2. **Description of station:**

2.1. **General (location):**

- - - - - (Name of the station) is a - - - - class station on the - - - - - (name of the section) double/single line, electrified/non-electrified (BG/MG) section of - - - Railway on - - - - - - - route. It is situated at km - - - - - - from - - - - - - (a nominated point on the railway). The number of cabins should be furnished.

2.2. **Block stations, IBH, IBS on either side and their distance and Outlying Sidings:**

- - - - - - Station is situated between- - - - - (Name of adjacent station on one side) in the - - - - - - - (North/South/East/West) side at a distance of - - - - km and - - - - (Name of adjacent station on the other side) in the - - - - - - (North/South/East/West) at a distance of- - - - - km.

In case of IBS signal being provided in the adjacent section, the mention of the same need to be made as follows: The section between - - - - - - - - (name of the section on which the IBS is provided) has been split into two block sections by providing track circuit/axle counters and Intermediate Block Stop Signal at km - - - and km- - - - on Up and Down lines respectively, which are controlled by track circuit / electronic axle counters and double line block instrument.

In case the adjacent section is provided with the automatic signals, necessary mention of the same need to be made in the SWR literature.

In case of outlying siding / DK station taking off from the section, its name and km in Up/Dn direction should be mentioned. Their detailed working instructions should be given in Appendix 'F'.

2.3. **Block section limits on either side of the station on different directions.**

Points up to which block section in rear terminates and the point from which the block section in advance starts should be indicated in the following tabular format:

Between stations	The point from which the "Block Section" commences	The point at which the "Block Section" ends

2.4. **Gradients, if any.**

The gradients in the yard and the adjacent block sections should be mentioned with their locations. Any gradient which are steep enough to warrant special precaution in train operation should be mentioned.

2.5. **Layout.**

Under this head, information pertaining to the number of running lines in the main yard, (viz., Up loop, Up main, Down main and common loop etc.), goods sheds / siding, hot axle siding, parcel sidings, engineering sidings, sidings taking off from the yard with the details whether electrified / non-electrified etc., and how they are isolated from the running lines should be mentioned. The information in relation to provision of low / high level platforms on the running lines/goods sidings should be given.

2.5.1. **Running lines, Direction of movement & holding capacity in CSR.**

The direction of movements on all the lines and Clear Standing Room of running lines in terms of metres need to be specified.

2.5.2. **Non running lines and their capacity in CSR.**

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: