

**EAST COAST RAILWAY**  
**WALTAIR DIVISION**

No.WTF/5/SWR/JMPT

Date of issue:

Date brought into force:

Ref.Lr.No.2000/Safety (A&amp;R)/19/36 of Rly. Board dt.27.10.05.

**STATION WORKING RULES OF JIMIDIPETA STATION (B.G)**

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

**1.0 STATION WORKING RULES DIAGRAM:**

- i) Station Working Rule Diagram No. : SI/WRD/23016 ALT 'C'  
ii) Signal Interlocking Plan : SI/23016 ALT 'C'

**2.0 a) GENERAL (LOCATION):**

i)	Name of the Station	:	JIMIDIPETA
ii)	Class of Station	:	'B' Class
iii)	Section	:	Raipur – Vizianagram
iv)	Double/Single line	:	Double Line
v)	Electrified/non electrified	:	Non-Electrified
vi)	Guage BG/MG/NG	:	BG
vii)	Railway	:	East Coast Railway
viii)	Route	:	'B' Route
ix)	Situated at KM	:	357.268
x)	From	:	Raipur
xi)	No. of Cabins	:	Nil. Composite miniature domino type full fledged panel

**2.1 DESCRIPTION OF STATION:**

- 2.1** Jimidipeta (Code JMPT) is a 'B' Class station on Raipur- Vizainagram Double line non-electrified(BG) section of East Coast Railway on 'B' route. It is situated at KM 357.268 from Raipur provided with Centrally Operated Panel.

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**2.2 BLOCK STATIONS ON EITHER SIDE AND THEIR DISTANCES & OUT LYING SIDINGS:**

The adjacent block stations are KUNERU towards VZM situated at a distance of 9.3 KM and LADDA towards Raipur end situated at a distance of 6.9 KM.

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

- a) FOR SECTION JIMIDIPETA - KUNERU:  
UP line: The advance block section commences at Up advance Starter No:11.  
DN line: The rear block section terminates at Facing point No.18A.
- b) FOR SECTION JIMIDIPETA - LADDA:  
UP line: The rear block section terminates at BSLB at LDX end of the yard.  
DN line: The advance block section commences at Down Advance Starter No:12.

**2.4 GRADIENTS IF ANY.**

**a) TOWARDS KMX ON UP & DOWN LINES:**

Towards Kuneru Up & Dn lines.	Chainage in Mtrs.		Stretch in Mtrs.	Gradient
	From	To		
DN Line	000.000	200.000	200.000	1 in 800 Falling
DN line	200.000	563.166	363.166	1 in 400 Falling
DN line	563.166	In to section	-	1 in 150(c)Falling
UP line	000.000	200.000	200.000	1 in 800 Falling
UP line	200.000	500.000	300.000	1 in 400 Falling
UP line	500.000	800.000	300.000	1 in 108 Falling
UP line	800.000	Into Section	--	1 in 100 Falling
Towards LDX Up & Dn lines.	From	To	Stretch in Mtrs.	Gradient
DN line	000.000	125.000		
DN line	125.000	644.816	519.816	1in 400 Raising
DN line	644.816	694.816	50.000	1 in 150(c) Raising
DN line	694.816	1460.000	776.816	1 in 150(c) Raising
DN line	1460.000	In to section	---	Level
UP line	000.000	125.000	125.000	1 in 800 Raising
UP line	125.000	628.000	503.000	1 in 400 Raising
UP line	628.000	1097.862	469.862	1 in 100 Raising
UP line	1097.862	In to section		1 in 125 Raising

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**2.5 LAY OUT:**

- i) The Station is provided with four running lines and two non-running line.
  - a) Line no. 1= Common Loop.
  - b) Line no. 2= UP Main.
  - c) Line no. 3= DN Main.
  - d) Line no. 4= DN Loop.
- ii) A high level passenger platform of 347.4 M X 12 M is provided for line no.1
- iii) A high level passenger platform of 347.500 M x 16.1 M is also provide for Line No 4.
- iv) A goods siding of 89.30 M is provided at KNRT end of the yard taking off from line No.1 with a goods platform and controlled by button No:24.
- v) A Hot axle siding is provided on line No. 4 with a CSL of 54M at LADDA end with both side entry and controlled by button No;27.
- vi) A Ballast siding of 233 Mtrs CSL is provided at KNRT end as extended portion to Goods siding and controlled by button No:26.

**2.5.1 RUNNING LINES, DIRECTION OF MOVEMENT AND HOLDING CAPACITY:**

Srl No	Running Lines	Electrified Non Electrified
a)	Line NO. 1 (Common Loop)	Non Electrified
b)	Line NO. 2 (UP Main)	Non Electrified
c)	Line NO. 3 (DN Main)	Non Electrified
d)	Line NO. 4 (DN Loop)	Non Electrified

**DIRECTION OF MOVEMENT:**

Trains coming from Raipur end proceeding towards Vizianagaram are UP trains. Trains coming from Vizianagaram end proceeding towards Raipur are Down trains.

**HOLDING CAPACITIES OF LINES:**

Line NO. 1 (Common Loop)	CSL-731 Mtrs. (STR TO STR)
Line NO. 2 (UP Main)	CSL-785 Mtrs. (STR TO SB)
Line NO. 3 (DN Main)	CSL-781 Mtrs. (STR TO SB)
Line NO. 4 (DN Loop)	CSL-731 Mtrs. (STR TO SB)

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**2.5.2 NON-RUNNING LINES AND THEIR CAPACITY:**

Hot Axle siding	-	64.50 Mts.
Goods siding	-	89.30 Mts.
Ballast siding	-	233 Mts.

**2.5.3 ANY SPECIAL FEATURE IN THE LAYOUT**

Nil

**2.5.4 DESCRIPTION OF SIDING:**

- i) A goods siding of 89.30 M is provided at KNRT end of the yard taking off from line No.1 with a goods platform and controlled by button No:24.
- ii) A Hot axle siding is provided on line No. 4 with a CSL of 54M at LADDA end with both side entry and controlled by button No;27.
- iii) A Ballast siding of 233 Mtrs CSL is provided at KNRT end as extended portion to Goods siding and controlled by button No:26.

**2.6 LEVEL CROSSINGS:**

Nil

**3.0 SYSTEM AND MEANS OF WORKING:**

- a) The trains are worked under absolute block system in accordance with GR 7.01(1) (a) GR Chapter VIII Rules Nos. 8.01(1)(a) & (b), 8.01 (2) (b), 8.03 (1) (a) (b) & (c) (ii), 14.01 to 14.07, 14.08(a), 14.09 to 14.11, 14.13 & BWM Chapter-V on either direction, between GPI-KMX and GPI-GRBL.

**b) TYPE OF BLOCK INSTRUMENTS:**

SGE Type Lock and block instruments are provided in the SS/Dy.SS's Office for Section JMPT-KNRT and JMPT-LDX. The SS/Dy.SS on duty shall operate the block instruments and maintain the Train Signal Register and other relevant records. Taking off the last stop signal is the authority for the loco pilot to proceed in to the block section vides GR 14.08(a). The Block Instruments are non-cooperative type. Double locking arrangements shall be adopted in which one key shall be retained in personnel custody of SS/Dy.SS on duty and the other key will be held by ESM on duty.

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c) **TRAIN WORKING & MOVEMENTS OF TRAINS:**

Movement of trains is regulated by the section controller on duty whose orders must be carried out provided they do not contravene any G&SR, BWM & SWR or any other safe working principles. In the event of suspension of control working, the Dy. SS/Station Master on duty shall work independently in consultation with the Station Master of the adjacent block station and shall be responsible for reception and despatch of trains. He shall ensure that preference is given to important trains and at the same time no undue detention occurs to others trains.

d) **DOUBLE LOCKING ARRANGEMENTS:**

Double locking (i.e., two independent locks) arrangement for the relay room is provided. Out of two such locks, one lock key shall be in the personal custody of the SM on duty and the other key shall be kept with S&T maintainer. Whenever key is required by maintainer the SM on duty shall handover the key to the maintainer under endorsement in relay room key register about the reason for requirement of key. On completion of the work the key shall be returned back to SM on duty. All the above transactions shall be recorded in the relay room key register vide OM 1.14(b).

