

East Coast Railway Waltair Division



STATION WORKING RULES OF WALTAIR MARSHALLING YARD A & B CABINS

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East Coast Railway / Waltair Division



Station Working Rules of WMY – A & B CABINS

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EAST COAST RAILWAY
WALTAIR DIVISION

STATION WORKING RULES OF RECEPTION YARD OF WALTAIR
MARSHALLING YARD

Date of Issue: _____.

Date brought into Force: _____.

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:**

- i) Station working diagram No: SI-10822 Alt 'B'
- ii) CSTE/E.Co.Rly/ DRG No. SI-10822 Alt 'B'
- iii) Date up to which corrected:-

The Station working rule diagram No SI-10822 'B' based on CSTE/S.E.Rly signal interlocking plan No. SI-10882 'B' shows complete layout of yard, normal position of points signals, gradients and interlocking arrangements including the non interlocked sidings. But actual holding capacity of each running line is not mentioned. However, since the yard deals with lengthy trains operation it is having full length holding capacity on each line. Name of adjacent block station/cabin with inter distance is also depicted.

2. **DESCRIPTION OF STATION:**

2.1 **GENERAL (LOCATION):**

a)	Name of the Cabin	'A' & 'B' Cabin
b)	Class of the cabin	'B' class
c)	Standard of Inter Locking	Standard-1
d)	Double Line/Single Line/Uni line	The cabin is having a combination of multiple lines for route wise as follows For traffic of HWH & South central trains with Uni directional line.
e)	Electrified/Non electrified	Electrified
f)	Guage BG/MG/NG	BG (Broad guage)
g)	Owning railway	East Coast Railway
h)	Route	'B'
i)	situated at Km	919 M from Gopalapatnam. Two numbers of cabin situated at either end of the yard as Cabin 'A' at one end cabin 'B' at the other end of the yard.
j)	Operation of point & signal	For cabin 'A' 60 Levers IRS catch type Mechanical Lever frame and for cabin 'B' provided 40 Levers IRS catch type Mechanical Lever Frame for operation of points and signals at centralised cabin for controlling the movements of trains and all operations.

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

Srl No.	Adjacent Block Station	Distance	Direction
1	'F' cabin at east side	1.70 Km	WAT
2	'D' cabin at east side	0.95 Km	WAT
3	Classification yard	Attached to cabin	
4	SCMN at west side	3.5 Km	HWH
5	GPT	919 M	VSPS
6	Provision of IB	NIL	---
7	Auto signal	NIL	---
8	Out Layinf siding/ DK station	NIL	---

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

Between Stations	The Point from which the Block section commences	The Point at which the Block section ends
SCMN – RYD E. Co.Rly reception line	UP Adv. Starter No 61 of Simhachalam North.	Facing point No. 14 of RYD ('A' Cabin)
GPT-RYD S.C.Rly reception line	Down Adv. Starter No 15 of Gopalapatnam.	Facing point No. 13 of RYD ('A' Cabin)

2.4 **GRADIENTS IF ANY:**

South central Rly. Line

1 in 400 falling towards GPT.

E.Co. Rly. Line.

1 in 400 Raising towards SCMN.

Further yard is 1 in 400 Raising from the mid point of yard towards both E.Co.Rly & S.C.Rly lines.

Further level upto Adv. Starter No. 30 of 'B' Cabin on port line and South Engine line.

Level followed by 1 in 260 falling towards Departure Yard and North Engine Line at South end of the yard.

2.5 **LAYOUT:**

RYD consists of 13 (thirteen) running lines as Line No. 1, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13 and engine line.

Note: Line No. 2 is deleted.

Amongst 13 running lines, L.No. 1, 3, 4 are earmarked for S.C.Rly reception, L.No. 5, 6, 7, 8, 9 are for E.Co.Rly reception and L.No. 10, 11, 12, 13 are for reception from port.

2.5.1 RUNNING LINES, DIRECTION OF MOVEMENT AND HOLDING CAPACITY:

Line No. 1	685 M (CSL)
Line No. 3	1003 M (CSL)
Line No. 4	1126 M (CSL)
Hump Engine Line	1016 M (CSL)
Line No. 5	1447 M (CSL)
Line No. 6	1156 M (CSL)
Line No. 7	1101 M (CSL)
Line No. 8	985 M (CSL)
Line No. 9	917 M (CSL)
Line No. 10	794 M (CSL)
Line No. 11	745 M (CSL)
Line No. 12	671 M (CSL)
Line No. 13	630 M (CSL)

2.5.2 NON-RUNNING LINES AND THEIR CAPACITY IN CSR:

NIL

2.5.3 ANY SPECIAL FEATURES IN THE LAYOUT:

This cabin is connected to classification yard towards Waltair end

2.6 LEVEL CROSSINGS:

NIL

3. SYSTEM AND MEANS OF WORKING:

1	System of working	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), 14.09 to 14.11, 14.12, 14.13 and BWM Chapter-IV part I.
2	Double Line/ Single line	Having Multiple line with uni directional line
3	Block Instruments	
4	Co-operative/ Non co-operative	Two SGE type lock and block instrument with Block telephone are installed in 'A' Cabin for controlling unidirectional traffic, one from E.Co.Rly on E.Co.Rly reception line and the other from S.C.Rly on SC reception line connected to SCMN and GPT respectively. Both the instruments are operated by SS/SM at 'A' Cabin under the direct instruction from SS/SM on duty at 'B' Cabin as per the provisions of Chapter V of BWM and GR Chapter XIV. <u>BLOCK WORKING BETWEEN 'B'</u>

	<p><u>CABIN TO 'D'CABIN AND F-CABIN.</u></p> <p>The trains are worked on single line working system under the absolute block system in accordance with the provisions of Chapter VIII, Rule Nos. GR 8.01(1)(a) and (c), 8.03(2) and Chapter XIV of G&SR by means of Electric/communication instruments exchanging private numbers on sections B-Cabin to D-Cabin and B-Cabin to F-Cabin. These train movements are authorised by issue of starting order on form T/511 by the SS/SM on duty. There is a provision of inter cabin slotting arrangement between B-Cabin and F-Cabin for movements on Port Line as well as South Engine line. The train movements from B-Cabin either to D-Cabin or F-Cabins and vice versa are signalled by shunt signals and the speed of the trains shall not exceed 15 KMPH.</p> <p>The private number shall be recorded in the train signal register as also in the starting orders.</p> <p>For movements over the routes between B-CABIN and F-Cabin the route i.e. South Engine line or Port line as the case may be must be clearly mentioned in the starting order.</p> <p>The movements of trains between B-cabin and hump yard including avoiding lines are shunt movements and SS/SM on duty at B-Cabin and YM on duty at Hump Goomty are personally responsible for such movements. Private numbers are to be exchanged between them supporting such movements.</p> <p>(4) The movements of trains between B-cabin and GPT are worked under Absolute Block System in accordance with provisions of Chapter-VIII Rule No. 8.01(1)(a) and (c) and Line Clear shall be obtained on Electric Communication instruments using private numbers between B-Cabin and GPT. Paper line clear ticket, starting order is the authority for the Driver to</p>
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		leave this cabin and special precautionary measures have to be taken since this is a non-signalled movement.
5	Provision of Block telephone	Attached to Block Instrument
6	Custody of keys of Block Instrument	SM is responsible for operation of the Block instruments. The Station Master on duty is the only authorized person to operate the instruments and their keys shall be in the personal custody vide GR 5.08 and 14.12(a). Block instrument is provided with double locking. One key will be with SM and other key will be with S&T maintainer.

4. SYSTEM OF SIGNALLING AND INTERLOCKING:

4.1

Standard of Inter Locking	This cabin is provided with Standard-1 inter Locking.
Type of signalling	MACL The aspects and indication of MACLS is governed by GR No. 3.06(5)(b), 3.08(1) and (2) and 3.14(8)(a). and position light shunt signals
Mode of the operating the signals	A & B cabin is provided with 60 and 40 levers IRS Catch Type for operation of points signals and slots etc
Provision of calling On signal	No calling ON signals
POINT AND SIGNAL INDICATORS	i) All the points and signals are provided with indicators to show the position of the respective signals and point in the cabin. ii) All the points are provided with Electric Lock detection. Point indication shall appear in the cabin only after the point is physically locked.
TRACK CIRCUITS AND AXLE COUNTERS:	There no track circuits within the yard either on the berthing tracks or in the point zone or in siding excepting First Vehicle Track (FVT) circuits on both the E.Co.Rly. (10BT, 10AT) and S.C.Rly (12BT, 12AT) reception lines for the operation and control of double line Block Instruments in conjunction with reception signals, as shown in the SWR diagram. The following track circuits are provided for replacement of signals, Block controls. 5AT,2AT,23T,23T1,23T2,23T3,8T,12AT,12BT,10AT ,
INTERLOCKING OF BLOCK INSTRUMENTS WITH SIGNALS:	SGE Lock & Block Instruments are interlocked with the respective signals. For this purpose short length track circuits are provides as FVT and LVT and signal replacement track circuits. The levers governing the block section should be in their normal position before handling the block instrument of the

	<p>concerned block section.</p> <p>The interlocking is such, the block instruments cannot be handled unless the respective Home signal and the last stop signal are at ON position.</p> <p>The last stop signals are interlocking with the 'Line Clear' indication such that unless the Block Instrument in Line clear position and the section is clear the concerned Last Stop signal cannot be taken off.</p> <p>Station Master on duty at 'B' Cabin has slot control for reception of trains on to running lines by station Master at 'A' Cabin</p>
COMBINED SIGNALS	NIL
INDIRECT RECEPTION:	NIL
SHUNT SIGNALS AND SLOT CONTROLS	<p>Independent shunt signal provided SH-18,20,21,22,23,24,25,26,27 for L-1,3,4 Engine Line, 5,6,7,8,9 respectively SH-5 is provided on South Engine Line for receiving train/Locos from 'F' cabin to 'B' cabin, SH-29 is provided for dispatching the powers/trains from 'B' cabin to 'F' cabin via., South Engine Line, SH-14 is provided for receiving the powers/trains from 'D' cabin to 'B' cabin via., North engine line and similarly SH-8 & 9 for the movements between classification yard to 'B' cabin at east side of the yard.</p> <p>Towards west side of the yard SH-46 is provided on Engine line, SH-53,54,55,56 provided on L-10 to L-13 respectively on Port reception line for powers detaching after loads arrived Shunt back signals SH-46 , 10 is provided for the routes 26,27,28,29 respectively. The movement between 'B' Cabin 'D' cabin 'F' cabin and 'C' cabin (classification yard) are treated as inter yard movements and are controlled by inter cabin slotting.</p>

4.2

4.2 CUSTODY OF RELAY ROOM KEY/RELAY HUBS/GOOMTIES/GATE GOOMTIES/CABIN HOUSING ETC. AND PROCEDURE FOR ITS HANDING OVER AND TAKING OVER BETWEEN STATION MASTER AND S&T MAINTENANCE STAFF:

Custody of Relay room key/relay hubs/goomties/Gate goomties/cabin housing and procedure for its handover and taking over between SM and S&T staff has to follow the procedure as per JPO issued by COM and CSTE vide No. JPO/02/2012 dated 29.08.2012 and JPO issued by AM/Traffic & AM/Signal vide No. 2021/Sig/21/Safety Performance dated 10.06.2023. Relay room/ relay hubs/goomties/Gate goomties/cabin housing are provided with two independent locks. The key of one lock shall be in the personnel custody of Station Master on duty and the key of other lock shall be in the custody of S&T Maintainer. In the event

of necessity such as for attending failure, or regular maintenance, on being requisitioned by S&T maintainer, SM shall hand over the key to the Maintainer. On completion of the work, maintainer shall lock the relay room/ relay hubs/goomties/Gate goomties/cabin housing and shall return the key to SM. The particulars of such transactions shall be entered by the SM in the relay room key register vide OM 2015 Para No.13.16 and in case of relay hubs/goomties/Gate goomties/cabin housing in the register meant for this purpose.

4.3 **POWER SUPPLY:**

Normal Power Supply: AT supply.

Stand by Power supply: Local supply.

5. **TELECOMMUNICATIONS:**

1). Telephone attached to the SGE double line lock and Block instruments connected between A Cabin to adjacent block stations viz.

a. GPT-RRI Cabin

b. SCMN

2). Magneto phones are provided between B Cabin and

(a) 'A' cabin (Reception yard)

(b) 'D' cabin (Despatch yard)

(c) 'F' cabin

(d) Hump Goomty and

3). B Cabin is connected to VSKP Complex Brand Control.

4). Auto telephone is provided at A&B cabins.

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 6.02.03 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 2.02. 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 2.02.

The SM on duty at B-Cabin is responsible for the Reception and Despatch of trains and all the train/engine movements in the yard. He shall obtain permission from the YM Hump Goomty on the line admission book for reception of train and train engine movements on South Engine Line, North Engine Line and Port Line. The YM on duty is responsible for all the hand operated points and yard movements.

6.1.1 **TRAIN WORKING STAFF IN EACH SHIFT:**

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

Staff	B cabin	A cabin
Station Superintendent/Station Master. For B&A cabin	1	1
Traffic Points Man B&A cabin	2	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:

Station Master on duty is personally responsible for ascertaining the clearance of line for despatch and reception of trains after obtaining line clear.

Note: However the SM on duty, the Traffic Points man shall always be alert and watchful of any obstructions on any part on the line.

Station Master on duty at 'B' Cabin is personally responsible for ascertaining the clearance of line from YM on duty on trains admission register. For reception of trains since no berthing track circuiting facility is available.

6.1.3 ASSURANCE OF STAFF IN ASSURANCE REGISTER:

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

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

The station superintendent is responsible personally for maintaining the Assurance Register and for obtaining declaration of the staff working under him. The declaration shall be renewed in the following cases: -

Whenever there is a change in the Station Working Rules.

For any staff who have not worked at the station or were away from the station for a period of 15 days or more.

6.2 CONDITIONS FOR GRANTING LINE CLEAR:

- The conditions laid in GR. 8.03(2)(a)(b)(c) & (ii) shall be complied with by the SS/SM on duty before line is considered clear and line clear is granted to the Station in rear for a train/engine by the SM on duty as the case may be.
- Before granting line clear for an Up or Down train the SS/SM on duty at B-Cabin shall personally ensure from the cabin towards which the train is approaching from the other block station that all signals which apply to the concerned train are burning brightly and this information should be informed by the Station Master with the support of private number to the SM on duty as per GR 3.49.
- Principles to be observed before granting line clear.

Line shall not be considered clear and line clear shall not be given to SCMN for an UP train unless;

- i) Whole of the last preceding up train has arrived complete.
- ii) Up home signal No. 6/7/8 is put back to ON.
- iii) Line is clear upto facing point no. 14.

Line shall not be considered clear and line clear shall not be given to GPT for a down train unless;

- i) Whole of the last preceding down train has arrived complete.
- ii) Down home signal No. 2/3/4 is put back to ON.
- iii) Line is clear upto BSLB at receiving end.

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

6.2.1.1 SETTING OF PONTS AGAINST BLOCK LINE:

In the event of running line is blocked, the points are to be set against such running line vide SR 3.51.06(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 shunting is prohibited at this yard.
- c. Down train from GPT-RRI should not be stopped outside signals normally.
- d. Any train coming from GPT-RRI or SCMN must be stopped before a shunting signal is taken off at B-Cabin of this yard.

SPECIAL INSTRUCTIONS:

- a. Before backing a train from line 10 to 13 on to a hump the cabin operated facing point No. 17 shall be set to normal. Clamping and padlocking shall be ensured by the SM on duty.

- b. Whenever it is intended to make an emergency operation via key locked point No. 9 operated by A-Cabin of this yard, SM on duty at B-Cabin must seek permission from SM on duty of GPT before taking recourse of such emergency operation so that the SM at GPT is full prepared to take necessary precautions while permitting such emergency operation by stopping the movements of trains from GPT to DVD on the double line as also goods traffic movements from A-Cabin to GPT-RRI.
- c. Whenever trains are received on S.C.Rly grid i.e. on line Nos 1 to 4 either from GPT-RRI or SCMN, the Point No. 17 of B-Cabin should be kept in its normal position. i.e. set against the reception of the train and shall be clamped and padlocked similarly.
- d. Whenever trains are received on E.Co.Rly grid or Port grid either from SCMN or GPT-RRI, the Point No. 10 of B-Cabin should be kept in its normal position. i.e. set against the reception of the train and shall be clamped and padlocked.
- e. Whenever humping is going on from lines other than S.C.Rly grid the Point No. 15 of B-Cabin should be set to its normal position and shall be clamped and padlocked.
- f. Working between 'A' cabin and 'B' cabin is slot working.
- g. Point No. 9(R) of 'A' cabin is controlled by 68 of GPT "when the control No. 68 given by SS/SM GPT Lever No. 9 is to be reversed and locked with key and the same key is carried to the yard and reverse the point No.9.
- h. If the normal condition of the point No 9 reception of the trains from the GPT.

