge of the cabin shall be held responsible for the similar action as contained in SR 16.02.01 (b).

1.3 **MODE OF OPERATION:** This is 'C' class interlocked level crossing gate is located within station limits between Up Home signals and outer most facing point at MRBL end of the yard. The gate is provided with coupled lifting barriers and operated with winch from the West cabin.

The gate shall normally be kept open to road traffic vide SR 16.03.03. Whenever the gate is required to be closed against road traffic the Cabinman shall close the gate by operating the winch and extract the key from the winch to lock the same by extracting control key from the lock of the winch. The key shall be inserted in the lever No. 10 which when reversed shall release the UP reception signal, DN despatch signal and slot lever of line No.2. When DN train is to be received on 1st loop or 2nd loop other than through train, this can be received by setting sand hump keeping the gate in open 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.

In the event of failure of UP Home & Outer signal or DN Starter signal / Adv. Starter signal or during Non Interlocking working, the CLM/LMA shall be informed and the Train shall be passed in terms of SR 3.69.02, 3.69.03 and 3.70.01 after ensuring correct closing and locking of L.C Gate. During this period the L.C Gate shall be opened only when necessary and safe to do so

1.5 INTIMATION TO GATEMAN:

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

1.6 FAILURE OF TELEPHONIC COMMUNICATIONS: When Telephonic Communication fails or it does not get any response from the Gateman despite 2 or 3 attempts, the following procedure should be adopted:

- i) Station Master on duty / RNBT shall send written advise to the Cabin man through the porter with full details of number, description and direction of the train.
- ii) Cabin man on receipt of such advice shall close the gate and take 'OFF' Reception/Departure signals.
- iii) In addition Station Master/ RNBT shall also issue a caution order advising the driver to whistle continuously and approach the gate cautiously.
- iv) The train driver shall be instructed to pass the gate cautiously, on before signaled by the Cabin man. If hand signal is not seen, driver should be prepared to stop short of the gate and ensure that gate is closed following GR.3.73 (2)(b).
- v) In case of an approaching train, the Station Master/ RNBT shall advise the Station Master /MRBL, under exchange of private number, that the telephone at the gate has failed.
- vi) The station Master/MRBL shall then issue a caution order to the driver before dispatching a train into the block section from his end.
- vii) He should also advise S&T staff responsible for maintenance of the telephone rectify the defect at he earliest.
- viii) Normal working will be resumed only after S&T staff rectify the telephone and issue reconnection /fit memo for the same

1.7 FAILURE OF LIFTING BARRIERS:

- i) When the gate cannot be closed due to failure of lifting barriers, the Cabin man will immediately inform, the Station Master on duty, under exchange private number, and ensure the lifting barriers of 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) Cabin man shall secure the gate against road traffic by means of safety chains and padlocks.
- iv) After securing the gate against road traffic, Cabin man shall show green hand signal flag by day and green light by night to the driver of the approaching train.
- v) Station Master on duty/ RNBT shall issue a caution order to the driver of a departing train.
- vi) He shall also advise the station Master /MRBL, under exchange of private number, to similarly issue a caution order to the driver before despatching a train into the block section from his end.
- vii) Station Master/ RNBT will advise maintenance staff responsible for maintenance of lifting barriers to repair the defect at the earliest.
- viii) Normal working will be resumed only after maintenance staff repair the barrier and issue reconnection/fit memo for the same.

Note:

- (a) In case of failure of lifting barriers worked from the cabin, Station Master will send station porter to secure the gate against road traffic by safety chains and padlocks.
- (b) Automatically to pass signals 'ON' position as per rules shall also be issued to the drivers of both departing and arriving trains.

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

- i) If the gate key cannot be extracted from the gate winch or the key transmitter, then Cabin man must immediately inform the Stationmaster / RNBT on duty on telephone, under exchange of private number.
- ii) Thereafter, the gate must be treated as non – interlocked and procedure for reception/ despatch of trains as prescribed for non – interlocked gates, should be adopted.
- iii) Station Master on duty / RNBT shall issue a caution order to the driver of a departing train.
- iv) He shall also advise the station Master/MRBL at the despatching end, under exchange of private number, to similarly issue a caution order to the driver before despatching a train into the block section from his end.
- v) Station Master / RNBT will advise S&T staff responsible for maintenance of winch/key transmitter to rectify the defect at the earliest.
- vi) Normal working will resumed only after S&T staff repairs the winch/key transmitter and issue reconnection/fit memo for the same

1.9 FAILURE OF THE 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 Station Master on duty/ RNBT on telephone, under exchange of private number.

- ii) Thereafter, the gate must be treated as non-interlocked and procedure for reception/despatch of trains as prescribed for non-interlocked gates should be adopted.
- iii) Cabin man shall secure the gate against road traffic by means of chains and padlocks and pass the trains on hand signals.
- iv) Station Master on duty/ RNBT shall issue caution order to the driver of a departing train.
- v) He shall also advise the station Master /MRBL at the despatching end, under exchange of private number, to similarly issue a caution order to the driver before despatching a train into the block section from his end.
- vi) Station Master/ RNBT will advise S&T staff responsible for maintenance of winch//key transmitter to rectify the defect at the earliest.
- vii) Normal working will resumed only after S&T staff repairs the winch/key transmitter and issue reconnection/fit memo for the same.

1.10 **OBSTRUCTION AT THE GATE:**

- i) If the gate is broken by a road vehicle which is fouling the track, or if lifting barriers or any other part of the gate foul the track, or if there is any other obstruction at the gate, the Cabin man 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 Cabin man shall advise the Station Master/ RNBT on duty, regarding the defects/obstruction at the gate, under exchange of private number.
- iii) He shall 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 / RNBT after two or three attempts, he shall first protect the gate and then inform on phone.
- v) Cabin man shall then rush with detonators, fusee and red flag by day and red hand signal lamp by night in the direction of the approaching train and protect the gate as stipulated in G R 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 reply these details to the station Master who shall not start the trains unless he has been assured by the Cabin man that the road vehicle or the lifting barriers are not fouling the track.
- viii) The Station Master/ RNBT shall also inform the station Master /MRBL at the despatching end, under exchange of private number, asking him not to despatch any train into the block section from his end, until the track has been clear of all obstruction.
- ix) After the track has been cleared of all obstructions the Cabin man shall inform the Station Master accordingly, under exchange of private number.
- x) Station Master/ RNBT shall then issue a caution order to drivers of all trains to proceed cautiously, and pass the signal at 'ON' position on green hand signal of the Cabin man, if the gate is broken, but is clear of any obstruction.