**4.0 SYSTEM OF SIGNALING AND INTERLOCKING:**

- a) The Station is equipped with multi aspect colour light signals with Panel interlocking. The significance of the various aspect and indications of colour light signalling lies in accordance with GR 3.08(4)(b).
- b) All running line points in the yard are motor operated and are electrically detached by the relevant signals governing the movement of trains over them..
- c) Advanced Starters are interlocked with respective Lock and Block Instruments.
- d) The block instruments cannot be made normal unless the respective Home and Calling On signal is in normal position.
- e) In case of emergency, signals once taken off for a train can be put back to ON even though the panel is in locked condition, but route cannot be altered without complying the due process of emergency cancellation.  
(Details of signalling and interlocking is given in Appendix 'B')

**4.1 TRACK CIRCUITS: AND AXLE COUNTER:**

Both Up and Down Main lines and Dn loop are provided with Berthing Track circuits as,

- Up main line: UMT 1, UMT 2, UMT 3
- Down main line: DMT 1, DMT 2, DMT 3

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- Common loop: L1T1, L1 T2 & L1 T3.
- DN Loop L4T1, L4T2, and L4T3.
- Point zone track circuits are also provided as 18AT, 18BT, 22AT, 22BT, 20T, 24/26T, 19AT, 19BT, 17AT, 17BT, 21AT & 21BT.
- 1AT and 2AT are the approach track circuits for up and down calling on signals
- Up Block release track circuits as 1T, 1T1
- Dn Block release track circuits as 2T, 2T1 .
- Up Advance starter approach and replacement track circuits as 11AT & 11T respectively. And DN Advance starter approach and replacement track circuits as 12AT & 12T respectively.

The demarcation of track circuit portion is indicated on operating cum indication panel. Only when any running line is clear and initiated a white strip of lights illuminated on the panel through out the line so initiated. However when running line occupied by any vehicle/Train a RED strip of lights illuminate through out the berthing line till such time it is cleared.

#### **FAILURE OF TRACK CIRCUITS:**

In the event of failure of track circuits before permitting any movement on such track circuited portion SS/Dy.SS on duty shall ensure that portion of track is clear by sending TPM/TP on duty or shall personally verify when feasible. In the event when TPM is sent to this effect the clearance shall be ensured from the TPM supported by private number.

#### **AXLE COUNTER:**

- 1) Axle counter for last vehicle check is provided for the following sections.
  - a) JIMIDIPETA — KUNERU (UP LINE)
  - b) JIMIDIPETA- LADDA (DN LINE)

Resetting arrangement is provided in the SM's panel when ever the Axle counter zone shows occupation even after any movement is completed or due to failure of Axle counter equipment. In such cases, the Axle counter is to be reset the process of which detailed in Appendix 'B' is to be followed.

- a) All running line points are Motor operated by Electric Point Machines which have got in built locking and detection arrangement.
- b) For emergency operation of Electric Point Machines, Crank Handles are provided and are interlocked with the system.

#### **CRANK HANDLE:**

When any Motor point has failed to operate from panel, it is inevitable to operate by means of crank handle. To achieve this these Crank handles accessibility keys are provided at the respective ends in the available CH Location near to points zones for manual setting with a telephone facility.

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The crank handles accessible keys at the respective ends of the yard in the available gate lodges are released by the operation of control push button by the on duty SS/Dy.SS. Refer to Appendix B' regarding setting of points by crank handle.

Panel SS/Dy.SS in RRI Cabin controls and operates all the points and signals in the interlocked zone.

#### **CALLING ON SIGNALS:**

Miniature calling on signals are provided below UP & DN Home signals in terms of GR 3.13[6],[B]. Calling on signal is taken off for reception of trains when the Home signal above it can not be taken off due to failure or any other reason or for admission of train on to a blocked line in terms of G&SR 5.09.

[Details of Signalling and Interlocking given in Appendix-B]

#### **4.2 CUSTODY OF RELAY ROOM KEY AND PROCEDURE FOR ITS HANDING OVER AND TAKING OVER BETWEEN SS/DY.SS AND S&T MAINTENANCE STAFF:**

Double locking [i.e., two independent locks] arrangement for the relay room is provided. Out of two such locks, one lock's key shall be in the personal custody of SS/Dy.SS on duty and the other key shall be kept with S&T maintainer. When ever key required by the maintainer the SS/Dy.SS on duty shall hand over the key to the maintainer under clear endorsement in relay room key register about the reason for requirement of key, On completion of the work the key shall be returned back to SS/Dy.SS on duty. All the above transactions shall be recorder in the relay room key register vide OM 1.14[b].

#### **4.3 POWER SUPPLY:**

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

- i) Normal supply from APSEB supply
- ii) Stand by supply – 2 Nos of Diesel Generator power supply 10 KVA

#### **5.0 TELECOMMUNICATION:**

- i) Telephone attached to SGE Type lock and block instrument connected to the adjacent stations on either side.

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- ii) Magneto Phone is provided for sections JMPT-KNRT and JMPT-LDX with the SM's of adjacent stations.
- iii) The station is connected to VZM 'B' cabin of tie line train control phone.
- iv) Rly Auto Telephone.
- v) Magneto phone is provided between Station and Crank Handle goomties/Locations at either end of the yard.
- vi) BSNL Telephone

### 5.1 **FAILURE OF COMMUNICATIONS:**

Details of working are given in Appendix 'B'. SR 6.02.03 Rules shall be followed.

### 6.0 **SYSTEM OF TRAIN WORKING:**

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

### 6.1 **DUTIES OF TRAIN WORKING STAFF:**

The duties of train working staff are mentioned in detail in Appendix-'D'.

#### 6.1.1 **TRAIN WORKING STAFF & COMPLEMENT OF STAFF**

<b>Complement of Staff</b>	<b>Staff in each Shift</b>
Dy.SS - 1	Dy.SS/SM - 1
SM/ASM - 2	Traffic Point - 1
Traffic Point - 3	
Safaiwala - 1	

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

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

- i) The Station Master on duty is responsible to nominate clear line that is clear of all obstructions from the Home signal to the Starter signal inclusive of adequate distance beyond it for admission of trains vide 3.40(1)(a), 3.40(3)(b).
- ii) The clearance of the running line for the reception of the train is to be verified by the Station Master on duty by verifying illuminated indication provided on the panel board.

**6.1.3 ASSURENCE OF STAFF IN THE ASSURENCE REGISTER:**

All staff who are in any way connected with trains passing duties, shall before being allowed to take-up independent charge of their duties and after absence of 15(Fifteen) consecutive days or more, and if there is any change made in the Station Working Rules, shall sign in the Assurance Register as a token of their having gone through and understood clearly the rules in connection with their duties vide SR 5.01.02.

The SMR in-charge of the station shall be personally responsible for maintenance of Assurance Register and must not allow any person connected with train passing duties to work independently unless he has given his assurance as per SR. 5.01.02.

**6.2 CONDITIONS FOR GRANTING LINE CLEAR:**

The conditions laid in G&SR.8.01(1)(a)&(b), 8.01(2)(b), 8.03(1)(a),(b) & (c)(ii) GR. 14.10, BMW 5.08 & 5.09 shall be complied with before the line is considered 'Clear' the Station Master on duty grants 'LINE CLEAR' for a train.

The line shall not be considered clear and Line clear shall not be given unless:-

- i) The whole of the proceeding train has arrived complete.
- ii) The necessary signals have been put back to ON behind the said train.
- iii) For the UP trains the line is clear up to the BSLB at LDX end. For down trains the line is clear up to the facing point No 18A.
- iv) The Station Master on duty shall ensure from the panel that all reception signals lights pertaining to the trains are burning before granting line clear vide G.& SR 3-49 and 3.69.
- v) Adequate distance (Block overlap) to be kept clear for granting line clear vide GR 8.03(2) and 8.03(1) (a), (b), (c) (ii).

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**Note:** If the light of the reception signal is found not lit up, line clear shall not be granted for train till such time it is ensured that the concerned loco pilot is notified of the fact in writing by the SS/Dy.SS of the station to which such line clear is to be granted vide GR3.49[4].

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

**6.2.1.1 SETTING OF POINTS AGAINST BLOCKED LINE**

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

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

Under unavoidable circumstances, whenever trains are to be admitted on an obstructed line, it is necessary that the trains are piloted 'IN' on a written authority given by the Station Master on duty and delivered by a competent Railway servant to the loco pilot of the train or by taking 'OFF' of calling 'ON' signal and the rules laid down in GR 5.09 and SRs 5.09.01 and GR 3.69 shall be followed.

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

Reception of trains on a non signaled line is governed by GR 5.10 and SR 5.10.01.

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

Despatch of trains from non signaled line is governed by GR.5.11 and SR 5.11.1

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

To dispatch a train from common loop GR 5.12 and SR 5.12.1 shall be observed.

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**6.2.1.6 ANY OTHER SPECIAL CONDITIONS SHOULD BE MENTIONED GIVING REFERENCE TO THE G&SR:**

**SPECIAL RESTRICTIONS. : Nil**

**SPECIAL INSTRUCTIONS: Nil**

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

The conditions for taking 'OFF' approach signals are governed by GR.3.40(1)(a), 3.40(2)(a), 3.40(3)(b) and relevant SR's thereto.

**6.3.1 RESPONSIBILITY OF SS/Dy.SS FOR RESTORATION OF SIGNALS TO ON:**

SS/Dy.SS shall ensure that the signal is gone back to 'ON' after passage of a train as per GR 3.36 [2][b].

Up & Dn Home, Starters, Advance Starters signals will go back ON position after occupation of particular track circuits. SS/Dy.SS on duty shall send TRAIN OUT OF BLOCK SECTION report to the station in rear in terms of GR 14.01 and SR 4.17.01.

