

EAST COAST RAILWAY
WALTAIR DIVISION

No.WTF/5/SWR/PVP

Date of issue:

Date brought into force:

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

STATION WORKING RULES OF PARVATIPURAM STATION PANEL
INTERLOCKING (BROAD GAUGE)

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/23018 ALT 'C'

ii) Signal Interlocking Plan : SI/23018 ALT 'C'

2.0 a) GENERAL (LOCATION):

i)	Name of the Station	:	PARVATIPURAM
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	:	388.857
x)	From	:	Raipur
xi)	No. of Cabins	:	Centrally Operated Composite miniature domino type full panel

2.1 DESCRIPTION OF STATION:

Paravatipuram (Code-PVP) is a 'B' Class Station on Raipur – Vizianagram Double line non electrified (BG) section of East Coast Railway on 'B' Route. It is situated at KM 388.857 from Raipur provided with Centrally Operated Panel Interlocking.

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

The adjacent block stations are SITANAGARAM towards VZM situated at a distance of 12.80 KM and GUMADA towards Raipur end situated at a distance of 13.3 KM from PARVATIPURAM station.

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

	Between Station	The Point from which the block section commences	The Point at which block section ends.
1.	PVP-SNM Dn Line	DN Advance Starter of SNM	Ends at BSLB of PVP
2.	PVP-SNM Up Line	Commences at Adv Starter 11 of PVP.	Ends at BSLB of SNM
3.	PVP-GMDA Dn Line	Commences at Adv Starter 12 of PVP.	Ends at BSLM of GMDA
4.	PVP-GMDA Up Line	Up Adv Starter of GMDA	Ends at Facing point No 174 of PVP.

2.4 GRADIENTS.

Towards SITANAGARAM on Up & Dn. lines	Chainage in Mtrs.		Stretch in Mtrs.	Gradient
	From	To		
All Lines	000.000	17.20	17.20	1 in 580 Raising
UP & DN Line	17.20	563.20	546.00	1 in 1670 Raising
UP & DN Line	563.20	717.20	154.00	1 in 313 Falling
UP & DN Line	717.20	1317.20	600.00	1 in 250 Falling
UP & DN Line	1317.20	1767.00	450.00	Level
UP & DN Line	1767.00	2317.20	550.00	1 in 245 Raising
UP & DN Line	2317.20	2667.20	350.00	Level
UP & DN Line	2667.20	In to section	--	1 in 150 raising
Towards GUMADA on UP & DN Lines.	From	To	Stretch in Mtrs.	Gradient
All Lines	000.000	457.09	457.09	1 in 180 Falling
UP & DN Line	457.09	825.51	368.42	1 in 400 Falling
UP & DN Line	825.51	855.51	29.60	1in 1000 Raising
UP & DN Line	855.51	1060.80	205.29	Level
UP & DN Line	1060.80	1410.97	350.17	1 in 275 Raising
UP & DN Line	1410.97	1560.22	159.25	Level
UP & DN Line	1560.22	2172.95	612.73	1 in 190 Falling
UP & DN Line	2172.95	2950.80	778.30	Level
UP & DN Line	2950.80	In to section	--	1 in 250 Raising

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2.5 LAY OUT:

- i) The Station is provided with four running lines and two non-running line.

Srl No	Name of the line	Electrified Non Electrified
a)	Line no. 1= Common Loop.	Non Electrified
b)	Line no. 2= DN Main.	Non Electrified
c)	Line no. 3= UP Main.	Non Electrified
d)	Line no. 4= UP Loop.	Non Electrified

- ii) A low level passenger platform of 400 M X 10.70 M is provided for line no.1
- ii) A rail level passenger platform of 351.73 M X 7.315 M is also provided on UP Loop.

2.5.1 RUNNING LINES:

The station is provided with four running lines i.e Common Loop [Line No.1], DN main [Line No.2], UP main line [Line No.3], UP Loop [Line No.4].

DIRECTION OF MOVEMENT:

The trains coming from Raipur end proceeding to Vizianagaram are UP trains. Trains coming from Vizianagaram end proceeding towards Raipur are DN trains.

HOLDING CAPACITIES OF LINES:

Line No.1 [Common Loop]	CSL-785 Meters(STR TO STR)
Line No.2 [DN Main]	CSL-836 Meters(STR TO SB)
Line No.3 [UP Main]	CSL-771 Meters(STR TO SB)
Line No.4 [UP Loop]	CSL-752 Meters(STR TO SB)

2.5.2 NON-RUNNING LINES AND THEIR CAPACITY:

Nil

2.5.3 ANY SPECIAL FEATURE IN THE LAYOUT

Nil

DESCRIPTION OF SIDINGS – HOT AXLE SIDING:-

One hot axle siding is taken off from line No.1 at GUMADA end of the yard and is controlled by Button No 27 and the CSL is 95 Mtrs[Block Joint to Dead end].

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2.6 LEVEL CROSSINGS:

The detailed working of the L.C. Gates along with the particulars are mentioned in Appendix 'A'

3.0 SYSTEM AND MEANS OF WORKING:

- | | | |
|------|-------------------------------------|---|
| i) | System of working | : Absolute Block System |
| ii) | Block Instrument | : 'SGE' type Double line block instrument are provided for block sections, PVP-GMDA & PVP-SNM. |
| iii) | Co-operative/Non Co-operative | : Non Co-operative |
| iv) | Custody of keys of Block instrument | : Block instrument is provided with double locking. One key will be with SM and alter key will be with S&T maintains. |

4.0 SYSTEM OF SIGNALING AND INTERLOCKING:

- | | | | |
|------------|----|--|--|
| 4.1 | a) | Standard of Interlocking | : The Station is provided with Standard –III Interlocking. |
| | b) | Type of Signals | : Multiple Aspect Color Light Signals. The aspects & indication of the MACLS is governed by GR3.08(4)(b) |
| | c) | The Station is provided with panel interlocking. | : The points & singals one operated from this panel. |
| | d) | Method of operation | : A centrally operated panel is installed in SM's office. |

e) TRACK CIRCUITS AND AXLE COUNTERS:

Both Up and Down Main lines Common loop & UP 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
- Common loop: L1T1, L1 T2 & L1 T3.
- UP loop: L4T1, L4T2, and L4T3.
- Point zone track circuits are also provided as 18/AT, 18/BT, 20AT, 20BT, 22AT, 22BT, 17AT, 17BT, 19AT, 19BT, 21T.
- 1AT and 2AT are the approach track circuits for up and down calling on signals respectively.
- 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.

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- DN Advance starter approach and replacement track circuits as 12AT & 12T respectively.
- 3T1 & 3T2 Track circuits are provided for control and replacement of gate home signal 3GF of “A” Class L.C. Gate at KM.387/7-8.

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] PARVATIPURAM-SITANAGARAM [UP LINE]
B] PARVATIPURAM-GUMADA [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.

- i) All running line points are Motor operated by Electric Point Machines which have got in built locking and detection arrangement.
- ii) 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 gate lodges near to points zones for manual setting with a telephone facility.

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.

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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 stocked line.

[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] arrangements for the relay rooms is provided. Out of two such locks, one lock's key shall be in the personal custody of the 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 recorded 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 No of Diesel Generator Sets of capacity 15KVA. Provided in the DG room with changeover arrangement.

5.0 TELECOMMUNICATION:

- i) Telephone attached to SGE Type lock and block instrument connected to the adjacent stations on either side.
- ii) Magneto phone is provided between Station and L.C.gate at KM 389/7-8, 387/7-8 and 382/8-9.
- iii) Magneto Phone is provided for sections PVP-SNM and PVP- GMDA.
- iv) Railway Auto Tele phone
- v) BSNL Telephone
- vi) The station is connected to VZM-tieline 'B' cabin control phone.

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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

Complement of Staff	Staff in each Shift
SS - 1	SS - 1 (Day Shift)
Dy.SS - 2	Dy.SS/SM - 1 in each shift
SM - 3	Traffic Point - 1 in each shift
Traffic Point - 5	TGG - 1 in each shift
TGK - 3	SCLM - 1
SCLM - 1	

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

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

The SS/Dy.SS on duty is responsible to nominate clear line that is free from 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).

The clearance of the running line for the reception of the train is to be verified by the SS/Dy.SS on duty by verifying luminous 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.

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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 down in GR 8.01(1)(a) & (b), 8.01(2)(b) & 8.03 (1)(a), (b) and (c)(ii), G.R.14.10, BWM 5.08 & 5.09(2) shall be complied with before the line is considered 'Clear' and the 'Line 'Clear' is granted.

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 driver 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

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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.

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

When ever a train whose section speed is 100Kmph or above was required to be stopped at the station out of course, it shall be first brought to a stand out side first stop signal and shall then be admitted. SS/Dy.SS on duty shall exhibit a Red signal to the driver at the station.

SPECIAL INSTRUCTIONS:

Nil

6.3 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.

6.3.1 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 despatch of trains:

6.4.1

Reception of an Up train on line no. 1	And	Despatch of another UP train from line No.3(UP main) or from line No. 4
Reception of a DN train on Common loop(Line no.1)	And	Despatch of another DN train from line No.2.
Reception of a UP train on line no.4[UP loop]	And	Despatch of another UP train from line no.1(Common loop) or from line No.3(UP Main)

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CROSSING OF TRAINS:

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

PRECEDENCE OF TRAINS:

Precedence of trains is controlled by SCR and CHC coaching .

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.

'B' Class traffic Level Crossing gate at KM 389/7-8 at SNM end of the yard and 'A' Class Engg Level Crossing gate at KM 387/7-8 at GMDA end of the yard are so interlocked with station stop signal that unless the gate is closed locked and key is transmitted to SS/Dy.SS on duty, the signals cannot be taken off for UP and DN trains.

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.

