EAST COAST RAILWAY
WALTAIR DIVISION

STATION WORKING RULES OF RAULI STATION (B.G)

Date of Issue: _____.
Date brought into Force: _____.

NO:WTF/5/SWR/RUL
Ref.Lr.No.2000/Safety (A&R)/19/36 of Rly. Board dt.27.10.05.

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

1. STATION WORKING RULES DIAGRAM:

The Station Working Rule diagram No. **SI/WRD – 23065 Alt-'C**' (Alt 'B' has not commissioned) based on the CSTE/E.CO.Rly Signal Interlocking Plan No. 23065 Alt-'C' (Alt 'B' has not commissioned) shows the complete layout of the Station Yard, normal position of points, signals, gradients within station limits, interlocking arrangements, number of running lines, holding capacity in CSR, names of adjacent stations and inter distances etc.

2. DESCRIPTION OF STATION:

2.1 GENERAL (LOCATION):

RAULI (Code: RUL) is a 'B' class station on the Koraput - Rayagada single line non electrified BG section of E.Co.Rly on 'D' special route. It is situated at Km 95.500 from Koraput. An end goomty situated at both east and west end of the yard for operating points.

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

a. The station is situated between LLGM in the east side at a distance of 16.500 KM and Tikri in the west side at a distance of 12.435 KM.
b. IBH, IBS : Not Applicable
c. Automatic Signals – Not Applicable
d. Outlying sidings/D.K. Stations - Not Applicable

2.3 BLOCK SECTION LIMITS ON EITHER SIDE OF STATION ON DIFFERENT DIRECTIONS:

Between Stations	The points from which the "Block Section" commences.	The point at which the "Block Section" ends
RUL-LLGM	Down Advanced Starter No.10 of Rauli Station	Up Advanced Starter No.17 of Leliguma Station
RUL-TKRI	Up Advanced Starter No.17 of Rauli Station	Down Advanced Starter No.17 of Tikiri Station.

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2.4 GRADIENTS:

a.)TOWARDS TKRI END	**CHAINAGE IN MTRS**		**INTER DISTANCE IN METERS**	**GRADIENT**
	FROM	TO		
	00.000	725.00	725	1 in 400 Raising
	725.00	5450.00	4725	1 in 100(c) Raising
	5450	Into Section	--	1 in 200 Raising
b.) TOWARDS LLGM END.	**CHAINAGE IN MTRS**		**INTER DISTANCE IN METERS**	**GRADIENT**
	FROM	TO		
	00.000	475.00	475	1 in 400 Falling
	475.00	8000.00	7525	1 in 100(c) Falling
	8000.00	9000.00	1000	1 in 260 Falling
	9000.00	Into Section	-	1 in 100 Falling

2.5 LAYOUT:

a). The Station is provided with three running lines.

Line No. 1 (1st Loop)
Line No. 2 (Main Line)
Line No. 3 (2nd Loop)

b). A Rail level passenger platform measuring 244 M x 6.4 M is provided on Line No. 1 (1st Loop).

2.5.1 RUNNING LINES, DIRECTION OF MOVEMENT AND HOLDING CAPACITY:

a.) Trains coming from TIKRI and proceeding towards LELIGUMA are DN trains. Trains coming from LLGM and proceeding towards TIKRI are UP trains.

b.) **HOLDING CAPACITIES :**

RUNNING LINES	CSL IN METERS
Line No.1 (1st Loop)	733M (STR to STR)
Line No.2 (Main Line)	688M (STR to STR)
Line No.3 (2nd Loop)	705M (STR to STR)

2.5.2 NON-RUNNING LINES AND THEIR CAPCITY IN CSR: NIL

2.5.3 ANY SPECIAL FEATURES IN THE LAYOUT: Nil

2.6 LEVEL CROSSINGS: NIL

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3. SYSTEM AND MEANS OF WORKING:

a) Trains are worked under absolute block system in accordance with GR 7.01(1) (a), 8.01(1) (a)&(c), 8.01(2) (b), 8.03(2)(a),(b),(c)(ii), 14.01 to 14.13, and BWM Chapter-IV part I in either direction..

b.) Trains are worked under absolute block system in accordance with GR 7.01(1) (a), 8.01(1) (a)&(c), 8.01(2) (b), 8.03(2)(a),(b),(c)&(ii), 14.01 to 14.07, 14.08(b)(iv), 14.09 to 14.11, 14.12, 14.13 and BWM Chapter-IV part I either direction.

c) **BLOCK INSTRUMENTS:**

Single line Token Less Block instruments (Handle type) are provided in the SM's Office for Section SKPI-BLMK and SKPI-KTGA. The Station Master on duty shall operate the block instruments and maintain the Train Signal Register and other relevant records. Taking off of the last stop signal constitute the authority for the driver to proceed in to the block section vide GR 14.08(b)(iv) BWM Chapter IV 4.02(b). The Single Line Token Less Block Instruments are cooperative type. Double locking arrangements shall be adopted in which one key shall be in the personal custody of the SM on duty and the other key will be held by the ESM on duty.

4. SYSTEM OF SIGNALLING AND INTERLOCKING:

4.1

a) This is a 'B' class Three line station with Standard – I (R) interlocking. The Station is equipped with manually operated Multi Aspect Colour Light Signals (with relevant SM's control). One Goomty at each end of the yard is provided for transmission of keys for operation of points and locks. The significance of various combinations of the Multi Aspect Colour Light signalling is governed by GR 3.07(4) and 3.08(4)(b).

b) **STATION MASTER'S CONTROL:**

A 24 Nos. electric slide control machine is provided in the SM's office to control all reception signals and departure signals. The slide control machine has locking arrangement and the key of the instrument shall be kept under personal custody of SM on duty vide SR 3.36.03(a) and GR 5.08. No calling on signals/IBS are provided.

c) **TRACK CIRCUITS AND AXLE COUNTERS:**

No track circuits are provided at this station on the loop line berthing track (i.e. on line no. 1 and 3) or at the approach track. However, the following track circuits are provided.

i) Main line berthing track circuits as L2 T1, L2 T2, L2 T3 and the clearance of the track circuit zone is proved in the both UP and DN Home Signals.

ii) Track circuits 1 AT, 1 BT, 1 CT and 20 T towards KRPU end of the yard for automatic replacement of corresponding signals and route holding.

iii) Track circuits 24 AT, 24 BT, 24 CT and 9 T towards RGDA end of the yard for automatic replacement of corresponding signals and route holding.

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

The Relay room is provided with two independent locks vide OM 1.14. The key of one lock is retained under the personal custody of SM on duty while the key of other lock is with the signal maintainer. Whenever required by the maintainer for attending failure or maintenance work, SM on duty shall hand over his key to the maintainer. On completion of the work, maintainer shall return back the key to the SM on duty after closing and locking of the Relay room. The transactions of the key shall be recorded in the Relay room key register maintained at the Station for this purpose promptly. While taking over the key from the SM on duty, signal maintainer shall endorse that he will not interfere the safe working. Otherwise SM on duty shall treat the gear as non interlocked.

4.3 POWER SUPPLY:

Normal power supply to the S&T installation is drawn from diesel generator set.

Stand by Diesel Generator is provided in the station.

5. TELECOMMUNICATIONS:

1). Telephone attached to the Block instruments connected to adjacent block stations on either end.

2). Magneto phone is provided to adjacent block station (TKRI-LLGM).

3). The station is connected to KRPU-RGDA control circuit.

4). The station is connected to Goomties at either end of the yard by means of telephone.

5). VHF Set.

5.1 FAILURE OF COMMUNICATIONS:

a) In the event of partial failure of communications SR 6.02.06 shall be followed.

b) In the event of total failure of all communications SR 6.02.04 shall be followed.

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6. SYSTEM OF TRAIN WORKING:

6.1 DUTIES OF TRAIN WORKING STAFF:

Movement of trains is regulated by the Section Controller on duty whose orders must be carried out provided they do not in any way contravene any G&SR, BWM, OM and SWR and any other safe working principles vide OM 2.14. In the event of suspension of control working, the station Master on duty shall work independently in conjunction with the Station Master of the adjacent block stations and shall be responsible for safe reception/dispatch of trains. He shall ensure that preference is given to important trains without causing undue detention which occurs to other trains vide OM 2.14 & 2.24(a).

6.1.1 TRAIN WORKING STAFF IN EACH SHIFT:

The following is the duties of staff are described in Appendix "D".

Dy. Station Supdt./SM i/c	1
Station Master for shift	1
TPM	4
SCLM	1

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

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

Station Master on duty shall nominate a line for admission of the train and ensure clearance of the line from home to advanced starter of the same direction before signals are taken 'OFF' for a train.

6.1.3 ASSURANCE OF STAFF IN ASSURANCE REGISTER:

Every train passing staff including newly posted staff at the station or leave reserve staff or staff who resumed duties after a period of 15 days or any such alterations in SWR involve shall sign in the assurance register as a token of having understood the contents as per SR 5.01.02.

SS/DYSS/SM incharge of the stations be responsible for the maintenance of this register.

6.2 CONDITIONS FOR GRANTING LINE CLEAR:

The conditions laid in GR.8.01(1)(a)&(c), 8.01(2)(b), 8.03(2)(a)(b) & (c)(ii), GR 14.10 & BWM chapter IV Para 4.01(b).

a) Line shall not be considered clear and line clear for an UP train shall not be given unless.
   - i) The whole of the last preceding UP train has arrived complete
   - ii) UP Home signal no.1 A/B/C is put back to ON.
   - iii) The line is clear upto DN advanced starter signal No. 12.

b) Line shall not be considered clear and line clear for a DN train shall not be given unless.
   i) The whole of the last preceding DN train has arrived complete
   ii) DN Home signal no.2 A/B/C is put back to ON.
   iii) The line is clear up to UP advanced starter signal No.11.

NOTE: If the light of the reception signal is found not lit up, line clear shall not be granted for a train till such time it is ensured that the concerned Driver is notified of the fact in writing by the Station Master of the station to which such line clear is to be granted.

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

6.2.1.1 SETTING OF POINTS AGAINST BLOCK LINE:
In the event of running line is blocked, the points at either end are to be set against such running line when a running line is blocked by stabled load, wagon, vehicle or by train which is to cross or give precedence to another train or immediately after the arrival of a train at the station etc., the points at either end in single line sections should be immediately set against the blocked line except when shunting or anyother movement is required to be done on that line [SR3.5.1.06(a)].

6.2.1.2 RECEPTION OF TRAIN ON BLOCKED LINE:
The rules laid down in GR 5.09 and relevant SRs shall be followed.

6.2.1.3 RECEPTION OF TRAIN ON NON-SIGNALLED LINE: Not Applicable

6.2.1.4 DESPATCH OF TRAIN FROM NON-SIGNALLED LINE: Not Applicable

6.2.1.5 DESPATCH OF TRAIN FROM LINE PROVIDED WITH COMMON STATER SIGNAL: Not Applicable

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

SPECIAL RESTRICTIONS:

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

b. Hand/Fly/Loose shunting is prohibited at both end of the yard.

c. Shunting shall not be permitted at either end of the yard unless the engine in leading towards the falling gradient.

d. Push Trollies shall run under block protection vide SR 15.25.09(e).

e. Motor Trollies shall not be allowed on “FOLLOWING LINE CLEAR” on either end of the block section.

SPECIAL INSTRUCTIONS:

a. Shunting in the station yard to be suspended while passing through trains.

b. While passing through trains on loop, the concerned starter signal should be taken off only after ensuring that the train has entered in the loop line.

6.3 CONDITIONS FOR TAKING 'OFF' APPROACH SIGNALS:

(a) **Conditions**: Conditions for taking 'OFF' approach signals are governed by GR.3.38, 3.40(1)(b), 3.40(2)(b), 3.40(3)(b), 3.40(4). SR 3.40.01 and relevant SR's there to.

b) **Reception of trains:** Reception of trains is governed by the relevant rules laid down in GR.3.36, 3.38, 3.40, 3.49, 3.43, & 4.17 and SR thereto and other relevant provisions of G&SR, BWM, OM and SWR shall be followed.

c) Before taking 'OFF' any approach stop signal the SM on duty shall nominate a line which is clear of all obstructions not only up to starter signal but also an adequate distance beyond it.

d) **Adequate distance :** To take off the home signal for admission of a trains the adequate distance (overlap) as mentioned below shall be kept clear in terms of GR 3.40 (3)(b) and SR there to

CLEARING OF ADEQUATE DISTANCE				
LINE NO.	**UP TRAINS**		**DN TRAINS**	
Line No.1 (1st Loop)	1st Loop Starter No.20	Up Advance Starter No.17	1st Loop Starter No.5	Dn Advance Starter No.10
Line No.2 (Main Line)	Up Main Line Starter No.21	Up Advanced Starter No.17	Dn Main Line Starter No.4	Dn Advanced Staretr No.10
Line No.3 (2nd Loop)	2nd Loop Starter No.19	Up Advanced Starter No.17	2n Loop Starter No.9	Dn Advanced Starter No.10

6.3.1 RESPONSIBILITY OF STATION MASTER FOR RESTORATION OF SIGNALS TO 'ON':

Station Master should ensure that the signal is put back to 'ON' after passage of train as per GR 3.36(2)(b)

6.4 SIMULTANEOUS RECEPTION/DESPATCH, CROSSING AND PRECEDENCE OF TRAINS:

A. The interlocking at the Station does not permit simultaneous reception of trains. However simultaneous despatch of trains is permitted.

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B. CROSSING OF TRAINS:

In addition to the procedure mentioned under paras 'Reception and despatch of trains' rules laid down in SR 3.47.01 & 3.47.02 shall be followed.

C. ADMISSION OF TRAINS ON OBSTRUCTED LINES:

Under unavoidable circumstances, whenever trains are to be admitted on an obstructed line, it is necessary that the trains are to be piloted "IN" on written authority given by the SM on duty and delivered by a Competent Railway Servant to the Driver of the train and the rules laid down in GR 5.09 and SR 5.09.01 shall be followed.

6.5 COMPLETE ARRIVAL OF TRAINS:

a) **FOR STOPPING OF TRAINS:**

On arrival of a train SM on duty shall send the train complete arrival register in the prescribed from T/1410 through TPM/TP to the Guard of the train for certifying complete arrival of the train (when he is not in a position to observe the last vehicle indicator). The Guard after confirming that the train has arrived complete and standing clear of fouling mark shall sign the complete arrival register. The TPM/TP on getting the Guard's signature shall personally verify that the train has arrived complete with it's last vehicle indicator and confirm the same to SM on duty through the phone provided at the Goomty supported by a Private Number or take the complete arrival Register to SM whichever is earlier/. After getting confirmation the SM on duty shall send the train out of section report to the station in rear vide SR 4.17.01(e)(iii) & (iv). Whenever the train is running with the last vehicle, SR 4.23.02(f), BWM Rule 2.07(5)(e) shall be followed.

b) **FOR THROUGH TRAINS**

The duty of ascertaining that the train has arrived complete will devolve not only on the TPM but also on the Station Master on duty for run through trains and/or trains which come to a stop at a place where the Station Master can personally observe the last vehicle indicator of the train vide SR 4.17.01.(a).

The TPM shall be issued with a Private Number book which shall be kept in this personal custody and it shall be handed over to his reliever making a horizontal line below the last PN used and signed the same while making over and handing over duties vide BWM 2.02(5).

6.6 DISPATCH OF TRAINS:

a) Dispatch of trains is governed by the provisions of GR. 3.42 and SRs 3.36.04(b), 3.42.03, 3.42.04, 3.42.01(b)(i)(ii)&(iii) and BWM 2.07(5)(a)(ii), 2.07(5)(b) and other relevant provisions of G & SR, BWM and SWR. Station Master on duty is responsible to ensure clearance of the out going line and for correct setting of the route before taking 'OFF' departure signals.

b) **DESPATCH OF TRAIN FROM NON-SIGNALLED LINE**: Not Applicable

c) **TRAIN ENTERING BLOCK SECTION:**

The SM on duty after verifying that the train has passed past the advanced starter signals shall normalize the advanced starter slide and send "Train Entering Block Section" Signal to the station in advance vide BWM 2.07.5,(a)(ii) & 2.07(5)(b).

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d) **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 Kilometres and Speed at which train should run with reasons for taking such precautions shall be handed over to the Guard and Driver in terms of GR 4.09 and SR thereto.

6.7 TRAINS RUNNING THROUGH:

a) 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.

b) The sequence of lowering signals shall be followed as per SR 3.42.02(a)(iv), SR 3.42.03 and SR 3.42.04.

6.8 WORKING IN CASE OF FAILURE:

a. **FAILURE OF TRACK CIRCUITS**
In the event of failure of track circuits SR 3.51.04, 3.68.04 shall be observed.

b. **DEFECTIVE POINTS**
In the event of failure of points GR 3.77 shall be observed.

c. **DEFECTIVE AXLE COUNTERS** Not Applicable

d. **FAILURE OF SIGNALS AND INTERLOCKING**
In the event of failure of signalling and interlocking SS/Dy.SS/SM on duty shall observe GR 3.68 to 3.71 and trains shall be piloted on the authority of T/369 (3b) after clamping and pad locking of all the facing points involved in the movement of trains.

e. **FAILURE OF BLOCK INSTRUMENTS:**
In The event of failure of block instruments, SR 6.02.06 shall be observed.

6.9 PROVISIONS FOR WORKING OF TROLLIES /MOTOR TROLLIES / MATERIAL LORRIES:

a) Motor trolleys shall be worked as per GR 15.25 and SR thereto, BWM 4.28 and circulars and orders issued from time to time.

b) Material Trollies shall be worked as per GR 15.27 and SRs thereto.

c) Due to sharp curves and cuttings (Ghat section) Motor Trollies shall not be permitted to run on 'FOLLOWING LINE CLEAR' on either side of the block sections.

d) Push Trollies shall run under block protection vide SR 15.25.09(e).