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.
 - i) **FROM GPT-RRI OR SCMN**
On receipt of the line clear enquiry message from GPT-RRI or SCMN, the SM on duty at A-Cabin will inform the SS/SM on duty at B-Cabin the train number, description and the direction from which it is coming and obtain his permission before granting line clear of a train vide SR 3.38.01 and BWM 6.01.
 - ii) The SS/SM on duty at B-Cabin shall immediately nominate a clear line in consultation of the Area controller and supported by a Private Number after suspending any shunting on non isolated points.
 - iii) The SM of 'A' cabin after getting the line nomination from SS/SM of 'B' cabin shall grant the line clear to the SS/SM of SCMN/GPT. vide SR 3.38.01 and BWM 6.01. The Cabin Master will then grant line clear accordingly.
 - iv) **SETTING AND LOCKING OF POINTS AT RECEPTION END:**
The SM on duty at B-Cabin will advise the SM on duty at A-Cabin to set and lock the nominated route detailing the number and description of the train, line number on which the said train is to be received, vide SR 3.38.01(b)(i)&(ii).

- v) The SM on duty at A-Cabin shall acknowledge the direction of the SS/SM on duty at B-Cabin by repeating the line number and the number and description of the train. He must stop all non-isolated shunting and ensure that the nominated line is clear and free from any obstruction at his end. He shall set and lock the concerned points, traps, derails etc. for the nominated route. He shall then give a private number to the SS/SM on duty at 'B' cabin as an assurance for the compliance of the orders given to him vide SR 3.38.01(c).
- vi) After getting assurance for the station Master on duty at A-Cabin as indicated above, the SS/SM on duty at B-Cabin shall ensure that all shunting operations on the non-isolated lines are stopped and that the shunting authorities if any issued for shunting on lines not isolated from the line nominated for reception of a train is withdrawn and kept in his possession vide SR 5.13.. He will also ensure that the trailing points of the nominated route are set against the reception of the train, clamped and padlocked and the key is kept in his custody. After ensuring that the nominated line is clear and free from any obstruction at this end, the SS/SM on duty at B-Cabin will pull the concerned slot lever authorising the Station Master on duty at A-Cabin for taking off of the concerned reception signals giving a private number vide SR 3.38.01(e).
- vii) **TAKING 'OFF' THE RECEPTION SIGNALS:**
The Station Master on duty at A-Cabin finding the slot indication showing 'Off' will take 'OFF' the reception signals for the train. As soon as the train arrives he will satisfy himself that the train has arrived complete and is standing clear of the fouling mark, will put back the reception signal levers to normal position. He shall report it intact arrival to the SS/SM on duty at B-Cabin supported by a private number vide SR 3.38.01(f).
Note: After normalising the reception signal lever behind the incoming train, the Traffic points man shall assure the SM on duty that the signal have been put back to 'ON' supported by private number to comply GR 8.03(2)(b) and 14.10(2)(b).
- viii) The SS/SM on duty at B-Cabin shall normalise the slot lever as soon as the train enters into the Station Yard.
- ix) As soon as the train arrives complete and is standing on the nominated line clear of fouling marks, the Station Master on duty at A-Cabin shall satisfy himself that the conditions for granting line clear are complied in accordance with the provisions of GR 8.03(1)(a)(b)(c)(i) and send train out of block section report to the adjacent block station vide BWM 2.07(6). He shall comply SR 4.17.
- x) The SS/SM on duty at B-Cabin having satisfied that the train has entered and berthed on the nominated line shall arrange to set the trailing point to normal position.
- xi) **FROM F-CABIN TO VZP LINE OR SOUTH ENGINE LINE:**
On receipt of the line clear enquiry form SM on duty at F-Cabin indicating the line (VZP (port Line) line or South Engine line) on which the train is intended to be received shall give the particulars of the train to the SM on duty at A-Cabin and will give line clear to F-Cabin after confirming .
- xii) The SS/SM on duty at B-Cabin will ring up the Station Master of A-Cabin and inform him the train number and description and the line nominated for

its reception advising him to ensure the safe reception along with instructions to operate the concerned slot in case of port lines.

- xiii) The Station Master on duty at A-Cabin will ensure that:
 - a. All shunting movements at his end of the yard on the line nominated for reception and the non-isolated shunting on the adjacent lines if any is suspended.
 - b. The line nominated is clear at his end.
 - c. The trailing points are set and locked against the reception of the train.

He will then pull the required slot in case of the Port lines and assure the above supported by a private number.

- xiv) The Station Master on duty at B-Cabin will ensure that:
 - a. All the facing points are set, clamped and padlocked for the admission of the train on the nominated line.
 - b. The shunting at his end of the yard on lines not isolated from the line nominated for the reception of the train, is suspended.
 - c. The concerned shunting authority and the keys of the padlocks are withdrawn and kept under his custody.
 - d. He is satisfied himself that the line nominated for the reception of the train is clear and free from all obstructions at his end of the yard.
 - e. The keys of the spare stock lines are in his custody in case the train is received over South Engine Line.
- xv) As soon as the train arrives and standing on the line nominated the SS/SM on duty at B-Cabin after satisfying himself that it has arrived complete by verifying the last vehicle number and stood clear of all obstructions and the conditions for giving line clear are complied with, he will send the TRAIN OUT OF BLOCK SECTION report.
- xvi) The Station Master on duty at A-cabin after complete arrival of the train and after ensuring that it has stopped short of the shunt signals/fouling marks, he will throw back the slot lever (in case of port lines) and set the trailing points to the normal position.

IMPORTANT NOTE: Trains received over the South Engine line shall be stopped at the shunt signal No. 5 and then admitted into this yard.

xvii) **FROM D-CABIN ON NORTH ENGINE LINE:**

- xviii) The SM on duty at B-Cabin on receipt of the line clear enquiry form D-Cabin will inform the train particulars train number description of the train and where from coming it on which line to SM on duty at B-Cabin duly nominating the clear line and after ensuring that all shunting operations are stopped on the non-isolated lines line nominated for its reception advising him to set and lock the trailing points as required for the admission of the said train as per SR 3.38.01(b)(i)&(ii).
- xix) The SS/SM on duty at B-Cabin shall give the line clear to the D-Cabin. and the The SM on duty at A-Cabin will ensure that:
 - a. All shunting at his end of the yard on the line nominated and also on non-isolated lines is suspended.
 - b. The line nominated is clear and free from all obstructions at his end of the yard, and

- c. The trailing points are correctly set and locked against the reception of the train and then will assure the SM on duty at 'B' Cabin of having complied the above instructions supported by a private number vide SR 3.38.01(d).
- xx) The Station Master on duty at B-Cabin will ensure that:
 - a. All shunting at his end of the yard on the lines not isolated from the line nominated for reception is suspended.
 - b. The concerned shunting authority is under his custody.
 - c. The line nominated for reception is clear and free from all obstructions at his end of the yard, and
 - d. All the facing points are correctly set, clamped and padlocked for the admission of train on the nominated route, and
 - e. All right signals are exchanged with TPM at the facing points.
- xxi) On seeing the green hand signals from the TPM at the facing points, the SM on duty at B-Cabin will arrange for piloting the train. As soon as the train arrives he will satisfy himself that it has arrived complete by verifying last vehicle number and stood clear of all obstructions and the conditions for giving the line clear are complied with. He will then send the **Train Out Of Block Section Report**.

Note:

- a. The SM on duty at B-Cabin and Cabin Master at A-Cabin shall record the private numbers exchanged in the concerned Train Signal Register, against relevant entries.
- b. Interlocking at this yard permits the setting of the trailing points either against or in favour of the reception of trains. Setting of trailing points against the reception of the trains has to be ensured wherever the interlocking does not prove the same as per the special instructions/restrictions.
- xxii) **FROM HUMP YARD:**
The SS/SM on duty at B-Cabin and YM on duty at Hump Goomty are personally responsible for movement of engine/trains between hump yard and reception yard.
- xxiii) The point No. 17 of B-Cabin on the hump engine line is normally to be set to the Hump line and clamped.
- xxiv) Whenever any train is to be received on lines No. 1 to 4 the SS/SM on duty at B-Cabin shall contact YM/Hump Yard and ensure the setting of the Point No. 17 in favour of the movement of the train/engine supported by private number.
- xxv) The YM on duty at Hump yard after ensuring that no movement will take place over the Point No. 17 will authorise the SS/SM on duty at B-Cabin to set the Point No. 17 to the required route supported by a private number.
- xxvi) As soon as incoming train engine is allowed to shed, the SS/SM on duty at B-Cabin shall ensure the correct setting and clamping of Point No. 17 to hump engine line.