**6.4 SIMULTANEOUS RECEPTION/DESPATCH, CROSSING & RECEDENCE OF TRAINS:**

The interlocking at the Station permits the following simultaneous reception and dispatch of trains.

6.4.1	Reception of an Up train on Common loop line no. 1	And	Reception of DN train on line No. 3 or line No.4 or despatch of another UP train from line no.2.
	Reception of DN train on DN loop(Line no.4)	And	Despatch of another DN train from line No.3 or from line No.1(Common Loop)
	Reception of DN train on line no.1 (Common loop)	And	Despatch of another DN train from line No.4 or from line No.3.

**6.4.2 CROSSING OF TRAINS:**

Being a double line section crossing of trains does not arise at this station.

**6.4.3 PRECEDENCE OF TRAINS:**

Precedence of trains is controlled by SCR and CHC coaching .

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**6.4.4 RECEPTION OF TRAINS:**

Reception of trains is governed by rules laid down in GR 3.36, 3.38, 3.40, 3.49 & 4.17 and SRs thereto & SRs 3.42.02 [iv] & 3.42.03 and other relevant provisions of G&SR, BWM, OM and SWR shall be followed.

**6.4.5 PUTTING BACK OF SIGNALS:**

Up & Dn Home, Starters, Advance Starters signals will go back ON position after occupation of particular track circuits. SM on duty shall send TRAIN OUT OF BLOCK SECTION report to the station in rear in terms of GR 14.01 and SR 4.17.01.

**CONDITIONS FOR TAKING OFF APPROACH SIGNALS:**

The conditions for taking off approach signals shall be governed by GR 3.40(1)(a), 3.40(2)(a), 3.40(3)(b) and relevant SRs thereto.

**6.4.6 ADEQUATE DISTENCES**

To take off the Home Signals for admission of a train, the adequate distance [Signal Overlap] as mentioned below shall be kept clear in terms of GR 3.40 (1) (a) and SR thereto.

**CLEARANCE OF ADEQUATE DISTANCE**

LINE No.	For Up Trains		For Down Trains	
	From	To	From	To
Line no. 1 (Common Loop)	Up Starter signal no. 5	End of over run line or up to advanced starter 11	Dn. starter signal no.8	End of over run line.
Line no. 2 (Up Main)	Up Starter signal no. 9	Up advance Starter Signal no. 11	--	--
Line no. 3 (Dn. Main)	-	--	Dn. starter signal no.10	Dn Advance starter Signal No.12
Line no. 4 (Dn. Loop)	--	--	DN starter signal no. 6	End of over run line or DN Adv Starter Signal No.12.

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**6.5 COMPLETE ARRIVAL OF TRAINS**

The entire block section between JMPT-KNRT & JMPT-LDX on both UP and down lines are monitored by axle counter system. Complete arrival of the train can be ensured by the indication of Last Vehicle Check device provided on panel. The position of block section whether occupied or clear is indicated on the panel. If the panel still continues to show red or if there is any LVCD failure, SS on duty shall obtain Complete Arrival Certificate from the guard in the Complete Arrival Register (T/410) maintained at the station for stopping train. In case of through passing trains, the SM on duty shall satisfy herself the complete arrival of the train by verification of Last Vehicle indicator vide SR 4.16.05 that the train has arrived complete.

**6.6 DESPATCH OF TRAINS:**

Dispatch of trains is governed by the provisions of GR. 3.42 and SR thereto, SR 3.36.04(b), SR 3.42.01(a), SR3.42.04 and BWM 3.07(5)(a),(e),(f)&(g) and other relevant provisions of G & SR, BWM and SWR.

**OBTAINING LINE CLEAR RESETTING AND LOCKING ROUTE AND TAKING OFF DEPARTURE SIGNALS:**

The SS/Dy.SS on duty, after obtaining line clear for the concerned train, shall first suspend all non-isolated shunting and shall withdraw the shunting authority issued earlier and kept in his possession.

**TRAIN ENTERING BLOCK SECTION:**

The SS/Dy.SS on duty after verifying that the train has passed past the advanced starter signals (Both physically & through Panel indications) shall send the TRAIN ENTERING BLOCK SECTION Signals vide BWM 2.07.5(a).

**ISSUE OF CAUTION ORDERS:**

Whenever in consequence of the line being under repairs or for any other reasons special precautions are necessary a Caution Order detailing the Kilometers and Speed at which train should run with reasons for taking such precautions shall be handed over to the Guard and loco pilot in terms of GR 4.09 and SR thereto.

**6.7 TRAINS RUNNING THROUGH**

- a) In addition to the procedure detailed in paras 'Reception and Dispatch of trains' rules laid down in GR 3.42, 3.36, 4.17, 4.42 with relevant SR's shall be followed.
- b) Reception and despatch signals shall be taken 'OFF' for a through train as per the sequence given below vide SR 3.42.02(a)(iv), SR 3.42.03 and SR 3.42.04.

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- c) In every case in which trains are permitted to run through on a non-isolated line, all shunting shall be stopped and no vehicle-unattached 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.
- d) SS/SM on duty shall see the last vehicle as every train passing through at Station with a trail board or trail lamp or such other device vide GR 4.16 SR 4.17.01(a)

## **6.8 WORKING IN CASE OF FAILURE:**

### **DEFECTIVE TRACK CIRCUITS**

When Signals become defective, the procedure laid down in GR 3.68 to 3.71 and SRs thereto shall be followed. A Signal in the OFF position is the final indication that the points are correctly set and locked for the route for which it applies and if it is found impossible to take OFF a signal, the setting of points on the route to which it applies shall be inspected by the SS/Dy.SS before the signal is declared as defective vide SR 3.68.01(c) In case of disconnection of signaling and interlocking gears for repairs and maintenance, procedure laid down in GR 3.51, 3.68 and relevant SRs shall be followed. In the event of signal showing no lights, and if signal lights can not be kept burning, SS/Dy.SS on duty shall before giving line clear' initiate action in accordance with the procedure prescribed in GR 3.49(4).

### **DEFECTIVE INTERLOCKING:**

When interlocking becomes defective, the SS/Dy.SS on duty shall be responsible and personally supervise the setting, clamping and padlocking of all required facing and trailing points for admission of a trains, vide 3.69.03(c).

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

However, before declaring a signal is defective, the setting of the points on the route to which it applies shall be inspected by the SS/Dy.SS irrespective of the position of the points in terms of SR 3.68.010 and GR 3.68,3.70,with relevant SRs and SR.3.77.01 (b) shall be followed.

### **DEFECTIVE OR DAMAGED POINTS:**

When points become defective, the signals controlling these points shall be considered as defective and vice-versa and action to be taken as prescribed under GR 3.77 relevant SR's thereto. The SS/Dy.SS is the in-charge of S&T installations at his station and shall ensure efficient discharge of the duties devolving on the S&T maintenance staff. To this extent he shall satisfy himself that both ESM/ MSM who visit the station have done proper oiling, cleaning and

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adjustments as necessary of the signaling and interlocking apparatus and after ensuring this, the SS/Dy.SS shall sign the diary indicating the conditions of the gear as stipulated in the maintainer's diary. The SS/Dy.SS is also responsible for testing of Points and signals as stipulated in SR 5.01.03.

### **PILOTING OF TRAINS-INTO STATION YARD**

Piloting of the trains into the station yard is governed by SRs 3.69.02 and 3.69.03.

Whenever Home signal has become defective the calling 'ON' signal below it shall be taken off in items of SR 3.69.02

Whenever Home signal and the calling 'ON' signal below it have become defective, the SS/Dy.SS On Duty shall advise the station in rear to issue written authority to this effect and the procedure laid down in SR 3.69.02 (a) shall be followed.

### **PILOTING OF TRAINS -OUT OF STATION YARD:**

Piloting of trains out of the Station yards is governed by GR 3.70 and SRs there to.

**NOTE:** The responsibility for Correct setting and locking of points as also its clearance of line in respect of all trains shall devolve personally on the SM on duty according to SR 3.69.03 (c).

## **6.9 PROVISIONS FOR WORKING OF TROLRIES /MOTOR TROLRIES / MATERIAL LORRIES ETC.:**

Motor trolleys shall be worked as per GR 15.25 and SR thereto and BWM 5.11(2), 5.12, 5.13 and 5.14(2)(b) and circulars and orders issued from time to time Material lorries shall be worked as per GR 15.27 and SRs thereto and BWM 5.11(2), 5.13.

## **7.0 BLOCKING OF THE LINES:**

a) Whenever a running line is blocked, the SS/Station Master on duty shall enter a clear remark in 'RED' ink in Train Signal Register indicating date, time, and number of running line blocked. A record thereof shall also be made in the Station diary vide SR 3.36.03(b), SR 3.51.06(a), SR 5.23.01(a). The same shall be acknowledged by the reliever.