7. BLOCKING OF LINE:

a) Whenever a running line in the yard is blocked a clear remark in RED ink shall be made immediately in the train signal register indicating time and number of running line on which vehicles are stabled. . A record thereof shall be made in the station diary also vide SR 5.23.01(a).

b) **USE OF SLIDE COLLARS:**
Slide collars must be placed on the concerned Station Master's slide control vide SR 3.36.03(b), whenever a running line is blocked.

c) **DETACHING OF VEHICLES ON RUNNING LINE:**
Detaching of vehicles on running lines is normally prohibited. "However 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 GR 5.23 and SR 5.23.01 and 5.19.01(d).

d) **LOADING AND UNLOADING OF VEHICLE ON RUNNING LINES:**
Loading / unloading of goods from the vehicles on running lines except smalls is normally prohibited unless permitted by DOM vide SR 5.19.01.

e) **SECURING OF VEHICLES:**
The rules laid down in GR 5.23, SRS 5.23.01 and OM 7.08 shall be followed.

NOTE: Special care must be taken to secure specific type wagons provided with roller bearing while standing in siding or on running line as they are liable to roll down easily vide SR 5.23.01(b) and OM 7.08.

8. SHUNTING:

8.1 GENERAL PRECAUTIONS :

a) The rules laid down in GR 3.46, 3.52 to 3.56, 5.13, 5.14, 5.16 to 5.23, 8.05, 8.06, 8.14 and 8.15 with relevant SRs and OM 7.01,7.07,7.08, 5.15(1)(B) and 5.1(2)(B) shall be followed.
All shunt movements shall be supervised by the Guard of the train. When there is no Guard the shunting shall be supervised by SM or a Competent Railway Servant deputed by him vide SR 5.14.05(c) and 5.13.03.

b) **AUTHORITY FOR SHUNTING OPERATION:**
Written shunting authority for Form T/806 shall be issued by the SM of duty to the Drivers through the Guard of the Train where in it should be clearly mentioned the limits upto which shunting is permitted and line/lines occupied in shunting and the nature of shunting to be done and the probable duration of shunting to be performed. The memo shall be withdrawn, whenever shunting is to be suspended in connection with reception and despatch of trains, if the line on which shunting being performed is not isolated after completion of shunting, this shunting order shall be collected from the Driver, cancelled and pasted with the record foil vide SR 5.13.02.

8.2 SHUNTING IN THE FACE OF AN APPROACHING TRAIN:
Shunting in the face of an approaching train is strictly prohibited vide SR 8.09.02.

8.3 PROHIBITION OF SHUNTING - SPECIAL FEATURES:
Hand/Fly shunting is prohibited at this station in terms of G & SRs 5.20 & SRs 5.21.01.

Shunting is not permitted at RGDA end of the Yard unless the engine is leading towards the falling gradient vide GR 5.20.

8.4 SHUNTING ON SINGLE LINE:

i) Within station section is governed by GR 8.10

ii) Shunting beyond first stop signal is governed by GR 8.13.

iii) During failure of Block instruments shunting shall be performed taking precautions as obtaining block back supported by private number and keeping line blocked lable on the respective block instruments.

8.5 SHUNTING ON DOUBLE LINE: Not Applicable

8.6 SHUNTING IN THE SIDING TAKING OFF FROM STATION YARD / GOODS SIDING: Not Applicable

9. ABNORMAL CONDITIONS:
(Procedure to be followed for working trains during abnormal working).

a) RULES TO BE OBSERVED IN THE EVENT OF FOLLOWING ABNORMAL CONDITIONS.

i) During partial interruption/failure of electrical communication instruments SR 6.02.06 shall be followed.

ii) The authority to proceed in the occupied block section in case of obstruction of line or accident etc is T/A-602 and SR 6.02.05 shall be followed.

iii) Trains delayed in the block section: GR 6.04 and relevant SRs shall be followed.

iv) Failure/ passing of IBS signed in ON position: Not applicable.

v) Failure of Axle Counter Block/BPAC : Not applicable.

vi) Failure of MTRC: Not applicable.

b) **PROCEDURE FOR EMERGENCY OPERATION OF POINTS BY CRANK HANDLE:** Not Applicable

c) **CERTIFICATIONS OF CLEARANCE OF TRACK BEFORE CALLING ON SIGNAL OPERATION IS INITIATED.**
Not Applicable

d) **REPORTING FAILURE OF POINTS, TRACK CIRCUITS/AXLE COUNTERS AND INTERLOCKING.**

i) Every failure whether relevant to points, signals, track circuits or block instruments shall be promptly reported by SM on duty to the concerned S&T maintainer through a memo immediately and shall resume normal working only after rectifying the concerned gear at fault and obtained a memo from S&T maintainer concerned.

ii) Such failures are to be recorded in the signal failure register, SM's diary, TSR and urgent order book.

9.1 TOTAL FAILURE OF COMMUNICATIONS:

In the event of total failure of communications, SR 6.02.04 shall be observed to work the trains.

9.2 TEMPORARY SINGLE LINE WORKING ON DOUBLE LINE SECTION:
Not applicable

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

a) During total interruption of communications, while allowing the trains under authority to proceed without line clear, the relevant provisions under SR 6.02.04 shall be followed.

b) **ISSUE OF BLOCK TICKET (T/A 602):**
Rules and regulations for working train on an obstructed line in case of obstruction or an accident on the authority of block ticket (T/A-602) when communications are available shall be followed, in accordance with the provisions of SR 6.02.05.

10. VISIBILITY TEST OBJECT:

The signal lights DN starter signal No. 5 of 1st loop is earmarked to serve as visibility Test object during day and night vide GR.3.61(2)(b)(iii).

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11. ESSENTIAL EQUIPMENT AT THE STATION

The detailed list of essential equipment to be maintained at the station in good working order vide OM. 20.01(11) is given in Appendix-E of the SWR.