- xi) Cabin man shall secure the gate against road traffic by means of safety chains and padlocks and they're after exhibit green hand signal, if the gate is not obstructed.
- xii) Station Master/ RNBT shall advise maintenance staff responsible for maintaining the lifting barriers to repair the same at the earliest.
- xii) Normal working will be resumed only after maintenance staffs rectify the defective lifting barriers and issue reconnection/fit memo for the same.

1.11 **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 Cabin man and SM/ RNBT will adopt the procedure given under item No.1.10 above. If the obstruction fouls the level Crossing Gate, Cabin man must keep the gates closed against road traffic till the track is cleared of the obstruction.

2.0 **GATE WORKING RULE OF "C" CLASS TRAFFIC INTERLOCKED LEVEL CROSSING GATE AT KM 195.613 IN RNBT YARD AT TIG END.**

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

- | | | |
|-----|--|--|
| 1. | Number of Level Crossing Gate: - | RV-152 |
| 2. | Engineering or Traffic Gate: - | Traffic. |
| 3. | Under control of Station Master/Permanent Way Inspector: - | SS/RNBT |
| 4. | Location KM | 195.613 |
| 5. | At. Station: - | RNBT. |
| 6. | In between stations: - | ---- |
| 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: - | The interlocking is achieved by lever No. 10 of E/C. |
| 12. | Provision of Gate signal at Kms. | |
| | i) Up line | NIL |
| | ii) Dn line | NIL |
| 13. | Signalling arrangement: - | NIL. |
| 14. | Means of Communication: | Magneto Telephone Communication from E/Cabin with SS/RNBT. |
| 15. | Width of level crossing Gate: - | 5.0 Meters. |
| 16. | Type of road. (NH/SH/Others): - | Others |
| 17. | Name of Road: - | Khairmal - Rahenbhata |
| 18. | Metaled/Non Metaled | KCH |
| 19. | Approach Road: - | KCH |
| 20. | Width of the road: - | 5.0 M. |
| 21. | Angle of road crossing (In case of the skew Gates) | Right Angle. |

22.	Road gradient (If any)		
		i)	East side -----
		ii)	West side -----
23.	Road alignment (Straight/Curve): -		
		i)	East side- Straight
		ii)	West side- Straight
24.	Provision of height gauges: -		Not Provided.
25.	Type of Barriers: -		Winch Operated lifting barriers.
26.	Length of checkrails: -		7.5 Meter.
27.	Road surface in between Level Xings Gates: -		CCB.
28.	Length of speed breakers: -		----
29.	Road signs: -		Available.
30.	Speed breaker indication board: -		Provided.
31.	TVU: -		340 on 01/2010
32.	Census next due on: -		01/2013.
33.	Demarcation for placement of Detonators: -		Provided..
34.	No. of the Gateman working: -		Cabin operated.
35.	Nearest Railway Medical Assistance: -		TIG.
36.	Nearest Private Medical Assistance available (if any)		TIG
37.	List of equipment available Yes//No: -		Yes.

2.2 **EQUIPMENTS:** The E/C is provided with all the equipments and records for L C Gate vide SR 16.02.04.

2.3 **MODE OF OPERATIPON:** -

This is 'C' class interlocked level crossing gate located within station limits between DN Home signals and DN outermost facing points of TIG end of the yard. The gate is provided with coupled lifting barriers and operated with winch from the East cabin.

The gate shall normally be kept open to road traffic vide SR 16.03.03. Whenever the gate is required to be closed against road traffic the Cabinman shall close the gate by operating the winch and extract the key from the winch to lock the same by extracting control key from the lock of the winch. The key shall be inserted in the lever No. 10, which in turn releases the DN reception signal, UP despatch signal and slot lever of line No. 2. When UP train is to be received on 1st & 2nd loop other than through train, this can be received by setting the line towards ORL/Sand Hump keeping the gate in open condition.

The gate shall normally be kept open to road traffic during day and night and will be closed for passage of train/vehicles/engine or for any shunt movements vide SR 16.03.03. The level crossing gate shall be so worked as to cause the least possible inconvenience to vehicular traffic consistent with safety according to S.R. 16.03.01 (a) & (c).

The clearance of check rail of the level crossing gate shall be done by the yard key man vide SR 16.05.02, the gate shall be provided with gate lamp at night which shall show red to the road traffic on either direction. The lamps are to be cleaned and lighted by the station SCLM

vide SR 16.03.02 (a). Whenever the light is extinguished, the cabin man shall immediately light up the gate lamp.

In the event of failure of DN Home & Outer signal or UP Starter signal / Adv. Starter signal or during Non Interlocking working, the CLM/LMA shall be informed and the Train shall be passed in terms of SR 3.69.02, 3.69.03 and 3.70.01 after ensuring correct closing and locking of L.C Gate. During this period the L.C Gate shall be opened only when necessary and safe to do so

2.4 INTIMATION TO GATEMAN:

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

2.5 FAILURE OF TELEPHONIC COMMUNICATIONS: When Telephonic Communication fails or it does not get any response from the Gateman despite 2 or 3 attempts, the following procedure should be adopted:

- i) Station Master on duty / RNBT shall send written advise to the Cabin man through the porter with full details of number, description and direction of the train.
- ii) Cabin man on receipt of such advice shall close the gate and take 'OFF' Reception/Departure signals.
- iii) In addition Station Master/ RNBT shall also issue a caution order advising the driver to whistle continuously and approach the gate cautiously.
- iv) The train driver shall be instructed to pass the gate cautiously, on before signaled by the Cabin man. If hand signal is not seen, driver should be prepared to stop short of the gate and ensure that gate is closed following GR.3.73 (2)(b).
- v) In case of an approaching train, the Station Master/ RNBT shall advise the Station Master /TIG, under exchange of private number, that the telephone at the gate has failed.
- vi) The station Master/TIG shall then issue a caution order to the driver before dispatching a train into the block section from his end.
- vii) He should also advise S&T staff responsible for maintenance of the telephone 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

2.6 FAILURE OF LIFTING BARRIERS:

- i) When the gate cannot be closed due to failure of lifting barriers, the Cabin man will immediately inform, the Station Master on duty, under exchange private number, and ensure the lifting barriers of 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) Cabin man shall secure the gate against road traffic by means of safety chains and padlocks.
- iv) After securing the gate against road traffic, Cabin man shall show green hand signal flag by day and green light by night to the driver of the approaching train.
- v) Station Master on duty/ RNBT shall issue a caution order to the driver of a departing train.
- vi) He shall also advise the station Master /TIG, under exchange of private number, to similarly issue a caution order to the driver before despatching a train into the block section from his end.
- vii) Station Master/ RNBT will advise maintenance staff responsible for maintenance of lifting barriers to repair the defect at the earliest.
- viii) Normal working will be resumed only after maintenance staff repair the barrier and issue reconnection/fit memo for the same.