### **b) USE OF REMINDER COLLARS:**

SS/SM on duty shall place reminder collar on Home Signal buttons in the event of a running line is blocked vide SR 3.36.03(b)

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

Except 'Smalls', loading / unloading of goods from the vehicles on running lines is prohibited unless specially permitted by DOM vide SR 5.19.01.

d) **SECURING OF VEHICLES:**

Securing of vehicles is governed by GR 5.23, SR 5.23.01 and OM 7.08 shall be followed.

**Note:** Special care shall be taken to secure special type vehicles fitted with roller bearings while standing in siding on running lines vide SR 5.23.01(b).

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

Detaching of vehicles on running lines is prohibited. Whenever any vehicle is detached on running line under unavoidable circumstances such as rolling stock shall be placed opposite to station building as far as possible and secured properly and per GR 5.23 and SR 5.19.01(d).

**8.0 SHUNTING**

**8.1 GENERAL PRECAUTIONS:**

The rules laid down in GR 3.46, 3.52 to 3.56, 5.13, to 5.23, 8.05(2)(3), 8.06, and 8.14, 8.15(c) with relevant SRs and OM 7.01, 7.07 and 7.08 shall be observed. All shunt movements shall be supervised by Guard/SM, point man on duty vide SR 5.13.03 as the case may be. For any non-signalled movement the SS/SM on duty shall ensure physical verification of the clearance of the crossover point.

**8.2 SHUNTING IN FACE OF AN APPROACHING TRAIN:**

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

**8.3 PROHIBITION OF SHUNTING ANY SPECIAL FEATURES IF ANY:**

- a) Hand shunting is prohibited at this station.
- b) Fly shunting is prohibited at this station.
- c) Shunting is not permitted in the yard unless the engine is leading towards the falling gradient.

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**8.4 SHUNTING WITHIN STATION SECTION:**

Shunting within station section is governed by GR 8.05(2).

**8.5 SHUNTING OUTSIDE STATION SECTION (BLOCK BACK, BLOCK FORWARD):**

- a) When line clear has been granted shunting outside the station section (i.e., in rear block section) is prohibited vide GR 8.06(2).
- b) When block section in advance is blocked, shunting is not permitted vide GR 8.06(3).

**8.6 SHUNTING IN THE SIDING TAKING OFF FROM STATION YARD / ENGG-SIDING.**

- a) While performing shunting in the Goods Siding/Engg siding the relevant provisions of GR 5.14 and SR thereto shall be meticulously followed and a written shunting authority on form T/806 shall be given to the train staff for all shunting in the station yard on siding.

**b) NON-SIGNALLED MOVEMENTS:**

All signalled movements in the yard either of train or an engine with or without vehicles shall be from one stop signal to the next stop signal and no half way movement are permitted and if such movements are unavoidable it should be considered as non-signalled move and precautionary measures should be taken, such as clamping and pad locking of points on the route both interlocked and non-interlocked points including derailing switches whether directly or locally operated with or without locks according to SR 5.13.05., 5.14.03.

**c) CUSTODY OF KEYS PADLOCKS DURING SUCH MOVEMENTS:**

The keys of the padlocks of such points shall be in the personal custody of the operating official vested with this responsibility till such time movements are complete. The operating official vested with the responsibility of supervising the non-signalled movement of the engine /train/vehicle must return the key along with pad locks to the SS/SM on duty, after completion of the said movement or alternatively when such a move is cancelled which fact should be properly documented.

**d) ATHORITY FOR SHUNTING OPERATIONS:**

The SS/SM on duty shall issue written shunting authority on form T/806 to the Loco Pilot through guard of the train.

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This memo shall be withdrawn whenever shunting is to be suspended for reception and dispatch of train if the line on which shunting is performed is not isolated. After shunting is completed, the order shall be collected from the Loco Pilot cancelled and pasted with the record foil as per SR 5.13.02

Note: Points both facing and trailing are to be clamped and padlocked for all non-signalled movements operations over them. Further it must be ensured that the Entrance and Exit track circuit are clear as also the intervening track of the cross over is clear of any obstruction and so ensured by the operating official (Who is responsible for shunting supervision) before the SS/SM on duty resumes normal working either for reception or despatch of trains in to the station yard or through the station yard.

**8.7 WORKING OF OUTLAYING SIDINGS.**

NIL

**9.0 ABNORMAL CONDITIONS:**

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

i) During partial interruption/failure of electrical communication instrument. In the event of partial interruption of communication the trains shall be worked in terms of SR 6.02.06.

ii) **ISSUE OF THE BLOCK TICKET :**

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

iii) **TRAINS DELAYED IN BLOCK SECTION:**

In the event of trains unusually delayed in the block section, the action shall be initiated as per GR 6.04 and SR thereto.

iv) **FAILURE/PASSING OF INTERMEDIATE BLOCK STOP SIGNAL AT ON:**

No IBS are provided.

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b) **PROCEDURE FOR EMERGENCY OPERATION OF POINTS BY CRANK HANDLE:**

Crank handle accessible key is inter locked with the signaling and inter locking system at this station and the crank handle key which is normally locked up in the RKT instrument in the goomtys/crank handle locations at the both End of the yards can be taken out when the signals on the connected route are in normal position and the route is not locked for any reason.

Even when the route is locked the crank handle key can be extracted from the RKT through emergency operation by pressing the concerned crank handle button along with group Trans button concurrently.

When this operation is resorted, the crank handle 'Key in' indication(white) and locked indication (Red) both start flashing on panel. After 120 Seconds of flashing the locked indication (Red) disappears. Similarly such red indication appears at the crank handle location at site near corresponding RKT and then the crank handle accessible key can be taken out from the RKT at site, After key is extracted at site from the RKT, the key in indication (white) on panel, board will extinguish. After completion of work, crank handle key shall be restored to RKT which will be indicated by flashing key in (white) indication on panel board, which comes steady only after pressing of concerned crank handle button along with group release button concurrently.

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

Before taking off calling on signal the Clearance of the portion of the line on to which the train is to be admitted, is to be ensured by on duty SS/Dy.SS.

d) **REPORTING FAILURE OF POINTS, TRACK CIRCUIT/AXLE COUNTER AND INTERLOCKING:**

- i) Whenever there is a failure of points, signals, track circuits/axle counter and interlocking gear at this station which includes level crossing gate if any ,etc, the failure report should be communicated by the SS/Dy.SS on duty through a memo to the maintainer and the SSE/SE/JE along with others as per GR 3.51.04, 3.68.04 and document all such transactions. Only after receipt of the written memo from the signal maintainer after rectification of the fault , SS/Dy.SS shall restore the normal working.
- ii) The entries in the failure register to be done with message to the section controller.

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**9.1 TOTAL FAILURE OF COMMUNICATIONS:**

- a) In the event of single line working on a double section during total failure of communications, the provision laid down in SR 6.02.02 shall be followed.
- b) During total failure of communication on double line, trains shall be worked in accordance with the provision of SR 6.02.03.

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

- i) In the event of single line working being introduced when communications are available the provisions laid down in SR 6.02.01 shall be followed.
- ii) During partial interruption of communication the procedure detailed in SR 6.02.06 shall be followed.

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

- a) During total interruption of communications, when a light engine/train engine/motor trolley/ is sent to open communications under authority to proceed without line clear, the relevant provisions of SR 6.02.02, SR 6.02.03 and SR 6.02.04 shall be followed.

The last stop signals shall not be taken 'OFF' but an authority to proceed without line clear will be issued in the prescribed form in which authority to pass last stop signal at 'ON' is also included.

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

Rules and regulations for working train on an obstructed line in case of obstruction or accident on the authority of block ticket (T/A 602) when communications are available shall be followed, in accordance with the provisions of SR 6.02.02.

**9.4 RUNNING TIME UNDER AUTHORITY TO PROCEED WITHOUT LINE CLEAR [T/A-602]:**

Section	Distance	Running time during day and view ahead in clear at 25 KM PH..	Running time during night, thick foggy tempestuous weather or when view ahead is not clear at 10 KM PH.
JMPT-LDX	6.9 KM	16.56 mnts	41.41 mnts.
JMPT-KNRT	9.3 KM	22.32 mnts	55.82 mnts

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**RUNNING TIME UNDER AUTHORITY TO PROCEED WITHOUT LINE CLEAR [T/B-602]:**

Section	Distance	Running time during day and view ahead in clear at 15 KM PH..	Running time during night, thick foggy tempestuous weather or when view ahead is not clear at 10 KM PH.
JMPT-LDX	6.9 KM	27.60 mnts	41.41 mnts.
JMPT-KNRT	9.3 KM	33.20 mnts	55.82 mnts

**10. VISIBILITY TEST OBJECT:**

The signal lights of UP starter signal No.5 and DN starter signal No. 10 of DN main line during day and night are earmarked to serve as Visibility Test object vide GR 3.61 (2) (b)(ii).

**11.0 ESSENTIAL EQUIPMENT AT THE STATION:**

The list of essential equipment is given in Appendix 'E' which shall be maintained in good working order vide OM 20.04[11].

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

In Foggy of tempestuous weather or in dust storm when V.T.O cannot be seen from the Station building, the SS/Dy.SS shall send trained men to act as for signalmen. The rules laid down in GR 3.61 and 3.64 with relevant SRs shall be followed.

- a) Visibility test object specified in item No.10 above in terms of GR.3.61[2][b][I].
- b) When due to foggy or tempestuous weather or dust storm, the station V T O can not be seen, the SS/Dy.SS on duty shall send the trained fog signal men with sufficient numbers of valid detonator, hand signals to act as fog signal men vide SR.3.61.01[d].
- c) SS/Dy.SS shall select some of the traffic staff and some engineering staff drawn from engineering branch and council the use of fog signals and take their assurance in the part I of fog signal register in the month of October every year vide SR.3.64.07[I].

**13.0 SPECIAL RESTRICTIONS:**

- a) Shunting in the face of an approaching train is prohibited.

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- b) Hand shunting is prohibited at both ends of the yard.
- c) Fly shunting is prohibited at both ends of the yard.
- d) Shunting shall not be permitted at either end of the yard unless the Engine is leading towards the falling gradient.

**13. LIST OF APPENDICES :**

APPENDIX 'A'	WORKING OF LEVEL CROSSING GATES.
APPENDIX 'B'	SYSTEM OF SIGNALLING AND INTERLOCKING AND COMMUNICATION ARRANGEMENTS AT THE STATION.
APPENDIX 'C'	ANTI COLLISION DEVICE [RAKSHA KAVACH]
APPENDIX 'D'	DUTIES OF TRAIN PASSING STAFF AND STAFF IN EACH SHIFT.
APPENDIX 'E'	LIST OF ESENTIAL EQUIPMENTS PROVIDED AT THE STATION.
APPENDIX 'F'	RULES FOR WORKING OF DK STTIONS, HALTS IBH IBS, AND OUTLYING SIDINGS.

**14. CERTIFICATE :**

Nothing in these rules shall be read as cancelling amending or modifying any General Rules and Subsidiary rules. Block working manual and operating manual. These rules cancel all previous station working rules of JIMIDIPETA station.

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**APPENDIX-'A'**

**APPENDIX 'A' TO STATION WORKING RULES OF JIMIDIPETA STATION**

**WORKING OF LEVEL CROSSING GATES**

**NIL**

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**APPENDIX – B TO STATION WORKING RULES OF JIMIDIPETA STATION.****DETAILS OF SIGNALLING AND INTERLOCKING INSTALLATIONS, INSTRUCTIONS FOR WORKING THEM NORMALLY AND IN EMERGENCIES ETC, INCLUDING POWER SUPPLY ARRANGEMENTS.****1.1 BRIEF DESCRIPTION OF THE SIGNALLING AND INTERLOCKING INSTALLATIONS:**

This is a "B" Class Station with standard-IIR interlocking (with isolation). The points and signals are power operated from a composite 'DOMINO TYPE' full-fledged panel installed in the SS/Dy.SS office. This station is equipped with panel operated MACLS. The SGE type double Line lock and Block Instruments are provided in the SS/Dy.SS panel room for section JMPT-LDX and JMPT-KNRT adjacent to the panel.

**1.2 DESCRIPTION OF PANEL:**

The yard lay out is depicted in the panel board and is fixed parallel to the track so that when the SM on duty faces, the Yard drawing on the panel corresponds to the actual field lay out in either direction.

**1.3 POINT BUTTONS:**

Each point is provided with Push buttons (Black in color) for individual operation of Points. For operation of point to normal/reverse position, Point group push buttons (black with red dot) are provided. Point button and Point Group button normal/reverse shall be pressed at the same time for operation of point to required position. To indicate the position of point, a white steady strip on Normal direction to indicate normal position of point, and a white steady strip on Reverse direction to indicate Reverse position of point.

**1.4** When a point is set and locked correctly in normal position, a white steady strip indication on normal point zone appears suggesting that the point is in normal position and locked in its position.

**1.5** When a point is set and locked correctly in Reverse position, a white steady strip indication on reverse point zone appears suggesting that the point is in Reverse position and locked in its position.

**1.6** When the point is operated from reverse to normal position, a white strip indication on normal point zone will start flashing till the concerned point is set and locked in normal position. When the point is operated from normal to reverse, a white strip indication on reverse point zone will start flashing till the concerned point is set and locked in reverse position.

**1.7 OPERATION OF POINTS:**

**1.8** Points are operated to normal or Reverse by pressing individual point button in conjunction

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with the point group button there by the white strip indication on normal point zone or reverse point zone will start flashing as the case may be till the points are set to normal or reverse position and locked. Then the white steady strip indication on normal point zone and white steady strip indication on reverse point zone will appear as the case may be. During the automatic route setting of the train operation, the same indication will glow.

- 1.9** All running line points are operated by Electric point machine.
- 2.0** The course for non-setting of the point in the desired position has to be checked up by the SS/Dy.SS on duty according to G & SR 3.68.01(c) and if there is a defect other than obstruction the point has to be considered as defective and action shall be taken The course for non-setting of the point in the desired position has to be checked for clamping and pad locking these points in the desired position by the SS/Dy.SS on duty himself for all trains according to SR 3.69.03(c).

**2.1** **DESCRIPTION OF POINTS:**

Srl No	Point Button No.	Color	Description
1	17	Black	Cross over point between Up & Dn main line at Raipur end.
2	19	Black	Cross over point between Dn main & ON Loop line at Raipur end.
3	21	Black	Cross over point between Up main & Common loop line at Raipur end.
4	18	Black	Cross over point between Up & Dn main line at VZM end.
5	20	Black	Cross over point between Dn main & DN loop line at VZM end
6	22	Black	Cross over point between Up main & common loop line at VZM end
7	Point group button (Normal)	Black with red dot	Common button for normal operation of points.
8	Point Group Button (Reverse)	Black with red dot.	Common button for Reverse operation of points.

**3.0** **SIGNAL BUTTONS:**

SI. No	Point Button No.	Color	Description
1	C1	Red with white dot	Up Calling 'ON' signal for Line no. 1,&2 .
2	51	Red	Up Home signal for line no.1,& 2.
3	C2	Red with white dot	Dn calling 'ON' signal for line no.1,3& 4.
4	S2	Red	Dn Home signal for line no.1,3&4.

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SI. No	Button No.	Color	Description
5	S5	Red	Up loop starter for line no.1
6	S6	Red	Dn Starter signal for line no.4
7	S9	Red	Up main Line starter for line no. 2.
8	S10	Red	Dn main Line starterfor line no. 3
9	S11	Red	Up adv. Starter.
10	S12	Red	Dn Advance starter
11	SH3	Yellow	Shunt signal for line no.1,2, 3 & 4.
12	SH4	Yellow	Shunt signal for line no.1&2.

### 3.1 **SIGNAL INDICATION:**

The aspect of signal as obtained at any time is shown on the panel on the Signal indication (along side of the track).

### 4.0 **ROUTE BUTTONS:**

Route buttons are provided separately on each running line on the panel for indication of route (viz L1UN, L1UN1, L2UN, L3UN, L4UN, and L4UN1). Common route buttons are also provided for taking off starters 11 AT UN, 12 AT UN. An individual route button is provided for taking off advance starter 12 UN, 11 UN. For clearing the signal, it is necessary to operate the signal button and the concerned route button concurrently.

### 4.1 **DESCRIPTIONS OF ROUTE BUTTONS:**

S.NO	Button No.	Color	Description
1	L1 UN	White	Common route button for Up Home signal and Up Calling-On signal for line no.1 setting overlap on Up main line.
2	L1 UN1	White with black dot	Common route button for Up & Dn Home signal and Up& Dn Calling-On signal for line no.1 setting overlap to over run line and route button for Up & Dn. Shunt signal no. 3 & 4 for line no. 2.
3	L2 UN	White	Common route button for Up Home signal and Calling-On signal for line no.2 setting overlap on Up Main line and route button for UP & DN shunt signal no. 3 & 4 for line no. 2.

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S.NO	Button No.	Color	Description
4	L3 UN	White	Common route button for On Home signal and Calling On signal for line no.3 setting over lap on Dn main line and common route button for Up shunt signal no. 3 for line no. 3.
5	L4 UN	White	Common route button for On Home signal and Dn Calling On signal for line no.4 setting overlap on DN main line respectively.
6	L4 UN1	White with black dot	Common route button for Dn Home signal and Dn Calling-On signal for line no. 4 setting overlap on over run line and common route button for Up signal no 3 for line no 4
7	12 UN	White	Route button for Dn advance starter.
8	11UN	White	Route button for Up advance starter.
9	12ATUN	White	Route button for Dn starters 6,8 and 10.
10	11ATUN	White	Route button for Up starters 5, & 9.
11	Group (Trans)	White with black dot	Common Trans button for crank handle and siding control.
12	Group Released	White with black dot.	Common release button for crank handle and siding control.
13	CH-1	Blue	Points no. 19 & 20
14	CH-2	Blue	Points no. 21 & 22
15	CH-3	Blue	Points no. 17
16	CH-4	Blue	Points no. 18
18	Siding control Button	Black	For releasing of key from RKT of siding points. For Goods Sdg 24,for Ballast Sdg 26 & for Hot axle Sdg 27.
19	Button held Ack	White with Red dot	To be pressed to stop. the buzzer in case of any Button held.
20	Signal lamp failure Ack.	Red with white dot	For acknowledge the signal lamp failure / point failure to stop the buzzer.
21	Signal cancellation	Red	For cancellation of signal this is a common button to be pressed in conjunction with the intended signal button for which cancellation is required

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S.NO	Button No.	Color	Description
22	Emergency of Point operation button	Black with red dot	For operation of points in the event of failure of point zone Track circuit/Axle counter.

