

EAST COAST RAILWAY
WALTAIR DIVISION

STATION WORKING RULES OF SIKARAPAI STATION (B.G)

Date of Issue: _____.

Date brought into Force: _____.

NO:WTF/5/SWR/SKPI

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/11192 Alt 'C'** (Alt 'B' work not commissioned) based on CSTE/E.Co.Rly signal and interlocking plan No. SI/11192 Alt 'C' (Alt 'B' work not commissioned) shows the layout of the yard, normal position of points, the signals, gradients in this station limits, interlocking arrangement of the station, non interlocked sidings if any, number of running lines, holding capacity of each in Mts CSR, names of adjacent stations and their distances etc.,

2. **DESCRIPTION OF STATION:**

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

SIKARAPAI (Code: SKPI) 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 138.475 from Koraput.

Sikarapai is provided with centrally operated Dominos type full fledged composite panel board for operating of all points, signals and other controls such as crank handles etc.,

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

a.) Sikarapai station is situated between BHALUMASKA in the West side at a distance of 10.397 KM and KEUTIGUDA in the East side at a distance of 15.533 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 THE STATION ON DIFFERENT DIRECTIONS:**

The rear block section at KTGA end commences/terminates at DN Advanced Starter Signals No.12. the rear Block section at BLMK end commences/terminates at UP Advanced Starter Signal No.11.

[CH.SRINIVAS]
D.S.T.E/CON/VSKP

[M.A.HAQUE]
Sr.DOM[G] /WAT

2.4 GRADIENTS:

TOWARDS BHALUMASKA END.	CHAINAGE IN MTRS FROM CSB		STRECH IN MTS	GRADE
	FROM	TO		
	0.000	623.00	623	1 in 400 Raising
	623.00	829.00	206	1 in 100 Raising
	829.00	1875.00	1046	1 in 125 Raising
	1875.00	2097.00	222	1 in 100 Raising
	2097.00	2636.00	539	1 in 113.02 Raising
	2636.00	Into Section	--	1 in 100 Raising.
TOWARDS KTGA END.	CHAINAGE IN MTRS FROM CSB		STRECH IN MTS	GRADE
	FROM	TO		
	0.00	607.72	607.72	1 in 400 Falling
	607.72	1550.00	942.28	1 in 125 Falling
	1550.00	2025.00	475	1 in 100 Falling
	2025.00	2425.00	400	1 in 125 Falling
	2425.00	2725.00	300	Level
	2725.00	3050.00	325	1 in 125 Raising
	3050.00	3125.00	75	Level
	3125.00	Into Section	--	1 in 178 Falling

2.5 LAYOUT:

The Station is provided with three running lines with low level passenger platform on Line No.1 (1st Loop).

2.5.1 RUNNING LINES, DIRECTION OF MOVEMENT AND HOLDING CAPACITY IN CSR:

(a) The station is provided with three running lines.

Line No.1	1 st Loop	CSR	740 M
Line No.2	Main Line	CSR	742 M
Line No.3	2 nd Loop	CSR	745 M

(b) Trains coming from KTGA and proceeding towards BHALUMASKA are Up trains.

Trains coming from BLMK and proceeding towards KTGA are down trains.

2.5.2 NON-RUNNING LINES AND THEIR CAPACITIES IN CSR: Not Applicable.

2.5.3 ANY SPECIAL FEATURES IN THE LAYOUT: N I L

[CH.SRINIVAS]
D.S.T.E/CON/VSKP

[M.A.HAQUE]
Sr.DOM[G] /WAT

2.6 LEVEL CROSSINGS:**NIL****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 14.07, 14.08(b)(iv), 14.09 to 14.11, 14.12, 14.13 and BWM Chapter-IV part I either direction.

b) **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:

a) This station is a standard II R interlocked with Multi Aspect Colour Light Signals (MACLS). The significance of the various combinations of fixed signals are in accordance with GR 3.07[4] and 3.08[4][b].

b) A small mimic indication Dominos type full fledged panel board is installed in the station master office for operation of Points, Signals and other controls of crank handle etc.,

c) Advanced starters are interlocked with respective Single Line Token less block instruments. There by unless the block instrument is put in TGT position, Advanced starter can not be taken off.

d) Unless the respective home signals is in normal the block instrument can not be made normal.

e) In case of emergency, Signal once taken off for a train can be put back to ON even though the panel is in locked condition, but route cannot be altered with complying the due process of emergency cancellations.

4.1 TRACK CIRCUITS AND AXLE COUNTERS:

All the three running lines are provided with Berthing Track Circuits as

- 1). 1st loop line : L1T1, L1T2, L1T3
- 2). Main line : L2T1, L2T2, L2T3
- 3). 2nd loop : L3T1, L3T2, L3T3
- Point zone track circuits are also provided as 17/19AT, 17BT, 19BT, 18BT/20BT, 18AT, 20AT.
- 1AXT and 2AT are the track circuits of UP and DN calling on signals respectively.
- 1TI, 1T2, 2T1, 2T2 between trailing points & Home Signal on either ends.

[CH.SRINIVAS]
D.S.T.E/CON/VSKP

[M.A.HAQUE]
Sr.DOM[G] /WAT

- Axle counter is provided as LVV in either side of Station.
- Axle counter resetting arrangement is provided in the SM's Panel. Whenever the axle counter zone shows occupation, even after completion of movement or due to malfunctioning of the equipment the same is to be reset by a course of operations. Detailed procedure of such operation is mentioned in Appendix-B.