N.B: The private numbers shall be exchanged between YM on duty at Hump goomty and SS/SM on duty at B-Cabin for each movement of engine between the Hump yard and the Reception Yard including hump movements.

- c) **Adequate Distance:** To take off the home signal Nos 2, 3, 4, 6, 7 and 8 reception of train the adequate distance (overlap) required as per GR 3.40.(3)(b) and SR thereto is from Home signal to the shunt signal/stop board of the concerned line.
- d) **ANY SPECIAL CONDITIONS TO BE OBSERVED WHILE RECEIVING A TRAIN:** NIL

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 interlocking at this yard the simultaneous reception and despatch of trains are permitted as stipulated below.

Reception of Down Train from GPT-RRI and S.C.Rly grid.	AND	Reception of an UP Train from SCMN on S.E.Rly or Port line grid.
Reception of an UP Train from SCMN on S.E.Rly or Port line grid.	AND	Despatch of an UP train from GPT on emergency cross over from S.C.Rly grid (non-signalled move)
Despatch of a train from port line to 'F' Cabin on port line.	AND	Despatch of another train from line Nos 1 to 9 to F-Cabin on South Engine line.
Despatch of a train from line Nos 1 to 4 to D-Cabin on North Engine line.	AND	Despatch of another train from line Nos 5 to 9 to F-Cabin on South Engine line.

B. CROSSING OF TRAINS:

As this is a Reception Yard for receiving of trains from GPT-RRI and SCMN on Uni directional double line working (uni-directional), crossing of trains does not arise at this yard.

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. shall be followed.

6.5 COMPLETE ARRIVAL OF TRAINS:

The concerned SM's on duty at the respective cabins are personally responsible for verifying the complete and intact arrival of the train with last vehicle vide GR 4.17 and SR 4.17.01(a) and (d).

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:**

Despatch of trains from Non-signalled line is governed by the Rule GR 5.11 with relevant SR 5.11.01.

- c) **ISSUE OF CAUTION ORDERS:**

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.

DESPATCH OF TRAINS:

- 6.6.1 Despatch of trains is governed by the provisions of GR 3.39 and relevant SRs thereto and other relevant provisions of GR &SR BWM and SWR.

- 6.6.2 **TO 'F' CABIN (ON VZP LINE or SOUTH ENGINE LINE)**

Whenever an outgoing train/engine is ready to start from reception yard, the SS/SM on duty at 'B' Cabin will ring up 'F' Cabin and ask for line clear detailing the train number and description and the line on which it will be despatched viz., VZP line or south engine line.

- 6.6.3 The SM on duty at 'F' cabin if he is prepared to accept the train will grant line clear with clear indication on which line, he is prepared to accept the train/engine.

- 6.6.4 **The SM on duty at 'B' Cabin will ensure that**

- a. All shunting on or across the line from which it is intended to despatch the train is suspended.
- b. The concerned shunting authority for shunting on the lines not isolated from the line nominated for despatch are under his custody and
- c. The key of the spare stock lines is in his possession in case the train is to be despatched over South Engine Line.

He will exchange private number with the YM on duty as an assurance that the line is kept clear for the despatch of the train/engine and no other shunt movement which interferes the despatch of the said train shall be allowed. He will then get all the points on the route set and all non-interlocked points clamped and padlocked and will take OFF the Departure Signal No. 30 (in case of port line) and 29 (in case of South Engine) on which slot controls are provided from 'F' Cabin, immediately, after exchanging all right signals with TP at the first facing point.

- 6.6.5 The starting order, taking off shunt signal No. 29 in case of South Engine line and Signal No. 30 in case of port line and the green hand signals by TPM at the facing point from an authority for the driver to start his train.
- 6.6.6 As soon as the train clears the shunt signal No. 29 or starter signal No. 30 as the case may be, The SM on duty at 'B' Cabin will ensure that the starter/shunt signal was put back to normal position and advise the train entering Block Section to the SM on duty at 'F' Cabin.

Note: It should be clearly indicated in the starting order the line to which it is applicable - South Engine Line or port Line.

6.6.7 TO 'D' CABIN OR NORTH ENGINE LINE)

Whenever an outgoing train/engine is ready to start the SS/SM on duty at 'B' Cabin will ring up 'D' Cabin and ask for line clear detailing the train number and description and the line on which it will be despatched. After getting the line clear he will ensure that -

- a. All shunting on or across the line from which it is intended to despatch the train is suspended.
- b. The concerned shunting authority for shunting on the lines not isolated from the line nominated for despatch are under his custody and
- c. The keys of the water column line are in his possession if the train is to be despatched from Line Nos. 1, 3 and 4 and engine line.

- 6.6.8 SM at 'B' Cabin will exchange private numbers with the YM on duty as an assurance that the line is kept clear for the despatch of the train and no other shunt movement which interferes with the despatch of the said train will be allowed. He will get all facing and trailing points set and also non-interlocked facing points set, clamped and padlocked. After getting the green hand signals from the TPM at the first facing points he will arrange to handover the starting order and pilot the train upto the complete passage on the last facing points. He will then send the train entering Block Section Report to the SM on duty at 'B' cabin.

6.6.9 TO GPT ON EMERGENCY CROSSOVER:

Whenever a train is to be despatched to GPT on emergency cross over the SM on duty at 'B' Cabin will after consulting the controller on duty apply for line clear to the SS/SM on duty at GPT informing the train number and description supported by private number and identification number.

- 6.6.10 The SM on duty at GPT will immediately obtain permission from the controller on duty supported by an order number and apply for the line clear form GPT-RRI for the said train immediately after getting line clear form GPT-RRI the SS/SM on duty at GPT will grant line clear to 'B' Cabin. The SS/SM on duty at 'B' Cabin after getting the line clear will advise the Station Master of 'A' Cabin the train number and description and the line from which it will leave with instructions to set and lock the points in favour of the outgoing train and ensure the safe departure of the train.

6.6.11 The Station Master on duty at 'A' Cabin will set and lock the points as required for the out going train and extract the control key of the emergency cross over from Lever No. 9 in its reversed position and hand it over to the TPM with instructions to set and lock the succession points on the emergency line and to correctly clamp and padlock, and man the points and exhibit green hand signals. The Station Master after getting the green hand signals as indicated above will ensure that:

- a. All shunting at his end of the yard of the lines not isolated from the line from which the train is despatched is suspended.
- b. The line at his end of the yard is clear and free from all obstructions and
- c. The shunting authority pertaining to shunting neck for the non-isolated shunting is kept in his possession, and assure the SM at 'B' Cabin of the above supported by a private number.

6.6.12 The SS/SM on duty at 'B' Cabin after receiving the assurance private number from SM of 'A' Cabin will handover the starting order to the TPM with instructions to hand it over to the Loco Pilot of the train and pilot out the train by boarding the engines upto the complete passage of train on, take off points of emergency line.

6.6.13 In addition to the a) Starting order b) TP on the engine foot board (c) exhibition of green hand signals at the facing points and d) TMR's signals, the issue of paper line clear ticket forms an authority for the Loco Pilot to start his train.

6.6.14 After the last vehicle with the last vehicle indicator has passed the trailing points completely on the emergency line, the Station Master on duty at 'A' Cabin will inform the SS/SM on duty at 'B' Cabin supported by a private number to enable him to send the train entering block section report to GPT. He will then set the cross over points on the emergency line to normal, insert the key in the lever No. 9 and set the other points relating to the line from which the train was despatched to NOMRAL position.

6.7 TRAINS RUNNING THROUGH:

- a) No train is booked to pass through at this yard in view of its being Reception Yard.
- 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/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 6.16 and circulars and orders issued from time to time.
- b) Material Trollies shall be worked as per GR 15.25 and SRs thereto.