ADEQUATE DISTANCES

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. 7	End of Sand hump or up to Adv Str. No.11.	Dn Str Signal No.6	End of Sand hump or DN Adv Str. Signal No.12

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LINE No.	For Up Trains		For Down Trains	
	From	To	From	To
Line no. 2 (DN Main)	--	--	Dn Str Signal No.10	DN Adv Str. Signal No.12
Line no. 3 (UP. Main)	UP Str. Signal No.9	Up Adv. Str. Signal No:11	--	--
Line no. 4 (UP Loop)	UP Starter signal No. 5	End of sand hump or Up Adv.Str. Signal No.II	--	--

COMPLETE ARRIVAL OF TRAINS

The entire block section between PVP-GMDA & PVP-SNM 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 ht 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.

DESPATCH OF TRAINS:

Despatch of trains is governed by provision of GR 3.42 and SR thereto, SR 3.36.04 SR.3.42.02 (IV), SR 3.42.03, SR 3.42.04 and BWM 2.07(5) (a), (e), (f)&(g) and other relevant provision of G & SR, BWM and SWR.

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. SS/Dy.SS on duty shall also ensure closing and locking of L.C Gate Non interlocked from Gateman supported by private number and also ensure the closure of interlocked L.C gate and get the key transmitted from the gate man.

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).

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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.

TRAINS RUNNING THROUGH

- i) In addition to procedure detailed in paras 'Reception and Dispatch' of trains, rules laid down in GR 4.17, 4.42, 3.36, 3.42 with relevant SRs shall be followed.
- ii) 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.
- iii) In every case in which trains are permitted to run through on non-isolated line, all shunting shall be stopped and no vehicle unattached to an engine or not properly secured in accordance with rule GR 5.23 may be kept standing on a connected line which is not isolated from through line.
- iv) The SS/Dy.SS shall see that the last vehicle of every train passing through his station is provided with a tail board or a tail lamp or such other device in accordance with the provision of the GR 4.16 and SR 4.17.01(a).

6.8 WORKING IN CASE OF FAILURE:**a) Track Circuit/ Axle Counter's**

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

If the axle counter fails between the block section, resulting procedure will be adopted as per para of SWR (Appendix-'B'). if axle counter indication does not appear 'Green' and continues to show 'Red' condition after resetting the concerned block section shall be suspend & failure indication to be given to Sectional Signal Maintainer / JE/SE/Signal for ratification.

b) Block Instruments

In the event of partial/ total failure of block instrument the concerned block instrument shall be suspend till is rectification & trains shall work as per SR 6.02.03 & 6.02.06).

During the period of time the authority will be T/369(b) with identification no & private no. issued from the station in advance written both in figure of words.

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c) **DEFECTIVE SIGNALS:**

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).

d) **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).

e) **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 3.68.01[c] and GR 3.68,3.70,with relevant SRs and SR.3.77.01 (b) shall be followed.

f) **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 extant he shall satisfy himself that both **ESM/ MSM** who visit the station have done proper oiling, cleaning and 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

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

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- ii) Whenever Home signal has become defective the calling 'ON' signal below it shall be taken off in items of SR 3.69.02
- iii) 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 thereto.

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 PROVISION FOR WORKING OF TROLLIES/MOTOR TYOLLIES/MATERIAL LORRIES:

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

7.0 BLOCKING OF THE LINES:

Whenever a running line is blocked either by loose vehicles or by stabling train or by a train which is to cross or give precedence to another train, the points at either end should immediately be set against the blocked line except during shunting movement. 'Line Block' is to be activated on VDU by Dy. SS/SM on duty following procedures as laid down in para no. 6.2.2. A clear remark in 'RED' ink shall be made immediately in the train signal register and a record shall be made in the Station Master's diary also. Stable load register is also to be maintained. The stable load or loose vehicles are to be secured to prevent rolling down of vehicles. [Refer SR 3.36.3(b), GR 5.23 ,SR5.04.01(a) and SR 5.23.01(a)]

7.1 LOADING AND UNLOADING OF VEHICLES ON RUNNING LINES:

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

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7.2 SECURING OF VEHICLES:

The rules laid down in 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 or running lines vide SR 5.23.01(b).

7.3 DETACHING OF VEHICLES ON RUNNING LINES:

Detaching of vehicles on running lines is normally prohibited. Whenever any vehicle is detached on running lines under unavoidable circumstances such rolling stock shall be placed opposite to the Station Master's office as far as possible and shall be properly secured vide SR 5.23.01 and 5.19.01(d).

8.0 SHUNTING

i) 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 moment shall be supervised by Guard/SS/Dy.SS, point man on duty vide SR 5.13.03 as the case may be.

In the event of any non-signaled movement has taken place, the Dy.S.S/SS. on duty shall ensure physical verification of the clearance of the crossover points.

ii) **CUSTODY OF KEYS AND PAD LOCKS DURING SUCH MOVEMENT:**

The key of the pad locks of such points shall be in the personal custody of the operating official vested with this responsibility till such time movements are completed. The operating official vested with the responsibility of supervising the Non-signaled movement of the engine/train/vehicle must return the key along with pad locks to the SS/Dy.SS on duty, after completion of the said movement or alternatively when such a move is cancelled.

iii) **AUTHORITY FOR SHUNTING OPERATIONS:**

The SS/Dy.SS on duty shall issue written shunting authority on from T/806 to the Loco Pilot through guard of the train when the non signalled shunting is resorted to.

This memo shall be with drawn 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 Driver 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-signaled movements. 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

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obstruction and certified so by the operating official (who is responsible for shunting supervision) before the SS/Dy.SS on Duty resumes normal working either for reception or dispatch of trains in to the station yard or through the station yard.

iv) **NON-SIGNALLED MOVEMENTS:**

All signaled movements in the yard either of train or of an engine with or without vehicles shall be from one stop signal to the next stop signal or stop board and no half way movements are permitted and if such movements are unavoidable it should be considered as non-signaled 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 according to SR 5.3.05 and 5.14.03.

8.2 SHUNTING IN FACE OF AN APPROACHING TRAIN:

Strictly prohibited.

8.3 PROHIBITION OF SHUNTING ANY SPECIAL FEATURES IF ANY:

- a) Hand shunting /Fly shunting is prohibited at both ends of the yard.
- b) Shunting shall not permitted at South end of the yard unless the Engine is leading towards the falling gradient vide GR.5.20

8.4 SHUNTING ON SINGLE LINE:

Not applicable.

8.5 SHUNTING ON DOUBLE LINE:

- i) When the line clear has been given no shunting shall be permitted in the block section in rear Vide GR 8.06 (1).
- ii) Shunting or obstruction for any other purpose shall not be permitted in the block section in rear unless it is clear and is blocked back Vide GR 8.06(2) and BWM 5.15[I][b].
- iii) Shunting or obstruction for any other purpose shall not be permitted in the block section in advance unless it is clear and is blocked forward Vide GR 8.06(3)and BWN 5,15[2][b].

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

While performing shunting in the sidings it should be authorised by issuing T/806 clearly mentioning the limits up to which shunting is permitted as also the lines, occupied in shunting. The relevant provisions of GR 5.14 and SR thereto shall be meticulously followed.

8.6.1 a) SHUNTING OUTSIDE STATION SECTION:-

- i) Shunting shall not be permitted in block section (i.e., in the block section in rear) unless it is clear and is blocked back.
- ii) Shunting shall not be permitted in block section in advance unless it is clear and is blocked forward.

b) SHUNTING OUTSIDE STATION SECTION :

- i) The line outside the station section and upto the Home Signal shall not be obstructed unless a Railway servant specially appointed in his behalf by the SS/Dy.SS who is in-charge of the operations, and unless –
- ii) The block section into which the shunting is to take place is clear of an approaching train and all relevant and necessary signals are kept “ON” position.

c) SHUNTING WITHIN STATION SECTION :

If the necessary signals are kept at “ON”, shunting may be carried on within the station section vide GR 8.05[2].

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

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.

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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.

v) **FAILURE OF AXLE COUNTER BLOCK/BPAC:**

In the event of failure of Axle counter[BPAC] between GMDA-KNRT and GMDA-PVP train shall not be allowed until complete arrival of preceding train is ascertained physically or ensured from the guard by obtaining certificate on train complete arrival register on form No;T/1410. Resetting process is given in Appendix 'B'.

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 goomties/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.

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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.

9.1 TOTAL FAILURE OF COMMUNICATIONS:

In the event of single line working on a double line section during total failure of communication the provisions laid down in SR 6.02.02 shall be followed.

During the total failure of communications on double line trains shall be worked in accordance with the provision of SR 6.02.03.

TEMPORARY SINGLE LINE WORKING ON DOUBLE LINE SECTION:

Temporary single line working on a 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:

- i) During the total interruption of communications, while allowing the trains under authority to proceed without line clear the relevant provisions under SR 6.02.02 and SR 6.02.03 as the case may shall be followed.
- ii) The last stop signals shall not be taken “OFF” but an authority to pass the last stop signal at “ON” in prescribed form T/C 602 shall be issued.

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RUNNING TIME OF TRAINS UNDER AUTHORITY TO PROCEED WITHOUT LINE CLEAR[T/C.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.
PVP-SNM	12.8 KM	30.72 mnts	76.8 mnts.
PVP-GMDA	13.3 KM	31.92 mnts	79.8 mnts

RUNNING TIME OF TRAINS UNDER AUTHORITY TO PROCEED WITH OUT LINE CLEAR[T/B.602]

Section	Distance	Running time during day 15 KM PH..	Running time during night, thick foggy tempestuous weather or when view ahead is not clear at 10 KM PH.
PVP-SNM	12.80 KM	51.2 mnts	76.8 mnts.
PVP-GMDA	13.3 KM	53.2 mnts	79.8 mnts

10. VISIBILITY TEST OBJECT:

The signal lights of UP starter signal No.9 of UP line and DN starter Signal No.10 of DN main line during day and night are the visibility test objects vide GR 3.61[2][b][iii].

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].

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. In case of

- 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].

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- 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. 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 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 SECTION

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 PARVATHIPURAM station.

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APPENDIX-'A'**APPENDIX 'A' TO STATION WORKING RULES OF PARVATIPURAM
STATION LEVEL CROSSING GATES****1. GENERAL:****1.1 DESCRIPTION OF THE LEVEL CROSSING GATE:**

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

1	No. of Level Crossing Gate	:	RV-283
2	Engineering or Traffic gate		Traffic Gate –'B' Class
3	Under control of station master or permanent way inspector.		SM PVP
4	Location at Km.		KM. 389/7-8
5	At station		Parvatipuram
6	In between station		PVP-SNM
7	BG/MG/NG	:	BG
8	Single line/double line/multiple line	:	Double line
9	Normal position	:	Open to Road Traffic
10	Interlocked/ Non-Interlocked	:	Interlocked
11	Means of Interlocking	:	Electrical Key transmission
12	Provision of gate single at Km.	:	i) Up Line : Nil ii) DN Line : Nil
13	Signaling arrangement	:	MACL
14	Means of communication Telephone.	:	Telephone Connected with PVP Station
15	Width of the level crossing gate	:	10 M
16	Type of road	:	Other
17	Name of road	:	Station Road of PVP
18	Metalled /Non-Metalled	:	Metalled
19	Approach road	:	Level
20	Width of the road	:	7 M
21	Angle of road crossing (in case of the SKEW gates)	:	90 ⁰
22	Road gradients (if any)	:	[a]North/East Side: Level [b]South/West Side: Level
23	Road alignment (straight/Curve)	:	[a] North/East Side : Straight [b] South/East Side : Straight

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24	Provision of height gauges	: Not Required
25	Type of barriers	: Coupled Lifting Barriers
26	Length of check rails	: 9 M
27	Road surface in between level crossing gates.	: Plain
28	Length of rumble strip/ speed breakers.	: 22 M
29	Road signs	: Provided
30	Speed breakers indication board	: Provided
31	TVU:	: 27667 as on 19-11-12
32	Census next due on	: 2015
33	Demarcation for placement of detonators.	: Provided
34	No. of gateman working	: 3
35	Nearest Railway Medical Assistance	: Sr.DMO/RGDA
36	Nearest Private Medical Assistance available (if any)	: Parvatipuram
37	List of equipment available (Yes/No)	: Yes

1.2 EQUIPMENT:

Items	<u>Quantity / Numbers</u>
1. Hand Signal Lamp Tri Colour	5 Nos.
2. Hand Signal Flag Green	1 No with mounted stick
3. Hand Signal Flag Red	6 Nos.
4. Banner Flag Red	5 Nos.
5. Posts for exhibiting red banner flag	4 Nos.
6. Spare chains with padlocks	2 with stop marker
7. Detonators	10 in each case
8. Gate lamps	2 Nos.
9. Tommy Bar	1 No.
10. Mortar Pan	1 No.
11. Spade / Fowrah	1 No.
12. Rammer	1 No (In case of asphalted road this may not be provided)
13. Pick Axe	1 No (In case of asphalted road this may not be provided)
14. Tin case for flags	1 No.
15. Can for oil	1 No.
16. Water port / Bucket	1 No.
17. Canister for Muster Roll	1 No.

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Items	Quantity / Numbers
18. Set of spare spectacles of gateman wearing glasses	1 No.
19. Board demarcating protection of level crossing gate diagram in case of obstruction on gate	1 No.
20. Basket	1 No.
21. Whistle	1 No.
22. Wall Clock	1 No.
23. A small size chin for use in case of failure of gate boom/Leaf Lock	1 No.

1.3 RECORDS TO BE KEPT AT GATE LODGE:

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

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

1.4 MODE OF OPERATION:

Gate shall normally be kept open to road traffic when ever it is required to close the gate SS/Dy.SS on duty shall inform the gate man on duty about the direction and description of the train intended to receive/dispatch. Gate Man on duty shall ensure clearance of road traffic close and lock the gate. There after transmit the key to the SS/Dy.SS on duty as per following procedure.

- a) Key 'G' extracted from winch after closing the L.C. Gate releases the Gate lever No.1.
- b) Lever No.1 thus reversed effects boom locking and releases key 'H' from Lever No.1.
- c) Key 'H' is transmitted electrically to SS/Dy.SS in conjunction with Lever No.2 reversed to control 30 to clear UP and DN concerned signals and turned.
- d) Lever No.2 provided in the gate lodge to put back the concerned signal to 'ON' in case of emergency

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APPENDIX-‘A’**1.5 DUTIES OF GATEMAN:****1. ALERTNESS:**

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

2. POSITION DURING PASSAGE OF TRAINS:

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

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

3. ROUTING DUTIES OF GATEMAN:

- i) Gateman shall ensure that red flag is placed across the track whenever the gate is kept in open condition for passage of road vehicles.
- ii) Gateman shall ensure that gate lamps and lamps of all gate signals are lighted and kept burning continuously from sunset to sunrise.
- iii) Gateman shall perform his duties strictly according to the duty roster and shall not leave the gate unless reliever arrives and takes charge of it. However, it is necessary to leave the gate in an emergency, he must close and lock the gates against road traffic, before leaving the gate.
- iv) Except where otherwise prescribed under Special Instructions, he shall observe all passing trains and be prepared to take such action as may be necessary to ensure safety of trains.
- v) Gateman shall watch all passing trains and keep sharp look out for any unusual like hot axle, hanging chains, hanging battery, and vehicle / wagons / train / battery box on fire, shifted load, falling material like brake blocks, brake beams, safety bracket, vacuum cylinder or any other situation endangering safe running of trains.
- vi) Gateman shall also prepared to repeat any signal which guard may give to Loco Pilot on walkie-talkie or in any other way.

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- vii) If lifting barriers get damaged or becomes out of order, the gateman shall use the spare chain with disc and padlocks for securing the gate against road traffic.
- viii) Gateman shall report to the nearest Station Master, Gangmate or Permanent Way Inspector any defect in his gate or apparatus pertaining to it, as soon as possible.
- ix) In the event of gate signal becoming defective the gateman shall maintain the signal in the ‘ON’ position even by disconnecting the signal or the wire if necessary.
- x) At the gate whose signal have become defective, the gateman shall close and lock the lifting barriers on sighting a train and hand signal or pilot the train past the defective signal. In such case he should inform the Loco Pilot to report the defect at the next station.
- xi) Gateman shall wear badge and prescribed uniform while on duty at level crossing gate.
- xii) Gateman shall ensure that he is having competency certificate in his possession while on duty.
- xiii) Gateman shall work the gate as per Gate Working Instructions and remain well conversant with these instructions.
- xiv) Gateman shall ensure that equipment supplied at the gate is in good order and ready for immediate use.
- xv) Gateman shall see that the channel for the flange of the wheel is kept clean.
- xvi) Gateman shall keep the road surface well watered and rammed in case of unmetalled roads.
- xvii) Gateman must be vigilant to see that inconvenience to road users due to closure of gates should be to the minimum possible extent.
- xviii) Gateman on electrified section shall watch that road vehicles / animals passing from gate are within the height loading gauge provided on either side of the level crossing gate.
- xix) Gateman shall prevent tress passing by persons or cattle to the maximum extent.

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APPENDIX-‘A’**4. ACTION IN CASE OF UNUSUAL OCCURRENCE ON TRAIN:**

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

- i) He shall take prompt action to warn the Loco Pilot / guard of the passing train by showing red flag by day and red light by night.
- ii) He shall simultaneously try to draw the attention of the Loco Pilot / guard by whistling continuously, shouting, gesticulating, throwing ballast on the brake van or by any other means.
- iii) If Loco Pilot / guard fails to take notice, gateman shall immediately inform the Station Master, If connected on telephone, to take appropriate action, under exchange of private number.
- iv) In case of train parting, gateman shall not show stop hand signal but shall show prescribed signal for train parting.
- v) He shall endeavour to attract the attention of the Loco Pilot / guard by whistling continuously, shouting, gesticulating and by raising both hands vertically above, quickly parting them and bringing them together in repeated Up and Down motion as high and as low as possible.
- vi) In case the train does not stop, gateman shall immediately inform the Station Master, if connected on telephone, to take appropriate action, under exchange of private number.

5. ACTION IN AN EMERGENCY AT THE LEVEL CROSSING:

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

The gateman shall protect the line as under:-

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APPENDIX-‘A’**a) On double line section:**

- i) If both lines are obstructed the Gateman shall plant a red banner flag by day and a red light by night 5 meters away on posts duly provided for the purpose. He shall first protect the line on which a train is expected to arrive first.
- ii) Then he will similarly plant the other red banner flag by day and a red light by night on the other line 5 meters away from the site of obstruction.
- iii) Gateman shall then proceed to protect the gate along with detonators, and red flag by day and red hand signal lamp by night.
- iv) Gateman shall proceed exhibiting red flag by day and red hand signal lamp by night on the line on which a train is expected to arrive first, to a point 600 meters and place one detonator on the line. Thereafter he shall proceed to a distance 1200 meters from the level crossing gate and place 3 detonators on the track 10 meters apart. Having thus protected the line he shall return to the level crossing gate picking up the intermediate detonator on his way back.
- v) Thereafter, he shall proceed on the other line, showing red hand signal, similarly place detonators as described in para (iv) above and return to the site of obstruction, picking up the intermediate detonator on his way back.
- vi) Having returned to the gate, he must then take steps to remove the obstruction and warn the Loco Pilot of the approaching train.
- vii) In case the gateman observes or hears a train approaching when he is still on his way to protect and before he reaches the stipulated distance to place detonators, he shall place detonators on the line at a distance as far away as he can go.
- viii) Thereafter, he shall to warn the Loco Pilot and stop the approaching train by waving his red flag by day red hand signal lamp by night repeatedly.