Note:

- (c) In case of failure of lifting barriers worked from the cabin, Station Master will send station porter to secure the gate against road traffic by safety chains and padlocks.
- (d) Automatically to pass signals 'ON' position as per rules shall also be issued to the drivers of both departing and arriving trains.

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

- i) If the gate key cannot be extracted from the gate winch or the key transmitter, then Cabin man must immediately inform the StationMaster / RNBT on duty on telephone, under exchange of private number.
- ii) Thereafter, the gate must be treated as non – interlocked and procedure for reception/ despatch of trains as prescribed for non – interlocked gates, should be adopted.
- iii) Station Master on duty / RNBT shall issue a caution order to the driver of a departing train.
- iv) He shall also advise the station Master/TIG at the despatching end, under exchange of private number, to similarly issue a caution order to the driver before despatching a train into the block section from his end.
- v) Station Master / RNBT will advise S&T staff responsible for maintenance of winch/key transmitter to rectify the defect at the earliest.

- vi) Normal working will resumed only after S&T staff repairs the winch/key transmitter and issue reconnection/fit memo for the same

2.8 **FAILURE OF THE 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 Station Master on duty/ RNBT on telephone, under exchange of private number.
- ii) Thereafter, the gate must be treated as non-interlocked and procedure for reception/despatch of trains as prescribed for non-interlocked gates should be adopted.
- iii) Cabin man shall secure the gate against road traffic by means of chains and padlocks and pass the trains on hand signals.
- iv) Station Master on duty/ RNBT shall issue caution order to the driver of a departing train.
- v) He shall also advise the station Master /TIG at the despatching end, under exchange of private number, to similarly issue a caution order to the driver before despatching a train into the block section from his end.
- vi) Station Master/ RNBT will advise S&T staff responsible for maintenance of winch//key transmitter to rectify the defect at the earliest.
- vii) Normal working will resumed only after S&T staff repairs the winch/key transmitter and issue reconnection/fit memo for the same.

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 or any other part of the gate foul the track, or if there is any other obstruction at the gate, the Cabin man 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 Cabin man shall advise the Station Master/ RNBT on duty, regarding the defects/obstruction at the gate, under exchange of private number.
- iii) He shall 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 / RNBT after two or three attempts, he shall first protect the gate and then inform on phone.
- v) Cabin man shall then rush with detonators, fusee and red flag by day and red hand signal lamp by night in the direction of the approaching train and protect the gate as stipulated in G R 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 reply these details to the station Master who shall not start the trains unless he has been assured by the Cabin man that the road vehicle or the lifting barriers are not fouling the track.
- viii) The Station Master/ RNBT shall also inform the station Master /TIG at the despatching end, under exchange of private number, asking him not to despatch any train into the block section from his end, until the track has been clear of all obstruction.

- ix) After the track has been cleared of all obstructions the Cabin man shall inform the Station Master accordingly, under exchange of private number.
- x) Station Master/ RNBT shall then issue a caution order to drivers of all trains to proceed cautiously, and pass the signal at 'ON' position on green hand signal of the Cabin man , if the gate is broken, but is clear of any obstruction.
- xi) Cabin man shall secure the gate against road traffic by means of safety chains and padlocks and they're after exhibit green hand signal, if the gate is not obstructed.
- xii) Station Master/ RNBT shall advise maintenance staff responsible for maintaining the lifting barriers to repair the same at the earliest.
- xii) Normal working will be resumed only after maintenance staffs rectify the defective lifting barriers 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 Cabin man and SM/ RNBT will adopt the procedure given under item No.2.9 above. If the obstruction fouls the level Crossing Gate, Cabin man must keep the gates closed against road traffic till the track is cleared of the obstruction.

3.0 **WORKING RULE OF 'C' CLASS ENGINEERING LC GATE AT KM-186/12 BETWEEN MRBL-RNBT:**

3.1 **DESCRIPTION OF THE LEVEL CROSSING GATE**

- | | |
|---|--|
| 1. Number of Level Crossing Gate: - | RV-141. |
| 2. Engineering or Traffic Gate: - | Engg. |
| 3. Under control of Station Master/Permanent Way Inspector: | PWI |
| 4. Location KM | 186/11-12. |
| 5. At. Station: - | _____. |
| 6. In between Stations: - | RNBT- MRBL |
| 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: - | Not applicable. |
| 12. Provision of Gate signal at Kms. | |
| | i) Up line NIL |
| | ii) Dn line NIL |
| 13. Signalling arrangement: - | NIL. |
| 14. Means of Communication: | Magneto Telephone
Communication from Gate
Goomty with SM/MRBL. |
| 15. Width of level crossing Gate: - | 5.0 Meters. |

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16. Type of road. (NH/SH/Others): -	Others
17. Name of Road: -	Gusuramunda- Dangarpanda.
18. Metaled/Non Metaled	Metaled
19. Approach Road: -	Metaled
20. Width of the road: -	5.0 m.
21. Angle of road crossing (In case of the skew Gates)	Right Angle
22. Road gradient (If any)	
	i) North/East side----
	ii) South/West side----
23. Road alignment (Straight/Curve): -	
	i) North/East side-Straight
	ii) South/West side-Straight
24. Provision of height gauges: -	Not Provided.
25. Type of Barriers: -	Lifting barriers.
26. Length of checkrails: -	7.50 Meter.
27. Road surface in between Level Xings Gates: -	Metaled
28. Length of speed breakers: -	5.0 Meters.
29. Road signs: -	Provided.
30. Speed breaker indication board: -	Provided.
31. TVU: -	952 on 01/2010.
32. Census next due on: -	01/2013.
33. Demarcation for placement of Detonators: -	Displayed.
34. No. of the Gateman working: -	02.
35. Nearest Railway Medical Assistance: -	Kantabanji.
36. Nearest Private Medical Assistance available (if any)	Muribahal
37. List of equipment available Yes//No: -	Yes.

3.2 **EQUIPMENTS AND RECORDS:** This gate is provided with equipments as per SR 16.02.01 and records as per SR 16.02.03

3.3 **MODE OF OPERATION :** This is a Manned & Non-interlocked 'C' Class Engineering L.C.Gate situated at Km 186/11-12 between RNBT-MRBL. This gate is provided with winch operated coupled lifting barriers and the gate is closed/opened manually by winch operation. Telephone communication is provided between the L C. gate lodge with SM of MRBL station. The level crossing gate is normally kept closed and locked against road traffic and it is opened for passage of road traffic only when it is necessary and safe to do so. The gateman on duty shall obtain permission from the Station Master /MRBL before opening it and shall close the level crossing gate after passing the road traffic, under exchange of private number.

3.4 **EXCHANGE OF PRIVATE NUMBERS:**

- i) Gateman must seek permission from Station Master/ MRBL for opening the gate.
- ii) If the gate is required to be opened to pass the road traffic, the gateman shall exchange private number with the SM/ MRBL and confirm that the train has passed completely from his gate thereafter; the SM/ MRBL may allow the gateman to open the gate. In such a situation the SM/ MRBL, before dispatching or giving line clear for any other train into the block section in question shall ensure that the level crossing gate is closed for road traffic and assurance of the gate man is taken through exchange of private number.

A. Sethy
DSTE/SBP

Ashok Kumar
Sr.DEN(West)/SBP

D.Nayak.
DOM(G)/SBP

- iii) Station Master/ MRBL in the Train Signal Register, Private Number Book and Log Book in red ink should make suitable entries.
- iv) After passage of road traffic, the gateman shall close the gate and confirm this to Station Master/ MRBL, under exchange of private number.
- v) Before any train is allowed to enter the block section again, the Station Master/ MRBL must ensure that private number from the gateman has been received in token of his having closed the gate.
- vi) Gate once closed for road traffic must on no account be opened unless this is authorized by the Station Master/ MRBL, under exchange of private number.
- vii) The SM /RNBT at the other end shall not take 'OFF' the last stop signal for the DN train to enter into the block section RNBT-MRBL unless SM/ RNBT gets assurance from the SM/ MRBL supported by PN, that level crossing gate is closed

3.5 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 shall be adopted:

- i) The station Master / MRBL at the dispatching end shall then issue a caution order to the driver before dispatching a train in the block section from his end.
- ii) The caution order should advise the driver to whistle continuously and approach the gate cautiously.
- iii) The driver shall be instructed to pass the gate cautiously, on being hand signaled by the gateman. If hand signal is not seen, driver should be prepared to stop short of the gate and depute his Assistant driver will give the all right signal and if the gate is not closed the Assistant driver must close the gate and then give the all right signal. In the absence of the Assistant driver, the driver may take the assistance of the Assistant Guard/Guard and shall stop clear of the level crossing to pock up the Assistant driver who will reopen the gate for passage of the road traffic.
- iv) In case of an approaching train, the Station Master/ MRBL shall advise the Station Master/RNBT dispatching end, under exchange of private number, that the telephone at the gate has failed.
- v) The Station Master /RNBT at the despatching end shall then issue a caution order to the driver before despatching a train into the block section from his end.
- vi) Station Master/ MRBL shall also advice to the gateman through Gangman/Patrolman or driver of the first train that the telephone has become defective.
- vii) He should also advise S&T staff responsible for maintenance of the telephone 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.

3.6 FAILURE OF LIFTING BARRIERS:

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

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 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/ MRBL on duty, regarding the defects/obstruction at the gate, under exchange of private number.
- iii) Stationmaster/ MRBL 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 / MRBL after two or three attempts, he shall first protect the gate and then inform on phone.
- v) Gateman shall then rush with detonators, fusee and red flag by day and red hand signal lamp by night in the direction of the approaching train and protect the gate as stipulated in General Instruction for duties of gateman under item No.1.5. (5) of GWR.
- vi) Thereafter he shall protect the gate from the other direction also.
- vii) He shall note down the particulars of the road vehicle, name of the driver, owner and reply these details to the station Master who shall not start the trains unless he has been assured by the gateman that the road vehicle or the lifting barriers are not fouling the track.

- viii) The Station Master/ MRBL shall also inform the station Master/RNBT at the despatching end, under exchange of private number, asking him not to despatch any train in the block section from his end, until the track has been clear 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 / MRBL shall then issue a caution order to drivers of all trains to proceed cautiously, and pass the gate signal at 'ON' position on green hand signal of the gateman, if the gate is broken, but is clear of any obstruction.
- xi) Gateman shall secure the gate against road traffic by means of safety chains and padlocks and they're after exhibit green hand signal, if the gate is not obstructed.
- xii) Station Master / MRBL shall advise maintenance staff responsible for maintaining the lifting barriers to repair the same at the earliest.
- xiii) Normal working will be resumed only after maintenance staffs rectify the defective lifting barriers and issue reconnection/fit memo for the same.

3.8 OBSTRUCTION ON THE TRACK NEAR LEVEL CROSSING GATE:

If there is a rail fracture of 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/ MRBL will adopt the procedure given under item No.3.7 above. If the obstruction fouls the level Crossing Gate, gateman must keep the gates closed against road traffic till the track is cleared of the obstruction.

APPENDIX - 'B'

DETAILS OF SIGNALLING AND INTERLOCKING INSTALLATIONS, INSTRUCTIONS FOR WORKING THEM NORMALLY AND IN EMERGENCIES ETC. INCLUDING THE POWER SUPPLY ARRANGEMENT