12. FOG SIGNAL MEN AND STAFF NOMINATED TO BE CALLED IN CASE OF FOG:

i.) During thick foggy or tempestuous dust storm etc., weather, when the visibility of the signal is impaired, the SM on duty shall initiate action to depute fog signal man with detonators vide GR3.61 in order to indicate the location of the station approach signals to the driver of an approaching train.

ii.) The fog signal man shall proceed to the outer most signal of the station and place one detonator at a distance of 275m from the outermost signal towards approaching train and another detonator at a distance of 10m from the first one and he shall stand 45m away from the detonator.

iii.) The fog signal man shall be a permanent employee, no temporary employee or casual or substitute shall be deployed as fog signal man.

iv.) The assurance of fog signal man available at the station (including Engineering Branch if available) shall be obtained in the fog signal register every year in the month of October.

v.) Details of supply of detonators, available stock use and testing etc., should be maintained in the fog signal register maintained at the station as per GR 3.64 and SR there to.

NOTE : Names of fog signal men available at the station shall be exhibited in the SM's office.

13. APPENDICES:

APPENDIX 'A'	Working of level Crossing gates.
APPENDIX 'B'	System of signalling and interlocking and Telecommunications
APPENDIX 'C'	Anti Collision Device (Raksha Kavach).
APPENDIX 'D'	Duties of Train Passing Staff and Staff in each shift.
APPENDIX 'E'	List of Essential equipment provided at the Station.
APPENDIX 'F'	Working of DK stations, halts, IBH, IBS and outlying sidings.
APPENDIX 'G'	Rules for working of trains in electrified section.
APPENDIX 'H'	Rules for working of private sidings.

CERTIFICATE

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

APPLICATION

THIS ISSUE OF WORKING RULES CANCELS ALL STATION WORKING RULES OF ROULI STATION ISSUED PREVIOUSLY AND SHALL BE BROUGHT INTO USE FROM_____.

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EAST COAST RAILWAY
WALTAIR DIVISION

APPENDIX 'A'
WORKING OF LEVEL CROSSING GATES
RAULI STATION

NIL

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EAST COAST RAILWAY
WALTAIR DIVISION
APPENDIX 'B'
SYSTEM OF SIGNALLING AND INTERLOCKING AND TELECOMMUNICATIONS
RAULI STATION

Details of Signalling and Interlocking installations, Telecommunication instructions for working them normally and in emergencies etc., including the power supply arrangements.

1. BRIEF DESCRIPTION OF THE SIGNALLING AND INTERLOCKING INSTALATION:

This is a 'B' class station with Standard – I (R) interlocking. The Station is equipped with key locked points with relevant SM's control and signals are operated through SM's electrical slide control machine. Two Goomties are provided on at each end of the yard with RKT's of the points and a phone connecting with station.

2. POINTS AND LOCKS AND INTERLOCKING BETWEEN POINTS AND SIGNALS:

a) The point keys kept in SM's office are interlocked with the respective RKT instruments. The directional keys 'DM', 'DM1' 'UM', 'UM1' shall remain in the personal custody of SM on duty. Facing points are fitted with double lock and hand plunger locks with electrical detector and operated by hand levers.

b) The home signal slides in the electrical slide control machine in SM's Office are interlocked with the respective route keys.

c) The advanced starter (Last stop signal) is interlocked with the block instrument; in "Train going to position" (TGT).

d) **Interlocking with the Block Instrument:**
The home signal, advanced starter signal, slide control governing the block section must be in the normal position, while handling the single line tokenless block instrument; of the section concerned for granting Line clear or the closing block section. The advanced starter signal is interlocked with the single line token less block instruments.

3. POINTS AND SIGNAL INDICATIONS AT THE STATION:

a) Every signal has got an indicator to show whether it is burning or not. The "ON" and "OFF" aspect of the signals and position of the points whether in normal or reverse are indicated in the SM's Office
b) Separate route slide i.e. DN. route slide No 15 for reception of DN train and UP route slide No 16 for reception of UP train are provided each reception line is having slides.
   i) Route slide for L1 No. 7 released by DM 1 and DL 2 (West end)

APPENDIX 'B'

ii) Route slide for L2 No. 8 released by DM and DM 1 (West end)
iii) Route slide for L1 No. 12 released by UL 2 and UM 1 (East end)
iv) Route slide for L2 No. 13 released by UM and UM 1(East end)

4. SLOT CONTROL:

No interlocking is provided in this section. Station Master can put back the signals in case of emergency by putting back the respective signal slide to normal, but the line should not be altered unless the train comes to a stop and/or the Driver is intimated in writing.

4.1 TELECOMMUNICATIONS:

1. Telephone attached to Single line token less block instrument connected to adjacent block stations.

2. Magneto phone is provided to adjacent stations on either side of stations.

3. The Station is connected to Goomties at either end of the yard by means of telephone.

4. The Station is connected to KRPU-RGDA control phone.

5. V.H.F Set.

4.2 FAILURE OF COMMUNICATIONS–FAILURE OF BLOCK INSTRUMETS:

1. In the event of suspension / failure of Single Line Token less Block instrument "Line Clear" shall be obtained over the telephone attached to Block instrument by exchanging identification number and supported by a Private number as per GR 14.13 and SR 6.02.03(1)(a) and trains shall be worked in accordance with Chapter III, part-I of BWM.

2. In the event of. Failure/ suspension of Single Line Token less Block instrument and Block telephone attached to Single Line Token Less Block instrument, "Line Clear" shall be obtained on Magneto phone by exchanging identification number vide GR 14.13 and SR 6.02.03(1)(a) and trains shall be worked in accordance with Chapter III, part-I of BWM.

3. In the event of failure/ suspension of Single Line Token less Block instrument, block telephone and magneto phone, "Line Clear" shall be obtained over control phone by exchanging identification number vide GR 14.13 and SR 6.02.03(1)(c) and trains shall be worked in accordance with Chapter III, part-I of BWM.

4. In the event of. Total failure of all communications, trains shall be worked in terms of SR 6.02.05.

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5. TRACK CIRCUITS:

No track circuits are provided at this station on the loop line berthing track (i.e. on line no. 1 and 3) or at the approach track. However, the following track circuits are provided.

i) Main line berthing track circuits as L2 T1, L2 T2, L2 T3 and the clearance of the track circuit zone is proved in the both UP and DN Home Signals.

ii) Track circuits 1 AT, 1 BT, 1 CT and 20 T towards KRPU end of the yard for automatic replacement of corresponding signals and route holding.

iii) Track circuits 24 AT, 24 BT, 24 CT and 9 T towards RGDA end of the yard for automatic replacement of corresponding signals and route holding.

6. STATION MASTER'S SLIDE CONTROL:

In the Station Master's office, there is an electrical slide control machine (with 24 slides) to control all home signals and advanced starter signals in case of emergency by normalising the concerned slide. The slide control machine can be locked with all slides in normal position or with one or more slides in pulled condition. The key of the machine must be in the personal custody of Station Master of duty vide SR 3.36.03(a) and GR 5.08

7. No simultaneous reception is permitted at the station. Only either an UP train or a DN train can be received at a time. Two way interlocked key box provided at the station. Key 'C' for DN trains and Key 'D' for UP trains. Key 'C' or 'D' can be extracted at a time for reception of trains. However despatch on the DN and UP train at a time is permitted.

8. The normal setting of the point is for main line and the main line route keys of both the ends 'DM', 'DM1' 'UM', 'UM1' will remain under the custody of the Station Master on duty, thus ensuring the points are correctly set and locked for main line. The loop line route keys are normally held locked in the respective point lock which can only be released with the operation of main line route keys when required to set the route for the Loop line.

9. Electrical Key Transmitters are provided at the station and at the Goomties at either end of the yard to transmit the route keys.

9.1 Station Master must not part with the direction key until he is satisfied that the nominated line is clear and has been set, locked and the line key is available with him.

10. PROCEDURE FOR RECEIVING/DESPATCHING OF UP OR DOWN TRAIN ON LINE NO.1

a. Station Master on duty after verifying clearance of line shall transmit the key DM to the West end goomty and key UM to the East end goomty through RKT.

b. Key DM taken out from RKT at west end Goomty to be taken to point No. 'Z' and key inserted in HPL and unlocked. Point to be operated to reverse. Then key 'DL1' to be taken out and to be inserted in HPL and unlocked. Point to be operated to reverse. Then key 'DL2' to be taken out and transmitted to Station.

c. Key 'UM' taken out from RKT AT East and goomty to be taken to Point No. 'G' and key inserted in HPL and unlocked. Point to be operated to reverse. The key 'UL1' taken out and inserted in HPL of Point No. 'G1' and unlocked. Point to be operated to reverse. Then key 'UL2' to be taken out and transmitted to Station.

d. **FOR RECEIVING A DN TRAINS ON LINE NO.1 :**

i.) On getting 'DL2' from RKT, Key DM1 and key DL2 is to be inserted in Station Master 3 way Box which in turn releases Key7. Key 7 releases Route Slide No.7.

ii.) On getting 'UL2' from RKT, key 'UL2' and key 'UM1' is to be inerted in Station Master 3 way key box which inturn released Key12. Key 12 releases route Slide No.12.

iii.) Key 'C' from the SM's interlocking key box to be extracted and inserted in the lock provided at Slide No.15 and unlocked.

iv.) Slide No.15, 7, 12 to be pulled and finally Slide No.2 to be pulled signal for 'L1' will be taken off with route indicator.

e. **FOR RECEIVING AN UP TRAIN ON LINE NO.1 :**

i.) On getting 'UL2' from RKT, key 'UL2' and key 'UM1', it is to be inserted in Station Masters 3 way key box which intakes releases key12. Key 12 releases Route Slide No.12.

ii.) On getting 'DL2' from RKT, key 'DM1' and key 'DL2' is to be inserted in Station Master 3 way key box which in turn released Key 7. Key 7 releases Route Slide No.7.

iii.) Key 'D' extracted from Station Masters 2 way key box is to be inserted in the lock provided on Slide No.16 and unlocked.

iv.) Slide No.16 , 7, 12 to be pulled and finally Slide No.23 to be pulled. Signal for 'L-1' will be taken off with route indicator.

f. **FOR DESPATCHING OF A UP TRAIN FROM LINE NO.1 :**

i.) On getting 'DL2' from RKT, key 'DM1' and key 'DL2' is to be inserted in Station Master 3 way key box which in turn releases key 7. Key 7 releases route slide no.7.

ii.) After taking line clear for up train from the Block instrument in TGT position for the station RUL-TKRI SM's control slide no.17 is to be pulled.

iii.) The route slide no.7 and Advanced Starter slide No.17 are to be pulled finally Slide No.5 is to be pulled. Advanced Starter and Starter signals for Line No.1 will be taken off.

g. **FOR DESPATCHING OF A DN TRAIN FROM LINE NO.1:**

i.) On getting 'UL2' from RKT, key 'UL2' and key 'UM1' is to be inserted in 3 way box which in turn releases key 12. Key 12 release Route Slide No.12.

ii.) After taking line clear for Dn train from the block instrument in TGT position for the section RUL-LLGM. The SM's control Slide No.10 to be pulled.

iii.) The route Slide No.12 and Advanced Starter Slide No.10 are to be pulled finally Slide No.5 to be pulled. Advanced Starter and Starter signals for Line No.1 will be taken off.

h. **NORMALIZATION SHALL BE ON SIMILAR LINE IN A REVERSE WAY:**

11. PROCEDURE FOR RECEIVING/DESPATCHING OF UP OR DOWN TRAIN ON LINE NO.3:

a.) Station master on duty after verifying clearance of line shall transmit the key 'DM1' to the west and goomty and key 'UM1' to the east end goomty.

b.) Key 'DM1' taken out from RKT at west end goomty to be taken to Point No. 'Y' and key inserted in HPL and unlocked. Point to be operated to reverse. Then key 'DL3' to be taken out and inserted in HPL of Point No. 'Y1' and unlock point to be operated to reverse. Then key 'DL4' to be taken out and transmitted to station through RKT.

c.) Key 'UM1' taken out from RKT at East end goomty to be taken to point No. 'H' and key inserted in HPL and unlocked. Point to be operated to reverse. Then key 'UL3' to be taken out and inserted in HPL of point No. 'H1' and unlock. Point to be operated to reverse. Then key 'UL4' to be takenout and transmitted to Station through RKT.