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

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

1.6 ENGINEERING ITEMS:

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

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WORKING INSTRUCTIONS FOR TRAFFIC LEVEL CROSSING GATES INTERLOCKED WITH STOP SIGNALS OF THE STATION, PROVIDED WITH TELEPHONE, WITH NORMAL POSITION "OPEN TO ROAD TRAFFIC" at KM 389/7-8 in PVP YARD

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

1. **Mode of Operation:**

Gate shall normally be kept open to road traffic when ever it is required to close the gate SS/Dy.SS on duty shall inform the gate man on duty about the direction and description of the train intended to receive. Gate Man on duty shall ensure clearance of road traffic close and lock the gate. There after transmit the key to the SS/Dy.SS on duty as per following procedure.

- a) Key 'G' extracted from winch after closing the L.C. Gate releases the Gate lever No.1.
- b) Lever No.1 thus reversed effects boom locking and releases key 'H' from Lever No.1.
- c) Key 'H' is transmitted electrically to SS/Dy.SS in conjunction with Lever No.2 reversed to control 30 to clear UP and DN concerned signals and turned.
- d) Lever No.2 provided in the gate lodge to put back the concerned signal to 'ON' in case of emergency

2. **Exchange of Private Numbers:**

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

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3. Failure of Telephonic Communication:

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

- (i) Station Master on duty shall send written advice to the gateman through the porter with full details of number, description and direction of the train.
- (ii) Gateman on receipt of such advice shall close the gate and transmit the key to the Station Master which will enable them to take 'OFF' reception / departure signals.
- (iii) When sufficient time is not available because of greater frequency of train service Station Master will issue written authority to the train Loco Pilot to pass the signal at 'ON' position.
- (iv) In addition Station Master shall also issue a caution order advising the Loco Pilot to whistle continuously and approach the gate cautiously.
- (v) The train Loco Pilot shall be instructed to pass the gate cautiously, on being hand signalled by the gateman. If hand signal is not seen, Loco Pilot should be prepared to stop short of the gate and ensure that gate is closed following GR 3.73(2)(b).
- (vi) In case of an approaching train, the Station Master shall advise the Station Master at the despatching end, under exchange of private number, that the telephone at the gate has failed.
- (vii) The Station Master at the despatching end shall then issue a caution order to the driver before despatching a train in the block section from his end.
- (viii) He should also advise S&T staff responsible for maintenance of the telephone to rectify the defect at the earliest.
- (ix) Normal working will be resumed only after S&T staff rectify the telephone and issue reconnection / fit memo for the same.

4. Failure of Lifting Barriers :

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

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- (iv) After securing the gate against road traffic, gateman shall show green hand signal flag by day and green light by night to the Loco Pilot of the approaching train.
- (v) Station Master on duty shall issue a caution order to the Loco Pilot of a departing train.
- (vi) He shall also advise the Station Master at the despatching end, under exchange of private number, to similarly issue a caution order to the Loco Pilot before despatching a train the block section from his end.
- (vii) Station Master will advise maintenance staff responsible for maintenance of lifting barriers / leaf gates to repair the defect at the earliest.
- (viii) Normal working will resumed only after maintenance staff repair the 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) Authority to pass signals at 'ON' position as per rules shall also be issued to the Loco Pilot of both departing and arriving trains.
5. **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 winch, the key transmitter, then gateman must immediately inform the Station Master on duty on telephone, under exchange of private number.
 - (ii) If Emergency Key is available at the gate lodge / cabin, Gateman will take it out from the sealed box by breaking the seal and open the gate for road traffic.
 - (iii) The record of the date and time of breaking the sealed cover of Emergency Key Box shall be recorded and signed with reasons.
 - (iv) 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.
 - (v) Station Master on duty shall issue a caution order to the Loco Pilot of a departing train.
 - (vi) He shall also advise the Station Master at the dispatching end, under exchange of private number, to similarly issue a caution order to the Loco Pilot before dispatching a train in the block section from his end.
 - (vii) Station Master will advise S&T staff responsible for maintenance of winch / key transmitter to rectify the defect at the earliest.

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- (viii) Normal working will resumed only after S&T staff repair the winch / key transmitter and issue reconnection / fit memo for the same.
- (ix) After rectification, the Emergency Key shall be replaced in the Emergency Key Box and resealed by the S&T maintainer.

6. **Failure of 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 on telephone under exchange of private number.
- (ii) Thereafter, the gate must be treated as non-interlocked and procedure for reception / dispatch of trains as prescribed for non-interlocked gates should be adopted.
- (iii) Gateman shall secure the gate against road traffic by means of chains and padlocks and pass the trains on hand signals.
- (iv) Station Master on duty shall issue caution order to the Loco Pilot of a departing train.
- (v) He shall also advise the Station Master at the dispatching end under exchange of private number to similarly issue a caution order to the Loco Pilot before dispatching a train in the block section from his end.
- (vi) Station Master will advise S&T staff responsibility for maintenance of winch/ key transmitter to rectify the defect at the earliest.
- (vii) Normal working will resumed only after S&T staff repair the winch / key transmitter and issue reconnection / fit memo for the same.
- (viii) After rectification, the Emergency Key shall be replaced in the Emergency Key Box and released by the S&T maintainer.

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 on duty, regarding the defects / obstruction at the gate, under exchange of private number.
- (iii) Station Master on duty shall be advised to put the reception / departure signals back to 'ON' position, if taken 'OFF' for a train.
- (iv) If there is no response from the Station Master after two or three attempts, he shall first protect the gate and then inform on phone.

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- (v) Gateman shall then rush with detonators, and red flag by day and red hand signal lamp by night in the direction of the approaching train and protect the gate as stipulated in General Instruction for duties of gateman under item no.1.5(5).
- (vi) There he shall protect the gate from the other direction also.
- (vii) He shall note down the particulars of the road vehicle, name of the driver, owner and relay these details to the Station Master who shall not start the train unless he has been assured by the gateman that the road vehicle or the lifting barriers are not fouling the track.
- (viii) The Station Master shall also inform the Station Master at the dispatching end, under exchange of private number, asking him not to dispatch any train in the block section from his end, until the track has been cleared of all obstructions.
- (ix) After the track has been cleared of all obstructions the gateman shall inform the Station Master accordingly, under exchange of private number.
- (x) Station Master shall then issue a caution order to Loco Pilot of all train to proceed cautiously, and pass the reception / departure signal at 'ON' position on green hand signal of the gateman, if the gate is broken, but is clear of any obstruction.
- (xi) Gateman shall secure the gate against road traffic by means of safety chains and padlocks and there after exhibit green hand signal, if the gate is not obstructed.
- (xii) Station Master shall advise maintenance staff responsible for maintaining the lifting barriers to repair same at the earliest.
- (xiii) Normal working will be resumed only after maintenance staff rectify the defective lifting barriers and issue reconnection / fit memo for the same.

8. **Obstruction on the Track near Level Crossing:**

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

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APPENDIX-'A'**APPENDIX 'A' TO STATION WORKING RULES OF PARVATIPURAM
STATION LEVEL CROSSING GATES****1. GENERAL:****1.1 DESCRIPTION OF THE LEVEL CROSSING GATE:**

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

1	No. of Level Crossing Gate	:	RV-281
2	Engineering or Traffic gate		Engineering Gate –'B' Class
3	Under control of station master or permanent way inspector.		SSE(P)/PVP
4	Location at Km.		KM. 387/7-8
5	At station		-
6	In between station		PVP-GMDA
7	BG/MG/NG	:	BG
8	Single line/double line/multiple line	:	Double line
9	Normal position	:	Open to Road Traffic
10	Interlocked/ Non-Interlocked	:	Interlocked
11	Means of Interlocking	:	Electrical lever frame and Electrical Key transmission to control no 29
12	Provision of gate single at Km.	:	i) Up Line :386/15 ii) DN Line : 388/6
13	Signaling arrangement	:	MACL
14	Means of communication Telephone.	:	Telephone Connected with PVP Station
15	Width of the level crossing gate	:	10 M
16	Type of road	:	SH
17	Name of road	:	Palakonda Raod
18	Metalled /Non-Metalled	:	Metalled
19	Approach road	:	Level
20	Width of the road	:	7 M
21	Angle of road crossing (in case of the SKEW gates)	:	Square
22	Road gradients (if any)	:	[a]North/East Side: Level [b]South/West Side: Level
23	Road alignment (straight/Curve)	:	[a] North/East Side : Straight [b] South/East Side : Straight

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24	Provision of height gauges	:	Nil
25	Type of barriers	:	Coupled Lifting Barriers
26	Length of check rails	:	12.5 M
27	Road surface in between level crossing gates.	:	Level
28	Length of rumble strip/ speed breakers.	:	45 / 26 M
29	Road signs	:	Provided
30	Speed breakers indication board	:	Provided
31	TVU:	:	162196
32	Census next due on	:	2012
33	Demarcation for placement of detonators.	:	Provided
34	No. of gateman working	:	3
35	Nearest Railway Medical Assistance	:	Sr.DMO/RGDA
36	Nearest Private Medical Assistance available (if any)	:	Parvatipuram
37	List of equipment available (Yes/No)	:	Yes

1.2 EQUIPMENT:

Items	<u>Quantity / Numbers</u>
1. Hand Signal Lamp Tri Colour	5 Nos.
2. Hand Signal Flag Green	1 No with mounted stick
3. Hand Signal Flag Red	6 Nos.
4. Banner Flag Red	5 Nos.
5. Posts for exhibiting red banner flag	4 Nos.
6. Spare chains with padlocks	2 with stop marker
7. Detonators	10 in each case
8. Gate lamps	2 Nos.
9. Tommy Bar	1 No.
10. Mortar Pan	1 No.
11. Spade / Fowrah	1 No.
12. Rammer	1 No (In case of asphalted road this may not be provided)
13. Pick Axe	1 No (In case of asphalted road this may not be provided)
14. Tin case for flags	1 No.
15. Can for oil	1 No.
16. Water port / Bucket	1 No.
17. Canister for Muster Roll	1 No.