#### **5.0 POWER FAILURE INDICATION/BUZZER AND POWER ACKNOWLEDGEMENT:**

Power supply to the signalling installation is through integrated power supply system. The IPS is normally fed through single-phase state electricity supply. The stand by power supply is through 2Nos of Diesel generators of 'KVA capacity. A change over switch is provided in the D.G.room for selection of one of the D.G. set. The available state/DG supply is fed to the IPS through auto-change over panel provided in IPS room.

In the event of failure of the state power supply the SS/Dy.SS on duty shall start Diesel Generator and set the changeover switch to the mode of the started generator . The power supply of D.G. set is fed to the auto changeover switch provided in IPS. Through auto changeover switch the DG set power supply will be extended to the IPS.

Normal state electricity supply is fed to IPS through auto changeover and as soon as state electricity supply is failed and the Generator is started, the generator power supply is switched over to IPS. When the state electricity supply is restored, the generator shall be stopped by the SS/Dy.SS on duty. The IPS system is connected with battery for safe working during transition of power. Remote monitoring ASM console for IPS is provided at SS/Dy.SS office, which will give the following instruction.

#### **ASM INDICATION IPS PANEL:**

	INSTRUCTIONS	CONDITION	LED Indication	Remarks
A	Start Generator	50% DOD	Red	Audio/visual alarm. Alarm shall be acknowledged by SM on duty and shall start generator.
B	Emergency start Generator	60% DOD	Red	-DO-
C	System shutdown	70% DOD	Red	Signal feed cut off on all DC-DC converters to work. Audio alarm to continue till generator is stated.
D	Call S&T staff	Equipment fault	Red	Failure of any module will give the in SS/Dy.SS's panel. Alarm shall be acknowledgment by SS/Dy.SS on duty for auto cut off.

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In the event of failure of Remote monitoring ASM console due to any reason when local power is failed the SS/Dy.SS on duty shall start D.G set immediately. In case callrS&T staff ' or system shut down indication appear on the remote monitoring panel of IPS and / or mal functioning of the remote monitoring panel SM on duty shall inform the same to concerned S&T staff immediately.

**5.1 SIGNAL (LED)/POINT FAILURE INDICATION (RED SIGNAL LAMP BUTTON RED WITH WHITE DOT)**

Whenever LED signals becomes blank, as point failure, on flashing Red light indication appears along with an audible buzzer indicates signal (LED), as point failure. The station master on duty shall press the signal lamp/point failure ACK. Button there by the buzzer stops but the red indication lamp becomes steady which continues till either the LED signal is replaced/rectification of point failure.

**5.2 BUTTON FAILURE INDICATION WHITE/BUTTON HELD BUZZER WHITE WITH RED DOT:**

Whenever any button remains held up in pressed condition 'Button Held' white. Indication starts flashing along with an audible buzzer. The SM on duty then acknowledge it by pressing the "Button Held" push button (white with red dot) the buzzer stop but the white indication continues to flash till the same is rectified.

**6.0 TRACK CIRCUIT/AXLE COUNTER:**

At this station all the berthing lines i.e. loop lines and main lines and point zones are provided with track circuits to indicate the occupation/ clearance of berthing/point zone portion. Starters will automatically be replaced by the point zone track circuits. Last Vehicle Track (LVT) and First Vehicle Track (FVT) circuits are provided near Home and advance starter signals for their automatic replacement and release of block instruments. In addition 90 Mtrs rail length track circuits are provided in advance of Up and Dn home signals for control of calling on signals. The occupation/ clearance of track circuits indication is provided on the indication cum operating panel installed at station.

**6.1** When a train is to be dispatched from the station yard on signals the SS/Dy.SS on Duty must ensure that the route between the starter signal and the block section limits demarcated by the Advance Starter is clear of any obstruction (which includes point zones track circuits) before he takes off departure signals.

**6.2 CRANK HANDLE FOR EMERGENCY OPERATION OF POINTS :**

Crank handle is inter locked with the signaling and inter locking system at this station and the crank handle which is normally locked up in the RKT instrument in the goomties at the both End of the yards can be taken out when the signals on the connected route are in normal position and the route is not locked for any reason.

Even when the route is locked the crank handle key can be extracted from the RKT through emergency operation by pressing the concerned crank handle button along with group Trans

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button concurrently. When this operation is resorted, the crank handle 'Key in' indication(white) and locked indication (Red) both start flashing. After 120 Second of flashing of both, the locked indication (Red) disappears. Similarly such red indication appears at the crank handle location at site near corresponding RKT and now the crank handle key can be taken out from the RKT at site, After key extracted at site from the RKT, the key in indication (white) on panel, board will extinguish. After completion of work, crank handle key shall be restored to RKT which will be indicated by flashing key in (white) indication on panel board, which comes steady only after pressing of concerned crank handle button along with group release button concurrently.

- 6.3** On account of the doubtful operation of any track circuit by light vehicle/ vehicle including self propelled vehicles such as motor trolley or a diesel shunting engine or a tower wagon, in indication of the occupancy of the track it is necessary that the SS/Dy.SS on duty satisfied himself that the said vehicle/ vehicles has/have cleared the point zone' track circuits by observing the track indication of the tracks on either side of the cross over by positively checking of the ENTRANCE and EXIT track circuit are showing occupancy and clearance in accordance with the train movement.

**7.0** **STATION MASTER'S KEY:**

The panel is also fitted with SS/Dy.SS's lock up key to prevent unauthorized operation of this panel but with the arrangement to put back the signal to the ON position in the case of emergency without altering the route when the panel is locked position.

**8.0** **EMERGENCY OPERATIONS:**

The following are the instructions for Emergency operations.

**8.1** **ROUTE CANCELLATION**

For the purpose of the emergency operations there is an emergency Route cancellation/Release and also there is a veeder counter for counting emergency operations involving the concurrent operation of the emergency route cancellation button. The following procedure is to be adopted. After ensuring complete arrival of the train SS/Dy.SS on duty must press the emergency route button along with concerned signal button for which emergency route release is required. An yellow indication will appear below the signal indicating that the timer has started operation and after lapse of 120 seconds. The desired route will be released provided all other conditions are favorable for the route release.

**8.2** **SIGNAL CANCELLATION**

For the purpose of throwing the signal to danger in case of emergency, press concerned signal button along with common signal cancellation button. Then the signal will fly back to on position.

- 8.2.1** The numbers on the veeder counter register the number of operations performed for such emergency cancellation and the SS/Dy.SS on duty should specify the cause for such usage giving the particulars of cause and the time of operation as related to a

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particular train etc in the train signal register. The detailed operation instructions are as follows:

### **8.3 CANCELLATION OF UNINTENDED LOCKING OF POINTS.**

When ever there is an intended locking of any points (indicated by RED indication lamp near the concerned point) such a locking has to be released (after the concerned signal are in the normal position) by concurrently pressing the Emergency Group cancellation button (provided at the counter of the panel) and the concerned signal button provided the track circuits are clear and are in working condition. This operation is counted on the veeder counter/counter as already pointed out.

### **8.4 CANCELLATION OF LOCKING OF ROUTE AND POINTS AFTER THE SIGNAL HAS BEEN PUT BACK TO 'ON' OR THE SIGNAL HAS GONE BACK TO ON EITHER AFTER THE MOVEMENT OF THE TRAIN IS CANCELLED OR THE TRAIN HAS COME TO A STOP OUT SIDE THE STOP SIGNAL**

In case the route is set and the signal is taken off and if it is warranted that the signal has to be put back to ON and cancel the route.

- a) Firstly the signal has to be put back to the ON position
- b) Emergency route cancellation operation must be initiated as detailed in para 8.1.

### **8.5 EMERGENCY OPERATIONS:**

Cancellation of the locking of points not released after the passage of the train for any reason. If the locking of the route does not get released for one reason on the other after passage of the train, it is necessary to take recourse to the following emergency operation.

- a) Firstly it must be ensured that the signal and signal buttons are in the normal position.
- b) Operation as details in para 8.1 to be followed

### **9.0 EMERGENCY OPERATION OF POINTS (IN CASE OF POINT ZONE TRACK CIRCUIT FAILURE)**

The SS/Dy.SS on duty can operate points from panel; in case of point zone track circuit fails. The Station Master on duty after physical verification insert the SS/Dy.SS's emergency point key and turn into get the key. 'N' position keeping the Emergency point key in that position the SS/Dy.SS on duty must press the individual point button along with emergency point operation button (Black with Red dot). He

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shall then release the emergency point operation button only and press the point group Normal or Reverse button as per requirement keeping the individual point button is pressed condition. Points will be set to Normal or Reverse position as per operation. During the initiation on RED indication will appear above the emergency operation button. This operation will be registered in and emergency point operation counter placed about the emergency point operation button will increase in number by one.