- 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 manually operated Two Aspect Lower Quadrant semaphore signalling with relevant SM's controls.
- 1.2 IRS CH type lever machines with rod worked points and locks are installed at East cabin (26 Levers) and West cabin (26 Levers). These levers shall operate points, point locks, slots, key control, gate and signals etc.
- 2.0 **POINTS & LOCKS AND INTERLOCKING BETWEEN BLOCK INSTRUMENTS AND SIGNALS:** Facing points are fitted with plunger type locks with lock bars and electrically / mechanically detected by the relevant signals. The Home signals, Adv. Starter signal, slide control governing block section must be in the normal position while handling the Block instrument of the section concerned. The Advanced starter signal is controlled by the respective Block instrument and Home Signals are also interlocked with block instrument of respective section as per BWM 4.32.
- 3.0 **INDICATIONS IN THE CABIN:** - Miniature indicators are provided in the cabins for electrically slotted signals i.e. Home and Adv. Starters Signals to indicate the cabinman when the signals are to be taken off. Every signal also has got an indicator to show whether it is burning or not in the form of backlight. Indications are also provided for the track circuits between last trailing point & Advanced starter (excluding lock bar portion) and Adv. Starter replacement track circuit. Indicators are also provided for fouling mark to fouling mark track circuit on Main line in SM's room.
- 4.0 **SLOT CONTROL:** - Each cabin is provided with slot levers to control the Home signals operated by the other end cabin. The cabin man at the other end can put back the home signals in case of emergency by normalising the slot lever.
- 5.0 **TRACK CIRCUITS:** - Track Circuits are provided in the Main line MLT1 & MLT2 and on either side of the yard there are two rail length track circuit 18T (E) and 18T (W). other than that 7T, 7T1, 15AT, 15T (East end) and 7T, 7T1, 15AT, 15T (West end) short length track circuits are provided from the top most point to two rail length in advance of the Adv. Starter signal. There are no track circuits in the loop lines as well as in point zones.
- 6.0 UP & DN Starter signals are controlled through track circuits No. 7T, 7T1 & 15AT & are replaced automatically to ON position on occupation of 7T, 7T1 & 15AT at respective end. UP & DN Adv. Starter signals. No. 15 is controlled through track No. 15T & is replaced automatically to ON position on occupation of 15T on either side. UP & DN Main line starter signals are replaced automatically to 'ON' position on occupation of 18T on either side. UP & DN Main Line Home signals are replaced automatically to ON position on occupation of 7T, 7T1, MLT1, MLT2 or 18T from either side
- 7.0 **SM'S SLIDE CONTROL MACHINE:** - In the SM's Office, there is an electrical slide control machine (with 12 slides) to control all UP and DN Home signals, Advanced Starters & Warners

with a locking arrangement. The SM on duty can put back the Home signal, Advanced Starter and Warner signals in case of emergency by normalising the concerned slide. The key of the slide control machine must be in personal custody of the SM on duty.

8.0 **INTERLOCKING WITH BLOCK INSTRUMENTS AND SIGNALS:** - UP and DN reception and despatch signals are provided with track circuits in rear of the signals to replace the signals to 'ON' position after the passage of the train past the signal.

8.1 **HOME SIGNALS:** -UP and DN Home signals are electrically interlocked with the respective Token less block instrument so that before the block instrument is operated to LINE CLOSED position from TRAIN ON LINE position the corresponding Home signal and its control must be in their normal position. However, the Home signal can be taken off in case of failure of Block instrument.

8.2 **ADVANCED STARTERS:** -UP and DN Adv. Starters are electrically interlocked with respective block instruments so that the same can not be taken off unless the concerned Block instrument is in 'LINE CLEAR' i.e in (TGT) position.

When the Block instrument is suspended in 'LINE CLEAR' position, the concerned Adv. Starter must also be treated as suspended and the trains shall be "P/OUT" past the Adv. Starter (in 'ON' position). When the block instrument is under suspension, the Authority to proceed shall be PAPER LINE CLEAR TICKET.

9.0 **GOODS SIDING:** A Goods siding of CAL 60M is taking off from 1st loop of station yard. It has entry on both sides and isolated by derailing switches. It is operated by local arc levers released by two control keys in East Cabin from lever No.14 in reversed condition. The two keys from lever No.14 (R) will release hand plunger locks fitted at the entrance point at both ends of the siding. When these keys from lever No.14 are extracted DN Home signal of line No.1, starter No.16 and slot lever No.19 of 1st Loop for UP train in East Cabin will be held locked in their normal position.

10.0 **DESCRIPTION OF LEVERS IN EAST CABIN:** -There are 26 levers in the West cabin (IRS catch handle type) and their individual functions are detailed below:-

<u>Lever No.</u>	<u>Functions of levers</u>
1.	DN Warner (Motor Operated)
2.	DN Outer (Motor Operated)
3.	DN Main Home
4.	DN 1 st loop Home
5.	DN 2 nd Loop Home
6.	Spare
7.	Lock bar on point No.8 & 11 at East end.
8.	Cross over point from Main to 1 st loop
9.	Lock bar on cross over point No 8 West end.
10.	L.C Control key
11.	Cross over point from Main line to 2 nd Loop
12.	Lock bar on cross over point No.11 West end
13.	Spare
14.	Goods siding control key
15.	UP Adv. Starter
16.	UP 1 st loop Starter signal

17.	UP 2 nd loop starter signal
18.	UP Main Starter signal
19.	Slot for UP 1 st loop Home
20.	Slot for UP 2 nd Loop Home
21.	Slot for UP Main Home.
22 to 26	Spare

11.0 **DESCRIPTION OF LEVERS IN WEST CABIN:** There are 26 levers in East Cabin (IRS catch handle type) and their individual function is detailed below: -

<u>Lever No.</u>	<u>Function of Levers</u>
1.	UP Warner (Motor Operated)
2.	UP Outer (Motor Operated)
3.	UP Main Home
4.	UP 2 nd loop Home
5.	UP 1 st Loop Home
6.	Spare
7.	Lock bar on points No.8 & 11 at West end
8.	Cross over point from Main line to 2 nd loop
9.	Lock bar on point No.8 East end
10.	L.C Control Key
11.	Cross over point from Main line to 1 st Loop line
12.	Lock bar on point No. 11 east end
13.	Spare
14.	Spare
15.	DN Adv. Starter
16.	DN 1 st Loop Starter
17.	DN 2 nd loop Starter
18.	DN Main Line starter
19.	Slot. For DN 1 st Loop Home
20.	Slot for DN 2 nd loop Home
21.	Slot for DN Main line
22 to 26	Spare

12.0 **STATION MASTER'S CONTROL SLIDE:** - There are 12 slides in SM's slide control machine and the individual function is detailed below: -

<u>Lever No.</u>	<u>Function.</u>
1.	UP Warner.
2.	UP Main line home.
3.	UP second loop home.
4.	UP first loop home.
5.	UP Advance starter.
6.	Spare.
7.	Spare.
8.	DN Advanced starter.
9.	DN second loop home.
10.	DN first loop home.
11.	DN Main line home.
12.	DN Warner.

- 13.0 **PLACING OF LEVER COLLARS AND SLIDE COLLARS:** - Lever collars and slide collars are to be placed on the respective levers and slides, whenever running lines are other wise blocked vide SR 5.04.01 and SR 3.36.03

Line No.	East Cabin			West Cabin			Slide collars to be placed on SM's slide.
	Home signal	Point lever	Slot lever	Home signal	Point lever	Slot lever	
1 st Loop	4	8N	19	5	11N	19	4 & 10
Main Line	3	8R	21	3	8R	21	2 & 11
2 nd Loop	5	11N	20	4	8N	20	3 & 9

The above chart shall be exhibited in both the cabins and SM's office vide OM 20.04(1).

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

- (a) The regular maintenance of the S & T installations and adherence to the schedules of maintenance as also the mandatory schedules of testing of points, signals, lever machines, level crossing gates, the associated interlocking apparatus, i.e cables and finally the interlocking function tests is a must for the safe and satisfactory working of the installations at this station.
- (b) The tests, checks and replacement etc. including overhauling shall conform to the 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 FAILURE OF A SIGNAL & INTERLOCKING INSTALLATION:** - Whenever there is a failure of points, track circuits, signals or any other interlocking gear at the station which includes level crossing gate (s) if any etc. the failure report should be communicated by the SM on duty through a memo to the Signal maintainer and the Signal inspector of the section along with others as per SR 3.51.04 and 3.68.04 and the SM shall document all such transactions.

- 16.0 **INSPECTION OF POINTS BEFORE DECLARING THEM DEFECTIVE:** - However, before declaring a point as defective, the setting of the point on the route to which it applies, shall be inspected by the Station Master/ Cabin man irrespective of the position of the point levers and lock levers in terms of SR 3.68.01 (c).

- 17.0 **RECTIFICATION AND CHECK BEFORE RESUMING NORMAL WORKING:** - It is only after receipt of failure information, the Signal maintainer (Elect. Or Mech.) shall attend to the failure after giving Disconnection memo. After rectification of the fault, the Signal maintainer shall give a Reconnection memo detailing the rectification and the station master on duty before acknowledging such memo shall test the signal and satisfy himself that the signal is in proper working order. Thereafter, the SM shall resume the normal working of the said defective gear in terms of SR 3.68.04 (c) and (d).

- 18.0 **PROCEDURE FOR CARRYING OUT PLANNED MAINTENANCE WORK:** - Whenever any normal maintenance or special works for heavy renewals etc. are involved, these works should be pre-planned by the Signal and Telecom field staff and the SE (Signal) of the section should give to the Station Master in writing advance intimation about this planned work in terms of SR 15.08.01.

18.1 LV VERIFICATION THROUGH AXLE COUNTER:

Entire block section RNBT-TIG is monitored by axle counter system and position of block section whether clear or occupied is indicated in the SM room. As soon as a train enters into the block section, the 'RED' indication appears in the axle counter indication panel. After the whole train clears the block section, "GREEN" indication appears on the axle counter indication. This confirms the complete arrival of train and the SM on duty shall give train out of section report on seeing the section clear indication.

18.2 LV VERIFICATION WHEN AXLE COUNTER FAILS:

In case of failure of axle counter, the Station Master on duty shall obtain complete arrival certificate from the Guard of the train in the complete arrival register (T/1410) maintained at the station for stopping trains. For through passing trains, the Station Master on duty shall satisfy himself about complete arrival of train by verification of the last vehicle indicator vide Subsidiary Rule 4.16.05 that the train is complete. In case a train arrives / passes incomplete, action shall be taken as per Subsidiary Rules 4.17.02 and the Train out of block section' signal shall be withheld to the station in rear until complete arrival certificate is received from the station in advance supported by a Private Number.

18.3 LV VERIFICATION WHEN MOTOR TROLLEY FOLLOWING:

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

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

- (a) Axle Counter as LVCD has been provided for the section RNBT-TIG as last vehicle checking device. The axle counter will also have control over the UP last stop signal and block instrument of RNBT-TIG section.
- (b) The occupation and clearance of the axle counter section is indicated by RED and GREEN indication respectively provided on the panel.
- (c) UP last stop signal of RNBT cannot be taken OFF if axle counter of block section RNBT-TIG fails. On the other hand, on arrival of a train at station if the axle counter continues to show occupation, the block instruments of concerned block section cannot be turned to line closed position.

18.5 NORMALISATION OF AXLE COUNTER & BLOCK WORKING BY RESETTING OF AXLE COUNTER:

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

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

- (i) Procedure laid down in GR 4.17 & relevant SRs thereto shall be followed for the purpose.
- (ii) By checking the train signal register, the detail of the train passed through the block section and finding out from the station at other end of the concerned block section or from Controller that last train has passed and arrived complete, SM on duty shall exchange private number with the SM at other end of the concerned block section or with the Controller or from whom the complete arrival has been confirmed.

- (iii) If the failure has occurred after arrival of a train, SM on duty shall also obtain intact position from the guard of stopping train or by exchanging all right signal with the guard of through train, so that he can ensure that the train has arrived completely before resorting to reset of LVCD axle counter.

18.6 RESETTING PROCEDURE:-

After complete arrival of train, if the axle counter of the section does not clear or Axle counter section free indication (Green) does not appear in the Axle counter indication panel, the receiving station SM shall call the attention of the station in rear through telephone for resetting and shall establish communication with the said station if resetting of equipment is considered necessary giving details of last train that has arrived complete at his station and the block section is clear.

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

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

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

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

- a. Insert SM's LV reset key, turn right and keep pressed.
- b. Press LV reset button provided on the reset box.
- c. Release SM's LV reset key and reset button.
- d. Turn left the SM's LV reset key and remove it.
- e. The system obtains preparatory reset state & preparatory reset indication (Green) 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 his Train Register the resetting operation giving details of train number, time, Private Number exchanged with SM in rear, giving reasons for the resetting operation.

If the axle counters functioning properly, then Block Section clear indication 'GREEN' will appear on the axle counter reset box and the concerned Block instrument will be normalized.

