

सत्यमेव जयते



वश्येव कुटुम्बकर्म्

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CHAPTER V CONTROL AND WORKING OF STATIONS



International Year
of Cooperatives

Cooperatives Build
a Better World

CONTROL & WORKING OF STATIONS

GR 5.01 to GR 5.23



GR 5.01. RESPONSIBILITY OF THE STATION MASTER FOR WORKING

- The Station Master is responsible for the efficient discharge of duties by all staff under his orders within station limits.
- He must ensure that all signals, points and level-crossing gates are in proper working order and report any defects immediately to the proper authority.
- He must see that station working is conducted strictly in accordance with rules and regulations in force.
- No person other than the Station Master shall ask for or give Line Clear or authority to proceed.

GR 5.02 : Supply of copies of rules and distribution or exhibition of documents

The Station Master shall ensure that,

- (a) Every subordinate receives his copy of the rules
- (b) Working Time Table, correction slips, appendices, special instructions and notices are properly distributed or displayed as
- (c) Sheet time tables and fare lists are correctly exhibited at stations open for traffic;
- (d) Copies of the Act and Goods & Coaching Tariffs are available for public inspection.

GR 5.03 – Obedience to orders and keeping of books and returns

The Station Master must see that all orders and instructions are duly communicated and carried out and that books and returns are regularly written up and neatly maintained.

GR 5.04 – Signal cabins

- The Station Master must be thoroughly acquainted with the duties of staff in signal cabins and visit them frequently for effective supervision.
- He must ensure that the prescribed equipment is readily available and in good order.
- Cabins shall be kept neat, clean and free from unauthorised persons.

GR 5.05 – REPORT OF NEGLECT OF DUTY

Station Master shall promptly report to superiors any neglect of duty on the part of any railway servant who is under his orders.

GR 5.06: Station Working Rules

- In addition to the General Rules for Indian Railways and Subsidiary Rules of a Railway, each station shall be provided with Station Working Rules applicable to the station, issued under special instructions.
- A copy of the Station Working Rules or relevant extracts thereof shall be kept at cabins and level crossings concerned.

GR 5.07 : FORMS

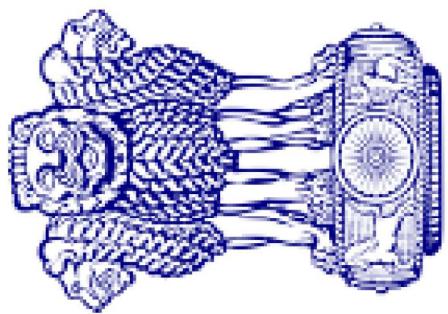
- All messages and written authorities mentioned in these rules shall be prepared on **prescribed forms** laid down in these rules or prescribed under **special instructions** and shall be stamped with the station stamp.
- If the authorised printed form is not available for any reason or in exceptional circumstances, a **manuscript form** containing all the particulars as contained in the prescribed form is issued as an emergency measure, reasons there for shall be recorded in the station diary.

GR 5.08 : ACCESS TO AND OPERATION OF EQUIPMENT

No unauthorised person shall be permitted to have access to or operate signals, points, electrical block instruments and electrical communication instruments or any other appliances connected with working of the railway.

GR 5.09 RECEPTION OF A TRAIN ON AN OBSTRUCTED LINE

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GR 5.09. Reception of a train on an obstructed line

- Inform through REAR SM
- Train will stop at the foot of the signal
- ✓ Calling-on
- ✓ SPT- Under Special instructions
- ✓ Written authority and Pilot the train

GR 5.09. Reception of a train on an obstructed line

- LP stops at facing points leads to the obstructed line until hand signalled
- Stop hand signal at a distance NLT 45M from obstruction
- LP to keep train well under his control
- LP be prepared to stop short of any obstruction

GR 5.10

Reception on Non-Signalled line

1. SM shall ensure,
 - ✓ Train stop at FSS.
 - ✓ Line is clear up to trailing points or up to place where train stops.
 - ✓ All points correctly set and clamped and padlocked
2. SM give T/510
3. Points man Pilot the train
4. LP proceed with restricted speed and be prepared to stop short of any obstruction.

GR 5.11 Departure of a train from Non-Signalled line

- Written authority T/511
- Tangible authority to proceed is given then above is dispensed with
- All points are CORRECTLY SET & FACING POINTS locked

GR 5.12 Departure of a train from a line provided with common departure signal

- Written authority T/512
- ATP under system of working
- All points are SET & facing points locked

GR 5.13 Control of shunting / शाटिंग का

नियंत्रण

- (1) Shunting operations shall be controlled by fixed signals or hand signals or by verbal directions.
- (2) The Loco Pilot shall not, however, depend entirely on signals and shall always be vigilant and cautious.
- (3) The speed during shunting operations shall not exceed 15 kilometres an hour unless otherwise authorised by special instructions.

GR 5.14 RESPONSIBILITY FOR SHUNTING

शाटिंग के लिए उत्तरदायित्व

The Station Master shall see that the shunting of trains or vehicles is carried on only at such times and in such manner as will not involve danger.

5.15 Shunting at stations under Centralised Traffic Control केंद्रीकृत ट्रैफिक नियंत्रण वाले स्टेशनों पर शटिंग

- (1) No shunting shall be performed at a station under Centralised Traffic Control without the permission of the Centralised Traffic Control Operator or when Centralised Traffic Control is not in operation, without the permission of the Station Master.
- (2) For the purpose of shunting, the Centralised Traffic Control Operator may, when required, hand over the local control of working of traffic at a station or part of a station to the Station Master who shall thereafter be responsible for the shunting at the station or that part of the station for which the local control has been made over to him in the manner prescribed under special instructions.

GK 5.16 Shunting during reception or

trains

ट्रेनों के आगामन के समय शंटिंग

When signals have been taken = off for an incoming train on to a line which is not isolated, no shunting movement shall be carried out towards points over which the incoming train is to pass except under special instructions for identified stations where frequent shunting movements take place, and where such points are protected by a Stop Signal or by a Shunt Signal with the precautions to observed while performing shunting that

GK 5.16 Shunting during reception or

trains

ट्रेनों के आगामन के समय शांति

(a) shunting shall be carried out under supervision

of authorised competent railway servant; and

(b) rake or load should be fully on air brake; and

(c) the maximum speed during shunting operations shall not exceed 15 kmph.

GR 5.17. Shunting near level crossing

The railway servant in charge of shunting near or across a level crossing, before giving permission to the Loco Pilot to move his train across it, shall ensure that the level crossing gates have been closed and locked against road traffic.

GR 5.18. Drawing of a train to an advanced position.

(1) A train waiting for an authority to proceed shall not be allowed to draw out up to an Advanced Starter for despatch, except where track circuit or axle counter has been provided between the Starter and Advanced Starter to indicate the presence of a train in advanced position.

(2) The provision of sub-rule (1) shall not apply in case of shunting of a train within a station section itself.

GR 5.19. Obstruction of running line

(1) No railway servant shall commence any loading, shunting or any other operation by which a running line may be fouled or obstructed without obtaining the previous sanction of the Station Master or of other railway servant nominated in this behalf under special instructions, who shall see that all necessary steps are taken for the protection of traffic, while such operation is being carried on and the necessary signals are kept at 'on' until the obstruction is removed.

GR 5.19. Obstruction of running

line

(2) A sand hump or snag dead end shall not be obstructed for any purpose and when it has become obstructed, it shall cease to be a substitute for the adequate distance for the purpose of taking =off' signals.

GR 5.20 Shunting on gradients / ट्रैन पर शटिंग

शटिंग

When shunting is being performed on a gradient, the railway servant in charge of the shunting shall ensure that -

- (a) sufficient number of brakes are put on, sprags are used, where necessary, slip siding point or traps, where provided, are set to ensure safety and that all precautions are taken to prevent vehicles getting out of control, and
 - (b) in case of shunting over a portion of line on steep gradients, neither isolated nor protected by slip sidings, an engine is also attached towards the falling side of the gradient.
- Note:-** For purposes of this rule a steep gradient shall be 1 in 260 or steeper except in case of vehicles fitted with roller bearings, when it shall be 1 in 400 or steeper.

GR 5.21 Loose shunting / लैज़ शाटिंग

Cranes, vehicles containing passengers, workers, explosives, dangerous goods or live-stock or any other vehicle that may be specified under special instructions, shall not be loose shunted and no loose shunting shall be made against them.

GR 5.22 Leaving vehicles in sidings outside station limits रेल्वे स्टेशन सीमा के बाहर साइडिंग में वाहन छोड़ना

No railway servant shall leave any vehicle in a siding outside station limits, unless the vehicle is clear of all running lines and, except under special instructions, unless the wheels thereof are properly secured.

GR 5.23. SECURING OF VEHICLES AT STATION

The Station Master shall see that vehicles standing at the station are properly secured in accordance with special instructions.



Any Questions?

Who

When

Why

Where

How

What



THANK YOU