Separate line verification for LVCD is provided in a sealed box at UP goomty and DN goomty. To operate this key for resetting the axle counters another SM/ASM shall be called for. To register each such emergency operation of resetting, one counter is provided on the SM's panel.

Note: During shunting operations, before operating the point buttons it must be verified for the display of clear indication by the concerned Track circuit.

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. The Key of one lock is kept with SM on duty. The key of other lock is retained with S&T 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, signal maintainer shall lock the relay room and shall return the key to the SM on duty. The transactions of the key shall be recorded in the Relay room key register maintained at the Station for this purpose vide OM 1.14. while taking over the key from the SM on duty, signal maintainer shall endorse on relay room key register that he will not interfere the safe working.

4.3 **POWER SUPPLY:**

Normal power supply to the S&T installation is drawn from 230 VAC OSEB supply.

Standby power supply is from Diesel Generator.

4.4 **CRANK HANDLE:**

When any point has failed to operate from panel, it is inevitable to operate by means of crank handling. To achieve this, two end Goomties are located at either end of the yard with a telephone facility and crank handle will be fixed at two end as per requirement.

5. **TELECOMMUNICATIONS:**

- 1). Telephone attached to Single Line Tokenless Block instrument connected to adjacent stations on either side.
- 2). Magneto Phone is provided for Sections SKPI-BLMK & SKPI-KTGA.
- 3). Telephone connected to Goomties at either end of the yard..
- 4). The Station is connected to KRPU-RGDA train control phone.
- 5). VHF Set.
- 6). BSNL Telephone provided.

[CH.SRINIVAS]
D.S.T.E/CON/VSKP

[M.A.HAQUE]
Sr.DOM[G] /WAT

5.1 FAILURE OF COMMUNICATIONS:

- a. In the event of partial failure of communication SR 6.02.06 shall be followed.
- b. In the event of total failure of all communications SR 6.02.04 shall be followed.

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 of 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 complement of Operating Staff at the station.

Dy. Station Supdt	1
Station Masters	2
TPM/TP	3
SCLM	1

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

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

The station master on duty is responsible for ascertain clearance of line through panel indication on the panel. Normally panel board will have no indication. Whenever any running line is occupied by any vehicle or group of vehicles. It is indicated by a series of RED strip lights along the concerned line.

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 regular staff who has resumed duties after more than 15 days absence and if there is any change is made in 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. of G&S.R.

The Dy.SS 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 assurance as per SR 5.01.02 of G&SR.

[CH.SRINIVAS]
D.S.T.E/CON/VSKP

[M.A.HAQUE]
Sr.DOM[G] /WAT

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:

- a) In case of failure of track circuits, the clearance of the nominated line has to be ensured physically before receiving a train.
- b) For receiving UP and DN trains on 1st loop and on 2nd loop, the clearance of Over run line should be ensured even though the Over run line falls in the trailing direction.

6.2.1.1 SETTING OF POINTS AGAINST BLOCKED LINE:

In the event of running line is blocked, the points 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

[CH.SRINIVAS]
D.S.T.E/CON/VSKP

[M.A.HAQUE]
Sr.DOM[G] /WAT

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 shunting is prohibited at this station.
- c) Fly shunting is prohibited.
- d) Shunting shall not be permitted at this station unless the engine in leading towards the falling gradient.
- e.) Following motor trolley is prohibited vide SR 15.25.03 [b][xiii].[16].

SPECIAL INSTRUCTIONS:

- a) For receiving UP/DN train on Line No. 1&3, the clearance of over run line should be ensured even though the over run line falls in trailing direction.
- b) The over run line should not be used for stabling of vehicles or harbouring an engine with or without vehicles attached.
- c) After any non-signalled move has taken place over Motor operated point/points, whether in the facing or in trailing direction the Station Master on duty shall operate point/points to normal and the reverse settings for the purpose of testing the points. After the SM has ensured that indications regarding the normal and reverse setting are correctly available then only further movements may be permitted over the points in the yard.
- d) In case of failure of track circuits, the clearance of the concerned line should be ensured physically before a train is piloted IN over that line.

6.3 CONDITIONS FOR TAKING 'OFF' APPROACH SIGNALS:

- (a) **Conditions:** Conditions for taking 'OFF' approach signals are governed by GR.3.40(1)(b), 3.40(2)(b), 3.40(3)(b) 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) **Adequate Distance :** To take off the home signal for admission of a train the adequate distance as mentioned below shall be kept in terms of GR in 3.40(3)(b) and SR there to.

CLEARING ADEQUATE DISTANCE				
LINE No.	UP TRAINS		DOWN TRAINS	
	FROM	TO	FROM	TO
Line No.1 (1 st Loop)	UP Starter No.5	End of Over Run Line or UP	DN Starter Signal No.6	End of Sand Hump or DN

[CH.SRINIVAS]
D.S.T.E/CON/VSKP

[M.A.HAQUE]
Sr.DOM[G] /WAT

		Advanced Starter Signal No.11		Advanced Starter Signal No.12.
Line No.2 (Main Line)	UP Starter Signal No.9	UP Advanced Starter Signal No.11	DN Starter Signal No.10	DN Advanced Starter Signal No.12
Line No.3 (2 nd Loop)	UP Starter No.7	End of Over Run Line or Up Advanced Starter Signal No.11	DN Starter Signal No.8	End of Sand Hump or DN Advanced Starter Signal No.12.

- d.) **Stopping of Shunting Operation :** The Station Master on duty shall ensure that all shunting on non isolated line is suspended and shunting authority issued to such operation is with drawn and kept in his possession vide GR 5.13 and SR 5.13.02 before receiving a train on non-isolated line.

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. According to the existing inter locking at this station the simultaneous reception and dispatch of trains are permitted as stipulated below.

a) Reception of an UP train on line No. 1 (1 st loop) setting line to over run line	AND	a) Dispatch of another UP train from Line No. 2 or 3 b) Reception of DN train on line No. 3 setting line to Sand Hump.
b) Reception of an UP train on line No. 3 (2 nd loop) setting line to over run line	AND	a) Dispatch of another UP train from Line No. 1 or 2 b) Reception of DN train on line No. 1 setting line to Sand Hump.
c) Reception of a DN train on line No. 1 (1 st loop) setting line to Sand Hump.	AND	a) Dispatch of another DN train from Line No. 2 or 3 b) Reception of UP train on line No. 3 setting line to over run line.
d) Reception of a DN train on line No. 3 (2 nd loop) setting line to Sand Hump.	AND	a) Dispatch of another DN train from Line No. 1 or 2 b) Reception of an UP train on line No. 1 setting line to over run line.

B. CROSSING OF TRAINS:

In addition to the normal provision of reception and dispatch of trains, rules laid down in SR 3.47.01. 3.47.02 and SR 3.51.06 shall be followed.

[CH.SRINIVAS]
D.S.T.E/CON/VSKP

[M.A.HAQUE]
Sr.DOM[G] /WAT

At this station, the interlocking does not permit setting of Outer most trailing points against the incoming stopping train during crossing of trains except in case of simultaneous reception.

6.5 COMPLETE ARRIVAL OF TRAINS:

a) FOR STOPPING OF TRAINS:

As soon as the train arrives, the SM on duty shall send his TPM/TP with train complete arrival register on form No. T/1410 to the Guard of the train for ascertaining certificate of complete arrival of the train. The TPM/TP on getting the certification of complete arrival from the guard shall confirm the same to the SM on duty through the Goomty telephone supported by a Private Number or take the intact arrival Register to SM whichever is earlier.

b) FOR THROUGH TRAINS

For running through trains, the duty of ascertaining complete arrival will devolve on SM on duty by verifying the last vehicle vide SR 4.17.01 (a).

6.6 DISPATCH OF TRAINS:

a) Dispatch of trains is governed by the provisions of GR. 3.42 and SRs 3.36.04(b), 3.42.04; 3.42.01(a) and BWM 2.07(5)(a)(e)(f) & (g) and other relevant provisions of G & SR, BWM and SWR.

b) OBTAINING LINE CLEAR SETTING AND LOCKING ROUTE AND TAKING OFF DEPARTURE SIGNALS:

The SM on duty after obtaining line clear for the INTENDED train, shall first suspend all non-isolated shunting and shall withdraw the shunting authority issued earlier and shall keep in his possession. SM shall ensure setting and locking of the line.

c) TRAIN ENTERING BLOCK SECTION:

The SM on duty after verifying that the train has passed past the advanced starter signals shall send the Train Entering Block Section Signals vide BWM 2.07.5(a).

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) Reception and Dispatch signals shall be taken "OFF" through train as per the sequence given vide SR 3.42.02(a)(iv), SR 3.42.03 and SR 3.42.04.

c) In every case in which trains are permitted to run through on a non-isolated line all shunting shall be stopped and no vehicle-unattached to an engine or not properly secured in accordance with GR5.83 may be kept standing on a connected line which is not isolated from the through line vide GR 4.11(2).

[CH.SRINIVAS]
D.S.T.E/CON/VSKP

[M.A.HAQUE]
Sr.DOM[G] /WAT

- d) SS/SM on duty shall see the last vehicle of every train passing through at Station with a board or lamp or such other device vide GR 4.16 SR 4.17.01(a).

6.8 **WORKING IN CASE OF FAILURE:**

DEFECTIVE TRACK CIRCUITS

SS/Dy.SS shall follow procedure laid down in GR 3.51.04, 3.68.04.

DEFECTIVE POINTS

Procedure prescribed in GR 3.77 and relevant SRs shall be followed.

DEFECTIVE AXLE COUNTERS

Detailed procedure laid down in GR 3.51.04 and 3.68.04 shall be followed.

FAILURE OF SIGNALS AND INTERLOCKING

SS/Dy. SS on duty shall be responsible and personally supervise the setting, clamping and pad locking of all required facing and trailing points for admission or dispatch of trains and procedure laid in GR 3.68 to 3.71 and SRs there to shall be followed.

FAILURE OF BLOCK INSTRUMENTS:

In the event of failure of Block Instruments, trains shall be allowed on the authority of paper line clear tickets.

RECEPTION OF TRAINS ON OBSTRUCTED LINE :

Para No.6.2.1.2 of this SWR shall be observed.

6.9 **PROVISIONS FOR WORKING OF MOTOR TROLRIES / MATERIAL TROLRIES:**

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. Material lorries shall be worked as per GR 15.27 and SRs thereto and in accordance with the provisions of Block Working Manual.

Note: Trolleys, which are to be run on track circuited area shall be insulated as per SR 15.20.02.

7. **BLOCKING OF LINE:**

a) 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), GR 5.23 with the relevant SR's shall be followed together with SR 3.36.03 (b) and SR 3.51.06 shall be also be observed.

b) **USE OF REMINDER COLLARS:**

SM on duty whenever a running line is blocked for any reason, shall place REMINDER COLLARS on the concerned Home signal and point button vide SR 3.36.03 (b).