**10.0 INTER LOCKING OF SIGNALS:**

- 10.1** All running line points are fitted with point machine and all are electrically detected by the relevant Home signals and starters.
- 10.2** Advance starters are interlocked with respective double line block instrument in LINE CLEAR position.
- 10.3** Home signals are interlocked with respective Double Line block instrument. The Block instruments cannot be made to normal unless the respective Home signals are in Normal position.
- 10.4** Signals once taken OFF can be put back to Danger in case of emergency by pressing the concerned signal button in conjunction with signal cancellation button even when the panel is locked up with SS/Dy.SS.

**11.0 LOCKING OF RELAY ROOM:**

Relay room at this station is provided with double locks (Two independent locks) as necessary vide OM 1.14 one key shall be kept with the Signal Maintainer of the section and the other with Station Master on duty. The relay room cannot be opened unless both keys are used.

The SS/Dy.SS shall ensure that the Relay Room key is given to S&T maintenance staff under clear signature as and when required for their normal maintenance and special works and that the key should be returned by the S&T staff immediately after completion of their work and the documentation should be made in the Relay Room key register maintained at the Station according to SR 3.51.05 and OM 1.14.

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

- 12.1** The regular maintenance of the S&T installation and adherence to the schedules of Maintenance as also to the mandatory schedules of testing of Points, Track Circuits, Signals, Ground Frames, Level Crossing Gates, the associated inter locking apparatus i.e. Cables and finally the interlocking functional tests is a must for the safe and satisfactory working these installations at the Station.
- 12.2** The tests, checks and re-placement etc., including overhauling shall confirm to the Schedules of the maintenance as indicated in the Signal Engineering Manual as also in the current and extent instructions/Circulars on the subject.

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**13.0 PROCEDURE TO BE FOLLOWED IN CASE OF FAILURE OF SIGNAL INTERLOCKING INSTALLATION:**

Whenever there is failure of Points, Track Circuits, Signals , Axle-counters Or any other interlocking gear at the Station, the failure report should be communicated by the SS/Dy.SS on duty through a Memo to the sectional Maintainer and the Signal Inspector of the section along with others as per G & SR 3.51.04 and 3.68.04 and document all such transactions.

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

However, before declaring as Signal defective the setting of the Point on the route to which it applies shall be inspected by the Station Master on duty irrespective of the position of the Switches on the Panel in terms of SR 3.68.04(c).

**14.1 RECTIFICATION AND CHECK BEFORE RESUMING NORMAL WORKING:**

It is only after receipt of this information the sectional Maintainer [Electrical Or Mechanical] shall attend to the failure after giving a disconnection Memo. After rectification of the fault, the sectional maintainer shall give a re-connection Memo Detailing the rectification and it is only after the Station Master on duty has personally checked this defective gear and is satisfied that it is in good and proper working order. He shall resume the normal working of the said defective gear in terms of SR 3.68.04[c] and [d].

**15.0 PROCEDURE FOR CARRYING OUT PLANNED MAINTENANCE WORKS:**

However any normal maintenance or special works for heavy renewals etc., are involved, These works should be pre-planned by the Signal and Telecom staff and the Inspector of the section should give to the Station Master in writing "Advance intimation" about this planned work in terms of G & SR 15.08.01.

**16.0 EMERGENCIES:**

Notwithstanding anything contained in the afore-said Para Nos. 14.1, 14.2 and 14.3 when a Gear is found to be defective and un-safe for passage of trains, the Signal & Telecom staff must at once suspend the working of that gear and the associated installations and issue a " Suspense Memo" explaining the seriousness of the defect Or Damage to the interlocking installation to the SS/Dy.SS and take SS/Dy.SS acknowledgment. After this, the usual practice of exchange of disconnection memo and re-connection Memo can follow and the SS/Dy.SS must promptly act on such messages and take adequate precautions treating the S&T installation as defective and pass trains over the effected interlocking gears according to extent instructions as contained in G R 3.77 and SR thereon.

**17.0 SIGNAL LIGHTS:**

The SS/Dy.SS on duty at every shift must also ensure from Panel Board that all the Signal lights are Burning properly and brightly. This fact must be recorded in the diary under a separate entry and confirm to the section controller on duty as per the

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instructions contained in Divisional Safety Circular No. 82/82, Dated 2.5.82 and GR 3.49(3).

**18.0 CORRECTING TIME IN THE STATION CLOCKS:**

The SS/Dy.SS shall set the time on his Clock according to the time Signal given by the section Controller on duty at 16.00 hours every day according to G & SR 4.01.01 and 4.01.02

**19.0 NORMAL POWER SUPPLY:**

The Station works on 230 Volts single-phase power supply. The normal power supply is from the State electricity local supply.

**19.1 STANDBY POWER SUPPLY:**

Diesel generator supply is available at the Station as stand by with changeover switch arrangement. The consumption of the Diesel oil must be maintained by the on duty SS/DY.SS in the Log book available at the station.

**19.2 NORMAL POWER SUPPLY-MAINTENANCE OF POWER SUPPLY, POWER FAILURE AND REPORTING SUCH FAILURES:**

Normal power supply to the Signaling and Interlocking installations at this station Is drawn from the State electricity supply sources fat 230-V-50HZ]. The SS/Dy.SS must however, maintain the record of the power failure of the local supply and he must promptly report the failure immediately to the Section Controller and to the concerned Electrical and S&T maintenance Staff.

**20.0 WORKING OF POINTS — POSITION OF POINTS:**

The normal position of all points shown in the Station Working Rule Diagram No. SI/WRD 23016 and also in the mimic indication panel provided in the Station Masters office.

**20.1** All cross over points and independent points on the running lines are worked by Electric Point Machines. The point machines have in-built locking and detection arrangements. These points are remotely controlled from the panel situated in the SS/Dy.SS's office.

**20.2** The operation and indication on the points and their route locking over them is already explained in earlier pares of Appendix-B.

**20.3** All siding entrance points (on the running lines) and the corresponding derailing switches on the siding are coupled and locally operated by hand levers provided at site. The entrance points are provided with hand plunger locks with key locking arrangements, the key being released from the RKT instruments. The siding entrance points controlling key is inter locked with the interlocking and signaling system through the RKT as explained in earlier pares of Appendix-B.

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**21.0 PROCEDURE TO BE FOLLOWED IN CASE OF FAILURE OF SIGNAL POINTS AND USE OF EMERGENCY CRANK HANDLE:**

- 21.1** Whenever a Signal or a Point become defective any movements over the Points on the running lines should be made after clamping and padlocking both the facing and trailing Points by SS/Dy.SS on duty personally for all trains at the Station.
- 21.2** In case of failure of Signal or a Point and in case the Point can not be operated from the Panel, the emergency Crank Handle which is Interlocked with the system has to be extracted and the following procedure has to be observed.
- 21.3** In case of failure of any point, Crank Handles are provided for setting of the points manually. For this operation procedure mentioned in para No.6.2 shall be followed.
- 21.4** The case of failure of Motor Operated Points should be promptly reported to the concerned Signal Inspector/ESM for immediate rectification.
- 21.5** Whenever an emergency Crank Handle is required to be used by a Signal Official for maintenance of work attending to failure, the Signal Official will give a disconnection memo to the SS/Dy.SS on duty and after making necessary entries in the emergency Crank Handle register, the Station Master on duty will obtain acknowledgement of the Signal Official in the emergency Crank Handle Register and than handover to him the emergency Crank Handle for the Points concerned. All the Points will be treated as defective till the Emergency Crank Handle is returned back to Station Master on duty.
- 21.6** Before parting with the Emergency Crank Handle either for attending failure or for Maintenance work by Signal Maintenance Officials, the SS/Dy.SS on duty will ensure that the reception and departure Signals are put back to on position. The Points of all the lines should be treated as Non-interlocked and the Station Master on duty is responsible for introduction of Non-interlocked working and the trains will piloted IN and OUT duly clamping and Padlocking the Points, both in facing and trailing directions over which the train is to pass, as per GR 3.69 and 3.70 with relevant SR's. The SS/Dy.SS on duty will be personally responsible for setting and locking of Points, for reception and dispatch of all trains.
- 21.6.1** The Emergency Crank Handle Register is to be maintained in the following proforma by the SS/Dy.SS on duty wherein the particulars of usage of the Emergency Crank Handle must be recorded:
1. Date:
  2. Point Number which failed or required to be tested:
  3. Time failure:
  4. Disconnection memo number received from S&T Staff:
  5. Signature of SM/Signal Official to whom the Emergency Crank Handle is handed over:
  6. Time Emergency Crank Handle is sent out:
  7. Individual Point numbers, and Line number nominated for admission of dispatch for which Points are set, Clamped and Padlocked:
  8. Train number to be admitted or dispatched:
  9. Signature of the SS/Dy.SS on duty to ensure correct setting, Clamping and Padlocking of the Points:

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10. Date and Time fault rectified.
11. Time of Emergency Crank Handle received back by SS/Dy.SS on duty:
12. Signature and Designation of the Signal Official who rectified the fault:

**IMPORTANT NOTE:**

When performing shunting operations in the sidings it must be clearly noted that the siding Points are interlocked with the system in the NORMAL position of the Points and in REVERSED position they are not interlocked. The Official responsible for shunting operation must clamp the Points at the both ends before permitting any movement.