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

- 19.0 **EMERGENCIES:** - When a gear is found to be defective and unsafe for passage of trains, Signal & Telecom staff must at once suspend the working of that gear and the associated installations and issue suspension memo, explaining the seriousness of the defect/ damage to the interlocking installation, to the Station master and take Station Master's acknowledgement. After this, the Signal & Telecom staff shall issue Disconnection memo and carry out the work. The station master must promptly act on such messages and take adequate precaution treating the concerned S&T installation as defective and pass trains over the affected interlocking gears according to the procedure contained in GR 3.68 & 3.77. When the defect is rectified, the official of the signal department shall issue a reconnection memo as a certification for rectification of the defect.
- 20.0 **LIGHTING OF SIGNAL LAMPS AND THEIR MAINTENANCE:-**
- (a) The Station Master on duty must ensure that all signal lights including stop boards, level crossing gate(s), if any are lighted according to timings given in the GR & SR vide para 3.49 and SRs thereto.
 - (b) The Station Master on duty at 00.00 hrs. (2nd night shift) must also ensure that all the signal lights are burning properly. This fact must be recorded in the SM's diary under a separate entry and confirm to the section controller on duty as per the instructions contained in Divisional Safety circular No. 82/82 dtd. 3.5.82.
- 21.0 **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 SR 4.01.01 and 4.01.02.
- 22.0 **BASEMENT / RELAY ROOM KEY:** - Mentioned in main SWR.
- 23.0 **NORMAL POWER SUPPLY:** - The Electro-mechanical signal installations at this station work with banks of primary / secondary cells installed at several places.
- The secondary cells are charged from the local power supply source at 230 V – single phase. The batteries once charged will normally last for about three days. There is no standby power supply at this station.
- 23.1 **POWER FAILURES AND REPORTING SUCH FAILURES:** - The Station Master must however, maintain the record of the power failures and must promptly report the failure immediately to the controller and to the concerned Elect. and S & T staff.
- 24.0 **SUSPENSION OF LAST STOP SIGNAL:-**When the Block instrument is suspended in 'TRAIN GOING TO' position for whatever reasons, the concerned last stop signal controlled by the Block instrument must be treated as suspended and trains shall be worked on PAPER LINE CLEAR TICKET.
- 25.0 **TELECOMMUNICATION FACILITIES:** -
- i) Telephone with single line Token less Block Instrument for either side Block Section.
 - ii) Station to Station fixed telephone (Hot line) is provided
 - iii) Station is provided with Auto telephone connected with Railway Exchange
 - iv) BSNL telephone is provided.
 - v) The station is connected to Raipur-Titlagarh control circuit by a control telephone.

- vi) Station to station VHF communication is provided.
- vii) Magneto Telephone connection is provided with Station & Cabins.

- Note:** (i) For obtaining Line clear, VHF should be used as a last alternative and not as a sole means of communication.
- (ii) VHF and Walkie Talkie sets should not be used for unnecessary discussions with Drivers, Guards or any other staff.

The on duty SM shall use the above electrical communication instruments stated in Para-5 from item No. (i) to (vi) strictly in order of preference for obtaining/granting line clear vide SR 14.01.01. In case of failure of any of the above means of communication the SM on duty shall work vide SR 6.02.06

26.0 **FAILURE OF COMMUNICATION / FAILURE OF BLOCK INSTRUMENTS :**

- 1) In the event of failure/suspension of Block instrument or Track circuit or Axle counters-
'Line Clear' shall be obtained on telephone attached to the Block instrument or station to station telephone by exchanging Identification number and supported by private number as per GR 6.02.06 (1)(a) and Chapter-III Part-I of Block Working Manual.
- 2) In the event of failure/suspension of Block instrument or Track circuit or Axle counters or telephone attached to the Block instrument or the Station to station fixed telephone-
'Line Clear' shall be obtained on Railway auto phone or BSNL phone, by exchanging Identification number supported by private number vide GR 6.02.06 (1)(b) and Chapter-III Part-I of Block Working Manual.
- 3) In the event of failure/suspension of Block instrument or Track circuit or Axle counters or telephone attached to the Block instrument or station to station fixed telephone or Railway auto phone or BSNL phone-
'Line Clear' shall be obtained on the control phone exchanging Identification number and supported by a Private Number vide GR 6.02.06(1) (c) and Chapter-III Part-I of Block Working Manual.
- 4) In the event of failure / suspension of Block instrument or Track circuit or Axle counters or telephone attached to the Block instrument or station to station fixed telephone or Railway auto phone or BSNL phone or Control telephone
'Line clear' shall be obtained on the VHF sets exchanging Identification number supported by a Private Number as per GR 6.02.06 (1) (d) and Chapter-III Part-I of Block Working Manual.
- 5) In the event of total failure of all communications, trains shall be worked vide SR 6.02.04.

27.0 **FAILURE OF TELEPHONE COMMUNICATION BETWEEN SM'S OFFICE AND THE**

CABINS:- In the event of failure of telephone communication between SM's office and the cabins, manuscript messages shall be sent in duplicate. The receiving Cabin Man 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 facing points locked, the over run line / sand hump and the

line nominated is clear and free from all obstructions. These instructions shall be supported by a private number. For obtaining intact arrival of a stopping train, these manuscript messages shall also be used. A specimen form is given in Operating Manual vide OM 20.04 (9) (G).

APPENDIX - 'C'

ANTI COLLISION DEVICE (RAKSHA KAVACH)

NIL

APPENDIX - 'D'

1. **STATION SUPERINTENDENT (IN-CHARGE):** The Station superintendent is the chief Supervisor of the station and is responsible for the general satisfactory working of the station and the efficient discharge of duties by all the staff working under him. He performs duty for 9 hrs. in day shift 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 whether permanently or temporarily according to rules, safe working instructions and Station Working Rules. He shall see that all signals, points, level crossings and the whole machinery at the station are in perfect working order. He shall report all defects to the concerned officials. It is his personal responsibility to maintain the Station Working Rule, all rulebooks and Assurance Register. He shall see that all operating and commercial records separately be maintained and due statements and returns are up to date. He shall submit the coaching returns/statements in time with the help of his assistant. He shall conduct surprise night inspections, safety meetings and fire drills. He shall maintain good public relation as well as look after passenger's amenities and be helpful to traveling public.

His special attention is drawn to chapter No.II of General (Amendment) Rules & SR 2000 and GR 5.01 to 5.08 with relevant SRs. He shall follow the instruction laid down in BWM 2.09 (e). In addition to his normal day shift, he will promptly attend to accidents and report them. In addition to his normal day shift he will supervise the work of staff and conduct night inspections and report lapses of staff under him.