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

[CH.SRINIVAS]
D.S.T.E/CON/VSKP

[M.A.HAQUE]
Sr.DOM[G] /WAT

Loading / unloading of goods from the vehicles on running lines except smalls is normally prohibited unless permitted by DOM vide SR 5.19.01.

d) 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 as they are liable to roll down easily vide OM 7.03.

e) 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(d).

8. SHUNTING:

8.1 GENERAL PRECAUTIONS :

The rules laid down in GR 3.46 to 3.56, 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.

For any non-signalled movement, the Dy S.S/S.M. on duty shall ensure clearance of crossover through the indication on the panel and the person who supervises such shunting shall also confirm it to SM on duty over goomty phone supported by private number.

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. and relevant SR's.

8.3 PROHIBITION OF SHUNTING - SPECIAL FEATURES:

Hand/Fly shunting is prohibited at this station in terms of G & SR's 5.20 & SR's 5.21.01. Shunting in the face of an approaching train is strictly prohibited. Shunting is not permitted in the Yard unless the engine is leading towards the falling gradient vide GR 5.20.

8.4 SHUNTING ON SINGLE LINE:

- i) With in station section is governed by GR 8.10.
- ii) Shunting between last stop signal and opposite first stop signal is governed by GR 8.12.
- iii) Shunting beyond opposite first stop signal is governed by GR 8.13.
- iv) During failure of Single Line Token Less Block instruments shunting shall be performed taking precautions as obtaining block back supported by private number and keeping line blocked Lable in the respective block instruments.

8.5 SHUNTING ON DOUBLE LINE:

Not applicable

[CH.SRINIVAS]
D.S.T.E/CON/VSKP

[M.A.HAQUE]
Sr.DOM[G] /WAT

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

9. ABNORMAL CONDITIONS:

Procedure to be followed in the event of following abnormal conditions should be specially mentioned.

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

- i) During partial interruption/failure of electrical communication instruments SR 6.02.06 shall be follwed.
- 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 SR's shall be followed.
- iv) Failures/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.

i.) In the event of points could not be operated through panel, the points are required to be operated through crank handle, the accessible key of which is interlocked with the signalling installation. The detailed procedure is given in Appendix 'B'.

ii.) The procedure for emergency operations of points in the event of point zone track circuits failures described in Appendix 'B' is to be followed.

(c) CERTIFICATIONS OF CLEARANCE OF TRACK BEFORE CALLING ON SIGNAL OPERATION IS INITIATED.

Before taking off calling on signal clearance of the line on which the train is to be admitted to be ensure by SS/SM on duty.

(d) REPORTING FAILURE OF POINTS, TRACK CIRCUITS, AXLE COUNTERS AND INTERLOCKING:

All failure should be communicated by SS/SM on duty through a memo to maintainer and SSE/SE/JE along with others vide GR 3.51.04, 3.68.04. SS/SM shall register normal working only after receiving the rectification memo from the maintainer. All such failures are to be promptly recorded in signal failure register.

9.1 TOTAL FAILURE OF COMMUNICATIONS:

In the event of total failure of communications SR 6.02.04 shall be observed for allowing 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:

[CH.SRINIVAS]
D.S.T.E/CON/VSKP

[M.A.HAQUE]
Sr.DOM[G] /WAT

- 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.

The last stop signal shall not be taken 'OFF' but an authority to pass the last stop signal at 'ON' in the prescribed Form T/B 602 shall be issued.

- 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 of UP starter signal No.5 and DN starter signal No. 6 of 1st loop (Line No. 1) during day and night are the visibility Test objects vide GR.3.61(2)(b)(ii).

11. ESSENTIAL EQUIPMENT AT THE STATION

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

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

In Foggy or tempestuous weather train shall be worked as per the rules laid down in GR 3.61 and 3.64 with relevant SRs shall be followed.

The name of the Fog Signalman nominated to be recorded in fog signal register with their assurance by SM in charge.

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'	Rules for Working of DK stations, halts, IBH, IBS and outlying sidings.
APPENDIX 'G'	Rules working of trains in electrified sections.
APPENDIX 'H'	Rules for Working of Private Sidings.

CERTIFICATE

[CH.SRINIVAS]
D.S.T.E/CON/VSKP

[M.A.HAQUE]
Sr.DOM[G] /WAT

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

APPLICATION

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

EAST COAST RAILWAY
WALTAIR DIVISION

APPENDIX 'A'
WORKING OF LEVEL CROSSING GATES
SIKARAPAI STATION

[CH.SRINIVAS]
D.S.T.E/CON/VSKP

[M.A.HAQUE]
Sr.DOM[G] /WAT

NIL

[CH.SRINIVAS]
D.S.T.E/CON/VSKP

[M.A.HAQUE]
Sr.DOM[G] /WAT

EAST COAST RAILWAY
WALTAIR DIVISION

APPENDIX 'B'
SYSTEM OF SIGNALLING AND INTERLOCKING AND
TELECOMMUNICATIONS

SIKARAPAI 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-IIR interlocking (with isolation). The points and signals are power operated from a composite miniature 'DOMINO TYPE' full-fledged panel installed in the station master's office. This Station is equipped with multi aspect colour light signalling. Single line Token less Instrument (Handle Type) is provided in the SM panel room for section SKPI-KTGA and SKPI-BLMK.

1.1. DESCRIPTION OF PANEL:

The yard layout is depicted on the panel board in a miniature form and is fixed parallel to the track, so that when the Station Master on duty faces this panel, the yard drawing on the panel corresponds to the actual field lay out in either direction.

1.2. POINT BUTTONS:

Each point is provided with Push button (Black in colour) 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 simultaneously for operation of point to required position. To indicate the position of point, a white steady strip on normal point zone, and a white steady strip on reverse point zone is provided on the panel for actual layout.

1.3. 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.

1.4. 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.

1.5.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.

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

[CH.SRINIVAS]
D.S.T.E/CON/VSKP

[M.A.HAQUE]
Sr.DOM[G] /WAT

APPENDIX 'B'**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 start flashing till the points are set to normal or reverse position and locked. Then the white steady strip indication on normal point zone or 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. In the event of the point could not be set in the desired position, the said points are to be checked by the Station Master 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 Station master on duty himself for all trains according to SR 3.69.03(c).

2.1 DESCRIPTION OF POINTS:

SL. NO.	POINT BUTTON NO.	COLOUR	DESCRIPTION
1	17	Black	Cross over point between line No. 3 & main line at KTGA end.
2	19	Black	Cross over point between line No. 1 & main line at KTGA end.
3	18	Black	Cross over point between line No. 3 & main line at BLMK end.
4	20	Black	Cross over point between line No. 1 & main line at BLMK end.
5	Point Group button (Normal)	Black with Red dot	Common button for normal operation of points
6	Point Group button (Reverse)	Black with Red dot	Common button for reverse operation of points

[CH.SRINIVAS]
D.S.T.E/CON/VSKP

[M.A.HAQUE]
Sr.DOM[G] /WAT

3. SIGNAL BUTTONS:

SL. NO.	BUTTON NO.	COLOUR	DESCRIPTION
1	C1	Red with white dot	UP calling 'ON' signal for Line no. 1,2 & 3
2	S1	Red	UP Home signal for Line no. 1,2 & 3
3	C2	Red with white dot	DN calling 'ON' signal for Line no. 1, 2 & 3
4	S2	Red	DN Home signal for Line no. 1,2 & 3
5	S5	Red	UP starter for line no. 1
6	S6	Red	DN starter signal for line no. 1
7	S7	Red	UP starter for line no. 3
8	S8	Red	DN loop starter for line no. 3
9	S9	Red	UP main starter for line no. 2
10	S10	Red	DN main starter for line no. 2
11	S11	Red	UP Advanced starter
12	S12	Red	DN Advanced starter
13	SH3	Yellow	Shunt signal for line no 1,2 & 3 at KTGA end.
14	SH4	Yellow	Shunt signal for line no 1,2 & 3 at BLMK end.

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. ROUTE BUTTONS:

Route buttons are provided separately on each running line on the panel for indication of route (Viz. L1-UN, L1-UN1, L2-UN, L3-UN, L3-UN1). Common route buttons are also provided for taking off starter IT UN, 2T1 UN. An individual route button is provided for taking off advanced starter 11UN, 12 UN. For clearing the signal, it is necessary to operate the signal button and the concerned route button concurrently.

4.1 DESCRIPTIONS OF ROUTE BUTTONS:

SL. NO.	BUTTON NO.	COLOUR	DESCRIPTION
1	L-1 UN	White	Common route button for UP and DN Home signal and Calling-On signal for line no. 1 setting overlap on main line.
2	L-1 UN 1	White	Common route button for UP and DN Home signal and Calling-On signal for line no. 1 setting overlap on over run line and for shunt movement.
3	L-2 UN	White	Common route button for UP and DN Home signal and Calling-On signal for line no. 2 setting overlap on main line and for shunt movement.
4	L-3 UN	White	Common route button for UP and DN Home signal and Calling-On signal for line no. 3 setting overlap on main line.

[CH.SRINIVAS]
D.S.T.E/CON/VSKP

[M.A.HAQUE]
Sr.DOM[G] /WAT

APPENDIX-“B”			
5	L-3 UN 1	White	Common route button for UP and DN Home signal and Calling-On signal for line no. 3 setting overlap on over run line and for shunt movement.
6	1T2 UN	White	Common route button for DN starters 6, 8 and 10.
7	2T2 UN	White	Common route button for UP starters 5, 7 and 9.
8	11 UN	White	Route button for UP advanced starter.
9	12 UN	White	Route button for DN advanced starter.

5.0 POWER FAILURE INDICATION/BUZZER AND POWER ACKNOWLEDGEMENT:

Power supply to the signalling installation is through integrated power supply system. The IPS is normally fed through single-phase state electricity supply. The stand by power supplies is through 2 Nos. of diesel generators of same capacity. One change over switch is provided in the generator room for selection of out put of any one of the generators. The available local/DG supply is fed to the IPS through auto-change over switch provided in IPS.

In the event of failure of the local power supply the SM on duty shall start one of the Diesel Generators and keep the changes over switch of the generators towards the operated generators. 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 SM on duty. The IPS system is connected with battery for safe working during transition of power. Remote monitoring ASM concole for IPS is provided at SM's office, which will give the following instructions.

S.No	Indication on ASM console	Instruction
1.	50 % Depth of discharge	Start the D.G.Set
2.	60% Depth of discharge	Call S&T Staff
3.	70% Depth of discharge	System shunt down

In the event of failure of Remote monitoring ASM console due to any reason when local power is failed the SM on duty shall start D.G.Set immediately. In case “call S&T staff” or “System shut down” is appears on the remote monitoring panel of IPS and / or malfunctioning of the Remote monitoring panel SM on duty shall inform the same to concerned S&T staff immediately.

5.1 SIGNAL LAMP FAILURE INDICATION (RED SIGNAL LAMP MUTTING BUTTON RED WITH WHITE DOT):

Whenever main filament of a signal lamp is fused, a miniature flashing Red light indication appears along with an audible buzzer indicates Signal lamp failure. The Station Master on duty shall press the signal lamp/point failure Ack. 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.

[CH.SRINIVAS]
D.S.T.E/CON/VSKP

[M.A.HAQUE]
Sr.DOM[G] /WAT

Whenever auxiliary filament also fuses, the Red indication lamp flashed and sounds buzzer. Station Master on duty shall resort the similar operation of signal lamp/point failure Ack button as explaining above. Whenever main filament is fused, Station Master on duty shall immediately send message to JE/ESM for rectification.

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

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

6. TRACK CIRCUITS & AXLE COUNTERS:

All the three running lines are provided with Berthing Track Circuits as

- 1). 1st loop line : L1T1, L1T2, L1T3
- 2). Main line : L2T1, L2T2, L2T3
- 3). 2nd loop : L3T1, L3T2, L3T3
- Point zone track circuits are also provided as 17/19AT, 17BT, 19BT, 18BT/20BT, 18AT, 20AT.
- 1AXT and 2AT are the track circuits of UP and DN calling on signals respectively.
- 1TI, 1T2, 2T1, 2T2 between trailing points & Home Signal on either ends.

6.1. When a train is to be dispatched from the station yard on signals, the Station Master on Duty must ensure that the route between the starter signal and the Advance Starter is clear of any obstruction (which includes point zones track circuits) before he takes off departure signals.

6.2. CRANK HANDLE FOR EMERGENCY OPERATION OF POINTS CRANK:

Crank handle is inter locked with the signalling and inter locking system at this station and the crank handle which is normally locked up in the RKT instrument at the East and West goomty can be taken out when the signals, given for the connected route, are in the normal position and the route is not locked for any reason. Even when the route is locked the crank handle can be extracted from the RKT through emergency operation by pressing crank handle button along with Group Trans button. The release can be affected by pressing the push button for its release and when this key is taken out the signals leading over the particular point in either direction cannot be taken off.

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 station master 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.

[CH.SRINIVAS]
D.S.T.E/CON/VSKP

[M.A.HAQUE]
Sr.DOM[G] /WAT

APPENDIX – ‘B’**7. STATION MASTER’S KEY:**

The panel is also fitted with Station Master’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 in locked position.

8. EMERGENCY OPERATIONS:

The following are the instructions for Emergency operations.

8.1 CANCELLATION BUTTON OR VEEDER COUNTER:

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 station master on duty must press the emergency route button along with concerned signal button for which emergency route releases is required. A 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 favourable for the route release.

8.2 The numbers on the veeder counter register the number of operations performed for such emergency cancellation and the station master 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:

Whenever there is an unintended 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 pointer 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.

[CH.SRINIVAS]
D.S.T.E/CON/VSKP

[M.A.HAQUE]
Sr.DOM[G] /WAT

APPENDIX – ‘B’**9. 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 any reason on the other after passage of the train, it is necessary to take recourse to the following emergency operations.

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

10. EMERGENCY OPERATIONS OF POINT (IN CASE OF POINT ZONE TRACK CIRCUIT FAILURE):

The Station Master on duty can operate points from panel in case of point zone track circuits fails. The Station Master on duty after physical verification insert the SM's emergency point key and turn into get the key. 'N' position keeping Emergency point key in that position the Station Master 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 on RED indication will appear; above the emergency ;operation button. This operation will be registered in and emergency point operation counter placed above the emergency point operation button.

11. INTERLOCKING OF SIGNALS:

- 11.1 All running line points are fitted with point machine and are electrically detected by the relevant Home signals and starters.
- 11.2 Advanced starters are interlocked with respective Single line token less block instrument in LINE CLEAR position.
- 11.3 Home signals are interlocked with respective Single line token less block instrument. The Block instruments cannot be made to normal unless the respective Home signals are in Normal position.
- 11.4 Signals once taken OFF can be put back to ON in case of emergency by pressing the concerned signal button in conjunction with signal cancellation button even when the panel is locked up with Station Master's key.

12. LOCKING OF RELAY ROOM:

- 12.1 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.
- 12.2 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.

[CH.SRINIVAS]
D.S.T.E/CON/VSKP

[M.A.HAQUE]
Sr.DOM[G] /WAT

APPENDIX – ‘B’**13. MAINTENANCE OF S&T INSTALLATION AND ADHERENCE TO MAINTENANCE SCHEDULES:**

- 13.1 The regular maintenance of S&T installations and adherence to the schedules of maintenance 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 those installations at SIKARAPAI Station.
- 13.2 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.

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

Whenever there is a failure of points, track circuits, signals, Axle counters or any other interlocking gears at the station, the failure report should be communicated by the Station Master on duty through a memo to the Sectional Maintainer and the Signal Engineer of the Section along with others as per G& SR 3.51.04 and 3.68.04 and document all such transactions.

14.1 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 physically by the Station Master on duty irrespective of the position of the switches on the Panel in term of SR 3.68.04(c).

14.2 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).