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Items	Quantity / Numbers
18. Set of spare spectacles of gateman wearing glasses	1 No.
19. Board demarcating protection of level crossing gate diagram in case of obstruction on gate	1 No.
20. Basket	1 No.
21. Whistle	1 No.
22. Wall Clock	1 No.
23. A small size chin for use in case of failure of gate boom/Leaf Lock	1 No.

1.3 RECORDS TO BE KEPT AT GATE LODGE:

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

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

1.4 MODE OF OPERATION:

Gate shall normally kept open to the road traffic when ever it is required to close the gate SM on duty shall inform the gate man on duty about the direction and description of the train intended to receive or despatch. Gate man on duty shall ensure clearance of road traffic close and lock the gate. There after he will perform the following procedure to take off the Gate home signals as the case may be.

Key 'E' extracted from the winch after closing level crossing gate releases gate lever No.2 GF.

Lever No.2 thus reversed effects boom locking and releases lever No.3 to clear UP gate Home No.3 and Lever No.4 to clear DN Home signal No.4 and also releases Key 'F'.Key 'F' is transmitted Electrically to SS/Dy.SS to release control 29 to clear DN Adv. Starter No.12.

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APPENDIX-‘A’**1.5 DUTIES OF GATEMAN:****1. ALERTNESS:**

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

2. POSITION DURING PASSAGE OF TRAINS:

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

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

3. ROUTING DUTIES OF GATEMAN:

- i) Gateman shall ensure that red flag is placed across the track whenever the gate is kept in open condition for passage of road vehicles.
- ii) Gateman shall ensure that gate lamps and lamps of all gate signals are lighted and kept burning continuously from sunset to sunrise.
- iii) Gateman shall perform his duties strictly according to the duty roster and shall not leave the gate unless reliever arrives and takes charge of it. However, it is necessary to leave the gate in an emergency, he must close and lock the gates against road traffic, before leaving the gate.
- iv) Except where otherwise prescribed under Special Instructions, he shall observe all passing trains and be prepared to take such action as may be necessary to ensure safety of trains.
- v) Gateman shall watch all passing trains and keep sharp look out for any unusual like hot axle, hanging chains, hanging battery, and vehicle / wagons / train / battery box on fire, shifted load, falling material like brake blocks, brake beams, safety bracket, vacuum cylinder or any other situation endangering safe running of trains.
- vi) Gateman shall also prepared to repeat any signal which guard may give to Loco Pilot on walkie-talkie or in any other way.

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- vii) If lifting barriers get damaged or becomes out of order, the gateman shall use the spare chain with disc and padlocks for securing the gate against road traffic.
- viii) Gateman shall report to the nearest Station Master, Gangmate or Permanent Way Inspector any defect in his gate or apparatus pertaining to it, as soon as possible.
- ix) In the event of gate signal becoming defective the gateman shall maintain the signal in the ‘ON’ position even by disconnecting the signal or the wire if necessary.
- x) At the gate whose signal have become defective, the gateman shall close and lock the lifting barriers on sighting a train and hand signal or pilot the train past the defective signal. In such case he should inform the Loco Pilot to report the defect at the next station.
- xi) Gateman shall wear badge and prescribed uniform while on duty at level crossing gate.
- xii) Gateman shall ensure that he is having competency certificate in his possession while on duty.
- xiii) Gateman shall work the gate as per Gate Working Instructions and remain well conversant with these instructions.
- xiv) Gateman shall ensure that equipment supplied at the gate is in good order and ready for immediate use.
- xv) Gateman shall see that the channel for the flange of the wheel is kept clean.
- xvi) Gateman shall keep the road surface well watered and rammed in case of unmetalled roads.
- xvii) Gateman must be vigilant to see that inconvenience to road users due to closure of gates should be to the minimum possible extent.
- xviii) Gateman on electrified section shall watch that road vehicles / animals passing from gate are within the height loading gauge provided on either side of the level crossing gate.
- xix) Gateman shall prevent tress passing by persons or cattle to the maximum extent.

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APPENDIX-‘A’**4. ACTION IN CASE OF UNUSUAL OCCURRENCE ON TRAIN:**

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

- i) He shall take prompt action to warn the Loco Pilot / guard of the passing train by showing red flag by day and red light by night.
- ii) He shall simultaneously try to draw the attention of the Loco Pilot / guard by whistling continuously, shouting, gesticulating, throwing ballast on the brake van or by any other means.
- iii) If Loco Pilot / guard fails to take notice, gateman shall immediately inform the Station Master, If connected on telephone, to take appropriate action, under exchange of private number.
- iv) In case of train parting, gateman shall not show stop hand signal but shall show prescribed signal for train parting.
- v) He shall endeavour to attract the attention of the Loco Pilot / guard by whistling continuously, shouting, gesticulating and by raising both hands vertically above, quickly parting them and bringing them together in repeated Up and Down motion as high and as low as possible.
- vi) In case the train does not stop, gateman shall immediately inform the Station Master, if connected on telephone, to take appropriate action, under exchange of private number.

5. ACTION IN AN EMERGENCY AT THE LEVEL CROSSING:

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

The gateman shall protect the line as under:-

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APPENDIX-‘A’**a) On double line section:**

- i) If both lines are obstructed the Gateman shall plant a red banner flag by day and a red light by night 5 meters away on posts duly provided for the purpose. He shall first protect the line on which a train is expected to arrive first.
- ii) Then he will similarly plant the other red banner flag by day and a red light by night on the other line 5 meters away from the site of obstruction.
- iii) Gateman shall then proceed to protect the gate along with detonators, and red flag by day and red hand signal lamp by night.
- iv) Gateman shall proceed exhibiting red flag by day and red hand signal lamp by night on the line on which a train is expected to arrive first, to a point 600 meters and place one detonator on the line. Thereafter he shall proceed to a distance 1200 meters from the level crossing gate and place 3 detonators on the track 10 meters apart. Having thus protected the line he shall return to the level crossing gate picking up the intermediate detonator on his way back.
- v) Thereafter, he shall proceed on the other line, showing red hand signal, similarly place detonators as described in para (iv) above and return to the site of obstruction, picking up the intermediate detonator on his way back.
- vi) Having returned to the gate, he must then take steps to remove the obstruction and warn the Loco Pilot of the approaching train.
- vii) In case the gateman observes or hears a train approaching when he is still on his way to protect and before he reaches the stipulated distance to place detonators, he shall place detonators on the line at a distance as far away as he can go.
- viii) Thereafter, he shall to warn the Loco Pilot and stop the approaching train by waving his red flag by day red hand signal lamp by night repeatedly.

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

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

1.6 ENGINEERING ITEMS:

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

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ANNEXURE – I

WORKING INSTRUCTIONS FOR ENGINEERING LEVEL CROSSING GATES INTERLOCKED WITH GATE SIGNALS, PROVIDED WITH TELEPHONE WITH NORMAL POSITION “OPEN TO ROAD TRAFFIC” FOR L.C.GATE AT KM 387/7-8 BETWEEN PVP-GMDA

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

1. **Mode of Operation:**

Gate shall normally kept open to the road traffic when ever it is required to close the gate SM on duty shall inform the gate man on duty about the direction and description of the train intended to receive or despatch. Gate man on duty shall ensure clearance of road traffic close and lock the gate. There after he will perform the following procedure to take off the Gate home signals as the case may be.

Key 'E' extracted from the winch after closing level crossing gate releases gate lever No.2 GF.

Lever No.2 thus reversed effects boom locking and releases lever No.3 to clear UP gate Home No.3 and Lever No.4 to clear DN Home signal No.4 and also releases Key 'F'. Key 'F' is transmitted Electrically to SS/Dy.SS to release control 29 to clear DN Adv. Starter No.12.

2. **Exchange of Private Numbers:**

i) Immediately after departure of the train, Station Master shall advise the gateman through telephone connected at his end, the number, description, direction and expected time of passage of the train at the gate.

ii) If the telephone is connected to the station at the receiving end, this advice shall be given by the Station Master to the gateman as soon as he receives train entering section advice from the dispatching station.

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

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

3. **Failure of Telephonic Communication:**

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

i) If the telephone falls at the gate connected with the station at the despatching end, Station Master shall issue a caution order to the Loco Pilot of the departing train.

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

4. **Failure of Lifting Barriers**

- i) When the gate cannot be closed due to failure of lifting barriers, the gateman shall immediately inform the Station Master on duty under exchange of private number, and ensure that lifting of barriers or leaf gates do not foul the track.
- ii) He shall immediately fix red banner flag by day and red light by night on the post at that end first from which the train is approaching and then at the other end.
- iii) Gateman shall secure that gate against road traffic by means of safety chains and padlocks.
- iv) After securing the gate against road traffic, gateman shall show green hand signal flag by day and green light to the Loco Pilot of the approaching train.
- v) Station Master on duty shall issue caution order to the Loco Pilot of a departing train.
- vi) He shall also advise the Station Master at the dispatching end, under exchange of private number; to similarly issue a caution order to the Loco Pilot before despatching a train in the block section.
- vii) Station Master shall advise maintenance staff responsible for maintaining the lifting barrier to rectify the same at the earliest.

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- viii) Normal working will be resumed only after maintenance staff repair the lifting barrier and issue reconnection / fit memo for the same.

5. **Failure of Gate Key with the gate in closed position, when Gate Key cannot be extracted for opening the gate:**

- i) If the gate key cannot be extracted from the winch, gate signal lever or key transmitter then gateman must immediately inform the Station on duty on telephone, under exchange of private number.
- ii) If Emergency Key is available at the gate lodge / cabin, Gateman will take it out from the sealed box by breaking the seal and open the gate for road traffic.
- iii) The record of the date and time of breaking the sealed cover of Emergency key Box shall be recorded and signed with reasons.
- iv) 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.
- v) Station Master on duty shall issue caution order to the Loco Pilot of a departing train.
- vi) He shall also advise the Station Master at the dispatching end, under exchange of private number, to similarly issue a caution order to the Loco Pilot before despatching a train in the block section from his end.
- vii) Station Master shall advise S&T staff responsible for maintaining the key transmitter to repair the same at the earliest.
- viii) Normal working will be resumed only after S&T staff repair the key transmitter and issue reconnection / fit memo for the same.
- ix) After rectification, the Emergency key shall be replaced in the Emergency Key Box and resealed by the S&T maintainer.

6. **Failure of the Gate Key with the gate in open condition:**

- i) If the gate key cannot be extracted from the winch, gate signal lever or key transmitter then gateman must immediately inform the Station Master on duty on telephone, under exchange of private number.
- ii) Thereafter, the gate must be treated as non-interlocked and procedure for reception / despatch of trains as prescribed for non-interlocked gates, should be adopted.
- iii) The gateman shall secure the gate against road traffic by means of chains and padlocks and pass trains on hand signals.

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- iv) Station Master on duty shall issue a caution order to the Loco Pilot of a departing train.
- v) He shall also advise the Station Master at the despatching end, under exchange of private number, to similarly issue a caution order to the Loco Pilot before dispatching a train in the block section from his end.
- vi) Station Master shall advise S&T staff responsible for maintaining the key transmitter to repair the same at the earliest.
- vii) Normal working will be resumed only after S&T staff repair the key transmitter and issue reconnection / fit memo for the same.
- viii) After rectification, the Emergency key shall be replaced in the Emergency Key Box and resealed by the S&T maintainer.

7. Defective Gate Signals:

- i) The gateman shall treat the gate as defective and must not lower them under following circumstances:
 - a) If gate signals can be taken 'OFF' without closing the gate, or
 - b) The key can be extracted from the operation winch when the gate is in open condition, or
 - c) The key can be extracted from the gate is in open condition
- ii) If the Gate or the Gate Signal or Warner / Distant Signal becomes defective in 'OFF' position, the gateman will make all efforts to put it at 'ON' position even by cutting signal wires, if necessary.
- iii) The gateman will immediately advise the Station Master on duty, under exchange of private number, regarding defective gate signals.
- iv) Thereafter, the gate must be treated as non-interlocked and procedure for reception / dispatch as prescribed for non-interlocked gates should be adopted.
- v) He shall show green hand signal flag by day and green light by night to the passing train after closing the gate.
- vi) Station Master on duty will issue a caution order to the Loco Pilot of a departing train.
- vii) He shall also advise the Station Master at the despatching end, under exchange of private number, to similarly issue a caution order to the Loco Pilot before dispatching a train in the block section from his end.

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- viii) Station Master shall advise S&T staff responsible for maintaining the gate signal to repair the same at the earliest.
- ix) Normal working will be resumed only after S&T staff rectify the defective gate signal and issue reconnection / fit memo for the same,

8. **Obstruction at the Gate:**

- i) If the gate is broken by road vehicle which is fouling the track, or if lifting barriers or any other part of the gate foul the track, or if there is any other obstruction at the gate, the gateman shall immediately put back gate signals to 'ON' position.
- ii) He shall fix red banner flag by day and red lamp by night on posts provided at both ends of the gate for this purpose.
- iii) Immediately after this, the gateman shall advise the Station Master on duty regarding the defects / obstructions at the gate, under exchange of private number.
- iv) If there is no response from the Station Master after two or three attempts, he shall first protect the gate and then inform on phone.
- v) Gateman shall then rush with detonators, 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).
- vi) Thereafter he shall protect the gate from the other direction also.
- vii) He shall note down the particulars of the road vehicle, name of the driver, owner and relay these details to the Station Master who shall not start the train unless he has been assured by the gateman that the road vehicle or the lifting barriers / leaf gates are not fouling the track.
- viii) The Station Master shall also inform the Station Master at the 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 cleared of all obstruction.
- ix) After the track has been cleared of all obstructions the gateman shall inform the Station Master accordingly, under exchange of private number.
- x) Station Master shall then issue a caution order to Loco Pilot of all trains to proceed cautiously, and pass the 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 there after exhibit green hand signal, if the gate is not obstructed.

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- xii) Station Master 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 staff rectify the defective lifting barriers and issue reconnection / fit memo for the same.

9. **Obstruction on the Track near Level Crossing Gate:**

If there is a rail fracture or obstruction on the track due to falling of a tree, fouling by road vehicle or derailment which is visible to the gateman, the gateman and Station Master will adopt the procedure given under item No.8 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.

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APPENDIX-'A'**APPENDIX 'A' TO STATION WORKING RULES OF PARVATIPURAM
STATION LEVEL CROSSING GATES****1. GENERAL:****1.1 DESCRIPTION OF THE LEVEL CROSSING GATE:**

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

1	No. of Level Crossing Gate	:	RV-278
2	Engineering or Traffic gate		Engineering Gate – 'Spl' Class
3	Under control of station master or permanent way inspector.		SSE(P)/PVP
4	Location at Km.		KM. 382/12-13
5	At station		-
6	In between station		PVP-GMDA
7	BG/MG/NG	:	BG
8	Single line/double line/multiple line	:	Double line
9	Normal position	:	Open to Road Traffic
10	Interlocked/ Non-Interlocked	:	Interlocked
11	Means of Interlocking	:	Ground Lever Frame
12	Provision of gate single at Km.	:	i) Up Line :382.550 ii) DN Line : 382.920
13	Signaling arrangement	:	MACL
14	Means of communication Telephone.	:	Telephone Connected with PVP Station
15	Width of the level crossing gate	:	10 M
16	Type of road	:	Others
17	Name of road	:	RGDA Road
18	Metalled /Non-Metalled	:	Metalled
19	Approach road	:	Level
20	Width of the road	:	10 M
21	Angle of road crossing (in case of the SKEW gates)	:	Square
22	Road gradients (if any)	:	[a]North/East Side: Level [b]South/West Side: Level
23	Road alignment (straight/Curve)	:	[a] North/East Side : Straight [b] South/East Side : Straight

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24	Provision of height gauges	: Not Required
25	Type of barriers	: Coupled Lifting Barriers
26	Length of check rails	: 12.5 M
27	Road surface in between level crossing gates.	: Level
28	Length of rumble strip/ speed breakers.	: 45 / 20 M
29	Road signs	: Provided
30	Speed breakers indication board	: Provided
31	TVU:	: 67596
32	Census next due on	: 2012
33	Demarcation for placement of detonators.	: Provided
34	No. of gateman working	: 3
35	Nearest Railway Medical Assistance	: Sr.DMO/RGDA
36	Nearest Private Medical Assistance available (if any)	: Parvatipuram
37	List of equipment available (Yes/No)	: Yes

1.2 EQUIPMENT:

Items	<u>Quantity / Numbers</u>
1. Hand Signal Lamp Tri Colour	5 Nos.
2. Hand Signal Flag Green	1 No with mounted stick
3. Hand Signal Flag Red	6 Nos.
4. Banner Flag Red	5 Nos.
5. Posts for exhibiting red banner flag	4 Nos.
6. Spare chains with padlocks	2 with stop marker
7. Detonators	10 in each case
8. Gate lamps	2 Nos.
9. Tommy Bar	1 No.
10. Mortar Pan	1 No.
11. Spade / Fowrah	1 No.
12. Rammer	1 No (In case of asphalted road this may not be provided)
13. Pick Axe	1 No (In case of asphalted road this may not be provided)
14. Tin case for flags	1 No.
15. Can for oil	1 No.
16. Water port / Bucket	1 No.
17. Canister for Muster Roll	1 No.

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Items	<u>Quantity / Numbers</u>
18. Set of spare spectacles of gateman wearing glasses	1 No.
19. Board demarcating protection of level crossing gate diagram in case of obstruction on gate	1 No.
20. Basket	1 No.
21. Whistle	1 No.
22. Wall Clock	1 No.
23. A small size chin for use in case of failure of gate boom/Leaf Lock	1 No.

1.3 RECORDS TO BE KEPT AT GATE LODGE:

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

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

1.4 MODE OF OPERATION:

Gate shall normally kept open to the road traffic when ever it is required to close the gate SM on duty shall inform the gate man on duty about the direction and description of the train intended to receive or despatch. Gate man on duty shall ensure clearance of road traffic close and lock the gate. There after he will perform the following procedure to take off the Gate home signals as the case may be.

- i) Key ‘M’ is obtained from winch after closing the level crossing releases 1GF.
- ii) Lever No 1 GF reversed effects the level crossing boom lock releases key ‘N’
- iii) Key ‘IN’ contact of RKT along with reversal of switches 3GS clear concerned UP gate stop signal (3GS) and DN gate stop signal (4GS) respectively.
- iv) In case of emergency signals can be put back to ‘ON’ by normalizing the signal switches.

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APPENDIX-‘A’**1.5 DUTIES OF GATEMAN:****1. ALERTNESS:**

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

2. POSITION DURING PASSAGE OF TRAINS:

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

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

3. ROUTING DUTIES OF GATEMAN:

- i) Gateman shall ensure that red flag is placed across the track whenever the gate is kept in open condition for passage of road vehicles.
- ii) Gateman shall ensure that gate lamps and lamps of all gate signals are lighted and kept burning continuously from sunset to sunrise.
- iii) Gateman shall perform his duties strictly according to the duty roster and shall not leave the gate unless reliever arrives and takes charge of it. However, it is necessary to leave the gate in an emergency, he must close and lock the gates against road traffic, before leaving the gate.
- iv) Except where otherwise prescribed under Special Instructions, he shall observe all passing trains and be prepared to take such action as may be necessary to ensure safety of trains.
- v) Gateman shall watch all passing trains and keep sharp look out for any unusual like hot axle, hanging chains, hanging battery, and vehicle / wagons / train / battery box on fire, shifted load, falling material like brake blocks, brake beams, safety bracket, vacuum cylinder or any other situation endangering safe running of trains.
- vi) Gateman shall also prepared to repeat any signal which guard may give to Loco Pilot on walkie-talkie or in any other way.

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- vii) If lifting barriers get damaged or becomes out of order, the gateman shall use the spare chain with disc and padlocks for securing the gate against road traffic.
- viii) Gateman shall report to the nearest Station Master, Gangmate or Permanent Way Inspector any defect in his gate or apparatus pertaining to it, as soon as possible.
- ix) In the event of gate signal becoming defective the gateman shall maintain the signal in the ‘ON’ position even by disconnecting the signal or the wire if necessary.
- x) At the gate whose signal have become defective, the gateman shall close and lock the lifting barriers on sighting a train and hand signal or pilot the train past the defective signal. In such case he should inform the Loco Pilot to report the defect at the next station.
- xi) Gateman shall wear badge and prescribed uniform while on duty at level crossing gate.
- xii) Gateman shall ensure that he is having competency certificate in his possession while on duty.
- xiii) Gateman shall work the gate as per Gate Working Instructions and remain well conversant with these instructions.
- xiv) Gateman shall ensure that equipment supplied at the gate is in good order and ready for immediate use.
- xv) Gateman shall see that the channel for the flange of the wheel is kept clean.
- xvi) Gateman shall keep the road surface well watered and rammed in case of unmetalled roads.
- xvii) Gateman must be vigilant to see that inconvenience to road users due to closure of gates should be to the minimum possible extent.
- xviii) Gateman on electrified section shall watch that road vehicles / animals passing from gate are within the height loading gauge provided on either side of the level crossing gate.
- xix) Gateman shall prevent tress passing by persons or cattle to the maximum extent.

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APPENDIX-‘A’**4. ACTION IN CASE OF UNUSUAL OCCURRENCE ON TRAIN:**

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

- i) He shall take prompt action to warn the Loco Pilot / guard of the passing train by showing red flag by day and red light by night.
- ii) He shall simultaneously try to draw the attention of the Loco Pilot / guard by whistling continuously, shouting, gesticulating, throwing ballast on the brake van or by any other means.
- iii) If Loco Pilot / guard fails to take notice, gateman shall immediately inform the Station Master, If connected on telephone, to take appropriate action, under exchange of private number.
- iv) In case of train parting, gateman shall not show stop hand signal but shall show prescribed signal for train parting.
- v) He shall endeavour to attract the attention of the Loco Pilot / guard by whistling continuously, shouting, gesticulating and by raising both hands vertically above, quickly parting them and bringing them together in repeated Up and Down motion as high and as low as possible.
- vi) In case the train does not stop, gateman shall immediately inform the Station Master, if connected on telephone, to take appropriate action, under exchange of private number.

5. ACTION IN AN EMERGENCY AT THE LEVEL CROSSING:

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

The gateman shall protect the line as under:-

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APPENDIX-‘A’**a) On double line section:**

- i) If both lines are obstructed the Gateman shall plant a red banner flag by day and a red light by night 5 meters away on posts duly provided for the purpose. He shall first protect the line on which a train is expected to arrive first.
- ii) Then he will similarly plant the other red banner flag by day and a red light by night on the other line 5 meters away from the site of obstruction.
- iii) Gateman shall then proceed to protect the gate along with detonators, and red flag by day and red hand signal lamp by night.
- iv) Gateman shall proceed exhibiting red flag by day and red hand signal lamp by night on the line on which a train is expected to arrive first, to a point 600 meters and place one detonator on the line. Thereafter he shall proceed to a distance 1200 meters from the level crossing gate and place 3 detonators on the track 10 meters apart. Having thus protected the line he shall return to the level crossing gate picking up the intermediate detonator on his way back.
- v) Thereafter, he shall proceed on the other line, showing red hand signal, similarly place detonators as described in para (iv) above and return to the site of obstruction, picking up the intermediate detonator on his way back.
- vi) Having returned to the gate, he must then take steps to remove the obstruction and warn the Loco Pilot of the approaching train.
- vii) In case the gateman observes or hears a train approaching when he is still on his way to protect and before he reaches the stipulated distance to place detonators, he shall place detonators on the line at a distance as far away as he can go.
- viii) Thereafter, he shall to warn the Loco Pilot and stop the approaching train by waving his red flag by day red hand signal lamp by night repeatedly.

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

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

1.6 ENGINEERING ITEMS:

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

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ANNEXURE – I

WORKING INSTRUCTIONS FOR ENGINEERING LEVEL CROSSING GATES INTERLOCKED WITH GATE SIGNALS, PROVIDED WITH TELEPHONE WITH NORMAL POSITION “OPEN TO ROAD TRAFFIC” FOR L.C.GATE AT KM 382/7-8 BETWEEN PVP-GMDA

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

1. **Mode of Operation:**

Gate shall normally kept open to the road traffic when ever it is required to close the gate SM on duty shall inform the gate man on duty about the direction and description of the train intended to receive or despatch. Gate man on duty shall ensure clearance of road traffic close and lock the gate. There after he will perform the following procedure to take off the Gate home signals as the case may be.

- i) Key ‘M’ is obtained form winch after closing the level crossing releases 1GF.
- ii) Lever No 1 GF reversed effects the level crossing boom lock releases key ‘N’
- iii) Key ‘IN’ contact of RKT along with reversal of switches 3GS clear concerned UP gate stop signal (3GS) and DN gate stop signal (4GS) respectively.
- iv) In case of emergency signals can be put back to ‘ON’ by normalizing the signal switches.

2. **Exchange of Private Numbers:**

- i) Immediately after departure of the train, Station Master shall advise the gateman through telephone connected at his end, the number, description, direction and expected time of passage of the train at the gate.
- ii) If the telephone is connected to the station at the receiving end, this advice shall be given by the Station Master to the gateman as soon as he receives train entering section advice from the dispatching station.
- iii) If the actual running time of the train from either end of the section is less than 10 minutes, Station Master will convey this advice to the gateman before obtaining / granting line clear.
- iv) It should be the duty of the gateman to ensure that the gate is closed in time, so that there is no detention to the train or excessive detention to road traffic.

3. **Failure of Telephonic Communication:**

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

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

4. **Failure of Lifting Barriers**

- i) When the gate cannot be closed due to failure of lifting barriers, the gateman shall immediately inform the Station Master on duty under exchange of private number, and ensure that lifting of barriers or leaf gates do not foul the track.
- ii) He shall immediately fix red banner flag by day and red light by night on the post at that end first from which the train is approaching and then at the other end.
- iii) Gateman shall secure that gate against road traffic by means of safety chains and padlocks.
- iv) After securing the gate against road traffic, gateman shall show green hand signal flag by day and green light to the Loco Pilot of the approaching train.
- v) Station Master on duty shall issue caution order to the Loco Pilot of a departing train.
- vi) He shall also advise the Station Master at the despatching end, under exchange of private number; to similarly issue a caution order to the Loco Pilot before despatching a train in the block section.

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- vii) Station Master shall advise maintenance staff responsible for maintaining the lifting barrier to rectify the same at the earliest.
- viii) Normal working will be resumed only after maintenance staff repair the lifting barrier and issue reconnection / fit memo for the same.

5. **Failure of Gate Key with the gate in closed position, when Gate Key cannot be extracted for opening the gate:**

- i) If the gate key cannot be extracted from the winch, gate signal lever or key transmitter then gateman must immediately inform the Station on duty on telephone, under exchange of private number.
- ii) If Emergency Key is available at the gate lodge / cabin, Gateman will take it out from the sealed box by breaking the seal and open the gate for road traffic.
- iii) The record of the date and time of breaking the sealed cover of Emergency key Box shall be recorded and signed with reasons.
- iv) 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.
- v) Station Master on duty shall issue caution order to the Loco Pilot of a departing train.
- vi) He shall also advise the Station Master at the dispatching end, under exchange of private number, to similarly issue a caution order to the Loco Pilot before despatching a train in the block section from his end.
- vii) Station Master shall advise S&T staff responsible for maintaining the key transmitter to repair the same at the earliest.
- viii) Normal working will be resumed only after S&T staff repair the key transmitter and issue reconnection / fit memo for the same.
- ix) After rectification, the Emergency key shall be replaced in the Emergency Key Box and resealed by the S&T maintainer.

6. **Failure of the Gate Key with the gate in open condition:**

- i) If the gate key cannot be extracted from the winch, gate signal lever or key transmitter then gateman must immediately inform the Station Master on duty on telephone, under exchange of private number.
- ii) Thereafter, the gate must be treated as non-interlocked and procedure for reception / despatch of trains as prescribed for non-interlocked gates, should be adopted.

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

7. Defective Gate Signals:

- i) The gateman shall treat the gate as defective and must not lower them under following circumstances:
 - a) If gate signals can be taken 'OFF' without closing the gate, or
 - b) The key can be extracted from the operation winch when the gate is in open condition, or
 - c) The key can be extracted from the leaf gates when the gate is in open condition
- ii) If the Gate or the Gate Signal or Warner / Distant Signal becomes defective in 'OFF' position, the gateman will make all efforts to put it at 'ON' position even by cutting signal wires, if necessary.
- iii) The gateman will immediately advise the Station Master on duty, under exchange of private number, regarding defective gate signals.
- iv) Thereafter, the gate must be treated as non-interlocked and procedure for reception / dispatch as prescribed for non-interlocked gates should be adopted.
- v) He shall show green hand signal flag by day and green light by night to the passing train after closing the gate.
- vi) Station Master on duty will issue a caution order to the Loco Pilot of a departing train.