d.) **FOR RECEIVING A DN TRAIN ON LINE NO.3 :**

i.) On getting 'DL4'. Key 'DM' and 'DL4' are to be inserted at 3 way key box which in turn release key 6. Key 6 released route slide no.6

ii.) On getting 'UL4' key 'UL4' and 'UM' are to inserted at 3 way key box which interm release Key 11. Key 11 released route Slide no.11.

iii.) Key 'C' from the SM's interlocking key box to be extracted and inserted in the lock provided at slide no.15 and unlocked.

iv.) Slide no.15, 6, 11 are to be pulled and finally slide no.3 to be pulled signal for 'L3' will be taken off with route indicator.

e.) **FOR RECEIVING AN UP TRAIN ON LINE NO.3 :**

i.) On getting 'DL4'. Key 'DM' and 'DL4' are to be inserted at 3 way key box which in turn release key 6. Key 6 released route slide no.6.

ii.) On getting 'UL4' key 'UL4' and 'UM' are to inserted at 3 way key box which interm release Key 11. Key 11 released route Slide no.11.

iii.) Key 'D' from the SM's interlocking key box to be extracted and inserted in the provided at slide no.16 and unlocked.

iv.) Slide No.16, 6, 11 are to be pulled and finally slide 22 is to be pulled signal for L-3 will be taken off with route indicator.

f.) **FOR DESPATCHING A DN TRAIN ON LINE NO.3 :**

i.) On getting 'UL4' key 'UL4' and UM are to be inserted at 3 way key box which in turn releases key 11, key 11 releases route slide no.11.

ii.) After taking line clear for DN train from the block instrument in TGT position for the section RUL-LLGM. The SM's control slide No.10 to be pulled.

iii.) The route slide no.11 and advanced starter slide no.10 are to be pulled finally slide no.9 is to be pulled. Advanced starter and starter signal for L-3 will be taken off.

g.) **FOR DESPATCHING AN UP TRAIN ON LINE NO.3 :**

i.) On getting DL4, key 'DM' and 'DL4' are to be inserted at 3 way key box which in turn release key 6, key 6 releases route slide no.6.

ii.) After taking line clear for UP train from the Block instrument in TGT for the section RUL-TKRI. The SM's control slide No.17 is to be pulled.

iii.) The Route Slide No.6 and Advanced Starter Slide No.17 are to be pulled finally Slide No.19 is to be pulled. Advanced Starter and Starter Signals for L-3 will be taken off.

h.) **NORMALISATION SHALL BE ON SIMILIAR LINES IN A REVERSE: WAT:**

i.) **SIMILIAR OPERATION SHALL BE FOLLOWED FOR RECEPTION/DESPATCH OF TRAINS ON THE OTHER LINES:**

12. FUNCTION OF SM'S SLIDE CONTROL:

Slide No.	FUNCTION
1.	DN main line home signal.
2.	DN loop line home signal. (L-1)
3.	DN Loop Home (L-3)
4.	DN main starter signal (L-2).
5.	DN 1st loop starter signal.
6.	Route Slide (L-3).
7.	Route Slide (L-1).
8.	Route Slide (L-2).
9.	DN Loop Starter Signal (L-3)
10.	DN advanced starter signal Released by block (controlled by Block instrument in TGT condition for section RUL- LLGM).
11.	Route Slide (L-3)
12.	Route Slide (L-1)
13.	Route Slide (L-2)
14.	Spare
15.	Route Slide for DN reception.
16.	Route Slide for UP reception.
17.	UP advanced starter signal released by block (controlled by Block instrument in TGT condition for section RUL-TKRT).
18.	Spare
19.	UP Loop Starter (L-3)
20.	UP 1ST loop starter signal .
21.	UP main line starter signal.
22.	UP Loop Home (L-3)
23.	UP 1st loop home signal .
24.	UP main home signal .

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13. SIDING: NIL

14. AUTOMATIC REPLACEMENT OF SIGNALS:

Automatic replacement of signals at this station are achieved through short length track circuits.

15. USE OF SLIDE COLLARS:

Slide collars are to be placed on respective slides as shown whenever running lines are blocked.

Name of the Line Blocked	Slide Collars to be placed
1ST Loop Line	2 & 23
Main Line	1 & 24
2nd Loop Line	3&22

The above chart shall be exhibited in Station Master's Office vide ON 20.04(1).

16. MAINTANANCE OF S&T INSTALLATION AND ADHERENCE TO MAINTENANCE SCHEDULES:

The regular maintenance of S&T installations and adherence to the schedules of maintenance of track circuits is also the mandatory schedules of testing of points, track circuits, signal lever machines, level crossing gates, the associated interlocking apparatus i.e., cables and finally the interlocking functional tests is a must for the safe and satisfactory working of the installations at RAULI Station.

The tests, checks and replacements etc. including overhauling shall confirm to the schedule of maintenance as indicated in the signal engineering manual as also in the current and extent instruction / circulars on the subject.

17. PROCEDURE TO BE FOLLOWED IN CASE OF FAILURE OF A SIGNAL AND INTERLOCKING INSTALLATIONS:

Whenever there is a failure of points, track circuits, signals or any other interlocking gear at the stations, the failure report should be communicated by the Station Master on duty through a memo to the Sectional Maintainer and the SE/JE of the Section along with others as per G& SR 3.51.04 and 3.60.04 and document all such transactions.

All the above track circuits are shown in SWRD.

18 INSPECTION OF POINTS BEFORE DECLARING THEM DEFECTIVE:

However, before declaring a Signal as defective the setting of 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 he Panel in term of SR 3.68.04(c).

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19 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 reconnection memo detailing rectification and it is only after the Station Master of 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 3.64.04 (c) and (d).

20. PROCEDURE FOR CARRYING OUT PLANNED MAINTANANCE WORK:

However any normal maintenance or special works for heavy renewals etc., are involved. These works should be pre-planned by the signal & Telecommunication field staff and the Inspector of the section should give to the Station Master in writing "Advance Intimation" about this planned work in terms of GR 15.08.01 and 3.51.04.