7. BLOCKING OF LINE:**a) 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.

b) 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).

c) DETACHING OF VEHICLES ON RUNNING LINES AND RECORDING THEREOF:

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.

d) BLOCKING AND USE OF LEVER COLLARS:

Lever collars must be placed on the concerned lever in cabin respectively controlling the blocked line vide SR 5.04.01(a).

A detailed list is given in Appendix – B wherein the numbers of levers for points, signals, slots on which lever collars are to be placed in case of running line blocked.

e) 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.

f) SECURING OF VEHICLES:

The rules laid down in GR 5.23, SRS 5.23.01,3.01.06 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 7.03.

8. SHUNTING:

8.1 GENERAL PRECAUTIONS:

- 8.2** Shunting in the face of an approaching train is prohibited.
Hand shunting and fly shunting is prohibited.

8.3 PROHIBITION OF SHUNTING SPECIAL FEATURES IF ANY:

All the hand points which involve in shunting operations shall be clamped and pad locked before allowing any movement on the said points.

8.4 SHUNTING ON SINGLE LINE:

Not Applicable

8.5 SHUNTING ON DOUBLE LINE:

- i). **Block Back:** In the event of necessary to Block the line beyond BSLB on S.C.Rly reception line and/or up facing point No. 14 on E.Co.Rly reception line the line is required to be blocked back vide GR 1.02(8).
- ii). **Block Forward:** Not applicable.
- iii). **Following a travelling away train:** Not applicable
- iv). **Upto IBS :** Not applicable
- v). **Beyond IBS :** Not applicable
- vi). During failure of block Instruments: In the event of failure of Block instrument between RYD-GPT on RYD-SCMN, the concerned instrument shall be secured with a label hung with inscription of block instrument in under suspended and messages of block back have been extended between Station Master of 'B' Cabin and GPT and/or SCMN before shunting is commenced.

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

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 6.02.03, 6.02.04 shall be observed as the case may be.

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 6.02.03, 6.02.04 shall be followed as the may be.

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:

Not applicable as the speed of the yard is not more than 50 kmph

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:

Not Applicable

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 for working of trains in electrified sections.
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 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 A&B CABIN, MARSHALLING YARD (A&B CABIN) STATION ISSUED PREVIOUSLY AND SHALL BE BROUGHT INTO USE FROM.

EAST COAST RAILWAY
WALTAIR DIVISION

APPENDIX 'A'

WORKING OF LEVEL CROSSING GATES
A&B CABIN, MARSHALLING YARD

NIL

EAST COAST RAILWAY
WALTAIR DIVISION
APPENDIX 'B'
SYSTEM OF SIGNALLING AND INTERLOCKING AND
TELECOMMUNICATIONS
A&B CABIN, MARSHALLING YARD

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 special class station with Standard – I interlocking with isolation and there are two end cabins for operating points, signals etc at either end of the yard. The yard is equipped with manually operated Multiple Aspect Colour Light Signalling (MACLS).

IRS catch handle type levers machines are installed at “B” Cabin (40 Levers) and ‘A’ Cabin (60 levers). These levers shall operate points, point locks, slots key controls and signals.

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

Facing points are fitted with plunger type locks with lock bars and electrically detected by relevant reception signals at A-Cabin. The home signals governing block section must be in the normal position while handling the block instrument of the section concerned at ‘A’ Cabin.

3. POINTS AND SIGNAL INDICATORS IN THE CABINS:

Miniature light indicators are provided in the cabins for indicating the release of slot for the signals form the other cabin for taking ‘OFF’ reception signals as the case may be.

4. SLOT CONTROL:

Slot levers are provided at ‘B’ Cabin for controlling the reception/despatch signals operated from ‘A’ cabin. Similarly slot levers are also provided at ‘A’ Cabin for controlling the Reception Signals No. 4 of ‘B’ Cabin. The SS/SM on duty at ‘B’ Cabin or Station Master on duty at ‘A’ Cabin can put back the concerned signals in case of emergency by putting back the slot levers with the necessity of the Facing end cabin to put back DN Home signal lever and altering route – this altering of route is not permitted according to G&SR 3.36.02(a) except to avert an accident.

- 4.1 There is no interlocking between slots and the overlap beyond it at ‘B’ Cabin and with this non-interlocked facility the points on the route can be set in favour or against as per the special instructions in force. Similarly shunt signals at ‘B’ cabin leading on to the Hump, South engine line or North Engine line are without interlocking so far as trailing points are concerned and their operations is subject to special restrictions in force.

- 4.2 There is no interlocking between slots and the overlap beyond it at 'B' Cabin and with this non-interlocked facility the points on the route can be set in favour or against as per the special instructions in force. Similarly shunt signals at 'B' cabin.
- 4.3 Signal No. 4 of 'B' Cabin is a free Home signal. Before taking off this signal all the facing points of the concerned route shall be clamped and padlocked.
- 4.4 In order to meet the situation when it is necessary to pull back the train or part of train towards Reception yard from hump crust, it is necessary to ensure that all points enroute are clamped – this is to avoid derailment over points and enroute because these are not interlocked for movement from Hump goomty to Reception yard..

5. TELECOMMUNICATIONS:

- 1). Telephone attached to the SGE double line lock and Block instruments connected between A Cabin to adjacent block stations viz.
 - a. GPT-RRI Cabin
 - b. SCMN
- 2). Magneto phones are provided between B Cabin and
 - (a) 'A' cabin (Reception yard)
 - (b) 'D' cabin (Despatch yard)
 - (c) 'F' cabin (Ore Exchange yard)
 - (d) Hump Goomty and
 - (e) GPT Cabin
- 4). B Cabin is connected to Waltair-PSA Train Control Circuit.
- 5). Auto telephone are provided at A&B cabins.

6. TRACK CIRCUITS:

There are no track circuits within this yard either on the berthing tracks or in the point zone or in sidings excepting First Vehicle Track (FVT) circuits on both the S.E.Rly and S.C.Rly reception lines at 'A' Cabin for the operation and control of double line block instruments in conjunction with Reception signals as shown in the SWR diagram.

7. STATION MASTER'S SLIDE CONTROL:

The SS/SM on duty at 'B' cabin exercises control over reception and despatch and shunt movements in the yard. The levers at 'B' cabins are operated by senior TPM on duty under the direct supervision of SS/SM on duty at 'B' Cabin where as the levers at 'A' cabin are operated by Senior TPM on duty under the direct orders of SM on duty at 'A' Cabin.

8. SIDING CONTROL:

The details are shown in Main SWR.

9. DESCRIPTION OF LEVERS IN 'A' CABIN:

There are 60 levers (IRS CH type) in 'A' Cabin and their individual functions are detailed below.

Lever No.	Function
1	Spare
2	Down common home signal for reception on lines 1, 3, 4 from GPT-RRI.
3	Down common home signal for reception on lines 5, 6, 7, 8, 9 from GPT-RRI.
4	Down common home signal for reception on lines 10, 11, 12, 13 from GPT-RRI.
5	Spare
6	Up common Home Signal for reception lines 1, 3, 4 from SCMN.
7	Up common Home Signal for reception lines 5, 6, 7, 8, 9 from SCMN.
8	Up common Home Signal for reception lines 10, 11, 12, 13 from SCMN.
9	Controls the key of the cross-over on emergency line towards GPT.
10	Lock bar on cross-over point No. 14 North end.
11	Spare
12	Lock bar on cross-over point No. 13 North end.
13	Cross over points between S.C.Rly reception line and S.E.Rly reception line.
14	Cross over points between S.C.Rly reception line and S.E.Rly reception line.
15	Spare
16	Spare
17	Lock bar on cross-over point No. 19 North end.
18	Cross over point from engine line to port grid
19	Cross over points between S.E.Rly reception line to port grid with a derailing switch and lock mechanism on the line leading to port grid.
20	Shunt signal from port grid to shunting neck of hump engine line.
21	Lock bar on point No. 22 and 23 North end.
22	Take off points for Line No. 1.
23	Take off points for Line No. 3
24	Spare
25	Spare
26	Common shunt signal from shunting neck to Hump engine Line to line Nos 1, 3, 4.
27	Shunt signal for shunting neck to hump engine line.
28	Common shunt signal from shunting neck to Line Nos 5, 6, 7, 8, 9.
29	Common shunt signal from shunting neck to Line Nos 10, 11, 12, 13 (Port lines).
30	Cross over point between Hump engine line and line No. 4.
31	Single slip cross-over from shunting neck to line no. 3
32	Spare
33	Single slip cross-over from shunting neck to Line No. 1
34	Spare
35	Lock bars on Point No. 36 and 37 North End.
36	Take off point of Line No. 9.
37	Take off point of Line No. 6.
38	Lock bars on Point No. 39 and 40.
39	Take off point of Line No. 7.
40	Take off point of Line No. 8.
41	Single slip cross-over from shunting neck to Line No. 5.
APPENDIX 'B'	
42	Single slip cross-over from shunting neck to Line No. 6.
43	Single slip cross-over from shunting neck to Line No. 7.