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- vii) He shall also advise the Station Master at the dispatching end, under exchange of private number, to similarly issue a caution order to the Loco Pilot before despatching a train in the block section from his end.
- viii) Station Master shall advise S&T staff responsible for maintaining the gate signal to repair the same at the earliest.
- ix) Normal working will be resumed only after S&T staff rectify the defective gate signal and issue reconnection / fit memo for the same,

8. **Obstruction at the Gate:**

- i) If the gate is broken by road vehicle which is fouling the track, or if lifting barriers or any other part of the gate foul the track, or if there is any other obstruction at the gate, the gateman shall immediately put back gate signals to 'ON' position.
- ii) He shall fix red banner flag by day and red lamp by night on posts provided at both ends of the gate for this purpose.
- iii) Immediately after this, the gateman shall advise the Station Master on duty regarding the defects / obstructions at the gate, under exchange of private number.
- iv) If there is no response from the Station Master after two or three attempts, he shall first protect the gate and then inform on phone.
- v) Gateman shall then rush with detonators, 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).
- vi) Thereafter he shall protect the gate from the other direction also.
- vii) He shall note down the particulars of the road vehicle, name of the driver, owner and relay these details to the Station Master who shall not start the train unless he has been assured by the gateman that the road vehicle or the lifting barriers / leaf gates are not fouling the track.
- viii) The Station Master shall also inform the Station Master at the dispatching end, under exchange of private number, asking him not to despatch any train in the block section from his end, until the track has been cleared of all obstruction.
- ix) After the track has been cleared of all obstructions the gateman shall inform the Station Master accordingly, under exchange of private number.
- x) Station Master shall then issue a caution order to Loco Pilot of all trains to proceed cautiously, and pass the gate signal at 'ON' position on green hand signal of the gateman, if the gate is broken, but is clear of any obstruction.

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

9. **Obstruction on the Track near Level Crossing Gate:**

If there is a rail fracture or obstruction on the track due to falling of a tree, fouling by road vehicle or derailment which is visible to the gateman, the gateman and Station Master will adopt the procedure given under item No.8 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.

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APPENDIX – B TO STATION WORKING RULES OF PARVATIPURAM 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-III 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 PVP- GMDA and PVP-SNM 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.

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1.7 OPERATION OF POINTS:

Points are operated to normal or Reverse by pressing individual point button in conjunction with the point group button there by the white strip indication on normal point zone or reverse point zone 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.

1.8 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 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:

Sl. 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 & common loop line at Raipur end.
3	21	Black	Cross over point between Up main & Up 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 & Up 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.

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3.0 SIGNAL BUTTONS:

Sl. No	Button No.	Color	Description
1	C1	Red with white dot	Up Calling 'ON' signal for Line no. 1,3 & 4.
2	S1	Red	Up Home signal for line no.1, 3&4.
3	C2	Red with white dot	Dn calling 'ON' signal for line no. 1& 2.
4	S2	Red	Dn Home signal for line no.1&2.
5	S5	Red	Up loop starter for line no.4
6	S6	Red	Dn common signal for line no.1
7	S7	Red	Dn Common loop starter for line no. 1
8	S9	Red	Up main starter for line no. 3.
10	S10	Red	Dn main starter for line no. 2
11	S11	Red	Up adv. Starter.
12	S12	Red	Dn Advance starter
13	SH3	Yellow	Shunt signal for line no. 1 & 2.
14	SH4	Yellow	Shunt signal for line no. 1, 2, 3 & 4.

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 BUTTONS:

S.N	Button No.	Color	Description
1	L1 UN	White	Common route button for UP & DN Home signal and UP & DN Calling-On signal for line no.1 setting overlap on UP & DN 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 DN. Shunt signal no. 4 & UP SH No-3 for line no. 1.

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S.N	Button No.	Color	Description
3	L2 UN	White	Common route button for DN Home signal and Calling-On signal for line no.2 setting over lap on DN Main line and route button for DN shunt signal no. 4 & UP SH No3 for line no. 2.
4	L3 UN	White	Common route button for UP Home signal and Calling On signal for line no.3 setting over lap on UP main line for DN shunt signal no. 4 for line no. 3.
5	L4 UN	White	Common route button for UP Home signal and UP 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 UP Home signal and UP Calling-On signal for line no. 4 setting overlap on sand hump/ over run line and for Dn shunt signal no. 4 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 and 10.
10	11ATUN	White	Route button for Up starters 5, 7& 9.
11	Group (Trans)	White with black dot	Common Trans button for crank handle and siding L.C.Gate control.
12	Group Released	White with black dot.	Common release button for crank handle and siding L.C.Gate 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
17	29 LXN	Chocolate	L.C.gate No. 29 control
18	Control 27	Black	Control for Hot Axle siding
19	30 LXN	Chocolate	L.C.gate No. 30 control
20	Emergency gate release 29 LXN	Chocolate with red dot	Emergency release of L.C.gate no. 29.
21	Emergency gate release 30 LXN	Chocolate with red dot	Emergency release of L.C.gate no. 30.
22	Signal lamp failure Ack.	Red with white dot	For acknowledge the signal lamp failure / point failure
23	Button Held Ack.	White with Red dot	To be pressed to stop the buzzer in case of any button held.

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S.N	Button No.	Color	Description
24	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
25	Emergency of Point Operation button	Black with red dot	For operation of points in the event of failure of 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 signal-phase state electricity supply. The stand by power supply is through diesel generator of 10 KVA capacity. 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. 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 started.
D	Call S&T staff	Equipment fault	Red	Failure of any module will give the in SS/Dy.SS's panel. Alarm shall be acknowledged 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 ' call S&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 LAMP FAILURE INDICATION (MUTING BUTTON RED WITH WHITE DOT)

Whenever signal lamp is fused, a miniature flashing Red light indication appears along with an audible buzzer indicates Signal lamp failure. Then SS/Dy.SS on duty shall press the Acknowledgment button thereby the buzzer stops but the Red indication lamp becomes steady which continues till either the signal lamp is replaced or signal assumes other aspect. Whenever auxiliary filament also fuses, the concern auxiliary lamps fusing Red indication lamp flashes and auxiliary buzzer start buzzing. The SS/Dy.SS on duty shall press the signal lamp Failure Acknowledgement button thereby the buzzer stops but the Red signal indication lamps becomes steady which continues till either the signal lamp is replaced or signal assumes other aspect. Whenever main filament is fused, SS/Dy.SS on duty shall immediately send message to SE/ESM for rectification.

5.0 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.

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6.2 CRANK HANDLE FOR EMERGENCY OPERATION OF POINTS CRANK:

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 goomtias 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. 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 emergencies operations there is an emergency Route cancellation and also there is a veeder counter for counting emergency operations involving the concurrent operation of the emergency route cancellation button. The 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.

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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.

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 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 un 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.

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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 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 RED indication will appear above the emergency operation button. This operation will be registered in emergency point operation counter placed the emergency point operation button will increase in number by one.

10.0 INTER LOCKING OF SIGNALS:

All running line points are fitted with point machine and all are electrically detected by the relevant Home signals and starters.

Advance starters are interlocked with respective double line block instrument in LINE CLEAR position.

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.

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:

- i) 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.
- ii) 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.

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

- i) 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.
- ii) 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.

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 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 DELCARING 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 filed 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.

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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 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.

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 [at 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.

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20.0 WORKING OF POINTS – POSITION OF POINTS:

The normal position of all points shown in the Station Working Rule Diagram No. SI/WRD 23018 Alt. A 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 parts 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 parts of Appendix-B.

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 then 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.
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- 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:
 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 TOL 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.

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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 Line Clear 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 PLCT & Piloted Out.

23.0 **BURNING OF SIGNAL LIGHTS:**

The SS/Dy.SS on duty shall not grant LINE CLEAR UN-les 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 PVP – SNM and PVP-GMDA 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 reset box. The advanced starter is controlled by the Clarence 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 PVP station shall resort to the reset of the axle counter.

For this purpose SS/Dy.SS at PVP Station shall fist 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 GMDA 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.

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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 and occupation of the block section is proved by the Green and 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 Box 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 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.

- 25.0** Panel interlocking with last vehicle verification by Axle counter will be commissioned as per SI/WRD/23018 Alt 'A' and the item No.24 of Appendix-'B' will be followed accordingly after commissioning of last vehicle proving by Axle counter (BPAC). Last vehicle will be verified physically till last vehicle cheking device (BPAC) is commissioned.

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APPENDIX 'C' TO STATION WORKING RULES OF PARVATIPURAM 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 PARVARIPURAM 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.

4.0 TRAFFIC GATE MAN:

He is responsible to operate L.C. Gate at his end. He shall attend to the call of the SS/Dy.SS on duty and do the work entrusted by the SS/Dy.SS on duty connected to gate operation. He shall promptly report any abnormality to SS/Dy.SS on duty. He shall also verify the complete arrival of train if visible from the gate and confirm it to the SS/Dy.SS on duty

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supported by private number vide SR.4.17.01[c][iv].He shall also protect the gate when required as given in gate working rules. He shall do all necessary functions related to gate working as stated in gate working rules.

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 PARVATIPURAM STATION**ESSENTIAL EQUIPMENT**

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

Sl.No	Description	Station
1	Detonators	20
2	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 PARVATIPURAM STATION

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

Parvatipuram town [PVPT] is a halt station between PVP- GMDA. The responsibility of making a halt and departure on schedule timings is devolved on the Guard and Loco Pilot of the said trains.

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