15. PROCEDURE FOR CARRYING OUR 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.

16. EMERGENCIES:

Notwithstanding anything contained in above said Para Nos. 14 and 14.1 and 14.2, 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

[CH.SRINIVAS]
D.S.T.E/CON/VSKP

[M.A.HAQUE]
Sr.DOM[G] /WAT

acknowledgement. After this, the usual practice of issuing disconnection memo and reconnection memo can follow and the Station Master must promptly act on such

APPENDIX – ‘B’

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.

17. 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.

18. 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.

19. NORMAL POWER SUPPLY AND STAND BY POWER SUPPLY:

The Station works on 230 Volts power supply from State Electricity Board. The standby power supply is from the D.G. Set.

19.1 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 the State electricity sources [at 230V-50Hz] through I.P.S. The Station Master must however, maintain the record of the power failure of the local supply and he must promptly report the failure to the Section controller and the concerned Electrical and S&T maintenance staff.

20. WORKING OF POINTS – POSITION OF POINTS:

The normal position of all points shown in the Station Working Rule Diagram No. SI/WRD 11192 ALT'C' and also in the mimic indication panel provided in the Station Masters office.

20.1 All crossover 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 Station Master's office.

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

[CH.SRINIVAS]
D.S.T.E/CON/VSKP

[M.A.HAQUE]
Sr.DOM[G] /WAT

APPENDIX – ‘B’**21. 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 Station Master on duty personally for all trains at 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** The crank handle key can be extracted from concerned point crank handle RKT provided at location by pressing common trains button along with conceded crank handle button. After setting the point by crank handle the key will be inserted again into the concerned crank handle RKT and will be turned. Key indication will appear on panel and the SM has to press the common receive buttons along with concerned crank handle button for further normal operations.
- 21.4** The case of failure of Motor Operated Points should be promptly reported to the concerned SE/JE(signal)/ESM for immediate rectification.
- 21.4.1** 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 Station Master 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 concerned Points will be treated as defective till the Emergency Crank Handle is returned back to the Station Master on duty.
- 21.4.2** Emergency release of crank handle after the lapse of 120 sec., in case of emergency release of crank handle during any of the route remains locked.
- 21.5** Both parting with the emergency crank handle either for attending failure or for Maintenance work by Signal Maintenance Officials, the Station Master 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 Station Master on duty will be personally responsible for setting and locking of Points, for reception and dispatch of all trains.

[CH.SRINIVAS]
D.S.T.E/CON/VSKP

[M.A.HAQUE]
Sr.DOM[G] /WAT

APPENDIX 'B'

21.5.1 The Emergency Crank Handle Register is to be maintained in the following Proforma by the Station Master 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 of 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 or dispatch for which Points are set, Clamped and Padlocked.
8. Train number to be admitted or dispatched
9. Signature of the SM on duty to ensure correct setting, Clamping and Padlocking of the points,
10. Date & Time fault rectified.
11. Time of Emergency Crank Handle is received back by SM on duty.
12. Signature and Designation of the Signal Official who rectified the fault.
13. Remarks.

22. 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 Single Line Token Less Block Instrument so that before the handle of the instrument can be turned from TRAIN COMING FROM position to LINE CLOSED position, all the switches controlling the Home Signals of UP or DOWN direction as the case may be must be in their NORMAL position.

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

22.3 SUSPENSION OF LAST STOP SIGNALS:

When the Token Less Block Instrument is suspended with its handle in TRAIN GOING TO position for whatever reason the concerned Last Stop Signals controlled by the Single Line Token Less Block Instrument must be treated as suspended and trains shall be Piloted Out.

[CH.SRINIVAS]
D.S.T.E/CON/VSKP

[M.A.HAQUE]
Sr.DOM[G] /WAT

APPENDIX 'B'**23. BURNING OF SIGNAL LIGHTS:**

The Station Master of duty shall not grant LINE CLEAR unless 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 3.71 and relevant SR's vide GR 3.49(4).

24. TELECOMMUNICATIONS:

- 1). Telephone attached to Single Line Tokenless Block instrument connected to adjacent stations on either side.
- 2). Magneto Phone is provided for Sections SKPI-BLMK & SKPI-KTGA.
- 3). Telephone connected to Goomties at either end of the yard..
- 4). The Station is connected to KRPU-RGDA train control phone.
- 5). VHF Set.
- 6). BSNL Telephone provided.

25. FAILURE OF COMMUNICATIONS – FAILURE OF BLOCK INSTRUMENTS:

- 1). In the event of suspension / failure of Single Line Token Less Block instrument line clear transaction shall be made on block telephone attached to Single Line Token Less Block instrument exchanging identification number and supported by a Private number vide SR 6.02.06(1)(a).
- 2). In the event of suspension / failure of Single Line Token Less Block instrument and Block telephone attached to Single Line Token less Block instrument line clear transaction shall be made on station to station Magneto phone exchanging identification number and supported by a Private number vide SR 6.02.06(1)(a).
- 3). In the event of suspension / failure of Single Line Token Less Block instrument and Block telephone attached to Single Line Token less Block instrument and station to station Magneto phone, line clear transaction shall be made on control exchanging identification number and supported by a Private number vide SR 6.02.06(1)(a)(C).
- 4). In the event of failure of Block all communications trains shall be worked in terms of SR 6.02.04.

26. LAST VEHICLE CHECKING DEVICE:

Digital Axle Counter have been provided on UP Block Section between SKPI-BLMK on Down block section between SKPI-KTGA to work as last vehicle check device. These axle counter will control the Token Less Block Instrument of the respective section.

The occupation and clearance of the axle counter section will be indicated the panel by red and green light.

UP Advanced starter signal can not be taken off if axle counter of UP block section between SKPI-BLMK fails on the other hand on arrival of a train to BLMK station, if

[CH.SRINIVAS]
D.S.T.E/CON/VSKP

[M.A.HAQUE]
Sr.DOM[G] /WAT

APPENDIX 'B'

the axle counter continue to show occupied the Token Less Block Instrument cannot be turn to line closed position and the resetting of LVCD axle counter shall be resorted.

DN Advanced starter signal can not be taken off if axle counter of DN block section between SKPI-KTGA fails on the other hand on arrival of a train to KTGA station, if the axle counter continue to show occupied the Token Less Block Instrument cannot be turn to line closed position and the resetting of LVCD axle counter shall be resorted.

26.1. RESETTING OF LVCD AXLE COUNTER(DIGITAL):

- a) Whenever after complete arrival of train the LVCD axle counter continue to show Red on the Panel Board, the on duty SM/ASM at DMRT station shall resort to the reset of the axle counter.
- b) For this purpose SM/ASM at SKPI station shall first verify the block section is clear of trains if the failure has occurred after arrival of train, SM/ASM shall obtain signature from the guard of stopping train in the train intact register (vide GR&SR No. 4.17, 4.17.01) or by exchanging a light signal with the Guard of through train, so that he can ensure that the train has arrived completely arrived before resetting of LVCD axle counter. SM/ASM-SKPI shall inform the failure or the axle counter to on duty Dy. SS/SM/ASM of BLMK for UP Block Section and to on duty SS/ASM/Dy.SS of KTGA for DN Block Section.
- c) SM/ASM then send an operating person to verify that the last vehicle is clear of Block section. After verifying the clearance of last vehicle of concerned Block Section, the operating person exchanges private number and press a button in the last vehicle verification box.
- d) On pressing the button LVV indication will appear at Panel Board and the SM/ASM shall press the nominated reset button by this operation LVCD axle counter will reset and associated veeder counter will change to next higher number.
- e) SM/ASM shall record the higher number so changed due to reset of axle counter in the reset register and also in the train signal register monitoring the purpose of reset even after completion of reset operation of LVCD/axle counter does not show clear indication until the next train is piloted out form the station in rear and necessary caution order in this regard have to be issued by the SM/ASM in rear.

Note: Para No. 26.1 and 26.2 will come in force after proper intimation by ASTE/CON/VSKP or ASTE/P/VSKP on written authority of Dy.CSTE/CON/VSKP or Dy.CSTE/P/VSKP after commissioning of LVCD Axle Counter for section SKPI-KTGA and SKPI-BLMK. Till such time last vehicle will be checked by the SM on duty physically as per existing rules.

[CH.SRINIVAS]
D.S.T.E/CON/VSKP

[M.A.HAQUE]
Sr.DOM[G] /WAT

EAST COAST RAILWAY
WALTAIR DIVISION

APPENDIX 'C'

SIKARAPAI STATION

ANTI COLLISION DEVICE (RAKSHA KAVACH)

NOT APPLICABLE TO THIS STATION.

[CH.SRINIVAS]
D.S.T.E/CON/VSKP

[M.A.HAQUE]
Sr.DOM[G] /WAT

EAST COAST RAILWAY
WALTAIR DIVISION

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

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

1. **DY. STATION SUPERINTEDEDENT.**
He is rostered for 12 hours 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 rule books, registers, files and documents, apparatus neat and tidy and instruments including signalling 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 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 WITH RELEVANT SRs and OM chapter-XII. As an 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 and during piloting of trains. 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 carry out any other duties entrusted to him.
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.

NOTE: All staff should be in uniform while on duty and follow the rosters issued by Sr. DPO/WAT from time to time.

[CH.SRINIVAS]
D.S.T.E/CON/VSKP

[M.A.HAQUE]
Sr.DOM[G] /WAT

EAST COAST RAILWAY
WALTAIR DIVISION

APPENDIX 'E'
SIKARAPAI 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	8
5	Safety chains with Padlocks	6
6	Skids	2
7	Fire and Sand Buckets	5
8	Minimax fire extinguishers DCPT	1
9	Reminder collars	6
10	First Aid-Box	1
11	Stretcher	1
12	Blanket	1

[CH.SRINIVAS]
D.S.T.E/CON/VSKP

[M.A.HAQUE]
Sr.DOM[G] /WAT

EAST COAST RAILWAY
WALTAIR DIVISION

APPENDIX 'F'
SIKARAPAI STATION

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

NIL

[CH.SRINIVAS]
D.S.T.E/CON/VSKP

[M.A.HAQUE]
Sr.DOM[G] /WAT

EAST COAST RAILWAY
WALTAIR DIVISION

APPENDIX 'G'
SIKARAPAI STATION

RULES FOR WORKING OF TRAINS IN ELECTRIFIED SECTIONS:

Not Applicable

[CH.SRINIVAS]
D.S.T.E/CON/VSKP

[M.A.HAQUE]
Sr.DOM[G] /WAT

EAST COAST RAILWAY
WALTAIR DIVISION

APPENDIX 'H'
SIKARAPAI STATION

RULES FOR WORKING OF PRIVATE SIDINGS:

Not Applicable

[CH.SRINIVAS]
D.S.T.E/CON/VSKP

[M.A.HAQUE]
Sr.DOM[G] /WAT