21. EMERGENCIES:

Notwithstanding anything contained in above said Para when a gear is found to be defective and unsafe for passage of trains, the Signal and Telecom. Staff shall at once suspend the working of such gear and the associated installation and issue a "Suspension Memo" explaining the seriousness of the defect or damage to the interlocking installation to the Station Master and obtain SM's acknowledgement. After this, the usual practice of issuing disconnection memo and reconnection memo can follow and the Station Master must promptly act on such messages and take adequate precautions treating the S&T installations as defective and pass trains over the affected interlocking gears according to extant instructions as contain in GR 3.77 AND SR thereto.

22. LIGHTING OF SIGNAL LAMPS AND THEIR MAINTENANCE:

The Station Master on duty at every shift must also ensure from the Panel Board that all the signals lights are burning properly and brightly. This fact must also be recorded in the diary under a separate entry and confirm to the section controller on duty as per instruction contained in Divisional Safety Circular No. 82/82, Dated 2.5.82 and GR 3.49(3) and SR thereto.

23. CORRECTING TIME IN STATION CLOCK:

The Station Master shall set the time on his clock according to the time signal given by the Section Controller on duty at 16.00 Hours. Every day according to SR 4.01.01 and 4.01.02.

24. RELAY ROOM KEY:

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.

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The Station Master shall ensure that the Relay Room key is given to 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 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.

25. NORMAL POWER SUPPLY AND STAND BY POWER SUPPLY:

The Station works on 230 Volts single phase power supply. The normal power supply is drawn from the Diesel Generator Set.

25.1 NORMAL POWER SUPPLY-MAINTANACNE OF POWER SUPPLY, POWER FAILURE AND REPORTING SUCH FAILURES:

Normal power supply to the Signalling and interlocking installations at this station is drawn from Diesel Generator Set. Stand by generator Set is also available.

The Station Master must however, maintain the record of the Generator Set. Incase of failure of Diesel Generator Set he must promptly report the failure to the section controller and the S&T maintenance staff.

The SM on duty has to instruct his TPM to start the Diesel Generator and connect the power supply from the healthy source at the installation by operating the change over switch provided in SM's office.

The Station Master on duty shall not operate the change over switch unless the generator attains a steady voltage of 210 v as indicated in the meter and the Diesel Generator set shall not run for more than three hours at a stretch. To keep the set in healthy condition the generator should be allowed to work for the minimum period possible for working the trains.

A log book is to be maintained by SS/Dy.SS for Diesel Generator Set.

EAST COAST RAILWAY
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APPENDIX 'C'

RAULI STATION

ANTI COLLISION DEVICE (RAKSHA KAVACH)

NOT APPLICABLE TO THIS STATION.

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APPENDIX 'D'
DUTIES OF OPERATING STAFF IN EACH SHIFT.
RAULI STATION

The following staffs are concerned with the movement of trains whose duties are given below.

1. **DY.STATION SUPERINTEDENT./STATION MASTER**
   He is rostered 12 Hrs for 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 rule books, registers, files and documents, apparatus neat and tidy.. His special attention is drawn to Chapter-II of G & SR and GR 5.01 to 5.08 with relevant SRs and OM Chapter-XXII. 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. He is also responsible to submit all periodical and monthly returns/statements and the correspondence in time and as per schedule.

2. **STATION MASTER.**
   He is responsible for train passing duties during his shift.. He shall promptly bring to the notice of Dy.SS, all irregularities and accidents in course of his shift duties. During the absence of Dy.SS, the duties of the Dy.SS will lie on him. He shall follow SR 3.68.01(c)(d), SR 14.07.01. His Special attention is drawn to Chapter-II of G&SR and GR 5.01 to 5.08 relevant SRs and OM chapter-XII. As on assistant to Dy.SS. He is also responsible to submit all periodical and monthly returns as per Schedule and for the correspondence with Office in time.

3. **TRAFFIC POINTS MAN:**
   He shall work under the orders of Dy.SS/SM on duty. He shall couple and un-couple vehicles under the supervision of Dy.SS/SM/Guard. He shall operate ground lever/levers and clamp and padlock the necessary points for shunting operations. He shall watch and guard the packages and other Rly. / property lying in the Station premises. He shall be thorough with the correct usage of displaying hand signals. He shall report to SM on duty any irregularities coming to his notice. He shall do loading and unloading or parcels, smalls and guard 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 Station Master on duty.

4. **SAFAIWALA-CUM-LAMPMAN:**
   He shall attend to the sanitation of Railway premises including SM's Office, platforms, staff quarters, latrines and cleaning of drainages etc. He shall carry out any work instructed to him by Dy.SS/SM on duty. His services may be utilise in casualties of Token Porter if he is qualified in all aspects.
   NOTE: All staff should be in uniform while on duty and follow the rosters issued by Sr. DPO/WAT from time to time.

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APPENDIX 'E'
RAULI STATION

ESSENTIAL EQUIPMENT

List of essential equipment is given below vide OM 20.04(ii) which shall be maintained in good working order.

Sl. No.	Equipment	Station
1.	Detonators	20
2	Tri Colour Lamps	4 (1 Spare)
3	Hand Signal flags	4 (1 Spare) Sets
4	Clamps with Padlocks	6
5	Safety chains with Padlocks	6
6	Fire and Sand Buckets	5
7	Minimax fire extinguishers	1
8	First Aid-Box	1
9	Stretcher	1
10	Blanket woollen	1
11	Skids	4

The above Essential equipment provided at the station which shall be maintained in good and proper working order vide OM 20.04(11).

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EAST COAST RAILWAY
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APPENDIX 'F'
RAULI STATION

WORKING OF D.K. STATIONS, HALTS, IBH, IBS AND OUTLAYING SIDINGS:

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APPENDIX 'G'
RAULI STATION

RULES FOR WORKING OF TRAINS IN ELECTRIFIED SECTIONS :

Not Applicable

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APPENDIX 'H'
RAULI STATION

RULES FOR WORKING OF PRIVATE SIDINGS :

Not Applicable

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