**22.0 INTERLOCKING OF SIGNALS WITH BLOCK INSTRUMENTS:**

**22.1 INTERLOCKING WITH HOME SIGNALS:**

All the UP and DOWN HOME Signals are Electrically interlocked with the respective DLBI so that before the handle of the DLBI Instrument can be turned from TRAIN GOING FROM position to LINE CLOSED position, all the switches controlling the Home Signals of UP or DOWN direction as the case may be must be in their NORMAL position.

- 22.2** The UP and DOWN Advanced Starter Signals are Electrically interlocked with respective DLBI so that these Signals can not be taken OFF until the Handle of the concerned Block Instrument is in TRAIN GOING TO position.

**22.3 SUSPENSION OF LAST STOP SIGNALS:**

When the Double line block instrument is suspended with its handle in any position for whatever reason the concerned Last Stop Signals controlled by the DLBI must be treated as suspended and trains shall be Piloted Out.

**23.0 BURNING OF SIGNAL LIGHTS:**

The SS/Dy.SS on duty shall not grant LINE CLEAR UN-less he has ensured that the Lamps of fixed Signals that apply to the train are burning brightly. If the Signal Lights cannot Kept burning the Station Master on duty shall before giving LINE CLEAR initiate action in accordance with the procedure prescribed in GR 3.68 To 3.72 and relevant SR's vide GR 3.49 (4).

**24.0 LAST VEHICLE VERIFICATION (LVV) BY BLOCK PROVING TROUGH AXLE COUNTER :**

Electronic Axle Counter have been provided between dispatching stations advanced starter signal and first stop signal of receiving stations between JMPT-KNRT and JMPT-LDX sections on Up & Down lines. Complete arrival of trains at respective stations is proved by these devices (BPAC). The status of the block section that is occupied or clear is indicated by the indications provided on the domino panel and on

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reset box. The advanced starter is controlled by the Clearance of the LV Axle counter section(BPAC).

Clearance of LV Axle counter section is proved in the respective Block control cct. as well as in block release cct. In case of failure of LV Axle counter line clear can not be granted through block instrument. Also in case of such failures on arrival of train block instrument can not be normalised.

Whenever after complete arrival of train the LVCD axle counter continue to show Red on the panel Board. The on duty SS/Dy.SS at JMPT station shall resort to the reset of the axle counter.

For this purpose SS/Dy.SS at JMPT Station shall first verify the block section is clear of train if the failure has occurred after arrival of train, SS/Dy.SS shall obtain signature from the Guard of stopping train on the train intact register [vide GR&SR No.4.17, 4.17..01] or by exchanging alright signal with the Guard of through train, so that he can ensure that the train has arrived completely before resetting of LVCD axle counter from SS/Dy.SS of SNM for Up Block Section and KNRT for DN block section.

Before resorting to the resetting of the LV axle counter (BPAC) SS/DY.SS of the receiving station shall ensure complete arrival of train by means of physical verification and as per the practice in vogue by deputing concerned operating official. One reset box for each LV axle counter (BPAC) has been provided in the panel room. There are three indications on the reset box i.e Red, yellow and Green. The clearance or occupation of the block section is proved by the Green or Red indications respectively as on the panel. Yellow indication which is called PPR indication, proves that resetting operation has been initiated. One reset key and one reset button are also provided on the reset box for resetting.. After complete train arrival is ascertained SS/Dy.SS on duty at receiving end shall confirm the same to the dispatching end SS/Dy.SS supported by a PN and shall request for preparatory resetting of axle counter. SS/Dy.SS on duty at both end shall adopt the following procedure simultaneously.

SS/Dy.SS on duty at both end shall press the reset button, then turn and press the reset key, then first release the reset button and then release the reset key. After this operation is completed, at both ends of the station PPR indication (yellow) will appear on the reset box and one number will increase in the reset counter which is provided on the reset box at both stations. SS/Dy.SS shall record the counter number in the A/C reset register with reason for resetting.

When ever LV axle counter (BPAC) fails first train has to be piloted out after completion of the resetting procedure. On arrival of the first piloted train, the LV axle counter section will show clear automatically by indicating Green on Reset panel and on operating panel.

Even after above resetting procedure, if the section is not shown clear, on duty SS/Dy.SS shall inform concerned S&T staff immediately. Till such time the system is

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rectified, the absolute block working shall be suspended and the trains shall be worked as per relevant para of G.SR & BWM.

All reset keys shall be kept in the personal custody of SS/Dy.SS on duty.

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**APPENDIX 'C' TO STATION WORKING RULES OF JIMIDIPETA STATION**

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**ANTI COLLISION DEVICE [RAKSHA KAVACH]**

Not applicable to this Station.

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**APPENDIX-'D' TO STATION WORKING RULES OF JIMIDIPETA STATION**

The following staff are concerned with the movement of the trains whose duties are given below:

**1.0 DY. STATION SUPERINTENDENT:**

He is restored for 8 hrs of train passing duties. He is responsible for the general and satisfactory working of the station and for the efficient discharge of duties by staff working under him. He shall keep all Rulebooks, Registers, Files and documents neat and up to date. He shall ensure that all equipment, apparatus, and instruments including signaling and interlocking gears and fittings are kept clean and oiled by S&T officials. His special attention is drawn to Chapter-II of G&SR and GR 5.01 to 5.08 with relevant SRs and O.M. Chapter XXII. He shall follow the instructions laid down in SR.3.68.01 © and (d) and SR 14.07.01 and B.W.M.2.09 (e). He shall promptly attend to accidents and report them. He shall supervise the work of safe working staff and conduct night inspections and report lapses of staff working under him.

**2.0 STATION MASTER:**

He is responsible for trains passing during his shift. He shall promptly bring to the notice of DY.Station Superintendent all irregularities and accidents in course of his shift duties. During the absence of Dy.SS, the duties of the Station Manager will devolve on him. He shall follow SR 3.68.01© and (d) SR 14.07.1 and OM Chapter XXII. His special attention is drawn to Chapter-2 of G&SR 1976 and GR 5.01 to 5.08 with relevant SRs. As an assistant to Dy.SS, he shall carry out the instructions given to him by the Dy.Station Superintendent.

**3.0 TRAFFIC POINTS MAN :**

He shall work under the orders Dy.SS /S.S. on duty. He shall couple and uncouple vehicles under the supervision of Dy.SS /S.S./Guard. He shall operate ground lever/levers clamp and padlock the necessary points for shunting operations. He shall watch and guard the packages and other Railway property lying in the Station premises. He shall be through of displaying hand signals. He shall report any irregularities coming to his notice. He shall do loading and unloading of parcels, smalls and Guard's boxes. He shall do piloting IN and OUT. He shall deliver any official message to the proper person/office. He shall carry out any other duties entrusted to him by the SS/Dy.SS on duty. He will re-light the BLSB lamp during night.

**5.0 SAFAIWALA**

He shall attend to the sanitation of the Railway premises including SS/Dy.SS's Office, platforms, Staff Quarters, Latrines and cleaning of drainage's etc. He shall carry out any other work entrusted to him by the Station Master on duty.

**NB:** - All staff should be in uniform while on duty and follow their rosters issued by DPO/WAT from time to time.

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**APPENDIX 'E' TO STATION WORKING RULES OF JIMIDIPETA STATION****ESSENTIAL EQUIPMENT**

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

<b>Sl.No</b>	<b>Description</b>	<b>Station</b>
1	Detonators	20
2	Hand Signal lamps	3(1 Spare)
3	Hand Signal Flags	3(1 Spare)
4	Clamps with Padlocks	8
5	Safety chains with Pad locks	6
6	Fire & Sand buckets	5
7	Minimax Fire Extinguishers DCPT	2
8	Reminder collars	6
9	First Aid Box	1
10	Stretcher	1
11	Blanket	1
12	Iron Skids	2

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**APPENDIX "F" TO STATION WORKING RULES OF JIMIDIPETA STATION**

**RULES FOR WORKING OF DK STATIONS. HALTS IBH AND OUTLYING SIDINGS.**

NOT APPLICABLE.

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**APPENDIX 'G' TO STATION WORKING RULES OF JIMIDIPETA STATION**

**RULES FOR WORKING OF TRAINS IN ELECTRIFIED SECTIONS :**

NOT APPLICABLE TO THIS STATION