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

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

3. The Station superintendent is responsible personally for maintaining the Assurance Register and for obtaining declaration of the staff working under him. The Assurance Register must be maintained in two parts, one for Group 'C' and the other for Group 'D' staff. A duplicate copy of the Assurance Register must be maintained and kept in personal custody of the Station superintendent.
4. The declaration shall be renewed in the following cases:-
 - (i) Whenever there is a change in the Station Working Rules.
 - (ii) For any staff who have not worked at the station or were away from the station for a period of 15 days or more.
5. **USE OF PRIVATE NUMBER BOOKS / IDENTIFICATION NUMBER SHEET:** - Sufficient Private Number books and I.D number sheets in sealed covers shall be kept always in the stock by Station Superintendent under lock and key. He shall maintain a register for this purpose.
6. **ACCIDENTS:** Accidents shall be reported and immediate action shall be taken by the Station Superintendent in charge 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/reports and follow up all safety principles without delay.
7. **TESTING OF POINTS AND SIGNALS:** The Station Superintendent shall test the working of the reception signals daily during the day when there is no train due to arrive /leave the station. He shall also test the working of points, crossings etc. and record the result in the Station Master's diary.
8. **STATION MASTER/ASSISTANT STATION MASTER:** He shall work in 8 hrs. shift for train passing and booking of traffic. Coaching returns and other statements shall be prepared and submitted by him in time under the direction of the Station Superintendent in-charge. He shall assist the Station in-charge for the upkeep of the station in all respects.

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

He is responsible for working beyond this period when called upon to do so in the exigencies of services. His special attention is drawn to Chapter II of General (Amendment) Rules & SR 2000 and GR 5.01 to 5.08 with relevant SRs. As an Assistant to the Station Superintendent, he shall follow the instructions given to him by the Station Superintendent.
9. **HANDING OVER AND TAKING OVER CHARGE:** The SS in-charge/Station Master/Assistant Station Master on duty shall record in the diary the condition of all the running lines, the caution orders in force at the time of handing over charge. These entries must be counter-signed by SS/SM/ASM Master coming on duty while taking over charge. This will not, however, relieve any one of the SS/SM of his responsibility to ensure by physical check that the nominated line is clear of all obstructions before admission of any train on it.

10. **CABIN LEVERMAN:** -The on duty CLM/ LM'A'/TPM-A will observe all General rules, Subsidiary rules, Rules of Operating Manual, Block Working Manual, Accident Manual, Station working rules, other instructions and circulars issued from time to time and concerned to him. He shall have to keep a close contact with the Station Master on duty and take his permission in all train movements and obey his orders. He shall operate the levers of points, locks, slots and signals correctly and in proper sequence for safe and quick running of trains without detention at the stations and outside signals and for safe and early movement of shunting. He has to look into good maintenance of cabin and cleanliness of levers and correct maintenance of safe working transportation records, which are concerned to him and provided in the cabin. He shall not allow any unauthorized person in the cabin and interfere with any signalling and interlocking gears and other apparatus. He shall report for duty in time and not to leave the cabin until properly relieved by a reliever or by a competent railway servant and report any defect, damage or deficiency of the Rly. Property to the Station Master on duty immediately. He shall not block a running line without the permission of the Station Master on duty supported by private number. In addition to this he has to perform duties of gateman for cabin interlocked L.C Gate vide GR 16.01,16.03,16.06 and 16.07 and concerned SRs therto.

He must be thoroughly conversant with the GR 3.38, 3.46, 3.77(1), 5.09, 3.52 to 3.60, 3.62, 5.13, 5.15, 5.16, 5.21, 5.23 & SRs there to. He shall clear his doubts regarding safe working rules from SM/ASM.

11. **TRAFFIC POINTSMAN / TOKEN PORTER:** - The on duty TPM/Sr.TP/TP shall deliver Line clear papers and caution orders etc. to the train staff concerned correctly. He shall set, lock and unlock points correctly under the supervision of SM/ ASM / Guard or as specially instructed in the SWR. and couple/uncouple the vehicles under the supervision of SM/ ASM / Guard as the case may be whenever required. He must have knowledge of hand signals and their use correctly and pilot the trains IN or OUT whenever necessary. He shall do the duties of loading and unloading of parcels, luggages from and to the train and watch packages or other property lying on the station premises. He shall protect the line in emergency and do the duties of supervising points man or watchman or others in absence of such staff .He shall clean, oil yard points when ever necessary and dusting of station offices etc. He shall remain ready at the station office or cabin to receive orders from the Station Master on duty when otherwise not engaged and do any other work entrusted to him by SM/ ASM from time to time. He shall supervise shunting as per the provisions of SR 5.13.03 and couple and uncouple vehicles / Engines whenever required. In the absence of Sweeper -Cum-lampman, the cleaning, oiling and burning of lamps, if any, will devolve upon the TP as well as on the TPM. He shall clear his doubts from SM/ASM regarding safe working rules.
12. **SAFAIWALA-CUM-LAMPMAN:** -He is responsible to attend to the sanitation of the Railway premises including Station Master's Office, Passenger's Waiting room, Platform and platform latrines, cleaning of night soil and clearing of drainages. He shall remove night soil from the staff quarters and dump in and also clear drains attached to staff quarters. He has to clean all lamps, fill them with oil and light it. He shall in case of emergency do any other duty entrusted to him by the Station Master.

APPENDIX – ‘E’

- I) **LIST OF ESSENTIAL EQUIPMENTS PROVIDED AT THE STATION:** - The station is provided with the following essential equipments, which must always be kept properly and in good working condition for immediate use.

Serial No.	Equipment	Quantity
1.	Detonator	10
2.	Hand Signal Lamps/Tri-Colour torch	02
3.	Hand signal flags	4 Sets
4.	Sprags / wedges	06
5.	Clamps with pad locks	02
6.	Safety chains with pad locks	06
7.	Fire buckets	05
8.	First Aid Box	01
9.	Stretcher	01
10.	Blanket	01
11.	Fire extinguisher	01
12.	Slide Collars	06

- II) **ESSENTIAL EQUIPMENTS OF THE CABINS:-**

Srl. No	Equipment	Quantity	
		East Cabin	West Cabin
1	Detonators	10	10
2	Hand signal lamp/Tricolour Torch	02	02
3	Hand signal flags	1 set	1 set
4	Clamps and padlocks	02	02
5	Lever collars	08	08
6	Banner flags with side props	02	02
7	Gate lamps	02	02
8	Gate chain with padlock	02	02
9	Padlocks for gate lamp	02	02
10	Staves for fixing hand signal lamp	02	02

Note: In addition to above essential equipments, the East cabin and West cabin are provided with registers for cabin operated LC gates vide 16.02.04

APPENDIX – ‘F’**RULES FOR WORKING OF DK STATIONS , HALTS, IBH, IBS AND OUTLYING SIDINGS**

NIL.

APPENDIX – ‘G’**RULES FOR WORKING OF TRAINS IN ELECTRIFIED SECTIONS**

NIL