44	Single slip cross-over from shunting neck to Line No. 8.
45	Single slip cross-over from shunting neck to Line No. 9.
46	Shunt signal from hump engine line to shunting neck.
47	Spare
48	Lock bar on Point Nos. 49 and 50 North end.
49	Take off point on line No. 13
50	Take off point on line No. 11
51	Lock bar on Point No. 52 North end.
52	Take off point on line No. 12
53	Shunt signal for Line No. 10.
54	Shunt signal for Line No. 11.
55	Shunt signal for Line No. 12.
56	Shunt signal for Line No. 13.
57	Slot for Line No. 10.
58	Slot for Line No. 11.
59	Slot for Line No. 12.
60	Slot for Line No. 13.

9.1 **DESCRIPTION OF LEVERS IN 'B' CABIN:**

There are 40 levers (IRS CH type) in 'B' Cabin and their individual functions are detailed below.

Lever No.	Function
1	Slot for Down outer signal of Port Line from 'F' Cabin
2	Slot for Down outer signal of South Engine Line from 'F' Cabin
3	Spare
4	Common Home signal for port lines from 'F' Cabin.
5	Down shunt signal for Hump Engine line from South engine line.
6	Spare
7	Cross over and double slip points (South End) on Hump lines and SOT line.
8	Shunt signal from sick line.
9	Shunt signal from tranship line to engine line
10	Cross over and double slip points north
11	Cross over and double slip north end
12	Take off points to south engine line.
13	Cross over points on double slip south end.
14	Shunt signal from Loco line to RYD engine line.
15	Take off points for engine line.
16	Cross over points between hump line and line No. 5
17	Take off points for Engine line.
18	Shunt signal for Line No. 1
19	Spare
20	Shunt signal for Line No. 3
21	Shunt signal for Line No. 4
APPENDIX 'B'	
22	Shunt signal for Engine Line
23	Shunt signal for Line No. 5
24	Shunt signal for Line No. 6

25	Shunt signal for Line No. 7
26	Shunt signal for Line No. 8
27	Shunt signal for Line No. 9
28	Spare
29	Signal to govern the departure of trains to 'F' Cabin on South Engine line.
30	Departure signal on port line towards 'F' Cabin.
31	Common slot for home signals from SCMN or GPT-RRI for VZP lines 10, 11, 12 & 13.
32	Common slot for home signals from SCMN or GPT-RRI for Line No. 9.
33	Common slot for home signals from SCMN or GPT-RRI for Line No. 8.
34	Common slot for home signals from SCMN or GPT-RRI for Line No. 7.
35	Common slot for home signals from SCMN or GPT-RRI for Line No. 6
36	Common slot for home signals from SCMN or GPT-RRI for Line No. 5
37	Common slot for home signals from SCMN or GPT-RRI for Line No. 4
38	Common slot for home signals from SCMN or GPT-RRI for Line No. 3
39	Spare
40	Common slot for home signals from SCMN or GPT-RRI for Line No. 1.

10. **AUTOMATIC REPLACEMENT OF SIGNALS:**

Up home signals No. 2, 3 and 4 of 'A' Cabin are controlled through track circuit No. 12AT, 12BT for automatic replacement.

- 10.1 Down home signals No. 6, 7 and 8 of 'A' Cabin are controlled through track circuit No. 10AT, 10BT for automatic replacement.

11. **USE OF LEVER COLLARS:**

Levers collars are to be placed on respective levers as shown in the Tabular form whenever running lines are otherwise blocked vide SR 5.04.01.

S.No	Line No. Blocked	Lever Collars to be placed on respective levers	
		'A' Cabin	'B' Cabin
1	1	2, 6	40
2	-	-	-
3	3	2, 6	38
4	4	2, 6	37
5	5	3, 7	36
6	6	3	35
7	7	3	34
8	8	3	33
9	9	3	32
10	10	4, 8, 57	31
11	11	4, 8, 58	31
12	12	4, 8, 59	31
13	13	4, 8, 60	31

The above chart shall be exhibited in both the cabins

12. **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, signals, lever machines, ground frame 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 reception yard of marshalling yard complex.

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.

13. 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.

13.1. 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 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. 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.

15. CUSTODY OF THE KEY OF CABIN BASEMENT/RELAY ROOM LOCK:

The SM/Cabin Master shall ensure that the cabin basement key/relay room key is given to the S&T maintenance staff under clear signature as and when required for their normal maintenance and special works and that the key should be returned by the S&T staff immediately after completion of their work and the documentation should be recorded in the Basement/Relay Room key register maintained at the Cabin according to SR 3.51.05 and OM 1.14

16. NORMAL POWER SUPPLY AND STAND BY POWER SUPPLY:

The Electric Mechanical signalling installations at this cabin work with banks of secondary cells installed at several places.

16.1 The secondary cells are charged from the AT power supply source at 230 V single phase. The batteries once charged will normally last for about 3 days. There is the local 230v single phase stand by power supply at this yard.

16.2 The Station Master at this cabin 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.

17. MEANS OF COMMUNICATION:

- 1). Telephone attached to the SGE double line lock and Block instruments connected between A Cabin to adjacent block stations viz.
 - a. GPT-RRI Cabin
 - b. SCMN

- 2). Magneto phones are provided between B Cabin and
 - (a) 'A' cabin (Reception yard)
 - (b) 'D' cabin (Despatch yard)
 - (c) 'F' cabin (Ore Exchange yard)
 - (d) Hump Goomty and
 - (e) GPT Cabin
- 4). B Cabin is connected to Waltair-Palasa Section Control Circuit.
- 5). Auto telephone is provided at A & B cabins.

28. FAILURE OF COMMUNICATIONS:

28.1 Between 'A' Cabin and GPT-RRI and between 'A' Cabin and SCMN

- a. In the event of failure/suspension of SGE Double line lock and block instruments, the SM's on duty shall endorse Block Instrument suspended at _____ for _____ (cause) in the train signal register at A&B CABIN and draw a prominent red line below the entry. When the block instrument is resumed the SM on duty will make a suitable endorsement shown the time when the normal working is restored and thereafter will maintain the train signal register as usual.
- b. In the event of failure/suspension of SGE Double line lock and block instruments the line clear must be obtained on the telephone attached to the lock and block instruments exchanging the identification numbers and supported by private number in accordance with provisions of SR 6.02.06.
- c. In the event of total failure of all communications the trains shall be worked vide SR 6.02.04.
 - i) 'B' Cabin to 'F' Cabin
 - ii) B' Cabin to 'D' Cabin
 - iii) B' Cabin to GPT via emergency cross over
- d. In the event of total failure of all communications the trains shall be worked vide SR 6.02.05.
- e. In the event of failure of the telephonic communications between the 'B' Cabin and 'A' Cabin manuscript messages shall be sent in duplicate by the SM on duty at 'B' cabin. The Receiving cabin shall retain one copy for his record and return the other copy duly acknowledged as an assurance that all the necessary points in favour of the train and for the line nominated by the SM on duty at 'B' Cabin have been correctly set and locked and the nominated line is clear and free from all obstructions. These instructions shall be supported by a private number. For obtaining intact arrival of a train also these manuscript messages shall be used. Specimen of the form is given in Operating Manual vide No. 20.04(9)(g).

B Cabin and Hump Goomty

In the event of failure of telephone communications between 'B' cabin and hump goomty manuscript messages shall be exchanged between the YM at Goomty and SM at 'B' Cabin in accordance with the procedure laid down in para above of e as same.

EAST COAST RAILWAY
WALTAIR DIVISION

APPENDIX 'C'

A&B CABIN, MARSHALLING YARD

ANTI COLLISION DEVICE (RAKSHA KAVACH)

NOT APPLICABLE TO THIS STATION.

EAST COAST RAILWAY
WALTAIR DIVISION

APPENDIX 'D'
DUTIES OF OPERATING STAFF IN EACH SHIFT.
A&B CABIN, MARSHALLING YARD (A&B CABIN) STATION

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

Staff	B cabin	A cabin
Station Superintendent/Station Master. For B&A cabin	1	1
Traffic Points Man B&A cabin	2	1

STATION SUPRITENDENT/STATION MASTER (IN CHARGE):

1. Station in-charge is responsible for the efficient discharge of duties by different members of staff at his station.
2. He shall ensure that the general working of the station is being carried out in strict accordance with the current rules, procedures and instructions.
3. He is responsible for trains passing during his shift.
4. He shall maintain complete and up to date record of Engg./S&T/TRD restrictions. He shall be responsible for bringing forward the caution order register every Monday.
5. He shall be responsible for maintaining Accident Register and Accident Charts and keeping these up to date.
6. He shall maintain figures in respect of the stock and get them relayed to the control in time.
7. He is responsible for the general and satisfactory working of the station and for the efficient discharge of duties by staff working under him.
8. He shall keep all Rule books, Registers, Files and documents neat and up to date.
9. He shall ensure that all equipment, apparatus, and instruments including signalling and interlocking gears and fittings are kept clean and oiled by S&T officials.
10. He shall follow the instructions laid down in SR.3.68.01 (c) and (d) and SR 14.07.01 and B.W.M.2.09 (e).
11. He shall promptly attend to accidents and report them.
12. He shall ensure that fire fighting equipments at the station such as fire extinguisher, fire buckets etc. are in good fettle and ready for use.
13. He must ensure that the essential safety equipments at his station are the same complete and in good condition. If there is any deficiency it should be made good without delay.
14. He shall see that TSR, SM's Diary, Inspection Note Book, Reference Books and other station record is properly maintained and preserved for a minimum period as prescribed in this Operating Manual.
15. He shall ensure that all correction slips of Manuals and SWR are posted and changes are made in respective pages.
16. He shall supervise the work of safe working staff and conduct night inspections

and report lapses of staff working under him.

17. His special attention is drawn to Chapter-II of G&SR and GR 5.01 to 5.08 with relevant SRs and O.M. Chapter-2.

STATION MASTER:

1. He is responsible for trains passing during his shift.
2. He shall promptly bring to the notice of SM in-charge all irregularities and accidents in course of his shift duties.
3. During the absence of SM I/C, the duties of the Station Master will devolve on him.
4. His special attention is drawn to Chapter-2 of G&SR 1976 and GR 5.01 to 5.08 with relevant SRs.
5. He shall not consider himself relieved of duty unless he has completed transactions of trains for which he has given/obtained line clear till the complete arrival of such trains.
6. He shall always obey the lawful orders of his superiors so long as they do not contravene any of the extant rules in force.
7. He shall keep the Station Master's control keys of block instruments/Control Panel in his personal custody whenever, he is required to leave his office even for a short duration.
8. He shall be responsible for correct issuance of caution order, whenever required.
9. As an assistant to SM I/C, he shall carry out the instructions given from time to time.
10. He shall keep the Station Master's control keys of block instruments/Control Panel in his personal custody whenever, he is required to leave his office even for a short duration.
11. He shall handle the control panel himself when on duty and shall not permit any un-authorized person to manipulate the panel.
12. He shall ensure that proper indications of points, signals, track circuits, crank handle, level crossing gate etc., are displayed at their proper places.
13. He shall issue shunting order for shunting operations as per extant rules and keep a watch on the working of shunting staff.
14. In case of abnormal working he shall be responsible for correct setting, pad locking of points and piloting of trains.
15. He shall follow SR 3.68.01(c) and (d) SR 14.07.1 and OM Chapter-2.

TRAFFIC POINTS MAN :

1. He shall work under the orders SM on duty.
2. He shall be in proper neat and clean uniform while on duty.
3. He shall always commence his duty equipped with hand signal lamps during night and flags during day.
4. He shall obey all lawful orders of the SS/SM on duty or official in-charge supervising the shunting during the course of shunting operations including coupling or uncoupling of vehicles, wagons, fixing rubber washers, closing wagon doors, displaying hand signals etc.
5. He shall watch and guard the packages and other Railway property lying in the Station premises.
6. Neither shall he absent himself from duty nor shall he exchange his duty without prior permission of his superiors.
7. In case of track failure he shall assist the SM to ascertain the clearance of line.

8. He shall report any irregularities coming to his notice.
9. He shall do loading and unloading of parcels, smalls and Guard's boxes. He shall do piloting IN and OUT.
10. He shall deliver any official message to the proper person/office. He shall carry out any other duties entrusted to him by the SM on duty.
11. He shall not leave his duty unless properly relieved or authorized by his superiors.
12. He shall verify the correct setting of route before delivering required papers to the Loco Pilot either through taking 'OFF' the relevant shunt signal or by personal observation.
13. He shall exhibit danger signal to the official supervising the shunting if vehicles are fouled during the shunting operation.
14. He shall be responsible to see that fouling marks are kept clear after completion of shunting.
15. He shall follow OM Chapter-2.

**SENIOR TRAFFIC POINTS MAN/TRAFFIC POINTS MAN 'A' OR 'B':
WHEN UTILISING FOR LEVER PULLING :**

The Senior most Traffic points man shall be utilise for the setting of points and to lock the nominated route for reception and dispatch of trains and for all the movements at the yard as per the advice of on duty SS/SM at both ends of the cabins.

He will set and lock the facing end trailing points for reception and despatch of trains and shunting operations as per the directions given by the SS/SM on duty. He shall operate the levers of the points, locks and signals in proper sequence as is required from time to time under the orders of SS/SM on duty. He will clean and polish the lever handles. He is responsible for keeping the lever frame and the cabin clean and tidy. He shall report defects and deficiencies if any immediately to the 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.

EAST COAST RAILWAY
WALTAIR DIVISION

APPENDIX 'E'
A&B CABIN, MARSHALLING YARD

ESSENTIAL EQUIPMENT

List of essential equipment is given below vide OM11.15 which shall be maintained in good working order.

Sl. No.	Equipment	'A' Cabin	'B' Cabin
1.	Detonators	10	10
2	LED based Tri Colour Lamps	3	3
3	Hand Signal flags	2 sets	4 Sets
4	Safety Chains with Pad locks	---	12
5	Clamps with Padlocks	6	12
6	Iron Skids	---	12
7	Wooden wedges	--	12
8	Fire and sand buckets	5	5
9	Fire extinguishers DCPT	2	2
10	Lever Collars	10	13
11	Motor Trolley on line board	2	2
12	Block suspension board	1	1

The above Essential equipment provided at the station which shall be maintained in good and proper working order vide OM 11.15.

EAST COAST RAILWAY
WALTAIR DIVISION

APPENDIX 'F'
A&B CABIN, MARSHALLING YARD (A&B CABIN) STATION

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

NIL

EAST COAST RAILWAY
WALTAIR DIVISION

APPENDIX 'G'
A&B CABIN, MARSHALLING YARD

RULES FOR WORKING OF TRAINS IN ELECTRIFIED SECTIONS:

Not Applicable

EAST COAST RAILWAY
WALTAIR DIVISION

APPENDIX 'H'
A&B CABIN, MARSHALLING YARD

RULES FOR WORKING OF PRIVATE SIDINGS:

Not Applicable

ANNEXURE

2.2 This yard is interlocked with running signals at the west end entry of the yard and controlled by reception end 'A' cabin. The reception signals are controlled from trailing end 'B' cabin with facility for freely (without interlocking) setting the signal over lap beyond shunt signals/stop boards or alternatively setting trailing points against the route subject to other special restrictions/instructions vide paras 19 and 20 of this SWR. This yard is for receiving trains and not for through despatch. Hence all trains have to stop in the yard and as a sequel to this the speed of the trains entering into the yard from two entry directions restricted to 15 KMPH.

As such the interlocking confirms to Standard I interlocking. But for the purpose of classification of the station since this is neither 'A' class nor 'B' class nor 'C' class, this is classified as special class station according to G&SR 1.03.01. This yard is equipped with manually operated multi-aspect colour light signalling. The SM is positioned at B cabin who exercises control over the movement of all trains into, through and out of this reception yard including the shunt movements. This yard has thirteen lines with three major grids for reception of trains via 'A' cabin and three major grids are.

- a. One grid for reception of E.Co.Rly trains from SCMN.
- b. Second grid for reception of South Central Railway trains from Duvvada via GPT-RRI.
- c. Third grid exclusively for reception of port bound trains and these can be received either from SCMN from E.Co.Rly or from GPT-RRI from S.C.Rly.

There is an engine line too facilitate the engine movements for normal yard shunting purpose and also for humping.

2.3 A Cabin controls the reception of trains into the yard normally and the 'A' cabin, Cabin Master works under the direct instructions of SM on duty at 'B' Cabin. 'B' Cabin is a block cabin. This 'B' cabin control the movements at the trailing end of the reception yard and this end of the yard is directly connected to the manually operated gravity hump yard for onward transmission and sorting the trains out on the classification line via hump goomty and 'C' cabin.

This cabin also facilitates the movements of traffic over North Engine line between 'B' cabin and 'D' cabin and concurrently it also controls the movement of traffic on the south engine line and port line, between 'B' cabin and 'F' cabin.

The entry into, through and out of the yard of RYD complex in any direction is restricted to 15 KMPH speed subject to the other practices in force.

ANNEXURE

2.4 Normally the despatch of S.C.Rly trains from Waltair Marshalling yard complex is through orthodox double line movement from 'D' Cabin to Gopalapatnam on third line between Gopalapatnam and Waltair where it joins the orthodox up line between Gopalapatnam and GPT-RRI. But if for some reasons or the other, the movement on this line cannot be made, the alternative route is an exit from the Marshalling Yard onto this orthodox double line towards GPT-RRI cabins and beyond bound to S.C.Rly is provided via emergency crossover provided between the Reception Yard and the Gopalapatnam station with one end of this crossover at Reception Yard 'A' Cabin of MYD and the other end is at Gopalapatnam.

2.5 The trains shall be worked on paper line clear ticket between Gopalapatnam and 'B' Cabin of WMY. Magneto telephones are provided for this purpose. But during emergency, the movements of such good trains are routed through the North engine line or south engine line or on the port line in extreme cases and special precautionary measures have to be taken for passing the train, for this is a non-signalled movement.

- 11 Trains are not permitted to run through this yard as this is a terminal reception yard. Trains received on any line shall be stopped and then only started.

12 SHUNTING OPERATIONS

- 12.1 Rules laid down in GR 3.46, 3.52 to 3.56, 5.13, 5.14 and SRs there to and GR 8.06 shall be adhered to for performing shunting. All shunting movements shall be supervised by the operating official vested with this responsibility as the case may be.
- 12.2 All signalled movements either of a train or an engine or a vehicle in the yard shall be from one stop signal to the next stop signal and no half-way movements are permitted and if such movements are unavoidable they should be considered as non-signalled moves and precautionary measures should be taken such as CLAMPING AND PADLOCKING/LOCKING OF POINTS ON THE ROUTE both interlocked and non-interlocked points (including derailing switches whether directly or locally operated with or without locks) according to G&SR No. 5.12.05 and 5.14.03.
- 12.3 The keys and the padlocks of such points shall be in the personal custody of the operating official vested with this responsibility till such movements are completed by the utilisation of the route by the said engine/train/vehicle. The operating official vested with the responsibility of supervising the non-signalled movements of engine/train/vehicle may return the keys along with padlocks to the SM on duty after completion of the said movements or alternatively such a move is cancelled which fact should be properly documents.
- 12.4 Written authority on form OPT/ 79 shall be issued by the SM on duty to the driver. This memo shall be withdrawn whenever shunting is to be suspended in connection with reception and despatch of trains if the line on which hunting is performed is not isolated. After completion on shunting his shunting order shall be collected from the Driver, cancelled and pasted in the record foil as per SR 5.13.02.

ANNEXURE**13.1 PILOTING OF TRAINS**

Whenever reception signal has become defective SM on duty shall advise the Station in rear to issue 'WRITTEN AUTHORITY' on form OP/T 27(REV) and the procedure laid down in SR 3.69.02(a) shall be followed.

13.1.2 Whenever reception signal has become defective and the Station in rear has not advised to issue written authority on form OP/t 27(Rev) the following procedure shall be followed for piloting 'IN' of a train vide SR No. 3.69.03.

13.1.3 The SM on duty at B-Cabin shall allot one clear line in consultation with the AYM on duty by means of LINE ADMISSION BOOK for admission of an incoming train. He shall ensure that the nominated line is clear and free from all obstructions, and the route is set all facing points and locked clamped and padlocked. On getting the assurance from Cabin Master on duty at A-Cabin that the nominated route is set, locked clamped and padlocked, The SM on duty at B-Cabin shall handover the written authority in OP/T 27(Rev) to the TP for piloting the train from the defective signal while going to the signal, the TP will satisfy himself that the points on the route have been correctly set, clamped and padlocked. After the train has been brought to a dead stop of the defective signal, the token porter shall handover the pilot memo to the driver, board the engine and display "Proceed hand signal" to pass the defective signal in ON position.

13.1.4 The Cabin Master/Leverman shall man the outermost facing points and shall exhibit hand signals to the approaching trains as per SR 3.39.03(a).

13.1.2 The provision of SR 3.51.02, 3.68.01(c), GR 3.69 and SR 3.69.01, 3.69.03 and 3.69.05 shall be followed.

N.B: The keys of padlocks of the clamps put on the points on the route for piloting IN or piloting OUT shall be in personal custody of the SM on duty or any authorised operating official till such time the engine/train/vehicle has utilised the route or alternatively such a movement is cancelled.

13.2.1 OUT OF STATION YARD:

When any train is to be piloted out the provisions of SR 3.70.1 shall be followed. When the departure shunt signal starter has become defective, the SM on duty at B-Cabin shall ensure the clearance of line over which the train is to be despatched and correct setting, clamping and padlocking of the effacing points if any on the route and issue a pilot memo in the form OP/T 27-A to the driver of the train through the TP. The TP after handing over the pilot memo to the driver shall exhibit proceed hand signal at the first facing point.

14.1.1 WORKING OF POINTS AND SIGNALS:

Points and signals are worked in accordance with the rules laid down in GR Chapter III and GR 5.01, 5.04, 5.08 with relevant SRs shall be followed. The function of each lever and working of signals and points from the cabin is shown in Appendix – B..

ANNEXURE

14.1.2 DEFECTIVE SIGNALS:

When signals become defective procedure laid down in GR 3.68 to 3.71, 3.80, 3.81 and OM 1.04(XI) shall be followed.

14.1.3 A signal in the OFF position is the final indication that the points are correctly set for the route for which it applies, and if it is not possible to take OFF a signal, the setting of points on the route to which it applies shall be inspected by the SM/CM before the signal is declared as defective irrespective of what is indicated by the position of the route lever, point lever and lock levers vide SR 3.68.01(c). In case of disconnection of signalling and interlocking gears for repairs and maintenance procedure laid down in GR 3.51, 3.68 and relevant SRs shall be followed.

14.1.4 In the event of the signal showing no light, and if signal lights cannot be kept burning SM on duty shall before giving LINE CLEAR initiate action in accordance with the procedure prescribed in GR 3.68 to 3.72 and relevant SRs vide GR 3.49(4).

14.2.1 DEFECTIVE INTERLOCKING:

When interlocking becomes defective the SM on duty shall responsible and shall personally supervise the setting, clamping and padlocking of all required facing points, for admission of passenger train or a goods train when a passenger train is standing of the adjacent line vide SR 3.69.03(b)(i) and for good train admission, the responsibility devolves on the Cabin Maser.

14.2.2 However, before declaring a signal as defective the setting of the point on the route to which it applied shall be inspected by the SM/Cabin Master irrespective of the position of the route levers, point levers and lock levers in terms of SR 3.68.01(c).

14.2.3 The rules laid down in GR 3.69, 3.70 with relevant SRs, SR 3.77.01(b) shall be followed.

14.3 DEFECTIVE OR DAMAGED POINTS:

When points becomes defective the signals controlling these points shall be considered defective and vice-versa and action to be taken as mentioned in paras 14.1.2, 14.1.3, 14.1.4 and 14.2.2 above.

14.4 The SM is the incharge of the S&T installations at his station and he shall ensure efficient discharge of the duties devolving on the S&T maintenance staff to this extent he shall satisfy himself that both the ESM and MSM who visit the station have done proper oiling, cleaning and adjustments as necessary of the signalling and interlocking gears and after ensuring this the SM in the Maintainers diary. SM is also responsible for testing of points and signals stipulated in G&SR 5.01.03.

15.1.1 GENERAL DETACHING OF VEHICLES ON RUNNING LINE: