

2.5.3. **Any special feature in the layout.**

Any special feature of the yard such as catch siding, slip siding, non-standard turnouts, curves, spring points etc., having bearing on the operation of trains need to be mentioned.

2.6. **Level crossings.**

Detailed working of the gate along with the particulars regarding LC gate No., location, class, normal position, whether interlocked or non-interlocked, whether communication provided or not and whether Train Actuated Warning Device (TAWD) provided or not, how the gate is operated etc., need to be mentioned in Appendix 'A'.

3. **System and means of working:**

System of working in force – Absolute/Automatic by using double line/single line/token/tokenless block instruments, whether cooperative or non-co-operative, the staff responsible for their operation and custody of keys should be clearly mentioned. Mention should also be made of the availability of block telephone at the station and telephone provided at IBS posts to establish contact by the Loco Pilot with Station Master in rear, in case of any necessity.

4. **System of signalling and interlocking:**

- 4.1. The Standard of interlocking, type of signalling (MLQ/TALQ/MAUQ/MACLS), method of operating the signals/points from lever frames/control panel/VDU/CTC, provision of axle counters/track circuits on running lines, Calling-on signals/IBS, special signalling features such as fixed Warner, stop boards at terminal stations, emergency crossovers, permanently locked points, motor operated points at an otherwise mechanically worked stations, emergency/crank handle keys and their custody, indications (electric/banner type) of points/trap points/signals/track circuits/axle counters need to be mentioned. The detailed description of the lever frame/control panel/Video Display Unit for route setting using point/signal/gate control switches, individual operation of points, operations of gates within the station limits, setting of points using the crank handle and the maintenance of proper records of emergency operation counters provided on the panel need to be mentioned here. Procedure for working of stations provided with Train Protection and Warning System and Anti Collision Device need to be mentioned. The procedure for resetting of the system in case of failure of axle counter on berthing portion as well as IBS section, emergency operation of points, emergency route cancellation, clearing of block etc., also need to be mentioned from operations point of view.

(Details of signaling and interlocking should, however, be given in Appendix 'B' and details of Anti Collision Device, if provided, be given in Appendix 'C').

- 4.2. **Custody of Relay Room key and procedure for its handing over and taking over between Station Master and S&T maintenance staff.**

4.3. **Power supply.**

The sources of Power supply for signalling such as Down AT/Up AT/local supply (State Electricity Board) / diesel generator/UPS/integrated power supply etc. should be mentioned here. It should be clearly mentioned whether the changeover from one source of supply to the other shall be automatic or manual in case of failure of normal source of supply. The procedure for manual changeover should be described.

5. **Telecommunication:**

The availability of the telecommunication facilities at the station and their operational aspects should be clearly defined:

- a. Section Control/Dy. Control/Traction Power Control telephone etc.
- b. Auto / DOT telephones,
- c. Magneto telephone with the cabins / gates,
- d. IBS telephone with IBS at Km. - - - - -
- e. Telephone with axle counter reset boxes,
- f. Telephone for yard communication,
- g. VHF sets, and
- h. Mobile Train Radio Communication (MTRC)

The action to be taken in case of failure of communication(s) given above has to be clearly spelt out.

(Details of working should be given in appendix 'B')

6. **System of train working:**

6.1. **Duties of train working staff.**

The duties of the train working operating staff such as Station Master, Switchman, Cabinman, Leverman, Pointsman, Platform Porter, Gateman for train operation should be mentioned in detail in Appendix 'D', giving specific references to the G&SR of the Railway and the Block Working Manual.

6.1.1. **Train working staff in each shift.**

The availability of above operating staff provided at the station in each shift with their duties for working of trains should be mentioned in Appendix 'D'.

6.1.2. **Responsibility for ascertaining clearance of the lines and Zones of responsibility.**

Responsibility for ascertaining clearance of lines and zones of responsibility of each of the staff on duty should be clearly mentioned here. Mention should be made that private number book should be under the custody of train passing staff who is authorised to use it.

6.1.3. **Assurance of staff in the assurance register.**

Every train passing staff posted newly at the station or leave reserve staff at the station or regular staff who has resumed his duties after more than 15 days absence must go through Station Working Rules in force and give assurance in the prescribed Assurance Register.

6.2. **Conditions for granting Line Clear.**

Under this head, principles of the system of working in force at the station should be described briefly and clearly as applicable to the station. Specific points on the track upto which the line is required to be kept clear must be indicated. Mention of outlying sidings, if involved, may also be made.

6.2.1. **Any special conditions to be observed while receiving or despatching a train.**

1. Setting of points against blocked line.
2. Reception of train on blocked line.
3. Reception of train on non-signalled line.
4. Despatch of train from non-signalled line.