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BLOCK WORKING MANUAL

South Eastern Railway

PREFACE

1. The Block Working Manual of S E Railway deals with the rules for working of Block Instruments, which governs the movements of trains in Single Line, Double Line, triple and quadruple line sections under the guidance of General and Subsidiary Rules, 2011.
2. The Rules in this manual do not cancel or amend any rules of General and Subsidiary Rules for the purpose of training any procedure of working of the Block Instruments either in Single/Double/Triple or Quadruple lines.
3. Correction slips 8, 9 and 10 have been added in this book and chapter III-B also added which deals with the working of trains under the system of Block proving with axle counter.
4. Staff concerned possess a copy of this book and should be thoroughly acquainted with the rules and regulations incorporated in this book as also with the amendment subsequently issued and notified from time to time.
5. I am grateful to Sri.P K Sahu, PCCM for his precious guidance and also I am thankful to Sri. C L Sah CPTM, for his initiatives to bring this manual. I would like to place on record my appreciation for the efforts of Sri. Kuldeep Tiwari, then Dy.COM/S/HQ {now Dy. CCM (FS)}, Sri. Y.V.S. Murty Ch. T I/Safety/OPTG for compilation & in preparation of this manual in soft copy e-form, all Transportation Instructors of ZRTI/Sini & Sri. S.Patra, SSTE/GRC (retd.), who has also helped by giving valuable suggestions to make manual very useful.
6. I hope, this manual will serve its objective in providing necessary guidance to all the staff, supervisors and officers connected with train operations in a better way.
7. I also request suggestions from all quarters for improvement of this manual in subsequent E-editions.

Kolkata
July 2020.


(Prabhas Dansana)
PCOM/SER

Block Working Manual: SER

CHAPTER I

PRELIMINARY

1.01. Issue of Block Working Manual. – This book of rules and regulations for working of trains on Single/Double/Triple lines by Electrical Block Instruments/Electrical communication Instruments on absolute Block System as also on Automatic Block System shall be issued to such staff as directed by the Principle Chief Operations Manager, South Eastern Railway, under whose authority this Manual has been issued.

Any addendum and Corrigendum that may from time to time be notified, shall be neatly posted and shall be recorded on the pages provided for the purpose.

1.02. Binding of staff: - This Manual shall be studied by the staff in conjunction with the General & Subsidiary Rules book to which it is a companion volume. Nothing in this shall supersede or cancel any of General or Subsidiary rules and shall be equally binding on the staff.

1.03. System of working. – Refer SR 7.01.01.

1.04. Object of Electrical Block Instrument:- The object of signaling trains by Electrical Block Instruments is to provide at all times a visual indication of the state of the Block section to which they refer and to guard against two trains being admitted into a Block section at the same time *where the trains are worked on 'Absolute Block System'*. Each instrument is connected to a similar instrument at the next block station and the two works together.

1.05. Fixed, hand, Fog and Warning Signals:- Signalling trains by Electrical Block Instruments, Electrical Communication Instruments does not in any way dispense with the use of Fixed, Hand, Fog or Warning signal, whenever and wherever such signals shall be required to protect trains from obstructions on the line, nor does it change, in any way, the rules in force in regard to such signals.

1.06. Certificate of competency. – Refer GR 14.04 and SR 14.04.01.

1.07. Instructions to staff. –

- (1) The staff operating electrical block instruments shall be thoroughly instructed in the working of the same and the instructions shall include a clear demonstration of the visible signs which denote that any instrument is not in proper working order, or that the current is being irregularly received.
- (2) Instrument in actual use for train working shall, on no account, be used for the purpose of instructing the staff.
- (3) The operating staff shall be responsible for the safe working of the instruments. The staff shall follow the correct code and the proper sequence of operation.

CHAPTER II

GENERAL

2.01. A train message: – Train message is a message transmitted over the electrical communication instrument purporting to be:–

- (i) an application for “Line Clear” for a train/Motor trolley etc. (called a Line Clear Enquiry message), or
- (ii) a reply to the application for “Line Clear” for a train/motor trolley, etc. (called a “Line Clear Reply” message), or
- (iii) a refusal to grant “Line Clear” in reply to an application for “Line Clear” for a train/motor trolley etc. (called “Obstruction Danger” signal), or
- (iv) a cancellation of a “Line Clear Enquiry” message or a “Line Clear Reply” message already dispatched, or
- (v) a departure report of a train/motor trolley, etc. (called “Out Report”), or
- (vi) an arrival report of a train/ motor trolley, etc. (called “Train out of block section” signal or “In Report”).

2.02. Private Numbers:–

- (1) The Station Master of every block station as well as others to whom the specific responsibilities for use of Private Numbers have been laid down under the relevant rules prescribed in G & SR, other Manuals and working rules shall be provided with books bearing a series of Private Numbers. These books shall be supplied by the Divisional Operations Manager. The books which are not in use shall be kept under the safe custody of the official-in-charge to whom the books are supplied. The book in use shall be kept in the safe custody of the staff on duty who is entrusted with the responsibility for its use during the course of his duties. On being relieved, he shall hand it over to the person relieving him.
- (2) Each Private Number consists of two digits. Such numbers are not printed in consecutive order but in random series. The numbers shall be allotted in the order printed in the book.
- (3) When a Private Number has been used, the figures to be scored out by drawing in ink a diagonal line through them, care being taken that the number thus scored out is not obscured or obliterated. The train number and/or the purpose for which a private number is allotted shall be entered against it.
- (4) Should it occur from any cause (such as a misprint including obscured, illegible or the changing from one page to another) that a Private Number is the same as the last one issued, the person issuing the Private Number shall cancel this number with the remark “Same as last Private Number”, sign it and issue the next different number. Should the message have been completed before the duplication of number is discovered, it shall be cancelled entirely and re-written with a fresh and different Private Number.

- (5) When changing duties, a line shall be drawn horizontally below the last Private Number used by the person relieved and initialed by the person going “off duty” and the person coming “on duty”.
- (6) At mid night a line shall be drawn in red Ink horizontally below the last Private Number used on the previous day and the date being written below the horizontal line.
- (7) The Divisional Operations Manager shall issue to SM/CHC/SSE(P-Way)/SSE(TRD)/CTPC and other officials concerned in the first instance, adequate number of Private Number books as may be necessary taking into consideration the frequent of train service, the number of cabins, level crossing etc., who in turn shall issue a Private Number book to the concerned railway servant to whom specific responsibilities have been laid down for its use under the relevant rules in the G & SR, other manuals and working rules. As soon as a book is exhausted, it shall be sent in a sealed cover to the Divisional Operations Manager by the official-in-charge to whom it was issued when it shall be replaced by another. The Station Master and other official-in-charge shall be responsible to ensure that sufficient spare books are on hand.
- (8) Inspecting officials while inspecting stations/cabins/level crossing gates shall check and compare a few Private Numbers exchanged and take up instances when the numbers do not agree. Similar countercheck shall be made by Station Masters in course of their daily check of Train passing records.
- (9) In the Line Clear message, Private Numbers are to be written out and signaled both in words and numerals.
- (10) When Private Numbers are transmitted over the telephone it shall be given and acknowledged in two different ways e.g. “Thirty six” – “Three six”. In addition, when possible shall be given in the regional language as well.
- (11) A Private Number allotted and used for one purpose shall not be re-used for another purpose.

2.02.01: Identification number (ID): Refer GR 6.02.06

2.03. Incorrect Authority to Proceed: –

When a Line Clear Ticket is issued to the Loco Pilot of a train with wrong date, wrong train number, or other error on it, or without Private Number, or with the Private Number not written both in words and figures or without ID numbers, it is not to be surrendered to anyone else except the Crew Controller of the Home station of the Loco Pilot and the Crew Controller shall forward the same to the concerned Divisional Operations Manager to take up with the staff at fault. The Loco Pilot shall, however, inform the Station Master in writing in what way it is incorrect, and the Station Master shall issue a fresh Line Clear Ticket. Under no circumstances the Loco Pilot shall take his train into the Block section with incorrect Line Clear Ticket. In the case of a wrong token, it shall be returned to the Station Master who shall issue a written memo to the Loco Pilot on receipt of the said Token. All cases of incorrect “Authority to Proceed” shall be reported at the end of journey to the Crew Controller who shall send a special report to the concerned Divisional Operations Manager.

2.04. Delivery of Authority to Proceed:- (Refer GR 14.11).(old book paras 2.04/1&2 deleted)

2.05. Withdrawing an “Authority to Proceed”:-

If for any reason a train has to be detained and the “Authority to Proceed” already delivered to the loco pilot has to be taken back, the Station Master shall do so by a written memo vide SR.3.36.02.

2.06. Bell Code: (Refer GR 14.05) – The signals on the Bells must be made slowly and distinctly and the pauses between the sets of beats clearly marked. Bell plunger/Bell push button must be pressed into its full extent with a slight pause between each stroke or pressure. It must be ensured that the Bell plunger resumes its normal position after each signal has been made.

2.07. Use of Bell codes for working trains:-

- (1) **“Call attention” signal:** - The “Call attention” signal shall be given when it is necessary to direct attention to the Block Instruments. The station Master receiving the signal shall immediately acknowledge the same.
- (2) **“Attend Telephone” signal:** - In order to ascertain whether the correct Block station/cabin is in contact and to convey the description and number of the train for which line clear is required, as well as to ascertain whether the Block station/cabin in advance is in a position to accept the “Is Line Clear” Signal the “Attend Telephone” signal is to be given.

Note: In case the Block station/cabin in advance is unable to accept “Is Line Clear” signal, a reply shall be given expressing its inability stating the reasons thereof. The times of transaction of messages indicating the reasons shall be recorded in the Train Signal Register at both stations/cabins.

(3) “Is Line Clear” or “Line Clear Enquiry” signal, when to be sent :-

- (a) The “Is Line Clear” or “Line Clear Enquiry” signals shall be sent only after it has been ascertained according to the procedure laid down in clause (2) above, that the station in advance is able to accept the signal.
- (b) The “Is Line Clear” or “Line Clear Enquiry” signal shall not be given until the “Train out of Block section” signal has been received for the last preceding train from the block station/cabin in advance.
- (c) The “Is Line Clear” or “Line Clear Enquiry” signal for a train shall not be given until the “Train entering Block section” signal for the train has been received from the block station/cabin in rear. But in cases where the booked run of the train is short and waiting for the “Train entering block section” signal is likely to cause detention to the train the “Is Line Clear” signal may be sent to the block station/cabin in advance immediately on sending the “Line Clear” signal to the block station in rear, provided the condition prescribed in sub-clause (b) above is complied with. In case of terminal/Engine/Crew changing station, this signal shall not be sent more than fifteen minutes before the train is ready to start.
- (d) Each line clear enquiry message as also the Line Clear Reply message shall clearly indicate the type of locomotive, whether there are more than one Engine on the train and when working the train in terms of SR.4.23.02 and SR.4.25.02, the last vehicle number also.

(4) Acceptance of the “Is Line Clear” or “Line Clear Enquiry” signal, and sending of a “Line Clear” signal:-

- (a) If, on the receipt of “Is Line Clear” signal, the conditions under which “Line Clear” can be given are complied with, the Block station/cabin in advance shall accept the signal by acknowledging the same to indicate “Line Clear” on the particular Block Instrument in use.
- (b) Except in case of failure of the block instruments, a train shall not be allowed to leave a block station unless the “Line Clear” signal has been received.

(5) “Train entering Block section” when to be sent:-

- (a) On Double Line section, the “Train entering Block section” signal shall not be sent to the Block station/cabin in advance unless:
 - (i) The last vehicle of the train with the last vehicle indicator has passed the Last Stop signal, and
 - (ii) The train is running in a safe and proper order.

At stations where Block Instruments are installed in the Station Master’s Office, the trailing end cabin shall, after satisfying himself with the conditions prescribed in sub-claused (i) and (ii) above, advise the Station Master supported by a Private Number. The Station Master shall then send the “Train entering block section” signal to the Block Station in advance.

- (b) On Single line section, the procedure detailed in clause (a) above shall be followed. But at stations where Last Stop signal is not provided, the “Train entering Block section” signal shall be sent after the train with last vehicle indicator has passed the –
 - (i) Outermost trailing points or shunting limit board, where provided, in case of stations having multiple aspect or Modified Lower Quadrant signals, or
 - (ii) Outermost trailing points or opposite home signal, if any, or the shunting limit board where provided, in case of stations having Two Aspect signaling.
- (c) The Block Station/Cabin receiving the “Train Entering Block section” signal shall at once acknowledge the same. When so acknowledged, the block section shall be deemed to be blocked against other train.
- (d) At Stations where considerable delay takes place in sending the “Train Entering Block section” signal or acknowledgement thereof by the station ahead, the time of train entering the block section shall also be repeated on Block-telephone and entry to this effect be made in the remarks column of the Train Signal Register.
- (e) Whenever a train is worked under the provisions of SR.4.23.02 or 4.25.02, the last vehicle number shall also be repeated over the Block telephone in addition to the sending of “Train Entering Block section” signal as provided for in clauses (a) or (b) above.
- (f) Whenever vehicles are attached behind the rear brakevan in terms of SR4.24.01, and intimation in regard to the number of vehicles attached in rear of the brakevan shall also be given over the Block telephone in addition to sending of “Train entering Block section” signal in terms of clauses (a) or (b) above.

(g) Whenever intimation is given or received in terms of sub-clause (e) or (f) above, an entry to this effect shall be made in the remarks column of the Train signal register at both stations.

(6) “Train out of Block section” signal, when to be sent :-

(a) This signal shall not be sent to the Block station/cabin in rear unless the conditions prescribed in GR 14.10 and SR 4.17.01 are complied with.

(b) Whenever an intimation has been received under clause (e) of sub-rule 5 above, the last vehicle number shall also be repeated over the block telephone to the block station/cabin in rear in addition to the sending of “Train out of block section” signal as mentioned in clause(a) above.

(7) “Obstruction Removed” signal, when to be sent :-

When the block section is cleared by the removal of the cause of blocking, such as block back or block forward as per GR 8.14 or on the removal of the obstruction for which “Obstruction Danger” signal was sent, this signal shall be sent to the block station/cabin at the other end of the concerned block section. Private Numbers shall be exchanged whenever “Obstruction Removed” signal is sent and acknowledged.

(8) “Cancel last signal” or Signal given in error”, when to be sent :-

(a) This signal cancels the last signal given from the block station from which it was sent.

(b) Where an ‘Is Line Clear’ signal has been forwarded and it is afterwards found that train to which it refers has to be detained for shunting or other purposes, or in case a train returns to the starting block station from which that signal was sent, the “Cancel last signal” shall be sent to the block station/cabin in advance, so that the previous signal may be cancelled.

(9) “Obstruction Danger” signal, when to be given :-

(a) Whenever in consequence of any obstruction or other unusual circumstances it becomes necessary for a block station/cabin to refuse “Is Line Clear” signal for which permission has already been given over the block telephone, the station receiving “Is Line Clear” signal shall refuse it by sending “Obstruction danger” signal, or

(b) If a block station/cabin is unable to accept a train for which “Line Clear” signal was sent earlier and the train is to be stopped at the block station in rear, “Obstruction danger” signal shall be sent by the block station/cabin in advance, or

(c) Whenever a block station/cabin receives information of an accident or disabled train, “Obstruction Danger” signal shall be sent to the block station/cabin at the other end.

Note : For sending “Obstruction Danger” signal “Call attention” signal need not be sent.

(d) The block station receiving “Obstruction danger” signal shall immediately replace the signal(s) governing the departure of the concerned train into the block section concerned to ‘ON’ and then acknowledge the same. If the block station fails to stop the train, such block station shall at once advise the block station from where “Obstruction Danger” signal was received, over the block telephone and then send the “Train entering block section” signal.

- (e) Once a block station acknowledges “Obstruction danger” signal, no train shall be allowed to proceed towards the block station from where “Obstruction Danger” signal was sent unless “Obstruction removed” signal is signaled by such block station and acknowledged by the block station in rear and advance respectively.
- (f) Private Number shall be exchanged whenever “Obstruction Danger” signal is sent and acknowledged except in case of clause (c) above.

(10) “Stop and examine train” signal :-

- (a) The signal shall be sent to the block station/cabin in advance in the event of the contingencies mentioned in SR 4.29.01 and sub-rule (d) of SR 4.42.02 or when passengers are observed raising signal of alarm. This signal shall also be sent to the block station in advance in case a train becomes divided while starting and the Loco Pilot runs forward with a portion of a train leaving the rear portion stationary at a station. The full particulars shall also be given over the block telephone.
- (b) The block station/cabin receiving the signal shall at once acknowledge the same and ensure that the signal(s) governing the departure of the train is/are at ‘ON’ and take all possible measures to stop the train. In case the cause of sending this signal is due to hot-axle or derailed vehicle/dangerous condition of running gear of any vehicle, action shall also be taken by the block station/cabin in terms of sub-rule (a) or (b) respectively of SR 4.29.03.
- (c) On double, triple or parallel single line section, the block station/cabin sending and acknowledging this signal shall not permit any train(s) to run over the adjacent line(s) provided a caution order is issued to the train crew to keep a sharp look out.
- (d) If the cause of sending this signal is due to goods falling off or when passengers are observed raising signals of alarm, block station in rear shall also be advised while sending “Train out of block section” signal about the circumstances. A caution order with an endorsement to proceed with caution and be prepared to stop short of any possible obstruction and report the state of the concerned section to the Station Master at the other end of the section shall be issued to the Loco Pilot of the first available train which is to run over the adjacent line or the same line.

(11) “Train passed without last vehicle Indicator”:-

- (a) This signal is to be sent to the block station/cabin ahead in order that an assurance is obtained from the Guard of the train which has passed without last vehicle indicator that his train is complete. If there is any doubt that the train which passed without last vehicle indicator is also divided and a portion of the train is left in the block section in rear, “Train Divided” signal shall also be sent to the block station/cabin in rear.
- (b) The block station/cabin receiving the “Train passed without last vehicle indicator” signal shall take steps as indicated in sub-rule(c) of SR 4.17.02. But in case the block station/cabin does not succeed in stopping the train, such station shall advise the next block station ahead in the similar manner.

(12) “Train Divided” :—

- (a) This signal shall be sent to the block station in advance in the event of a Station Master observing that train has become divided and is running in two or more parts. If the train is running on a falling grade as on also a level grade but the section is short and the stoppage of the first part may cause a collision with the second part, the block station/cabin receiving the signal shall not show the signal to stop the first portion but shall exhibit the signal as illustrated under GR 3.55, provided :
- (i) the line on which the divided train is running clear ahead for it to run on; and,
 - (ii) on single line, line clear has not been given for a train to approach from the opposite direction.
- (b) As soon as a Loco Pilot and a Guard become aware that their train is divided, they shall act in the manner detailed in GR 6.08.
- (c) If the line is not clear upto the next station ahead, the block station receiving the “Train Divided” signal shall arrange to stop the approaching train. As soon as the first portion of the train stops, proper measures for dealing with the second portion be taken as the situation may warrant. Signals shall be given to the Guard to control the rear portion and detonators shall be placed on the rails to attract the attention of the Guard.
- (d) If the divided train is running on a rising grade, the block station/cabin receiving the signal shall stop the first portion, shunt the same into a siding or on any other available line as expeditiously as circumstances will permit, or otherwise dealt with as may be necessary to prevent the second portion coming in collision with it,
- (e) “Train divided” signal shall be sent to the Block station in rear when the Station Master has reason to believe that a portion of the train, which has passed his station without Last Vehicle Indicator, may be left in the section. The manner in which the signal shall be sent and further action to be taken by the Station Master/Switchman sending and receiving the signal shall be as follows :—
- (i) If a train from station ‘W’ passes station ‘X’ in the direction of ‘Y’ and ‘X’ has reason to think any portion of it is missing, he shall send the “Train Divided” signal to ‘W’. Whenever this signal is used, the “Train passed without Last Vehicle Indicator” signal shall also be sent to station ‘Y’, if the front portion of the train has already passed beyond ‘X’.
 - (ii) On receipt of the “Train Divided” signal from station ‘X’, ‘W’ shall acknowledge it by repeating it, and shall take immediate steps to ensure the safety of any portion of the train or vehicles which may be left behind. He shall not give “Line Clear” to the station in rear or if a train has already left the station in rear, he shall stop it outside the first Stop signal and warn the Loco Pilot of the impending danger. The route shall be set to a clear line to catch the vehicles if they roll back, unless the station section is protected by a catch siding.
 - (iii) The train which is to run on the adjacent line between stations ‘X’ and ‘W’ shall be stopped and a caution order be issued explaining the occurrence and instructing the Loco Pilot to find out the whereabouts of the missing vehicles and report at the next station.
 - (iv) When it is ensured that the line is clear and the obstruction, if any, removed, the “Train out of block section” or “Obstruction Removed” signal may be sent over the ‘Y-X’ and ‘X-

W' block sections and this will be an intimation that the block section is clear and free from obstruction.

(13) “Vehicle running away into block section in single line”.—

- (a) This signal is to be sent from a block station/cabin say, ‘X’ to the block station/cabin, say, ‘Y’ in the direction of which any vehicle, train, engine or portion of a train is running away. In addition to sending “vehicle running away into block section on single line” signal, full particulars of the vehicles running away shall also be given over the telephone. (GR 6.11 and SR 6.11.01)
- (b) Station ‘Y’ receiving this signal shall at once acknowledge it and stop any train about to proceed into ‘Y’-‘X’ block section and take appropriate measures that may be necessary to avert an accident such as diverting the run-away vehicle(s) on to a clear line or into a siding or to take action as specified in SR 6.11.01(a). If line clear has been given for any train from the block station at the other end i.e., ‘Z’ or if the ‘Y’-‘Z’ block section is clear, “Obstruction danger” signal shall at once be sent from block station ‘Y’ to ‘Z’. If ‘Y’-‘Z’ block section is clear, “Obstruction danger” signal shall at once be sent from block station ‘Y’ to ‘Z’. If ‘Y’ to ‘Z’ block section is occupied by a train moving towards station ‘Z’ station ‘Y’ shall at once advise him of the impending danger whereupon station ‘Z’ shall arrange to receive the train with the quickest possible means. But should a train moving in the direction of ‘Y’ in the ‘Z’-‘Y’ block section, station ‘Y’ shall stop the train at the first Stop signal and warn the Loco Pilot of impending danger unless quick reception of such a train may avert an accident.
- (c) When the runaway vehicle(s) has/have been stopped and adequately secured, the reporting block station should be promptly advised of the fact.
- (d) If the vehicle do not arrive at the next station even after the lapse of reasonable time, arrangement should be made to clear the obstruction.

(14) “Vehicle running away in wrong direction on double line”.—

- (a) This signal is to be sent from a block station/cabin to the block station/cabin in rear in the event of any vehicle(s) or engine or a train or a portion on the wrong line towards the block station in rear and in addition full particulars about the runaway vehicle(s) or engine shall also be given over the telephone (GR 6.11 and SR 6.11.01).
- (b) The block station sending and receiving this signal shall act in the manner as detailed in sub-para (b) & (d) of para 13 above and, in addition, commutators of the block instruments at the either end of the section shall be turned so as to cause the block instrument to show “Train on line”.
- (c) No train shall be allowed to leave the block station sending this signal over the adjacent line in the proper direction of running until information has been received that the runaway engine or vehicle(s) has/have been brought to a stop and adequately secured or has/have arrived at the station at anyone end of the section and it is ensured that the block section is clear and free from obstruction.
- (d) If the runaway vehicle(s) does/do not arrive at the next station after the lapse of reasonable time, arrangements shall be made to clear the obstruction and after the obstruction is removed

and it is ensured that the concerned block section is clear, “Obstruction Removed” signal shall be sent and acknowledged and the commutators may then be turned to normal position.

(15) “Vehicle running away in right direction on double line”.—

- (a) This signal is to be sent from a block station/cabin to a block station/cabin in advance in the event of any vehicle(s) or engine or a train or a portion of a train be running away from a block station on the proper line towards the block station in advance and in addition full particulars about the runaway vehicle shall also be given over the telephone (GR 6.11 and SR 6.11.01).
- (b) The block station/cabin sending and receiving this signal shall at once turn the commutators of the block instruments so as to cause the block instruments to show “Train on line” and no train shall be allowed to move over the adjacent line from the block station/cabin in the direction of which vehicle(s) has/have escaped until information has been received that the runaway vehicle(s) has/have been brought to a stop and secured adequately or has/have arrived at the station at any one end of the section and it is ensured that the block section is clear and free from all obstructions.
- (c) The block station/cabin receiving this signal shall also act in the manner as indicated in sub-para(b) of para 13 above.
- (d) If the runaway vehicle(s) does/do not arrive at the next station after the obstruction is removed action shall be taken as indicated in sub-para(d) of para 14 above.

(16) “Testing” signal.—

- (a) The testing signal shall be used only for the purpose of testing the instruments and shall only be given when the block instrument is in “Line Closed” position. Whenever testing signal is sent and acknowledged proper entry shall be made in the Train Signal Register.
- (b) Authorized maintenance staff of the S&T Department may also send such signal in the presence of the persons on duty responsible for its operation so as to ascertain the proper working condition of the block instrument. The Station Master at the other end on receipt of this signal shall at once acknowledge it.

2.08. Acknowledgement of signals: — (Refer GR 14.06)

2.09 Train Signal Register Book:—

- (a) Detailed instructions for maintenance of Train Signal Register book are given under GR 14.07 and SR 14.07.01. At stations where block instruments are installed in the cabins, Train Signal Register book shall be under the custody of the person on duty responsible for operation of block instruments at the Cabin.
- (b) All entries in regard to blocking of running lines at a block station, block back, block forward, running of motor trollies, material trollies etc. shall be made in Red ink.
- (c) The Train Signal Register [Form OP/T28 (Revised)] specimen of which is furnished in Appendix-B.
- (d) Whenever any correction is made as per sub-rule (5) of GR 14.07, it must be initialed by the person on duty carrying out the correction.

- (e) The Station Master in charge of a station shall scrutinize the Train Signal Register daily and certify its correctness by signing it, all irregularities noticed therein being reported to the Divisional Operations Manager.
- (f) Inspecting officials of Operating and S&T Department shall also check the Train Signal Register in course of their inspections at stations/cabins and shall put his initials against such portions of the register as he has examined.
- (g) The Train Signal Register shall on no account be taken out of the Block Cabin/Station. The only exception given to this rule is when an accident has occurred under which circumstances the register may be removed for safe custody by the Station Master in charge or by an Inspector/Officer of the Operating Department after a new register has been brought into use.
- (h) When Private Number exchanged for establishing direction of traffic, shall be recorded in the TSR of both the stations.

2.10. Reporting of failures:—

- (a) All failures of Electrical Block, Axle Counter, Track circuit and Telephone attached to Block instrument shall be reported to the following officials by a diary entry :—
 - (1) Technicians of S&T department/Signal Maintainer,
 - (2) JE/SE/SSE(Sig),
 - (3) Divisional Signal & Telecommunication Engineer,
 - (4) Divisional Transportation Inspector,
 - (5) Divisional Operations Manager,
 - (6) Divisional Safety Officer,
 - (7) Chief Controller,
 - (8) Station Master of the concerned Notice Station
 - (9) Station Master at the other end of the block section,
 - (10) Chief Crew controller (Diesel/Electrical)
- (b) The Station Master shall record details of failures in the Signal and Block Failure Register.
- (c) Station Master should issue failure memo to the S&T staff to attend the failure.
- (d) When the failure has been rectified, the authorized representative of the S&T Department who attended to the failure, shall certify to that effect under his signature in the failure register.
- (e) Department wise failure summary shall be prepared at the end of each month and year which should be countersigned by S&T official.

CHAPTER III

Rules for working of trains on the Absolute Block System by means of the electrical communication instruments.

(These rules are to be read in conjunction with Chapters VIII and XIV of General and Subsidiary Rules)

Part—I (Single Line)

Preliminary: the rules in this chapter shall apply at stations on the Single line, where the normal method of passing trains is by means of electrical speaking instruments and also at stations, where the Electrical block instruments have failed.

The authority to proceed shall be a Paper line clear ticket. No engine or train shall leave a station unless the Loco Pilot has in his possession a Line clear ticket written on the authorized form and applicable to the Block Section onto which the train is about to enter.

Above rule does not apply

- (i) When an engine or train enters a block section to assist a disabled train and
- (ii) When there is a total interruption of communication.

When it is necessary to give any special instructions to Loco Pilot demanding cautious driving, the Paper Line clear ticket shall be supplemented by a caution order on form T/409.

3.01 Authority to proceed – (Ref. GR 14.23)

(a) Where single line working of trains between stations is in force or is temporarily introduced, the 'Line Clear Ticket' referred to under GR 14.25 shall be in form T/C 1425 UP and T/D 1425 DOWN respectively.

(b) The 'Line Clear Ticket' shall be written plainly and legibly in terms of GR 14.19. The Private Number shall be entered both in words and figures. Wherever it is used due to failure of electrical block panels/block instruments, proper entries shall also be made as required under SR 6.02.06. No alteration or correction of any kind is permitted whether it is initialed or otherwise.

3.02 Loco Pilot to examine 'Line Clear Ticket'- The LP shall ensure that the 'Line Clear Ticket' given to him is in proper form as mentioned in Sub rule (a) of Rule 3.01 above and that the same is written in accordance with the instructions contained in sub rule (b) of Rule 3.01 above.

3.03 Disposal of Line Clear Tickets- All Line Clear Tickets received by a Loco Pilot during the journey of his train shall be retained by him. The same shall be made over to Loco/ Shed/Traction Foreman of the Home station of the LP who shall take action in accordance with the instructions contained in Rule 2.03 of Block Working Manual.

3.04 Changing duties by Station Master when Block section is occupied- In addition to observance of the stipulations contained in SR 14.07.01 (d), the Station Master going off duty shall see that his reliever initials last entries in the concerned train message book.

3.05 Authorized forms for paper line clear working on Single line and their descriptions-(a) The forms in use are- These books shall be printed separately for “Train dispatching station” and “Train receiving station” (i.e., T/A 1425 and T/B 1425 both form books should be available in all stations on Single line areas) in serially numbered book form.

(i) The form T/1425, Line Clear Enquiry Message book printed on white paper with black font separately for outward and inward transactions.

Separate form is used for ‘Line Clear Ticket’ both for Up and Dn direction.

Paper ‘Line Clear Ticket’ No. T/C-1425 or T/D-1425 to be issued on completion of line clear enquiry message is dispatched and the line clear received transaction is completed. Paper line clear ticket no. T/D 1425 for Down trains and T/C 1425 for Up train to be filled up with private no. received and issued to the Loco Pilot of O/G train duly signed and stamped. This should be prepared in carbon process and LP’s foil to be handed over the LP keeping the record foil in the book.

(ii) The line clear ticket to be issued to the LP of outgoing trains separately for Up and Down directions (Specimen at APX-).

(iii) The Dn paper line clear ticket T/D 1425 printed in white paper with black font having a water arrow mark in the middle of the form pointing downwards.

This form of ticket is having a column Authority to pass signal at ‘ON’ position may be used whenever the line clear ticket is used in abnormal condition and the Advanced Starter cannot be lowered. If any page found missing, the matter should be reported to the DOM and a certificate is given on the front cover page of the book accordingly. A copy of the report sent to the DOM office be kept pasted below the certificate and counter signed by the SM-In-Charge.

(iv) Conditional line clear message- This forms No. T/F 602 is printed on white paper with red font. On receipt of this book, the SM/ASM shall number it serially before it is brought into use. A certificate in regard to intactness of no. of forms shall be given by the SM/ASM on receipt of this book.

This form is used in conjunction with SR 6.02.02, SR 6.02.04 by the SM of dispatching trains waiting at his station during total failure of communications between two adjacent stations.

This form is to be prepared in duplicate by carbon process and LP’s foil to be handed over to the LP and record foil to be kept in the book.

3.06 These message books meant for “Train dispatching Station” and “Train receiving station” i.e., T/A1425 and T/B 1425 respectively will be used for obtaining/granting line clear separately.

a) The Line Clear Enquiry Message (Outward/Inward) no. T/A 1425 or T/B 1425 is meant for transaction of Line Clear for both Outward/Inward trains between two adjacent block stations. The SM-In-Charge must see that sufficient numbers of books are always kept at his station. These books contain 100 pages each for outward and inward messages.

b) The pages of these books are serially numbered.

c) Each book before it is brought into use must be carefully checked by the SM to see that all the pages are correct. He must render a certificate duly dated and signed must be stamped with the Station Name Stamp, immediately before each book is brought into use.

Note:- Should any page found in duplicate, the duplicate page must be marked ‘cancelled’ signed and dated by the SM-In-Charge. Should any page be found missing, the matter should be at once reported to the DOM office and the certificate in the front cover leaf of the book qualified accordingly and a

copy of the report pasted in the book below the qualified certificate; this certificate must be countersigned by the SM-In-Charge.

3.07. Writing and signing of Train Messages- (Refer GR 14.19). The SM on duty is alone authorized to sign the Train Messages.

3.08. Dispatching and Receiving of Train Messages:- The issue of Line Clear Messages is restricted to the SM on duty.

Contents of Line clear enquiry and reply message book for “Train Dispatching Station” and ‘Train Receiving Station’:

The entries of line clear enquiry and reply messages will be filled up by Station Master of train dispatching station and train receiving station respectively after exchanging required information given in T/A 1425 and T/B 1425, which is given as under-

Train Dispatching Station

- A.Line clear enquiry
- B. Train Entering section
- C.Train Out of Section
- D.Line clear cancellation

Train Receiving Station

- A.Line clear Reply
- B.Train Entering Section
- C.Train Out of section
- D.Line clear cancellation

Messages dispatched and received from one station shall not on any account be entered wrongly. According to the sequence, all the entries shall be made.

When a Line clear is cancelled, all the entries relating to it shall be remarked ‘Cancelled’ and the foils preserved. Line clear cancellation to be done after proper exchange of message on telegraphic form and to be kept pasted in appropriate pages of the Line Clear Enquiry/reply message book.

3.09 No one except the SM on duty is permitted to give or ask for ‘Line Clear’.

In inquiries for line clear and in replies to them the train shall be distinctly described thus ‘No 12020 Up Exp’ or No. Shalimar 12029 Dn Exp as the case may be. A separate inquiry and reply message shall be sent for each train and on no account shall a line clear message received for one train be used for another train.

3.10. This message is dispatched from Train dispatching station asking the station in advance if the line is clear for a train which is either waiting or expected to arrive.

3.11 Procedure for sending inquiry message:

This message shall be written by the concerned Station Master in his line clear inquiry i.e., T/A 1425 and Line clear reply i.e., T/B 1425 book, in space “A” and communicated as soon as it has been written out. The time of dispatch being entered on it together with the detail of the Last train which passed over the section.

3.12 When Line Clear Enquiry Message should be sent:

- a. When the Station Master on duty received the Train Entering Section advice or is informed that a train is approaching his station, he shall apply for Line clear to the next station in advance.

- b. In cases, where owing to the run between stations being short there would not be sufficient time to ask for and receive Line Clear under the provisions of the foregoing paragraph without causing delay to trains, the Line clear enquiry message shall be dispatched to the station in advance immediately Line clear is given to the station in rear.
- c. At terminal station and where train have long halts, the Inquiry message shall not be sent more than 15 minutes before a train is due to leave.

3.13 Replies to Inquiries: On receiving an inquiry as to whether the Line is clear, the Station Master shall give a reply in accordance with the prevailing conditions and prescribed rules.

3.14 Train Entering Section:

- a. This message shall be dispatched on the departure of a train from a station and shall be recorded in space B of the Line clear inquiry and Reply message book i.e., T/A1425.
- b. The Station Master receiving the Train Entering Section message shall enter it in space B of the Line Clear Inquiry and Reply Message Book i.e., T/B1425.

3.15 Train Out of Section:

- a) This message shall be dispatched when a train has arrived complete and the conditions under which Line Clear for another train in the same direction can be given, have been complied with. This message shall be recorded in space C of T/B1425.
- b) The Station Master receiving the TOS advice shall record it in space C of T/A1425 form.

3.16 (I) Obstruction outside the First Stop Signal: The line outside the First stop signal shall not be obstructed unless the line has been blocked back.

(II) Blocking Back: the following is the method of blocking back-If the line clear has not been given for a train to approach the station, the station master of the station shall communicate by means of electrical speaking instruments to the next station concerned as follows-

*“I am blocking section back for shunting/other purpose (purpose to be mentioned). Private Number----
-----”*

The station master receiving this advice shall acknowledge it as follows-

“ I note the section is to be blocked back for shunting/other purposes (purpose to be mentioned). Private Number ----- “

As soon as the Block Section is cleared the shunting station shall communicate by means of electrical speaking instruments as follows—

“Shunting /other works has been completed, Block section is clear. Private number-----”

The Station Master receiving this message shall reply as follows:-

“ I note shunting/other works has been completed and Block section is clear. Private Number-----”

Note: for the above transaction, suitable entries in TSR to be made with Private number so exchanged in red ink.

After removal of block back, this should also to be mentioned in TSR against the same entry with red ink along with timings.

3.17 Writing and signing Train Messages:

- a) All enquiry and Line clear messages shall be written in black ink or using a dot pen and signed in full by the Station Master.
- b) Every messages relating to the passage of trains shall first be written in the Line Clear Inquiry Message book as prescribed and then communicated to word by word to Station Master at the other end. Such messages shall be written immediately before these are required to be communicated and not in advance.

3.18 Writing, signing and dating Paper Line Clear Tickets:

- a) All written matter on Paper line clear tickets shall be entered with the greatest care. Every word and number including the Station Master signature should carefully and distinctly be written. The date shall be clearly written in numbers thus “9.2.2017”. The name of issuing and destination stations shall be written in full in block letters in the spaces provided for the purpose.
- b) Signing and dating the Authority to proceed- In all cases the date and time of receipt of the Line clear Inquiry message shall be entered on the Paper Line Clear ticket and Station Master shall be careful to see that this is done before signing the Paper Line Clear Ticket. And then it shall be handed over to Loco Pilot.
- c) Station Master shall be held responsible for the accuracy of the Paper Line Clear Ticket and no alteration or correction shall be permitted on a Paper Line Clear Ticket whether initialled or not.
- d) A Paper Line Clear Ticket without the signature of the Station Master and the date is to be treated as incomplete and shall not be accepted as an Authority to Proceed. Loco Pilots shall satisfy themselves that the Paper Line Clear Ticket is complete in all respect, i.e.-
 - (i) That the date and time of receipt are noted thereon.
 - (ii) That it applies to his train and
 - (iii) That the Private number is entered both in figures and words.
 - (iv) In the event of any of these details being omitted or incorrectly entered the Loco Pilot shall not proceed until the Station Master given him a correct line clear ticket. He should, if requested by the Station Master state, in what way it is incorrect.
- e) A Paper Line Clear Ticket which is required to be cancelled in order to give precedence to another train is not to be treated as incorrect but shall be surrendered by the Loco Pilot/Motorman to the Station Master on request.

3.19. Delivery of Paper Line Clear Ticket Form:

- a) The Station Master shall be responsible for seeing that the Proper Paper Line Clear Ticket for the proper direction into which the train is proceeding is given to the Loco Pilot.
- b) The Station Master shall be responsible for seeing that every member of his staff through whose hand Paper Line Clear Ticket Form may have to pass is acquainted with difference between Up and Dn Paper Line clear Ticket form and that they know which is the Up and Which is the Down direction.
- c) When a train stops at a station the Paper Line Clear Ticket shall be handed over to the Loco Pilot by competent railway servant deputed by the Station Master to do so.
- d) If a train is detained to cross another train the Station Master shall not issue the Paper Line Clear Ticket until the whole of the other train has arrived clear of the points and particulars of its arrival have been entered on the Paper Line Clear Ticket.
- e) In the case of a non-stopping train, the Paper Line Clear Ticket form shall be delivered to the Loco Pilot at the specified place by means of a Loop. At night a lighted torch shall be displayed, so that the Loop can be seen by the Loco Pilot.

3.20 Disposal of Paper Line Clear Ticket Forms:

- a) The Loco Pilot shall hand over all Paper Line Clear Ticket forms to the Running shed Foreman at the other end of the run.
- b) The running shed foreman shall in turn send them to the DRM’ s office where they shall be checked before being destroyed.

3.21 Disposal of used Paper Line Clear Ticket Books:

Used Paper Line Clear Ticket books shall be retained at stations intact for twelve months and then to be disposed of in accordance with instructions issued from time to time.

3.22. Blocking back and removal of Block:— (Refer GR 1.02(8) and 8.14).(old 3.32)

- (a) Whenever it becomes necessary to obstruct the Line in terms of GR 8.13, a message as per example-I. It shall be sent and the acknowledgement thereof as per example II below is obtained before issuing the authority as per SR 8.15.01(a).

From:	Time.....To	
S.M. —‘A’	S.M.—‘B’	
No.1. I intend to block’A’—‘B’ block section for	(state cause).}	Example I
Acknowledge. Private Number.....	}	

From:	Time.....To	
S.M. —‘A’	S.M.—‘B’	
No.1. Your No.1 of date. Acknowledge.	}	Example II
Private Number.....	}	

- (b) After the obstruction is removed and after the authority for shunting is withdrawn and cancelled as contained in SR 5.13.02, message shall be exchanged as per Example III and IV below:—

From:	Time.....To	
S.M. —‘A’	S.M.—‘B’	
No.2. My No.1 of.....(date) Blocked removed. Block Section	}	Example III
is clear. Private Number.....	}	

From:	Time.....To	
S.M. —‘A’	S.M.—‘B’	
No.2. Your No.2 of..... (date) noted.	}	Example IV
Private Number.....	}	

- (c) Entries shall be made in red ink in the Train Signal Register book at both stations.

Part-II

(DOUBLE LINE)

3.23. Authority to proceed:—(a) On double line, the written authority to proceed mentioned under Sub-rule (2) of GR 14.13, shall be in the form T/369(3b) which shall be issued only after obtaining Line Clear through the means of electrical communication instrument as mentioned in Rule 3.34 below. Identification Number shall also be indicated on it, whenever Line Clear is obtained through the communication instrument listed under sub-rule (a)(ii); (b) and (c) of SR 6.02.06. (Old 3.33)

3.24. Means of obtaining/giving “Line Clear”— The electrical communication instruments (sub-rule 1 of GR 14.13) through which line clear shall be obtained is detailed under SR 6.02.03 which shall be used in the order given therein.(old 3.34)

3.25. Train Signal Register Book:— The time at which all signals exchanged under these rules shall be entered legibly in the Train Signal Register.(old 3.37)

3.26. Block forward and Block back:— (Refer GR 1.02(9), 1.02(e) and 8.14) (Old 3.38)

(a) Whenever it becomes necessary to obstruct the line in terms of sub-rules (2) or (3) of GR 8.06, messages as per example-I shall be sent and acknowledgement thereof as per example-II below shall be obtained before issuing the authority for shunting.

Example — I

From: Time..... To
S.M. — ‘A’ S.M.— ‘B’
No.1. I intend to block forward/back ’A’—‘B’ block section in advance/in rear on Up/Down line for(state cause). Acknowledge. Private Number.....

Example — II

From: Time..... To
S.M. — ‘B’ S.M.— ‘A’
No.1. Your No.1 of date acknowledged. I note Up/Down line between Station “A” and “B” is blocked. Private Number.....

(b) After the obstruction is removed and after the authority for shunting is withdrawn and cancelled as contained in SR 5.13.02, message shall be exchanged as per Example-III and IV below:—

Example — III

From: Time..... To
S.M. — ‘A’ S.M.— ‘B’
No.2. My No.1 of..... (date) Blocked removed. Block Section in advance/rear on Up/Down line between “A” and “B” is clear. Private Number.....

Example — IV

From: Time..... To

S.M. —‘B’
No.2. Your No.2 of..... (date) noted.
Private Number.....

S.M.—‘A’

(c) Entries shall be made in red ink in the Train Signal Register at both stations.

(old book paras : 3.05 to 3.31 & 3.35, 3.36 totally deleted)

CHAPTER III A

DOUBLE LINE BLOCK WORKING WITH AXLE COUNTER BLOCK

PART — I

GENERAL

This Block Working Manual is for 'Block Panel' with 'Block proving by Axle counter'. These rules must be studied in conjunction with General (Amendment) and Subsidiary Rules (2011) and the Block Working Manual Double Line (2019).

3A.01. Block Panel.

A Block panel means a panel associated with Axle counter equipment to control the movements of trains on double line Block section.

3A.02. Knowledge of Rules.

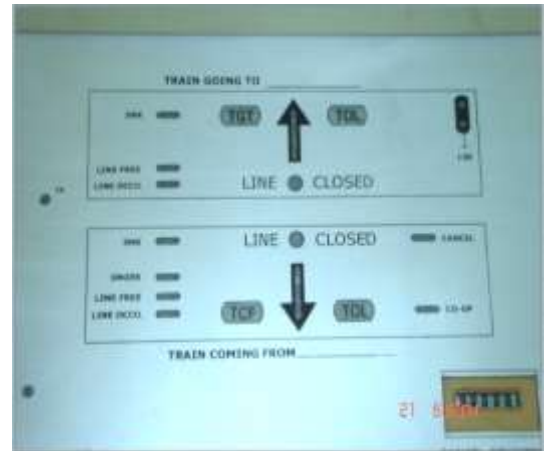
Every railway servant working on Block Panel must be conversant with the rules relating to the Block Working whether supplied or not with a copy or translation of the rules relating to his duties.

3A.03. Access to and operation of equipment.

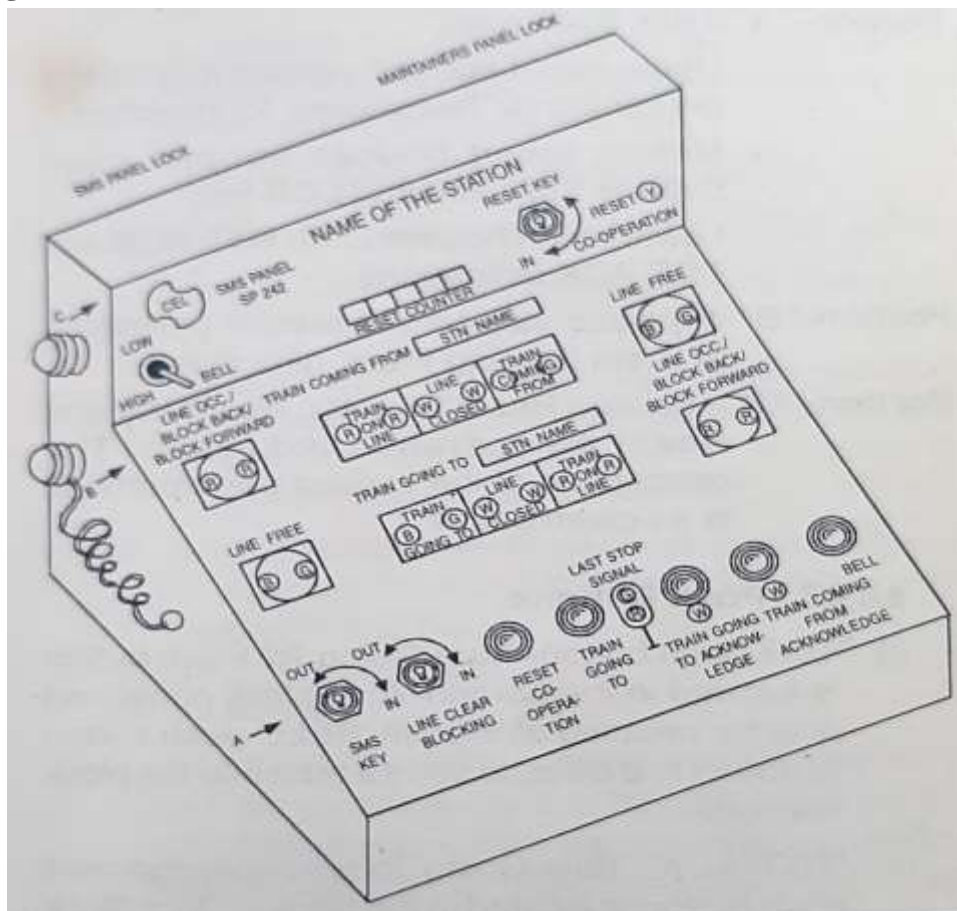
- (1) No unauthorized person shall be permitted to have access to or operate signals, points, Block Panel and electrical communication instruments or any other appliance connected with the working of the railway.
- (2) No unauthorized person (whether railway servant or otherwise) shall enter any block/signal cabin except when requires to do so in connection with the regular duties. All concerned supervisory staff will monitor strict compliance of these instructions through frequent and surprise checks.

PART — II
DESCRIPTION OF THE BLOCK PANEL

3A.04. Block Panel. Enter here diagram.



Block Panel Diagram



The running of every train shall in its direction from one block station to another on double line be regulated by means of a block panel with associated axle counter and other equipments.

3A.05. Block Panel Diagram.



3A.06. Description of Block Panel.

The Block panel consists of push buttons, keys indications, counters, block bell, block telephone and buzzer etc. mounted on a frame. The Block panel can be divided into three portions viz. A, B & C for the purpose of its explanation.

Portion-“A” It has three rows

Upper row- it houses various indications pertaining to ‘Train Going To’ direction.

Middle row- it houses various push buttons SM’s key and LCB key.

Lower row- it houses LSS, TGT, ACK and TCF, ACK indications.

Portion-“B” It houses various indications pertaining to ‘Train Coming From’ direction.

Portion-“C” It houses Reset Counter, Reset key and Reset co-operation indication. The description of the various parts/portions is as given below:

3A.07. Push Buttons.

- (i) TGT push button- ‘Train Going To’ Push button is located in the portion-‘A’ of block panel and is to be pressed along with ‘BELL’ push button to obtain line clear, to send a train into the block section.
- (ii) ‘TGT’ ‘ACK’- Train Going To acknowledgement push button is located in the portion ‘A’ of Block panel and is to be pressed for acknowledgement of line occupied axle counter failed or line free axle counter restored in the ‘Train Going To’ direction.
- (iii) ‘TCF ACK’ – Train coming from acknowledgement push button is located in the portion ‘A’ of Block panel and is to be pressed for acknowledgement of line occupied/axle counter failed or line free/axle counter restored in the ‘Train Coming From’ direction.
- (iv) ‘BELL’ push button – It is located in the portion ‘A’ of Block panel and when it is pressed a bell beat is heard in the single stoke bell, at the other end of the block section.

The Bell Push button shall be used to :

- (a) Transmit the prescribed code of Bell signals.
 - (b) Get ‘Line Clear’ when pressed along with ‘TGT’ push button.
 - (c) Cancel the ‘Line Clear’ by the train receiving station which is already obtained by the train dispatching station, when operated in conjunction with LCB key out.
- (iii) ‘RSB’ Push button- Reset push button, when it is intended to reset the axle counter by the receiving end SM.

3A.08. Keys :

- (j) **SM’s KEY** : SM’s control key for block panel is a two position key. It is located in the portion ‘A’ of Block panel. This key is provided to enable station Master to have control on the Block panel.

SM's key should normally remain, in the personal possession of SM. It should be inserted and turned whenever any operation on the Block panel is to be done.

When this key is 'out' only the under mentioned operations are possible :

- (a) Exchange of Bell Code Signal.
- (b) Acknowledgement of buzzers of Train entering/clearing/axle counter failure/restored by pressing TGT ACK/TCF ACK push buttons.
- (ii) LCB Key ; Line clear blocking cancelling key is a two position key normally kept inserted and turned. It is located in the portion 'A' of Block panel. It is to be taken 'out by receiving end Station Master in the following cases only.
 - (a) In case of emergency for withdrawing the facility of obtaining Line Clear available with sending SM.
 - (b) If the sending end SM has already taken Line Clear to send a train, this can be cancelled by taking 'out' this key and simultaneously pressing the Bell push button with SM's key 'IN' provided the train for which permission has been achieved has not entered the Block Section.
 - (c) The LSS of sending station will also be replaced to 'ON' automatically if already taken 'OFF' for sending the train in the section.

Note:— This facility is to be used only in an emergency and adequate safeguards are to be provided in the Station working rules for recording this action, so that this facility is not misused.

- (iii) **RSK KEY** – This reset key is located in the portion 'C' of the Block panel. It is a non-locking key and when at receiving station this key is inserted turned and pushed in, it resets the axle counter provided to prove the clearance of the block section.
- (iv) **This key therefore has to be used with great caution, be sure that the Block section is clear of all obstructions.**

3A.09. Indications :

Separate indicators are available on the Block panel for TCF and TGT directions.

- (i) **TCF Direction :** (In the portion 'B' of Block panel)
 - (a) **'Line Closed'**- Indication appears as 'Yellow' light on the panel when there is no train; in the Block section and when the section has not been blocked.
 - (b) **'Train coming From'**- Indication appears as a 'Green' light on the panel at the receiving station, when TGT and BELL push buttons are pressed simultaneously at sending station and the condition of granting line clear at receiving station have been complied with.

- (c) **‘Train on Line’**- Indication appears as a ‘Red’ light on the panel, when the block section is occupied by a train or any other rail vehicle like motor trolley etc. after line clear has been obtained on the block panel.
 - (d) **“Line Free”** – A ‘Green light’ to indicate that the block section is clear of trains or vehicles.
 - (e) **“Line occupied/Block forward/Block Back”**- A red light indication to indicate line occupied Block forward Block back on the panel when the block section is occupied by a train, either through a signaled move or when the line is blocked back/_ blocked forward.
- (ii) **TGT Direction :** (In the Upper row of portion ‘A’ of the Block panel).
- (a) **“Line Closed”** – Indication appears as ‘Yellow’ light on the panel, when there is no train in the block section and when the section has not been blocked.
 - (b) **“Train Going to”** – Indication appears as a ‘Green’ light on the panel at the sending station, when TGT and BELL push buttons are pressed simultaneously at sending station and conditions for granting line clear for the train at receiving station been complied with.
 - (c) **“Train on Line”** – Indication appears as ‘Red’ light on the panel when the block section is occupied by a train or any other rail vehicle like motor trolley etc. after line clear has been obtained on the Block panel.
 - (d) **“Line Free”** – A Green light to indicate that block section is clear of train or vehicle.
 - (e) **“Line occupied/Block forward/Block Back”** – A ‘Red’ light indication to indicate line occupied Block forward/_Block back on the panel when block section is occupied by a train either through a signalled move or when the line is blocked back forward.
- (iii) **“LSS indication”** – (In the lower row of portion ‘A’ of the Block Panel).
- (a) A ‘Red’ lamp indication to indicate.
 - (i) ‘ON’ aspect of last stop signal.
 - (ii) When train passes, the LSS in ‘OFF’ position and the same replaced to ‘ON’ position.
 - (b) A ‘Green’ lamp indication to indicate that the Last Stop Signal has been cleared for the train to enter the block section.
- (iv) **Acknowledgement Indications:** (In the lower row of portion ‘A’ of the Block panel)
- (a) **TGT ACK Indication** – A ‘Yellow’ lamp to draw the attention of the Station Master at the train sending end, when the buzzer sounds, in the event of Block section being occupied or when the train arrives.
 - (b) **TCF ACK indication** – A ‘Yellow’ lamp to draw the attention of the Station Master at the train receiving end when the buzzer sounds, in the event of Block section being occupied or when the train arrives.
- (v) **Reset Co-operation Indication** – (In the portion ‘C’ of the Block panel).

A 'Yellow' lamp indication for 'Reset Co-operation' to indicate that co-operation has been extended by the sending for resetting the axle counter.

3A.10. Counter (In the portion 'C' of the Block Panel)

'Axle counter reset- Counter for registering the number of attempts made to Reset the axle counter.

3A.11. Buzzer :

When a train occupies clears a block section or axle counter fails restores to normal, a buzzer sounds. The Station master can silence this buzzer by pressing TGT ACK or TCF ACK Push buttons, based on the event of proceeding the sounding of the buzzer. Along with this buzzer 'Yellow' indication also appears, above the TGT ACK or TCF ACK push buttons, which guides SM as to which button is to be pressed.

3A.12. Block Bell

This is a single stroke bell and is operated by pressing the BELL push button provided on the panel at either end of the block section, this gives audible signal at the other station.

3A.13. Block telephone:

This provides speech communication between the Station Masters at the two ends of the block section.

3A.14. Locks:

Two locks have been provided in the rear of the Block panel as under :

- (a) Signal maintainer's lock
- (b) SM's lock

Unless both these locks are unlocked, the block panel from the rear cannot be opened for maintenance purposes.

3A.15. Block working:

(i) Trains are worked on the Absolute Block System. Block working is by means of Block panel. Axle counters and associated equipments. The movements of trains in the block section are controlled by a Block Panel provided with operating buttons, keys and indications. Their use and operations are explained in detail in Part-III.

(ii) Each Block section is provided with two Block panels, one at either end of the block section; serving for both the lines of the double line section. All operations like obtaining Line Clear, cancelling Line Clear, etc.; are done on these panels.

(iii) The occupancy or otherwise of the entire block section is proved by provision of Axle counters. It is not possible to either obtain Line Clear or close the block section unless the entire section is clear of trains. The Line Clear is obtained by the sending end SM and the Block section gets closed automatically with the complete arrival of the train at the receiving Station.

3A.16. Principle of operation :

Electrical control is provided on relevant last stop signal to ensure that :

- (i) The Last Stop Signal at sending Station cannot be taken 'OFF' until the sending Station SM has pressed the 'TGT & 'BELL' Push buttons and all the conditions for granting of Line Clear are available at the receiving station. The latter is automatically checked by axle counter and associated equipment installed on either side of the Block Section.
- (ii) (a) The last Stop Signal level (in the case of lever frames) is free in the reverse position so that it can be put back to normal position when desired.
(b) Where a switch/push button has been provided for operating the Last Stop Signal it is possible to replace this signal to 'ON' position with the help of signaling circuits provided at the station.
- (iii) If the receiving station is not in a position to accept a train or an emergency has occurred after line clear has been taken by the sending station, the circuits permits the receiving station to put back to 'ON' the Last Stop Signal at the sending Station provided the train has not left the train has not left the station in rear.
- (iv) The principle of 'One Line Clear one Train and 'One signal one Train has been followed in the circuitry so that if the Last Stop Signal of the sending Station goes back to 'ON' by the departure of a train from the sending station the same cannot be re-cleared unless fresh Line Clear is obtained after the previous train has arrived complete at the receiving station.

PART — III

OPERATING PROCEDURES

3A.17. Method of obtaining Line Clear.

Following is the sequence of operations for obtaining Line Clear to send the train from Station in rear to Station in Advance.

Taking two Stations 'X' and 'Y' and a train travelling from 'X' to 'Y', the block section being clear and the Line Closed. Yellow indication being displayed in 'TRAIN GOING TO' part of the portion 'A' of the Block panel at 'X' station & "TRAIN COMING FROM" part of the portion 'B' of the Block panel at "Y' Station.

"X" Station (Sending)

1. Insert SM's key and turn, press bell push Button to send "Call Attention attend Telephone" signal to Station "Y'.
3. Receiving acknowledgement signals. Attend telephone and call out his station Name.
5. Asks consent giving number and description of the train.

"Y" STATION (Receiving)

2. Bell signal acknowledged by pressing Bell push button. Attends Telephone.
4. Calls out his Station name.
6. Gives consent by repeating the number and Description of the train, provided it can be accepted. This should be confirmed by giving

a private number after ensuring that the 'LCB' key is in the block panel and in the 'turned' position.

7. Obtaining 'Line Clear' by pressing 'TGT' push button along with the 'BELL' push button and keeps them pressed.

9. Block panel displays 'Train Going To' green indication. 'Line Closed' Yellow indication disappears. Release buttons.

10. 'Take Off' the departure signals to send the Train into the block section, LSS green lamp Indication appears in portion 'A' of the Block panel.

11. As soon as the train occupies track just ahead of the last stop signals, the LSS automatically goes back to its 'ON' position LSS 'Red' lamp indication appears in portion 'A' of block panel and 'Train on Line' Red indication appears automatically and a buzzer also sounds. 'Line occupied' red indication appears and 'Line Free' green indication disappears. SM presses 'TGT ACK' to silence the buzzer.

16. Block panel displays 'Line Closed' yellow indication & "Train On Line" red indication disappears and buzzer sounds which is silenced by pressing 'TGT ACK' push button by SM.

8. Block panel displays 'Train Coming From' green indication. 'Line Closed' Yellow Indication disappears.

12. Train On Line red indication appears automatically on the panel & buzzer sounds continuously. 'Line Occupied' red indication appears and 'Line Free' green indication disappears. SM Presses 'TCF ACK' to silence the buzzer.

13. Takes off reception signals. As soon as the Train passes the Home signals, the signal goes back to 'ON' automatically. A buzzer sounds continuously after the train has completely passed the block overlap ahead of the Home Signal.

14. Block Panel displays 'Line Closed' Yellow indication & 'Train On Line' red indication disappears.

15. SM presses 'TCF ACK' to silence the buzzer.

17. The Home signal lever and its SM's control side, where provided, are put back to normal position.

18. Gives 'Train out of section signal after satisfying himself that the train has arrived complete or passed with the tail lamp/tail board on the last

19. Acknowledges Train out of section signals.

3A.18. Refusal to the 'Is Line Clear' Signal & sending of the obstruction Danger Signal.

- (1) If the Line being blocked by the presence of a train in the section, or by shunting or for any other reason, the block station in advance is unable to accept. Is Line Clear signal such station must refuse on telephone communication and also take out LCB key from the portion 'A' of the Block Panel.
- (2) If the block station in advance does not give consent to accept the train, the train must be stopped at the station in rear and should not be allowed to leave, until a fresh consent has been given and accorded by the block station in advance.

3A.19. The Train entering section signal

- (1) On departure of train across a block station and occupying the track circuit just in advance of LSS. A buzzer will sound at both, train sending as well as train receiving station. This should be acknowledged by pressing the respective acknowledgement buttons i.e. 'TGT ACK' button by train sending SM and 'TCF ACK' push button by train receiving station.
- (2) Then so acknowledged, the section shall be considered to be blocked for any other train.

3A.20. 'Train out of section' or 'obstruction removed' signals.

When the section is cleared after the arrival of the train or by removal of the cause of blocking the block section, which shall be detected by axle counter device, buzzer will start at both train receiving and train sending stations. This should be acknowledged by pressing the respective acknowledgement buttons i.e. TCF ACK button by train receiving SM and TGT ACK button by train sending SM.

3A.21. The Obstruction Danger signal.

- (1) This signal is a 'Danger' signal and shall be given in any case of danger when it is necessary to stop a train or to attract the immediate attention of the SM of the next station.
- (2) It must always be promptly acknowledged and immediate steps must be taken to stop any train entering the block section.
- (3) If a 'Line Clear' has been obtained, the station receiving the obstruction danger signal must cancel the 'Line Clear' so obtained.
- (4) The 'Obstruction Danger' signal should be recorded as a danger signal and it should be used only in case of danger or sudden emergency. When it is necessary to stop train for which line clear has already been given, the station transmitting this signal i.e. train receiving station shall

take out LCB key and press 'BELL' push button simultaneously. This should be done with SM's key in 'IN' position. The receiving station SM must record the reasons for this TSR and exchange private number with station in rear.

3A. 22. Procedure for Resetting of the Axle counter when failed.

After a train has been received at the receiving end station or when no train has entered into the block section or after any block forward or block back operation is completed, if the 'Line occupied' indication still persists, then receiving station SM and sending station SM shall adopt the following procedure for resetting the axle counter:

(i) Verify, that the block section is clear of vehicles, by any one of the following means :

(a) Observing the procedure laid down in G & SR 4.17.01 and the relevant SRs there under.

The complete arrival of a train to the station in advance will be ascertain by the Station Master at the receiving Station by sending the complete arrival register (T-1410/old OP/T-421) to the guard of the train who will certify by signaling in the complete arrival register with time but if the train was running with L.V without brakevan/ with L V . No. the Station Master himself will verify the Last Vehicle No. personally.

(b) By checking up from the train signals register, the details of the last train passed through that block section and finding out from the SM of the station in advance or from the controller that the last train that has passed, has arrived complete.

(ii) After the above verification, exchange private numbers with the receiving end cabin in token of such verification.

(iii) The axle counter is to be reset by receiving station. The receiving station SM after satisfying that no vehicle is left behind in the Block section, advises the full facts to the sending station SM and requests him to co-operate in resetting of the axle counter.

(iv) The sending station SM presses the 'RSB' Push button provided on his block panel.

(v) On getting a yellow 'Reset Co-operation' indication the receiving station SM inserts turns, and presses the RSK key on the panel for resetting the axle counter.

(vi) The reset counter increases by one number. On release of pressure on the RSK key 'Line Free' green indication disappears on the Block panels at both the ends.

(vii) This increment of counter should be recorded in the train register along with exchange of private no. for every reset of axle counter done manually. The receiving end SM should then extract the RSK key and keep it in safe custody. At the receiving end a counter register to be maintained at the station for each resetting of the axle counter.

Note : In case the SMs are unable to check the complete arrival of the train by any one of the means listed in para (i) above. Then before following the resetting procedure for resetting the axle counter, the first train should be sent on "Authority to proceed without line clear" (form no.) with a caution order informing the driver to look out for any obstruction and restricting the speed to 15KMPH in day time with clear visibility and 8 KMPH at night time and when the

visibility is poor during day time. After this train has completely arrived at the receiving end station, the axle counter should then be reset by following the procedure as indicated above.

3A.23. To cancel Line Clear.

(A) When a line clear has been obtained and afterwards found that the train for which line clear already obtained has to be detained owing to any reason, the following procedure must be adopted:

- (i) If LSS is not taken Off SM should not clear the LSS.
- (ii) If LSS is already taken off, it must be put back to 'ON' and SM should inform the driver of the train for which the LSS was taken off, regarding cancelling the line Clear obtained for the said train.

For cancelling the 'Line Clear' the following procedure must be adopted.

"X" Station (Sending)

1. Block Panel indicates 'Train Going To' Green indication.
2. Gives 'Call Attention attend Telephone Signals.
4. Attends Telephone
5. Inform that the train for which line clear has been obtained is being detained and the line clear is to be cancelled. In support of this he gives a private number.
7. 'Train Going To' green indication disappears & 'Line Closed' Yellow indication appears on the Block panel.

"Y" STATION (Receiving)

1. Block panel indicates 'Train Coming From' Green indication..
3. Acknowledges Call Attention Telephone Signals.
4. Attends Telephone.
6. Acknowledges and gives consent by giving a private number. Also takes out the LCB key and simultaneously presses Bell push button with SM's key 'IN'.
8. 'Train Coming From green indication disappears & 'Line Closed' Yellow indication, appears on the Block panel.
9. LCB key is inserted and turned.

Note : Next Train can now be sent following the regular procedure as per para 3A.17.

(B) Where Line Clear has been obtained and the Train has also been dispatched into the Block Section and it is afterwards found that the Train has to return back to the station from which it was started the following procedure must be adopted.

"X" Station (Sending)

1. Block Panel indicates 'Train On Line' red indication.

"Y" STATION (Receiving)

1. Block panel indicates 'Train On Line' red indication.

2. Gives 'Call Attention/Attend Telephone Signals.

3. Acknowledges 'Call Attention/Attend Telephone' Signals.

4. Attends Telephone

4. Attends Telephone.

5. Inform that the train for which left the Station has returned back to this Station. Complete, supported by his private number.

6. Acknowledges by giving private number.

7. 'Train On Line' red indication still persists (as in 1 above)

7. 'Train On Line' red indication. Still persists (as in 1 above)

8. 'Line Free' green indication appears on the Block Panel.

8. 'Line Free' green indication appears on the Block Panel.

Note : The following train shall be worked on 'Paper Line Clear'. After the arrival of the said train at the Station in advance. 'Train On Line' indication disappears and 'Line closed' Yellow indication appears at both the Stations and further trains will be worked in the normal way.

(C) When Station in advance wished to cancel the 'Line Clear, he must (except in cases of emergency when the Obstruction Danger; signal is to be used) informs the Station in rear on the telephone and when Station in rear agrees. The cancellation must be done as described in para 3A.23(A).

3A.23. NOTE:— WHENEVER ANY OF THE ABOVE OPERATIONS IS TO BE DONE BY THE SWITCHMAN, HE SHALL NOT DO SO WITHOUT THE PERMISSION OF HIS STATION MASTER.

3A.24. Driver's Authority to proceed.

(i) On the Double Line sections, the Driver shall not take his train into a block station unless the Last Stop Signal pertaining to him has been taken 'OFF' as laid down in GR.14.08.

(ii) When the 'Block Panel' is in working condition & LSS has failed.

If the Block Panel is in normal working condition but there is only failure of Last Stop Signal, Line Clear working shall continue to be done on the Block Panel itself and a written authority on the Form T/369(3b) with an endorsement thereon, by the Station Master that the Line Clear has been obtained on Block Panel along with the Private Number received from the Block Station in advance, shall constitute the Driver's Authority to proceed (SR.14.08.01).

(iii) In case of failure of Block Panel.

If there is failure of Block Panel and Line Clear cannot be obtained on it, then line clear should be obtained using identification No. through the Electrical Communication equipment as laid down GR.14.13. T/369(3b) with private no. and identification no. to be issued to the driver

authorizing the Driver to pass the Last Stop Signal a 'ON' shall constitute the Driver's Authority to proceed.

3A.25. Block Forward

- (a) The Station Master who intends to block forward the Line shall advise the Station Master of the station in advance on Block telephone by supporting a private number and ask permission to 'Block forward' who will acknowledge the message and grant permission supported by a private number. The SM in advance will 'take out' LCB key and keep it in safe custody. Driver shall be given shunting Authority in form T/806 for entering the block section for shunting. On completion of shunting, the Station Master shall inform the Station master of the station in advance of the completion of shunting supported by a private number which shall be acknowledged by the SM of the Station in advance by a private number.

On completion of the shunting the Station Master of the station in advance should restore the LCB key of the panel.

- (b) All the entries in the TSR will be made in 'RED' ink. Reasons for Block Forwarded has to be recorded against the entry in the remarks column.

(Shunting being performed at the Station 'X')

"X" Station (Sending)

1. Block Panel indicates 'Line Closed' Yellow indication.
2. Inserts the SM's key and turns and gives Call attention signal.
4. Attends Telephone

5. Informs intention to do shunting in the Block Section and give private number.
7. Prepares T/806 and sends it to the Driver. When the movement takes place into the Block Section, the buzzer sounds, which is silenced by pressing TGT ACK push button. The Line occupied red indication appears.
9. When the shunting is completed and the train has cleared the block section the buzzer sounds which is silenced by pressing the 'TGT ACK' push button.

"Y" STATION (Receiving)

1. Block panel indicates 'Line Closed' Yellow indication..
3. Inserts the SMs key turns and acknowledges the 'Call attention' signal.
4. Attends Telephone.

6. Acknowledges and removes the LCB key and keeps it in his personal custody.
8. The buzzer sounds, which is silenced by pressing 'TCF ACK' push button. The 'Line Occupied red indication appears.

10. The buzzer sounds, which is silenced by pressing the 'TCF ACK' push button.

11. Line occupied red indication disappear and
'Line free' yellow indication appears.

11. Line occupied red indication disappear
and 'Line free' yellow indication
appears.

12. Gives 'Call Attention' signal and attends
telephone.

13. Acknowledges 'Call Attention' signal &
attends telephone.

14. Informs that shunting is completed
Supported by a private number.

15. Acknowledges supported by a private
number and restore the LCB key.

3A.26. 'Block Back'

- (a) The Station Master who intends to Block Back the line shall ask the Station Master of the Station in rear on the telephone for permission to 'Block Back' who will acknowledge the message and grant permission supported by a private number. The LCB key shall be 'taken out' by the SM who intends to perform shunting and shall be kept in personal custody of SM. The SM will then issue the necessary memo to the driver on the prescribed Shunting Order Form No.T/806 authorized to him to perform shunting in the Block Section.
- (b) On completion of the shunting the LCB key shall be restored to the Block Panel. Then the SM shall inform the Station Master of the station in rear, of the completion of shunting supported by a private number which shall be acknowledged by the Station Master of the Station in rear by a private number.
- (c) All the entries in the TSR will be made in 'RED' ink. Reasons for Block Back must be recorded against the entry in Remarks Column.
- (d) The following operations are to be done on the Block Panel for 'Block Back' (Shunting being performed at Station 'X' towards 'Y' on the wrong line.

"X" Station (Sending)

"Y" STATION (Receiving)

1. Block Panel indicates 'Line Closed' Yellow
indication.

1. Block panel indicates 'Line Closed'
Yellow indication.

2. Inserts the SM's key and turns and gives
Call attention signal.

3. Inserts the SMs key turns and acknowledges
the 'Call attention' signal.

4. Attends Telephone

4. Attends Telephone.

5. Informs intention to perform shunting in
Block section on wrong line.

6. Acknowledges and gives consent by giving
a private number.

7. Takes out the LCB key and keeps it in his
personal custody. Issues T/806 to the

Driver for performing shunting into the Block Section.

8. When the movement takes place in the block section, the buzzer sounds which is silenced by pressing 'TCF ACK' push button. 'Line occupied' red indication appears.

10. When the shunting train has cleared the Block section, the buzzer sounds which is Silenced by pressing 'TCF ACK' push button. 'Line Occupied' Red indication disappears and 'Line Free' green indication appears.

12. Restores the LCB key and gives 'Call attention' attend telephone signal.

14. Informs that shunting is completed Supported by a private number.

9. The buzzer sounds which silenced by pressing 'TGT ACK' push button 'Line Occupied' Red indication appears.

11. The buzzer sounds which is silenced by pressing 'TGT ACK' push button Line 'Line Occupied' Red indication disappears and 'Line Free' green indication appears.

13. Acknowledges & attends telephone .

15. Acknowledges supported by a private number.

PART —IV

BLOCK FAILURE

3A.27. Block failures.

The block failures can be categorized into the following :—

- (A) Failure of Block panel.
- (B) Failure of last stop signal.

(A) Failure of the block panel.

The Block Panels must be considered to be defective for up and/or down trains, as the case may be in the following cases:

- (i) When no indication of any sort, at all appears on the block panel.
- (ii) When none of the indication viz. “Train coming from/Train going to”, appears on the block panels except “Line Free” or “Line Occupied”.
- (iii) When no train has entered in the block section but the Block Panel shows “Line Occupied” red indication and this indication persist even after resetting has been tried as per para 3A.22.
- (iv) When “TRAIN GOING TO” or “TRAIN COMING FROM” indications do not appear by appropriate action, through condition permission to approach is available.
- (v) When “TRAIN ON LINE” indication does not appear on the entry of train into Block section at either of the station.
- (vi) When a train has arrived at the receiving station but the block panel still shows “TRAIN ON LINE” Red indication and/or also shows ‘Line Occupied’ Red indication and these indications persist even after resetting has been tried as per para 3A.22.
- (vii) Total failure of communication during which trains shall be worked as per extent rules in force on the railway.
- (viii) Any damage is seen or reported to block equipment i.e. Block Panel, Axle Counter, Track Devices, Axle counter equipment and Block multiplexer equipment etc.
- (ix) When Last Stop Signal cannot be kept at ‘ON’ during its suspension/disconnection.
- (x) When Last Stop Signal of the station does not go back to ‘ON’ position on the entry of a train into the Block Section.
- (xi) When the Bell Code Signals are received indistinctly.

Note : (1) In all the above cases, the Block Panel must be treated as defected block working suspended and trains must be dealt with by taking Line Clear on the Electric Communication Equipments provided and by following provisions of GR 14.13 and SRs there under.

(ii) In respect of the failure indicated in the terms No.A(vii) of the para above, trains must be dealt with under the extant rules as outlined in GR 14.13 and SR there under.

(iii) In respect of failures indicated in the item Nos. (v), (ix) & (x) of the para (A) above, all efforts must be made to keep the LSS in the 'ON' position. If it is not possible, then a competent railway servant should be deputed with Red Hand Signal to take his position at the foot of the LSS to warn drivers of the approaching trains. In addition, all trains in the relevant directions should be stopped at the home signal and after ensuring that they have come to stop, the home signal should be cleared to caution aspect only. The starter should not be taken off and the train should be dispatched by issue of relevant authority to pass the starter and the LSS. Caution order should also be issued to the drivers about the defect of the LSS. **Mention the reason of P/out in the P/Out memo.**

(iv) The Block Panel should not be restored for normal working until it is tested by a competent signaling staff and certified fit by him for use.

(B) Failure of Last Stop Signal.

The Last Stop Signal must be considered to have failed for UP or Down direction as the case may be in the following cases:—

(i) The Last Stop Signal cannot be taken 'OFF' even though Line Clear has been obtained.

(ii) The Last Stop Signal can be cleared without getting 'Line Clear'.

(iii) The Last Stop Signal does not restore to 'ON' position after the train enters the Block Section.

In all the cases indicated paras (A) and (B) above failures should be informed to S&T staff immediately.

Note : In respect of the cases indicated in paras (B) (ii) & (iii) above the precautions indicated in Note No.(iii) & (iv) under para 3A.27(A) dealing with failures of the Block panels should strictly be adhere to.

3A.28. Suspension of Block Working.

Block working must be suspended and trains dealt with in accordance with the extant instructions in the following cases.

(A) Suspension of Block Panel:—

(i) When material lorries, motor trollies, tie-tamping machines and rail motor/tower wagon (4 wheeler) has to run in the section, these shall be worked on authority of T/369(3b) and Caution order.

- (ii) Abnormal movement i.e. Single Line Working on Double Line or mid-section accidents etc.
- (iii) Block Back/Block Forward with the respective direction only.
- (iv) When unsignalled reception has been restored to at the receiving station.
- (v) When any part of the Block Equipment is to be opened for repairs which shall be done only under duly accepted disconnection notice. Block Panel working shall only be resumed by a Railway servant authorized as per extant rules in for on the Railway.

(B) Suspension of Last Stop Signal:—

The Stop Signal shall be considered in-operative and deemed to have suspended in the following cases:—

- (i) When the Last Stop Signal has been undertaken for repairs by S&T staff.
- (ii) During the 'Block Forward' only.
- (iii) During the single line working on double line section due to some emergency like; mid-section accident or otherwise.
- (iv) When the material lorries/trolleys, tie-tamping machines or lower wagon has to run in the section.

Note: In respect of the cases listed in para (A) & (B) above, as soon as the cause of block working are removed normal working can be restored by SM.

3A.29. Working of trains when there is failure of Block panels.

Whenever the Block Panels fail, Line Clear should be obtained on the electric communication equipment and by following provisions of GR 14.13 and the SRs thereunder.

If block working can be carried on, on the Block Panel but the LSS cannot be taken off, then Line Clear should be obtained on the Block Panels but T/369(3b) and Caution order should be issued as an Authority for entering the Block section.

3A.30. Working of Lorries and Motor Trolleys

All light vehicles and heavy material trolleys will work with block back or block forward.

(ADDENDUM & CORRIGENDUM NO.8 TO BLOCK WORKING MANUAL/S.E.RLY.
FOR AXLE COUNTER BLOCK SYSTEM-SINGLE LINE.)

Inserted the following Chapter as III 'B' after the Chapter III 'A'.

CH – III B

1. Foreword

The working of Block Panel using block proving by axle counter for Single Line must be read in conjunction with G & SR of Indian Railways (1976) and Block Working Manual – Single Line. Notwithstanding the explanations given hereunder for Block Panel working provisions of G & SR are inviolable.

2. Brief description of Block panel & its features

The Block Panel means Panel associated with axle counter and other equipment which controls, commands, indicates and provides the information for the operation of trains in a block section. The block panel operated axle counter block system for Single Line Section checks the movement of train “in” and “out” of the block section by means of axle counter. The system checks the complete arrival of train at the receiving station automatically. System uses the concept of “Train Going To” (TGT) from sending end for taking line clear. The “Train Coming From”(TCF) comes automatically if all the conditions required to grant line clear are available at the receiving end. The “Train On Line” (TOL) and “Line Closed” (LC) condition are displayed on the block panel automatically. Block panels are of two types. (1) Panel at the station without evaluator (Drg.No.RDSO/S32010/002/011) and (2) Panel at the station where evaluator is also housed (Drg.No.RDSO/S32010/003/011). These two panels differ regarding provision of reset key, counter & reset co-operation button on panel. Their availability on panels are given here under.

Key/Button/Counter	Available	
	Panel Drg.No. RDSO/S- 32010/002/011	Panel Drg.No. RDSO/S- 32010/003/011
Reset Key	No	Yes
Reset Counter	No	Yes
Reset Co-operation Button	Yes	No

3. Principle of working

- (i) The trains are worked on absolute block system of working.
- (ii) The block section is provided with an axle counter to verify the occupation and clearance of block section.
- (iii) It shall not be possible to take Last Stop Signal to ‘OFF’ unless the line clear has been obtained.

- (iv) It shall not be possible to take Line Clear unless the line is clear of trains running in the same direction, not only upto the first Stop signal at the block station at which such line Clear is given, but also for an Adequate distance beyond it, and is clear of trains running in the direction towards the block station to which such Line Clear is given.
- (v) The last stop signal replaces to ON aspect on the entry of train into block section. This will cause TOL indication to appear on block panel of stations indicating the entry of train in the block section. Last stop signal is replaced to ON with the entry of train in block section is maintained in that position till a fresh line clear is obtained on Block Panel.
- (vi) Block section is automatically closed on complete arrival of train at the receiving station.
- (vii) A co-operative control is provided on the block panel to cancel the Line Clear already taken.
- (viii) A co-operative control for resetting of axle counter is provided.

4. Description of Block panel

The Drg.No.RDSO/S-32010/002/011 and RDSO/S-32010/003/011 represent the block panels at two adjacent stations ‘A’ & ‘B’ which govern the movements of train in block section between ‘A’ & ‘B’. A set of two block panel and their associated equipments as shown in the diagram will be used as a pair, one at station ‘A’ and the other at station ‘B’. Telephone communication is also provided in conjunction with block panels.

Following are the various parts of the Block panel and their functions.

(i) Push Buttons (non locking type)

Push buttons	Functions
BELL	To transmit BELL codes to station at other end of Block Section. To take Line Clear, when pressed along with TRAIN GO button. To cancel Line Clear when pressed along with CANCEL button. To extend co-operation for cancellation to other station, when pressed with RESET button.
TRAIN GOING TO	Station Master of sending station operates it along with bell button. This sets sending block panel to ‘Train going to’ condition and receiving station block panel to ‘Train Coming From’ condition Green TGT indicates this condition on block panel.
CANCEL	It is operated along with ‘Bell’ button to enable cancellation of ‘Line Clear’ condition, if the train has not entered the block section or after the train

	has pushed back to the station. Station Master at train receiving station does cancellation operation.
ACKN	It is operated to acknowledge the section occupied on section free condition. It silences the SECTION OCCUPIED/FREE buzzer.
AXLE COUNTER RESET CO-OP CANCEL CO-OP	It is operated to extend co-operation from a station where evaluator of axle counter has not been provided for resetting of Axle Counter. It is operated by train sending station for extending cancel co-operation to train receiving station.
SHUNT BUTTON	It is operated to extract shunt key.

(ii) Keys

Keys	Functions
SM KEY	The key when out prevent following operations. a) Transmission of BELL code. b) Transmission of line Clear inquiry code. c) Resetting of Axle counter. d) Release of shunt key.

(iii) Indicators

Indicators	Functions
LINE CLOSED	
TRAIN COMING FROM	LEDs. When green light is “steady” it indicates that the train coming from condition. When Green light is flashing it indicates (a) line Clear has been withdrawn before the entry of train in Block Section or (b) Section has cleared after the arrival of train, but associated Signals & their controls have not been put to normal at stations. This indicator changes to Red on entry of train in block section and indicates ‘train on line’ condition.
TRAIN GOING TO	Its shape is arrowhead pointing in direction of traffic away from station. It is provided with Green/Red LEDs. When Green light is “steady” it indicates that the ‘train going to condition. When green light is flashing it indicates that line clear has been withdrawn before the entry of train in block section or train has cleared the block section but associate signals and their controls

	have not been normalized at stations. This indicator changes to Red on entry of train in block section and indicated 'train on line' conditions.
LAST STOP SIGNAL	Its shape is circular monogram or signal 'Red' indication means Last stop signal is at ON and Green indication means Last Stop Signal is at OFF.
RESET CO-OPERATION	Its shape is circular and is placed near reset key. When in indicates that co-operation has been received from block panel where reset co-operation button has been provided.

Indicators	Functions
LINE FREE	Its shape is circular/rectangular and is placed above ACKN button. It is provided with Green/Red indication Green indicates line is clear of vehicles and Red indicates line is occupied after line clear or Block Back.
SNKE (Local)	Its shape is circular. When lit yellow it indicates LSS. First stop signal & controls on signal are normal.
SNKE (Other End)	Its shape is circular. When lit yellow it indicates LSS, FSS, Controls are normal and TCF indication is not available at station on other end of block section.
SM KEY (IN)	Lit indicates SM key is IN and turned.
SHK-IN/OUT	It has 2 colours. When lit Green indicates Shunting Key has not been taken out and when lit RED indicates Shunting Key has been extracted.
TRAIN ACKNOWLEDGEMENT IN/OUT	Lit at the time of train entry into and exit from the block section. It remains lit until acknowledged.
CO-OPERATION TIMER	It starts flashing when cancellation process starts and flashes for 120 seconds.

(iv) Counters

Counters	Functions
CANCEL	It keeps record of cancellation of 'line clear' when train has not entered block section or train has been done 'push back' Operation.
RESET	Reset Counter is provided on block panel at the station where Axle Counter Reset key is provided. It keeps record of number of successful resets of Axle Counter.

(v) **Indicators**

Buzzers	Functions
BLOCK	It gives signal as per BELL CODE sent by operator at Station at other end of block section.
SECTION	Its audible signal informs SM that Train has either occupied or cleared the Block Section.

5. Method of signaling trains from block station to another block station.

(i) **Sequence of operations for sending a train**

Block Panel Operators at sending and receiving stations will go through following chain of events listed here under for sending & receiving a train.

Sending Station	Receiving Station
Ensures (a) Line Closed indicator is lit & SNKE indicators local and far end are lit. SM key IN is lit. Sends 'Attend Telephone' signal by pressing BELL.	3. Acknowledges by pressing BELL and attends telephone.
4. Attends telephone, advises about the intended movement of the train and asks for LINE CLEAR for train to go from his station with his private number.	5. After (exchanging) information regarding train movement. Ensures: (a) Line Closed indicator, SNKE (local) indicator are lit and then convey verbal line clear supported by private number.
6. Press BELL & TRAIN GOING TO button and keeps both buttons pressed till 'TRAIN GOING TO' Green indication appears.	7. 'LINE CLOSED' indication disappears & TRAIN COMING FROM' Green indication appears.
8. 'LINE CLOSED' indication disappears. 'TRAIN GOING TO' Green indication appears on the panel. Releases BELL & TRAIN GOING TO button.	
9. Takes off Last Stop signal. Train enters the Block Section. LINE FREE indicator turns to RED. SECTION buzzer starts ringing & 'TRAIN GOING TO' indication turns 'Red' on the panel. Last Stop signal replaces to 'ON'.	9. SECTION buzzer starts ringing & 'TRAIN COMING FROM' indication turns 'Red' on the panel. LINE FREE indicator turns to RED.

Sending Station	Receiving Station
10. Acknowledges the buzzer by pressing ACKN button. Puts back the Last Stop signal.	10. Acknowledges the buzzer by pressing ACKN button.
	11. Clears the reception signal at his station for receiving the train. Train passes the Home Signal. Home signal is replaced to ON. Train clears the Block Section SECTION buzzer starts ringing. Acknowledges the buzzer by pressing ACKN button.
12. LINE FREE indicator turns to GREEN. SECTION buzzer starts ringing. TRAIN GOING TO indication turns to flashing GREEN. Acknowledges the buzzer by pressing ACKN button.	13. Replaces all controls pertaining to reception of train to Normal. SNKE (Local) indication appears TRAIN COMING FROM indication disappears. 'LINE CLOSED' indication appears.
13. Train Going To indication disappears 'LINE CLOSED'	

(ii) To cancel “Line Clear” before a train enters the Block Section:

When line clear has been obtained and afterwards, it is found that the train for which line clear already obtained has to be detained owing to any reason, the following procedure must be adopted.

Only train receiving station can cancel 'line clear' with cooperation from train sending station.

Sending Station	Receiving Station
Block Panel displays “Train Going to” indication	Block Panel displays “Train Coming from” indication.
Train sending station ensures that cancellation of line clear conditions are available. Exchange private number.	Receiving station ensures that cancellation of line clear conditions are available. Exchange private number.
(i) If L.S.S is taken 'OFF' SM should not clear the L.S.S and will keep it at 'ON' only. (ii) If L.S.S is already taken "OFF" it must be put back to "ON" and SM's slide of concern L.S.S should also be normal. SM should inform the driver of the train for which L.S.S was taken	

“OFF” regarding cancellation of the line clear for following procedure must be adopted.	
1. Press “cancel co-operation” Button.	2. After verifying the Cancel Co-operation cancellation indication is available on his block panel Presses & Releases BELL and CANCEL buttons simultaneously and then releases. ‘TRAIN COMING FROM’ indication turns to flashing GREEN. After signals at both stations are at NORMAL i.e. SNKE(local) and SNKE (other end) is lit TIMER indicator appears flashing.
2. ‘TRAIN GOING TO’ indication turns FLASHING GREEN. Puts back the Last Stop signal controls to Normal if taken OFF & observes SNKE is lit.	4. CANCEL indicator continues Flashing for 120 seconds on expiry of 120 seconds. TRAIN COMING FROM indication and TIMER indication disappears. ‘LINE CLOSED’ indication appears.
5. Train Going To indication disappears. ‘Line Closed’ indication appears.	

(iii) To close the block when a train returns to the starting station (Push back operation).

After a train has been pushed back at the sending station, the sending station advises the receiving station regarding this under exchange of private number. The receiving station can close the section by pressing BELL & CANCEL button after taking cancel co-operation from other end.

Sending Station	Receiving Station
1. Train clears the Block Section. Section buzzer starts ringing.	2. Train clears the Block Section Section buzzer starts ringing.
‘TRAIN GOING TO’ indication turns FLASHING GREEN.	‘TRAIN COMING FROM’ indication turns to flashing GREEN.
Acknowledges the buzzer by pressing ACKN button.	Acknowledges the buzzer by pressing ACKN button.
Ensures SNKE (local) indicator is lit.	On request from sending station on telephone after prescribed BELL code for closing of block.
Advises receiving station operator to close the block, on telephone after prescribed BELL code.	Ensures SNKE indication is lit.
	Presses BELL & CANCEL buttons

Presses cancel co-operation button.	simultaneously and releases buttons. Timer indicator appears flashing & continues flashing for 120 seconds. On expiry of 120 seconds, 'TRAIN COMING FROM' indication and TIMER indication disappears. 'LINE CLOSED' indication appears.
3. 'TRAIN GOING TO' indication disappears. 'LINE CLOSED' indication appears.	

(iv) Block Back

The Shunt Key is the authority for the Driver to shunt from Starter upto the opposing First Stop Signal of concerned block section. This key authorizes the Driver to pass Advance Starter at "ON" during shunting. Precautions regarding correct setting & locking of the route and showing of "Proceed" signal as per General Rules 3.70/G&SR shall be observed. Whenever shunt key is to be handed over to Driver for shunting, it shall be kept in a suitable pouch to avoid damage during handling. The shunt key shall be handled very carefully both by the Station Master and the Driver, as damage to the Shunt Key will lead to failure of the Block System.

The Shunt Key can be extracted only when Block Panel is displaying LINE CLOSED or TGT condition. It cannot be extracted if block panel is displaying TCF condition. The SM, who intends to extract shunting key shall inform Station Master at other end on telephone for permission to shunt, who will acknowledge the message & grant permission supported by a private number.

(v) Shunt key's extraction in "line close" condition

Operations for extraction of shunt key under "line close" condition are as under.

Station intend carrying Out shunting	Other end Station
1. Station Master will press, "shunt key button" on block panel and extract shunt key.	
2. On entry of train in Block Section, SECTION buzzer starts ringing & LINE CLOSED indication disappears. LINE FREE indication turns to RED. Acknowledges the buzzer by pressing ACKN button.	3. On entry of train in Block Section, SECTION buzzer starts ringing & LINE CLOSED indication disappears. LINE FREE indicator turns to RED. Acknowledges the buzzer by pressing ACKN button.

<p>4. On Clearing of Block Section. Section buzzer starts ringing & LINE CLOSED indication appears. LINE FREE indication turns to GREEN. Acknowledges the buzzer by pressing ACKN button. Exchanges private number.</p>	<p>On clearing of Block Section. Section buzzer starts ringing & LINE CLOSED indication appears. LINE FREE indication turns to GREEN. Acknowledges the buzzer by pressing ACKN button. Exchanges private number.</p>
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(vi) Shunt key extraction in “Train Going To” condition

Whenever it is necessary to extract the shunt key will the “Train Going To” condition, indication on block panel it shall be done only after ‘Train on Line’ condition has been established under exchange of private number.

(a) Shunting is completed before the train clears Block section

Shunting train enters a block section with shunting key and returns back to station while another train is still in the block section. Station Master inserts shunting key back in block panel and the block section clears automatically when other train clears the section. Cleaning time of section by train and private number shall be recorded in a train register.

(b) Train clears section before shunting is completed

When the train proceeding on regular line clear has cleared the block section and shunting train is still in this section, both end the block panels will continue to show “Train On Line” condition. When the shunting train clears the block section, the block section will automatically normalize.

The Station Master receives back the shunting key and inserts the shunting key back in the block panel system and normalizes. Normal train movements are then possible.

(vii) In case of train parting, part clearance of train from receiving station & clearance of balance portion from sending station.

Block will normalize automatically as soon as block section is clear of all vehicles provided front part of train has been received on signal at the receiving station In case train has been received other than clearing the nominated signal, the cancellation action will be required.

6. Resetting of Axle Counter

After a train has been received at receiving station or after a Block Back operation or when no train has entered into Block Section and LINE FREE indicator displays RED, then the following procedure shall be adopted to reset the Axle counter. Re-

setting operation of axle counter is co-operative and Station Master having reset co-operation button on its block panel shall extend co-operation.

i) Verify the “Block Section is clear of any vehicles”

- (a) Observing the procedure laid down in GR 4.17 & relevant SR’s thereto.
- (b) By checking the train register, the details of last train passed through that Block Section and finding out from station in advance or from controller, that the last train that has passed has arrived complete.

SM should exchange private number with the SM/Controller or from whom the complete arrival has been confirmed.

ii) Resetting Procedure

After the verification of Block section clear of Vehicles, follow the procedure given below for resetting of Axle Counter.

Station provided with Reset Key	Station provided with Reset Button
1. Inserts & turns SM Key. Gives Call attention/attend telephone Signal.	2. Acknowledges call attention/attend telephone signal.
3. Attends telephone.	4. Attends telephone.
5. Informs the SM that the Axle Counter has failed after arrival of train.	6. Acknowledges.
7. Informs the SM that complete arrival of last train that passed from sending station to receiving station has been verified and intimate his intention to normalize the Axle Counter & communicates his private number.	8. Acknowledges & gives a private number.
9. Requests for co-operation to normalize the Axle Counter.	10. Acknowledges & presses RESET button.
11. On ‘Reset co-operation’ indication lit, inserts RESET key. Turns & presses for short duration & releases. Advises sending station SM to release RESET button.	12. Releases the buttons.
13. LINE FREE indication turns GREEN from RED. SECTION buzzer starts ringing TRAIN GOING TO/TRAIN COMING FROM indication disappears.	14. LINE FREE indication turns GREEN from RED. SECTION buzzer starts ringing TRAIN GOING TO/TRAIN COMING FROM indication disappears. ‘LINE CLOSED’ indication appears.

<p>'LINE CLOSED' indication appears. Acknowledges the buzzer by pressing ACKN button. The reset Counter increments. The number is entered in train registered as well as in counter register kept at the station with details of private numbers.</p>	<p>Acknowledges the buzzer by pressing ACKN button.</p>
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7. Failure of the Block panel and Last Stop Signal

(a) Failure of Block panel

The block panels must be considered as defective in the following cases :

- (i) When no indication is available on the Block Panel.
- (ii) When none of the indications viz. 'Train Coming From'/'Train Going To' appears on the Block Panel except 'Line Free'.
- (iii) When no train has entered into the Block Section but the Block Panel shows 'Line Occupied' red indication and this indication persists even after Resetting has been tried as per para 6 above.
- (iv) When 'TRAIN GOING TO' or 'TRAIN COMING FROM' indications do not appear by appropriate action through condition for asking 'LINE CLEAR' and granting permission to approach are available.
- (v) 'TRAIN GOING TO' or 'TRAIN COMING FROM' indicator does not turn to RED to give 'TRAIN ON LINE' on the entry of train into Block Section at either of the station.
- (vi) When a train has arrived at the receiving station but the Block Panel still shows 'TRAIN ON LINE' RED indication and persists even after Resetting has been tried as per para 6 above.
- (vii) When a train has arrived at the receiving station but the Block Panel shown FLASHING GREEN/GREEN indication even after ensuring SNKE indicator & LCB key IN at both the station.
- (viii) Total failure of communication during which train shall be worked as per extent rules in force on the Railway.
- (ix) Any damage is seen or reported to block equipment i.e. Block Panel, Axle Counter Track Devices, Axle counter equipment and block multiplexer equipment etc.
- (x) When Last Stop Signal cannot be kept at 'ON' during its suppression/disconnection.
- (xi) When Last Stop Signal of the station does not go back to 'ON' position on the entry of a train into the Block Section.
- (xii) When the Bell Code signals are received indistinctly or are not received.

Note:

- (i) In all the above cases, the Block Panel must be treated as defective for block working and trains must be dealt with by taking Line Clear on Electrical communication equipments provided and by following provisions of GR 14.13 and SR there under.

- (ii) In respect of the failure indicated in the item number (viii) of above para trains must be dealt with under the extend rules as outlined in SR 6.02.04.
- (iii) In respect of the failures indicated in the item nos (v), (ix) & (x) of the para (7A) above, all efforts must be made to keep LSS in the 'ON' position. If it is not possible, then a competent railway servant should be deputed with red Hand Signal to take his position at the tool of the LSS to warn drivers of the approaching trains. In addition, all trains in the relevant directions should be stopped at home signal and after ensuring that they have come to stop, the home signal should be cleared to caution aspect only. The starters should not be taken off and the trains should be dispatched by issue of relevant paper authority to pass the starters and the LSS at ON. Caution Order should also be issued to the drivers about the defect of the LSS.
- (iv) The Block Panel should not be restored for normal working until a competent signaling staff has tested & certified fit.
- (v) In all the cases indicated in paras (7A) above failures should be informed to S&T staff immediately.

(b) Failure Last Stop Signal

The Last Stop Signal must be considered to have failed in the following cases:-

- (i) The Last Stop Signal cannot be taken 'OFF' even through Line Clear has been obtained.
- (ii) The Last Stop Signal can be cleared without getting Line Clear.
- (iii) The Last Stop Signal does not restore to 'ON' position after the train enters the Block Section.

Note:

- (1) In all the cases indicated in para (7b) above failures should be informed to S&T staff immediately.
- (2) In respect of the cases indicated in paras (b)(i) & (iii) above the precautions indicated in Note No. (iii) and (iv) under the para 7(a) dealing with failures of the Block panels should be strictly adhered to.

8. Suspension of Block working/Last Stop Signal

(a) Suspension of Block Working

Block Working must be suspended and trains dealt with in accordance with the extent instructions in the following cases :—

- (i) When material lorries, motor trolleys, tie-tamping machines and rail motor tower wagon (4-wheeler) has to run in the section, these shall be worked on PLC.
- (ii) An Accident in mid-section.

(iii) When any part of the Block Equipment is to be opened for repairs, which shall be done only, under duly accepted disconnection notice. Block Panel working shall only be resumed by a Railway servant authorized as per extent rules in force on the South Eastern Railway.

Note:- As soon as the cause of suspension of block working is removed normal working can be restored by SM.

(b) Suspension of Last Stop Signal

The Last Stop signal shall be considered in co-operative and deemed to have been suspended in the following cases :-

(i) When the Last Stop Signal has been undertaken for repairs by S&T staff.

(ii) During the 'BLOCK BACK'.

(iii) Mid-Section accident.

iv) When the material lorries/trolleys, tie-tamping machines or tower wagon has to run in the section.

Note:

(i) As soon as the cause of suspension of LSS is removed normal working can be restored by SM.

9. Working of trains when there is failure of Block Panel/Last Stop Signal

(a) Failure of Block Panel

Whenever the Block Panels fail, Line Clear should be obtained on Electrical communication equipments provided and by following provisions of GR 14.13 and SR there under.

(b) Failure of Last Stop Signal and Block panel is working

Register, in Red Ink, the time of exchanging Private Numbers and Private Numbers exchanged before and after shunting operations. The station at which shunting is to be performed shall give a written authority to the Driver for doing shunting as well as passing the Starter. Advanced Starter at 'ON' upto the Opposing First Stop Signal.

(old book paras- 3.05 to 3.31 page 31 -56 are totally deleted. & also-3.35 &3.36.

CHAPTER IV

RULES FOR WORKING OF TRAINS ON THE ABSOLUTE BLOCK SYSTEM ON SINGLE LINES WITH ELECTRIC BLOCK INSTRUMENTS.

4.01. Means of granting or obtaining Line Clear— (Refer GR 14.01). Line Clear for a train from one block station to another, in the direction of its running, shall be obtained/granted by means of —

Electrical block instruments of tokenless type, in conjunction with telephone attached to the block instrument. Such instrument may be so designed that 'Line Clear' may be obtained by the Station Master of the block station from which the train is to be dispatched with or without the co-operation of the Station Master of the block station in advance.

4.02. Authority to proceed.—[Refer GR 14.08(b)]

The Loco Pilot shall not take his train from a block Station unless he has been given an authority to proceed by taking off of the last stop signal on the section provided with electrical block instrument of tokenless type as mentioned in Rule 4.01 above.

(Some common topics from 4.03 to 4.29 which have been referred in other chapters may be included and item number may be modified accordingly.)

CHAPTER IV

(Electrical Block Instrument of Tokenless Type)

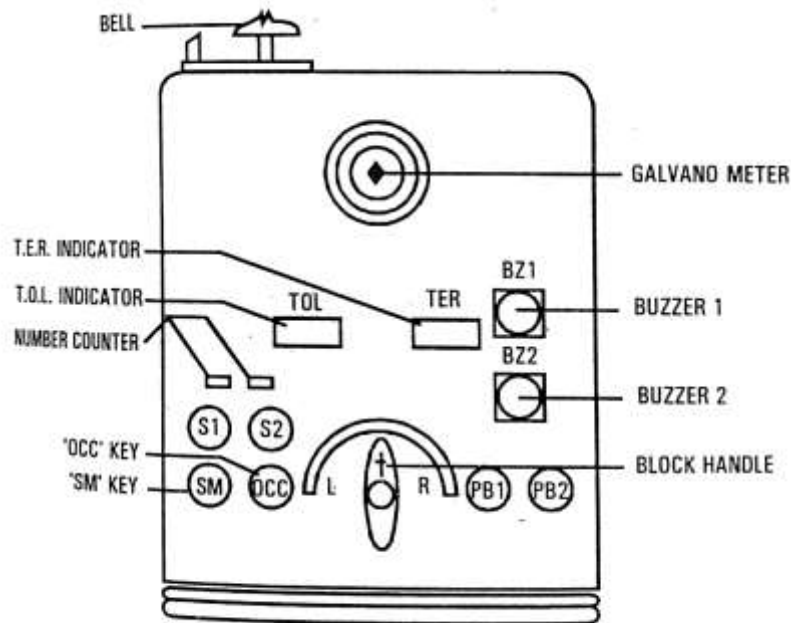
4.03. Type of Instruments.—Daido type Tokenless Block Instrument is in use on the South Eastern Railway. ~~(old 4.30)(old book paras 4.30(ii) & (iii) and its contents totally deleted)~~



Daido Type Tokenless Block Instrument

4.04 Description of Instrument:(old 4.31)

A sketch of the instrument is given below:—



The Block Instrument has the following controls and indications as shown in the sketch:

PB1	Push Button 1	For Bell signal
PB2	Push Button 2	For releasing the Block Handle of the opposite instrument.
S1	Switch 1	For cancellation of “Line Clear” by the sending station before the train has left.
S2	Switch 2	For cancellation of “Line Clear” by the sending station after the Train has entered the block section and returned to the sending station and received on proper signals.
SM	Station Master’s Key	Intended to lock the instrument and to prevent unauthorized manipulation of the same during the absence of the station master.
OCC	Occupation Key	Authority for Loco Pilot of a train to shunt upto the first Stop signal. The Key can be taken out only when the block instrument handle is in the ‘Line Closed’ or Train Going To’ position thus making it impossible to operate the block handle.
BZ1	Buzzer 1	Audible indication at both stations when the train enters the Block section.
BZ2	Buzzer 2	Audible indication at the receiving station when the whole of the train passes within the home signal.

TOL	“Train on Line” indication	Provides automatic visual indication at both stations when the train enters the block section.
TER	‘Time Element Relay operation’ indication	Provides visual indication for the cancellation of ‘Line Clear’ after a predetermined time.
Number Counter		Two Number Counters, one attached to each switch S1 and S2 for counting each cancellation operation.
Galvanometer		Detects the flow of current from one Instrument to another when either push button PB1 or PB2 is pressed.
Block Handle		Block Handle can be set at ‘N’ (Line closed), ‘L’ (train going to) and ‘R’ (Train coming from) position. It is locked by the block lever lock in all position.
Bell		Single stroke Bell for exchange of Bell Code Signal.

4.05. Additional requirements:- The following additional equipments will be provided at the block stations at which instruments are located:(old 4.32)

- (i) A track circuit of 2 rail lengths ahead of the Last Stop Signal to put back the signal to ‘ON’ position when the train enters this track circuit. The Last Stop Signal is put back to ‘ON’ position and the “Train on line” indication will come up and Buzzer/Hooter will sound at the receiving station of the block section.
- (ii) Electrical Signal Reverser or equivalent electric circuits on the Last Stop Signal of the dispatching station is provided in order to enable the signal to return automatically to ‘ON’ position when the train enters the block section.
Once the Last Stop Signal is replaced to ‘ON’ position, it cannot be taken ‘OFF’ unless a fresh ‘Line Clear’ is obtained. The SM will ensure that the Last Stop Signal if provided has gone back to ‘ON’ position. SM’s slide where provided for the last Stop signal should be returned to normal.
- (iii) An electrical or mechanical lever lock or other equivalent electrical circuits to interlock the Last Stop Signal with the ‘Line Clear’ indication of the block instrument.
- (iv) 2 track circuits of two rail lengths each in advance of the Home signal. The function of these track circuits is to restore the home signal to ‘ON’ position and sound the buzzer/hooter at the receiving station when the train has passed within the Home Signal. The sounding of the buzzer/hooter indicates the arrival of the train.

4.06. Mode of signaling trains on electrical instruments of Tokenless type:-(old 4.33)

Initially both the instruments are in ‘Line Closed’ condition and the Outer and Home or Distant and Home signals, as the case may be, and the Last Stop Signal are all at ‘ON’ as well as SM’s control slides for Home and Last Stop Signals pertaining to the block section concerned are in normal position.

Mode of signaling of trains on Daido type tokenless block instrument for a train to leave a block station for the block station at the other end:

**Despatching Station
(Station ‘A’)**

**Receiving Station
(Station ‘B’)**

[Block handle in ‘Line Closed’ position. All

[Block handle in ‘Line Closed’ position. All signals

signals and signal levers concerned (including SM's concerned slot slides) are in normal position.]

and signal levers concerned (including SM's concerned slot slides) are in normal position.]

1. Inserts SM's key and turns.
2. Presses the button PB-1 and sends call attention code of bell signals.
3. Inserts SM's key
4. Acknowledges the call attention code of bell signals by pressing the button PB1.
5. Sends 'Attend telephone' code of bell signals.
6. Acknowledges the 'Attend telephone' code of bell signals and attends on telephone.
7. Attends on telephone, gives the name of the Station and asks B if he is prepared to receive Train No.....[Refer BWM Rule 2.07(3)].
8. Gives out the name of the station, and if he is prepared to receive, replies, 'Yes' take line clear For train No.....Private Number.....
9. Repeats the Private Number given by Station Master 'B' and replaces telephone.
10. Replaces telephone.
11. Sends 'Is line clear enquiry' code of signals through button PB-1 and keeps the buttons PB-1 and PB-2 pressed on the last beat for 5 seconds or until the Galvanometer needle Vibrates.
12. Turns the operating handle to 'Train coming from' position.
13. Acknowledges the 'Is Line Clear' code of bell signals through button PB-1 and keeps the buttons PB-1 and PB-2 pressed on the last beat for 5 Seconds or till the Galvanometer needle vibrates.
14. Turns operating handle to 'Train going to' position.
15. (a) Takes 'OFF' the last Stop signal (after Ensuring that the route is clear and points are correctly set and locked).
(b) Train enters Block section.
(c) Last Stop signal returns to 'ON' position.
(d) 'Train on line' indication appears automatically.
(e) Buzzer starts operating.
16. 'Train on Line' indication appears
- (f) Puts back levers of Starter and

- Advanced Starter and last Stop signal control slide to normal position. automatically and Buzzer 1 starts operating.
17. Sends 'Call attention' code of bell signals through button PB-1.
 18. Acknowledges 'Call attention' code Of bell signlas through button PB-1.
 19. Sends 'Train Entering Block Section' code of bell signals after complying with BWM Rule 2.07(5).
 20. Acknowledges 'Train Entering Block section' code of bell signals through PB-1. PB-1 Buzzer stops.
 21. Buzzer 1 stops.
 22. Takes off the reception signals (after ensuring that the line nominated is clear and points are correctly set and locked.)
 23. (a) Train enters the station.
(b) buzzer 2 starts operating.
(c) Reception signals replaced to 'ON' position automatically.
(d) Puts back levers of reception signals and also the SM's Home signal control slide to normal position and complies with BWM Rule 2.07(6).
- NOTE: The control to operate Home signal should be normalized only after the whole of the train arrived complete within the Home Signal.
24. Sends "Call attention" code of bell signals through PB-1.
 25. Acknowledges 'Call attention' code of bell signals.
 26. Sends 'Train out of block Section' code of Bell signals through PB-1 and the buttons PB-1 and PB-2 pressed on the last beat for 5 seconds or till the Galvanometer needle vibrates.
 27. Turns operating handle to 'Line Closed' position.
 28. Acknowledges 'Train out block Section' code of bell signals through PB-1 and keeps "Button PB-1 and PB-2" pressed on the last beat for 5 seconds or till the Galvanometer needle vibrates.
 29. Turns operating handle to "Line Closed" position and thus buzzer 2 stops.

4.07. To cancel a Line clear which has been obtained— Before proceeding to cancel the line clear obtained, the Station Master at the station at which the instrument is in 'Train going to' position, shall personally ensure that the train concerned has not started, the Last Stop signal has been properly put

back to 'ON' position and the Station Master's slide for the Last Stop signal concerned is put back to normal and that they remain so until the cancellation procedure is completed. **(old 4.34)**

Daido type Tokenless Block instrument:

Despatching Station

[Block Instrument handle at 'Train going to' position, concerned Last Stop signal is at 'ON'. Last Stop signal control lever and slide are restored to normal). If the departure signals had been taken 'off' they are replaced to 'ON' position.]

Receiving Station

[Block Instrument handle at "Train coming from" position]

- | | |
|--|--|
| <ol style="list-style-type: none"> 1. Sends "Call attention" code of bell signal on PB-1. 3. Sends "Attend Telephone" code of bell signal on PB-1. 5. Takes up telephone, calls out station name and asks for his consent. 7. (a) Turns switch S1, from normal to cancellation position.
(b) The 'Counter' registers next higher number.
(c) Waits for 2 minutes.
(d) T.E.R.(Time Element Relay) Indicator operates. 8. Sends 'Call attention' code of bell signals. 10. Sends cancellation code of bell signals through PB-1 and keeps the buttons PB-1 & PB-2 pressed for 5 seconds on the last beat. 12. Turns switch S1 to normal position, Turns Block handle to 'Line Closed' position. | <ol style="list-style-type: none"> 2. Acknowledges on PB-1. 4. Acknowledges on PB-1 and attends telephone. 6. Ensures that reception signal(s) is/are at 'ON", SM's Home signal slot slide is normal. Calls out station name and then gives his consent on telephone. 9. Acknowledges 'Call Attention' code of bell signals. 11. Turns his Block handle to 'Line Closed' position and acknowledges the code of bell signals through PB-1 and keeps PB-1 & PB-2 pressed for 5 seconds. |
|--|--|

4.08. Normalising of Block Instrument when train returns to the despatching Block Station:- Before receiving the train back into the station from which it started, the following is the sequence of actions to be taken: **(old 4.35)**

Block Daido type Tokenless Instrument:

Station'A'

(Despatching Station)

Station'B'

(Receiving Station)

[Block Instrument handle at ‘Train going to’ position]

[Block Instrument handle at “Train coming from” position]

1. Advises Station Master B on telephone the Intention to push back the train.
2. Gives consent on telephone.
3. a) Turns the switch S2 from normal to cancellation position.
b) The ‘Counter’ registers next higher number.
c) Takes ‘OFF’ the reception signals.
d) Train enters the station.
e) Buzzer 2 for arrival of the train starts operating.
f) Replaces the Home Signal lever to normal.
4. Sends ‘Train out of Block Section’ code of bell signals through PB-1 and keeps the buttons PB-1 & PB-2 pressed for 5 seconds on the last beat or till the galvanometer needle vibrates.
5. Turns his block handle to ‘Line Closed’ position.
6. Acknowledges ‘Train out of Block Section’ Code of bell signal and keeps buttons PB-1& PB-2 pressed for 5 seconds on the last beat or till the galvanometer needle vibrates.
7. Turns switch S2 to normal position.
8. a) Turns the Block handle to ‘Line Closed’ Position.
b) Buzzer stops.

4.09. Shunting between the Last Stop signal and the First Stop signal from the opposite direction [GR 8.11(a) and 8.12]:—**(old 4.36)**

Daido type Tokenless Block instrument:

Station ‘A’

Station ‘B’

(Shunting to be performed)

[Block Instrument handle in ‘Line Closed’ position. Last Stop signal and First Stop signal are at ‘ON’ in the direction of B]

(At the other end of the block section)

[Block Instrument handle in “Line Closed” position. Last Stop signal and First Stop signal are at ‘ON’ in the direction of A]

1. Informs Station Master ‘B’ of intention to Shunt upto opposing first Stop signal.
2. Gives consent.
3. Inserts Station Master’s key and turns.
4. a) Takes out the occupation key of the

concerned section Block Instrument and removes the Station Master's key locking the Block instrument.

b) Hands over the occupation Key to the Loco Pilot as his authority to do the shunting.

5. a) The Loco Pilot completes shunting and returns the occupation key to the Station Master.

b) Inserts SM's key and replaces shunting key in the Instrument.

6. Informs Station Master 'B' through PB-1. 7. Acknowledges through PB-1

Note: Shunting between the Last Stop Signal and the First Stop Signal from the opposite direction is prohibited at stations provided with catch siding.

4.10. Shunting between the Last Stop signal and opposing First Stop signal behind a departing train:-(old 4.37)

Daido type Tokenless Block instrument:-

If shunting behind a departing train in accordance with GR 8.11(a) is permitted in the Station Working Rules, the Station Master of the shunting station shall issue the authority for shunting in the prescribed form T/806 after observing the following procedure:

<u>Station 'A'</u>	<u>Station 'B'</u>
(Shunting Station)	(Other end block station)
[Block Instrument handle in 'Train Going To' position and TOL indication shows 'Red']	[Block Instrument handle in 'Train Coming From' position and TOL indication shows 'Red']
1. Sends "Call attention" code of bell signal on PB-1.	2. Acknowledges.
3. Sends "Attend Telephone" code of bell signal on PB-1.	4. Acknowledges and takes up telephone.
5. Takes up telephone and informs Station Master 'B' of his intention for shunting.	6. Gives consent.

Note: If the train clears the block section before shunting is completed and thereby block instrument handle at both stations is normalized the Station Master of Station 'A' shall at once follow the procedure detailed in BWM Rule **4.09/old 4.36**.

4.11. Shunting outside first stop signal. (Refer GR 8.13)— In addition to the procedure laid down in BWM Rule 3.22, the Station Master shall also observe Rule 4.09/4.36(1) of BWM in case of Daido type tokenless instruments.**(old 4.38)**

4.12. Working of Motor Trolley/4 wheeler Tower Wagon:-(old 4.39)

(1) Whenever a motor trolley is to be worked in terms of SR 15.25.03 (a) or a 4 wheeler Tower Wagon, the Station Master of the dispatching station shall obtain the permission from the Station

Master of the other end block station over the block instrument telephone supported by a Private Number provided the block instrument at the respective station is in “Line Closed” condition. The trolley holder/Tower Wagon Driver shall be given an authority on form T/369(b)/T/1525 as the case may be, as the “AUTHORITY TO PROCEED”. At the receiving station, the trolley/4 wheeler Tower Wagon may be received by taking ‘off’ reception signals. On arrival of the trolley/4 wheeler Tower Wagon at the other end block station, the trolley holder/4 wheeler Tower Wagon driver shall deliver T/369(b)/T/1525 to the Station Master certifying that the Trolley/4 wheeler Tower Wagon has arrived complete under his signature. The Station Master shall keep the same as record. Arrival Report shall be given supported by a Private Number. Records shall be maintained in the Train Signal Register books at both stations in red ink. In case it is necessary to cancel line clear for a Trolley/4 wheeler Tower wagon already obtained, before the Trolley/4 wheeler Tower Wagon was left, messages authenticated by Private Numbers shall be exchanged between the Station Masters concerned and record thereof is maintained in the Train Signal Register.

However, the working of 8 wheeler Tower wagon will be regulated as per the movement of running train on line clear and last stop signal being taken ‘OFF’.

(2) Sub-rule (2) and (4) of the Rule **4.28(reqd?)** of Block Working Manual shall be followed for allowing the Motor Trolley/trolleys under SR 15.25.03(b).

(3) Whenever a Tower Wagon or Motor Trolley/trolleys is/are allowed to run under these rules, a board inscribed “Motor Trolley on Line” shall be hung up on the block instrument at both stations. In addition lever collar/slide collar shall be placed on the slide control to operate the Last Stop signal at both stations. These may be removed only after the Tower Wagon or trolley/trolleys, has/have cleared the block section.

4.13. Working of Material Trolley:- Whenever it is necessary to work any material trolley in terms of **SR 15.27.07**, Tokenless type electrical block instruments shall not be operated and Paper Line Clear Ticket shall be given as an authority to proceed which shall be issued in accordance with the procedure laid down in Chapter III (Part I) of Block Working Manual, Entries in red ink shall be made in Train Signal Register indicating the time when the material trolley is placed on line; removed from line; arrives the next station or returns to the starting station.**(old 4.40)**

4.14. Working of Materials train:- Whenever it is necessary to dispatch a Material train, line clear shall be obtained in accordance with the procedure detailed in **BWM Rule 4.06/4.33**. In case it is to return to the starting station after completion of its work, the procedure detailed in BWM Rule 4.08/4.35 shall be observed before the reception signal(s) is/are taken off and also to normalize the block instruments at both stations.**(old 4.41)**

4.15. Failure of Electrical Block Instruments (Tokenless type):- (old 4.43)

(1) The electrical block instrument (Tokenless type) shall be considered as having failed and their working suspended in the following circumstances:-

Daido Tokenless Block Instruments.

- (a) If code signals on the bell are not received distinctly or fail altogether.
- (b) When telephone connection between the two stations fails.
- (c) If the Block Instrument or its battery counter is found unlocked or the seal is found broken in the absence of an authorized representative of the Signal Branch.

- (d) If the station cannot take 'off' the last Stop signal after 'Line clear' has been obtained from station ahead i.e. when the last Stop signal is out of order or suspended.
- (e) If the last vehicles Track circuit fails to operate after the passage of the train after the Home signal goes back to normal.
- (f) If the TOL indication fails to appear on the instrument after the train has entered the Block Section in advance.

(2) Suspension of Daido Tokenless Block Instruments:-

- a) When Block Instrument handle becomes locked.
- b) If a train arrives at a station without 'Line Clear' having been given for it.
(In this case, the irregularity must be reported as an accident unless the Driver/LP has come under conditions of total interruption vide SR 6.02.04).
- c) If the Last Stop Signal can be taken 'off' without Line Clear having been obtained.
- d) If at the receiving station, the 'Train out of Section' indication appears when a train is in the Block Section.
- e) If the 'Line Clear' cannot be cancelled as per Rule 4.07/4.34 of BWM although the proper manipulation has been done.
- f) If there is reason to believe that there is contact between the Block and any other circuit.
- g) If the last stop signal fails to go to 'ON' position as the train passes the signal.

4.16. Testing Line Clear:- (1) Whenever it is necessary to obtain "Testing Line Clear" the Station Master shall ensure that the block section to which the block instrument relates, is clear of all trains. The instrument at one end of the section shall be set to "Train Going To" "(TGT)" position with or without co-operation of the Station Master at the other end of the section according to the type of block instrument obeying the procedure laid down in Rule 4.06 of BWM except that:—(old 4.44)

(a) In case of Daido Type Instrument :-

- (i) train number and Private Number need not be given and repeated and
- (ii) instead of sending and acknowledging "Is line Clear" signal, "Testing" signal shall be sent and acknowledged.

(2) The Station Masters of both stations shall then operate the Last Stop signal control at their respective stations so as to test the behavior of the last Stop signal and ensure that the aspect displayed by the respective Last Stop signal corresponds the condition of the block instrument.

(3) The Station Masters of both stations shall then normalize the block instrument in accordance with the procedure detailed under Rule 4.07/4.34.

(4) The procedure detailed under sub-rule 1, 2 and 3 above shall thereafter be repeated by the operation of the block instrument from the other end station of the concerned section.

(5) Entries shall be made in the Train Signal Register Books at both stations and in the remarks column the behavior of the Last Stop signal shall be recorded.

4.17. Resumption of normal working:- The procedure detailed under rule 4.25 of BWM shall be followed. Working in 4.25 may be included.(old 4.45)

4.18. Recording of the number shown on the Daido Type Tokenless Block Instrument:-

When taking over charge, the Station Master shall check the number indicated in S1 and S2 counters and record the number in 'RED' ink in the remarks column of Train Signal Register.(old 4.46)

4.19. Verification of recording of Counter numbers in TSR by SM incharge:-(old 4.47)

The Station Master-in-charge while complying with Rule 2.09 (e) of Block Working Manual shall ensure that recording of numbers required under Rule 4.18 of BWM are correctly recorded.

(old book paras 4.03---4.29 full contents deleted)

CHAPTER V

RULES FOR WORKING OF TRAINS ON THE ABSOLUE BLOCK SYSTEM ON DOUBLE LINE WITH ELECTRIC BLOCK INSTRUMENTS

5.01. Means of granting Line Clear: (Refer Gr. 14.01) A Block station/Cabin may give line clear for a train to the block station/Cabin in rear:-

- (a) Manually by means of electrical block instruments, in conjunction with telephone attached to the block instrument, or
- (b) Automatically by means of Track circuits or Axle counters; Provided that where Axle Counters are provided —
 - (i) Count in and count out devices are provided on the track at the commencement and at the end of the block section respectively.
 - (ii) The last Stop signal at the block station in rear is so controlled by the axle counter that such signal cannot display an 'off' aspect unless the block section provided with axle counter is clear and the axle counter shows 'clear' indication, and
 - (iii) Visual indicators are provided at each block station at either end of the block section provided with axle counter showing the condition of the block section.

In the case of Intermediate Block posts, visual indicators are provided only at the block station in rear and are not provided at the Intermediate Block Posts.

5.02. Authority to Proceed :— [Refer GR 14.08 (a)]

5.03. Requirement for Double line block instruments:-

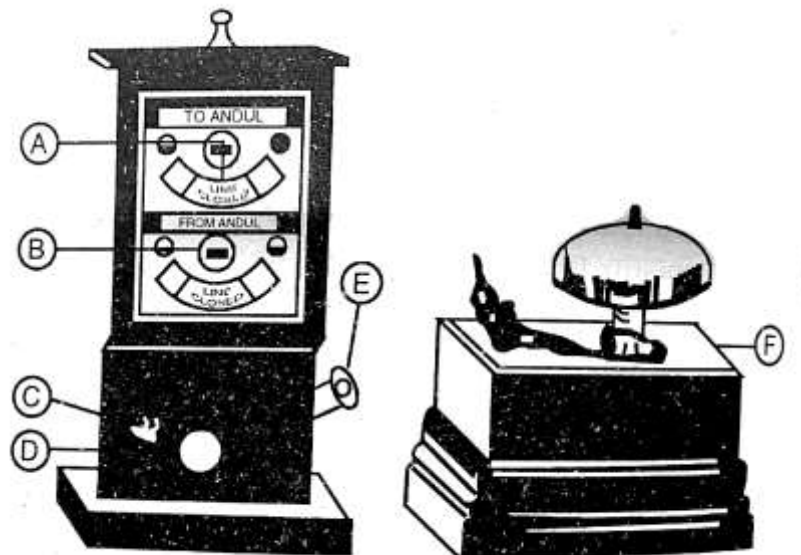
- (i) These instruments may be either the three or one wire type.
- (ii) These instruments shall be provided with indication for both up and Down lines between two adjacent block stations. The indicators are to show any one of the following three positions :—
 - (a) Line Closed, (White)
 - (b) Line Clear, (Green) or
 - (c) Train on line (Red)
- (iii) The last Stop signal shall be so controlled that such signal cannot display an 'off' aspect unless 'Line Clear' indication is obtained on the block instrument.
- (iv) There shall be no opening giving access to the interior of the instrument, through which it may be possible to operate the mechanism by any unauthorized or irregular means.
- (v) Each instrument shall have double locks and shall be kept sealed. One key of the double lock shall be kept under the personal custody of the Station and the other in the custody of the Sectional Technician/Sr. Technician(Sig).
- (vi) The Batteries in cupboard shall be locked up and sealed, the keys being kept by the Sectional Technician/Sr. Technician(Sig) of the section.
- (vii) Telephones shall be provided in conjunction with Block instruments, but should be separate units.

(viii) The period of overhaul for these instruments is fixed at 10 years or earlier, if required and the last date of overhaul is printed on each instrument.

5.04. Type of Instrument:-

Only Siemen's(SGE)/IRS type Double Line three position lock & block electrical block instrument is in use on South eastern Railway.

5.05. Description of Siemen's (SGE) type three position lock and block instrument:-



The various parts of the block instrument, as marked in the diagram and their functions are described below:-

- (i) The part of the block instrument marked (A) is for the purpose of indicating the signal received from the block station in advance. It has three indications, "Line Closed", "Line Clear" and "Train on Line" and is fitted with a needle, called upper needle, which may point to any of the three indications. The position of this needle can only be changed by the block station in

advance. The indications of this needle refer to trains leaving the station and give a visual indication of the condition of the block section in advance. The indications of the upper needle correspond with those of the lower needle of the corresponding instrument at the station in advance.

- (ii) The part of the block instrument marked (B) is for the purpose of indicating the signals sent to the block Stations in rear. It has three indications ‘Line Closed’, ‘Line Clear’ and ‘Train on Line’ and is fitted with a needle, called the lower needle which may point to any of the three indications. The indications of this needle refer to trains approaching a station and give a visual indication of the condition of the block section in rear. The position of this needle is changed by the operation of the commutator by the Station Master of the station at which the instrument is located. The indications of the lower needle correspond with those of the upper needle of the corresponding instrument at the station in rear.
- (iii) The part of the block instrument marked (C) is the commutator which can be turned with the bell plunger pressed on the last stroke of the bell code signal sent to the station in rear. A pointer is engraved on the face of the commutator. In the normal position of the commutator, the pointer on it remains vertical and the lower needle of the same instrument as well as the upper needle of the corresponding instrument at the block station in rear points to ‘Line Closed’ which signifies that ‘Line Clear’ has not been sent to the station in rear. When ‘Line Clear’ is given for a train to the station in rear, the commutator is turned to the right, the pointer on it is deflected to the right and the lower needle of the same instrument as well as the upper needle of the corresponding instrument at the block station in rear points to ‘Line Clear’ which signifies that ‘Line Clear’ has been sent to the station in rear. When line clear has been given for a train to the station in rear and the train enters the block section, the commutator is turned to extreme left, the pointer on it is deflected to the left and the lower needle of the same instrument as well as the upper needle of the corresponding instrument at the block station in rear points to ‘Train on Line’ which signifies that the block section is occupied or is otherwise obstructed. The commutator is locked in the ‘Train on Line’ position only if ‘Line Clear’ indication has been previously given and remains locked till the train operates the incoming track circuit, and the control to operate the signal to which the incoming track circuit is connected is replaced to normal and at stations provided with facing points lock, the Control to operate the first facing points lock is also replaced to normal.

If however, the commutator is turned direct from its normal (Line closed) position to ‘Train on Line’ position, it does not get locked.

- (iv) The part of the block instrument marked (D) is the bell plunger by which code bell signals are sent. Each stroke of the plunger gives one beat on the bell of the corresponding instrument at the other end of the block section. This bell plunger also sets as commutator release plunger. To operate the commutator, it is necessary to press the bell plunger.
- (v) The part of the block instrument marked (E), where provided is the SM’s key, which is used for locking the commutator in any of its three positions. The key is to be taken out to lock the commutator against operation by unauthorized person(s) and also when temporary single line working is introduced. The commutator must always be locked when the person responsible for the operation of the block instrument leaves his office/cabin. When changing duty this key must be handed over to the reliever by the relieved and a remark to that effect entered in the Train Signal Register Book. A second key is kept in a sealed envelope marked “Spare key — Block instrument” and kept locked in the Station safe. It is to be used only when the key in use has been lost or damaged. In such case a message shall be issued to Technician/Sr. Technician (Sig), Sr. Section Engineer (Sig), Divisional signal and Tele-communication Engineer and the

Divisional Operations Manager. The Police shall also be informed if either key is lost. The lost/damaged key shall be replaced by the Sr. Section Engineer (Sig) and in case of loss of key, the lock of the instrument to be replaced by the Sr. Section Engineer (Sig).

- (vi) The part of the Block Instrument marked (F) is the block bell by which audible bell code signals are received.

5.06. Provision of Track Circuit:-

- (i) Outgoing track circuit is provided in advance of the last Stop Signal and is connected to this signal. Last stop signal for the purpose of this rule is :-
- (a) The advanced starter signal, or
 - (b) the starter signal at stations where an advanced starter signal is not provided, or
 - (c) the Home signal at Class 'C' stations.

As soon as the engine passes over this track circuit, the last stop signal automatically goes back to 'on' position and

- (i) the commutator of the instrument at the receiving station shall be turned to the left while acknowledging the "Train entering block section" signal and then the lower needle of the receiving station and the upper needle of the dispatching station to point "Train on line" position, and
- (ii) the control to operate the Last Stop signal is restored to normal at the sending station.

(2) An incoming track circuit is provided at the receiving station and is placed inside the Home signal in the case of 'B' class stations and 'A' class stations provided with loop(s); in advance of the starter signal in the case of 'A' class stations with no loops; and 400 meters beyond the Home signal in the case of 'C' class stations.

As soon as the engine passes over this track circuit, the signal mentioned above automatically goes back to 'on' position, and the electrical lock on the commutator is released and it becomes free for its operation after the control to operate the signal mentioned in (2) above is restored to its normal position and at stations having facing points, the control to operate the lock on this facing point is also restored to its normal position.

5.07. Precautions before sending "Line Clear Enquiry" signal [Refer Rule 2.07(3)]

Before a Station Master asks for "Line Clear", he shall see that:-

- (a) the Stop signal controlling the entry of the train into the block section concerned i.e. the last Stop signal is at 'on' position;
- (b) the control to operate the Stop signal mentioned in (a) above, is in its normal position;
- (c) all entries in the Train Signal Register relating to the movement of the previous train which moved over the same block section have been completed; and
- (d) the upper needle of the concerned block instrument points to "Line Closed" position.

5.08. Precautions before sending 'Line Clear' signal [(Refer Rule 2.07(4), GR 8.02, 8.03 and 8.04)]

Before a Station Master/Switchman sends "Line Clear" signal to the block station in rear, he shall ensure that —

- (a) the conditions prescribed under GR 8.02 for ‘A’ Class stations; 8.03 for ‘B’ Class stations and 8.04 for ‘C’ Class stations are complied with;
- (b) the control to operate the Home signal and other relevant approach signals and in addition, at ‘A’ Class stations, the control to operate the starter signal of the nominated route on which the train is to be received are in their normal position;
- (c) all entries in the Train Signal Register relating to the movement of the previous train which moved over the same block section have been completed; and
- (d) the lower needle of the concerned instrument points to “Line Closed” position and the pointer on the commutator is in its vertical position.

5.09. Mode of signaling of trains on Siemen’s(SGE) three position lock and block instruments for a train to leave a block station and proceed to the next block station in advance:-

Despatching Station

Receiving Station

(Ensures compliance to Rule **5.07** of BWM)

- | | |
|--|--|
| <ol style="list-style-type: none"> 1. Sends ‘Call attention’ code of bell signals. 3. Sends “Attend Telephone” code of bell signals. 5. Attends on telephone and gives out station name. 7. Ensures correctness of station and asks if he is prepared to receive train No..... [refer Rule 2.07 (3) of BWM] 8(a) Repeats the private number given by the receiving station. 9. Replaces telephone. Sends “Is line clear” code of bell signals on the plunger. | <ol style="list-style-type: none"> 2. Acknowledges “call attention” code of bell signals. 4. Acknowledges “Attend Telephone” code of bell signals and attends on telephone. 6. Ensures correctness of station and gives out station name. 8. If prepared to receive the train, complies with Rule 5.08 of BWM and replies “Yes” take line clear for train No.....private number..... 8(b) Ensures correctness of the private number and replaces telephone. 10. Operates SM’s key where provided. Acknowledges “Is line clear” code of bell signals on the plunger and on the last stroke, keeping the plunger pressed turns the commutator to right. Releases plunger. 11. (a) The lower needle of the block instrument points to “Line Clear” position.
(b) The pointer on the commutator is deflected to right. |
|--|--|
12. (a) Ensures that the Upper needle of the block instrument points to “Line Clear” Position.
(b) Takes ‘off’ last Stop signal after ensuring that the route is clear, points, if any are correctly set and the facing points as locked.
(c) Train enters block section.
(d) Last Stop signal returns to ‘ON’ position automatically.

- (e) Puts back the control to operate the last Stop signal to normal.
13. Sends “Call attention” code of bell signals.
 14. Acknowledges “Call attention” code of bell signals.
 15. Sends “Train entering block section” code of bell signals after complying with Rule 2.07(5) of BWM.
 16. Acknowledges “Train entering block section” code of bell signals and on the last stroke keeping the plunger pressed turns the commutator to extreme left.
 17. (a) The lower needle of the block instrument points to ‘train on line’ position.
(b) The pointer on the commutator points to the left.
 18. The upper needle of the block instrument points to “Train on line” position.
 19. (a) Takes ‘off’ reception signals after ensuring that the nominated line is clear, points are correctly set and the facing points are locked.
(b) Train enters the station and operates the incoming track circuit as mentioned in Rule 5.06(2) of BWM.
(c) Home signal goes back to ‘ON’ automatically.
(d) Complies with GR 14.10, SR 4.17.01 and **BWM Rule 2.07(6)**.
(e) Puts back the control to operate the signal mentioned in rule **5.06(2) of BWM** as also the control to operate the first facing to operate the first facing points lock to normal.
 20. Sends “Call attention” code of bell signals.
 21. Acknowledges “Call attention” code of bell signals.
 22. Sends “Train out of block section” code of bell signals and on the last stroke keeping the plunger pressed turns the commutator to its next right so as to bring the pointer on the commutator to its vertical position and the lower needle of the block instrument in the “Line closed” position. Releases plunger.
 23. Observes that the upper needle of the block instrument point to “Line Closed” position. Acknowledges “train out of block section” code of bell signals.

Normal condition of the instruments at both stations are thus restored and can be operated again in the manner described above for the next train to move in the same direction between the stations concerned.

5.10. Action to be taken where block instruments are provided in end cabin:-

(1) At stations where block instruments are provided in the cabins at either end, the provisions of SR 3.38.01 and 3.42.01 shall be observed by the Station Master at the station and the Switchman/Asst. Station Master in charge of the Cabin in addition to the observance of the procedure for operation of the electrical block instrument detailed under Rule 5.09 of BWM.

(1) It shall be the responsibility of the Switchman/Asst. Station Master in charge of cabins where block instruments are provided to give intimation over the telephone to the Station Master at the station immediately on receipt of “Train entering block section” signal from the station in rear.

5.11. Mode of signaling of Motor trollies/material trollies, 4 wheeler Tower Wagon on Siemen’s (SGE) three position lock and block instrument on Double Line:-

[Refer SR 15.25.03(a); 15.25.09, 15.27.07 and GR 17.08]

Whenever a Motor trolley or a Material trolley or a 4 wheeler Tower Wagon is to be worked between stations on line clear, the operation detailed below shall be carried out :-

Despatching Station

Receiving Station

(Ensures compliance to Rule 5.07 of BWM)

- | | |
|--|--|
| 1. Sends ‘Call attention’ code of bell signals. | 2. Acknowledges “call attention” code of bell signals. |
| 3. Sends “Attend Telephone” code of bell signals. | 4. Acknowledges “Attend Telephone” code of bell signals and attends on telephone. |
| 5. Attends on telephone and gives out station name. | 6. Ensures correctness of station and gives out station name. |
| 7. Ensures correctness of station and asks if he is prepared to grant line clear for trolley/Tower wagon. | 8. If prepared to grant line clear, complies with Rule 5.08 of BWM and replies “Line is clear fortrolley/Tower Wagon. Private Number..... Presses the plunger or keeping the plunger pressed turns the commutator to the left so that lower needle points to “Train on line” position and the pointer on the commutator deflects to the left. Places “Motor trolley on line” board on the plunger. |
| 9. On observing the upper needle points to “Train on line” position, repeats the Private Number given by the receiving station and replaces telephone. | 10. Ensures correctness of the Private Number and replaces telephone. |
| 11. (a) Prepares and hands over an authority on form T/369(3b) for motor trolley/Tower wagon or on from T/1518 Part-B for material trolley.
(b) Ensures that route is clear and points if any, are correctly set and facing points are locked.
(c) Takes off Starter signal, other than last stop signal.
(d) Trolley/Tower wagon enters the block section. | |
| 12. Sends “Call attention” code of bell signals. | 13. Acknowledges “Call attention” code of bell signals. |

- | | |
|--|--|
| <p>14. Sends “Train entering block section” code of bell signals.</p> <p>18. Acknowledges “call attention” code of bell signals.</p> <p>20. Acknowledges “Train out of block section” signal on observing the “Line closed” position of the upper needle.</p> <p>22. Acknowledges “Attend Telephone” code of bell signals and attends on telephone.</p> <p>24. Repeats the Private Number given by the receiving station and replaces telephone.</p> | <p>15. Acknowledges “Call attention” code of bell signals.</p> <p>16. (a) Takes off reception signals only after the trolley/Tower wagon approaches the Distant/Outer signal.
(b) Trolley/Tower wagon enters into the station.
(c) Replaces the reception signals to ‘on’.
(d) Motor trolley/Tower wagon Driver returns T/369 (3b) or in case of Material Trolley, the official in charge of material trolley issue T/1518 Part-C to the Station Master.</p> <p>17. Sends “Call attention” code of signals.</p> <p>19. Sends “Train out of block section” signal and on the last stroke keeping the plunger pressed turns the commutator to the next right so as to bring the pointer on the commutator to its vertical position and the lower needle points to the “Line closed” position.</p> <p>21. Sends “Attend Telephone” code of bell signals.</p> <p>23. Attend on telephone and informs Trolley/Tower wagon arrived complete athrsmts. Private Number</p> <p>25. Verifies correctness of Private Number and replaces telephone.</p> |
|--|--|

Note: All entries in the Train Signal Register in connection with running of Motor trollies/Material trolley/Tower Wagon shall be made in Red ink.

5.12. Mode of signaling of Motor trollies when following a train or another Motor trolley on various electrical block instruments on Double Line :— [Refer SR 15.25.03(b)]

(1)Whenever Motor trollies are to be worked between stations in terms of SR 15.25.03(b), the SM/Switchmen responsible for the operation of block instrument shall, after obtaining line clear for the train or Motor trolley to which the other trolley/trollies shall follow, obtain permission to dispatch from the other end SM/Switchman. Such permission shall be given supported by Private Number. Two Motor trollies are to follow a train, Private Number shall be obtained separately for each Motor trolley.

(2)After the permission referred to in sub-rule (1) has been obtained, the Station Master of the dispatching station shall prepare “Following line clear authority” as indicated in SR 15.25.03(b) (iv) and hand over the same to the Driver of the rear most Motor trolley. The leading trolley shall be given a Caution Order permitting the Motor trolley to follow.....train(quoting the Private Number received) andMotor trolley is following.

(3) “Train out of block section” signal shall not be given by the Station Master of the block station in advance unless the last Motor trolley arrives and the “following line clear authority” given to the

Driver under sub-rule (2) above, is collected and cancelled by the Station Master. Private Number shall be given for each Motor trolley separately assuring complete arrival of the trolley/trolleys.

(4)(a) At stations where block instruments are operated from the end cabins, the Station Master of the dispatching station while advising the Station Master/Switchman in charge of each cabin to obtain line clear for the train in terms of SR 3.42.01, shall also indicate the particulars of Motor trolley/trolleys which is/are to follow the train. The Station Master/Switchman while asking line clear for the train/Motor trolley, shall include the particulars of the trolley/trolleys which is/are to follow. Similarly the Station Master/Switchman of the end cabin at the other end block station as well as the Station Master shall include the other end block station as well as the Station Master shall include the particulars of the trolley/trolleys while complying with SR 3.38.01(a). After line clear has been granted in compliance to No. 11 of Rule 5.09, No-8 of Rule 5.11 of BWM at the case may be, the Station Master/Switchman in charge of the cabin shall grant permission for the Motor trolley/trolleys to follow the train over the block instrument telephone supported by Private Number which shall be given separately for each Motor trolley. The Station Master/Switchman in charge of the end cabin of the dispatching station shall record in the Train Signal Register and report the same to the Station Master at the station, who shall issue the authority mentioned in sub-rule (2) above.

(b) The Station Master/Switchman in charge of the end Cabin at the receiving station shall observe the procedure detailed under sub-rule (3) above provided assurance has been received from the Station Master supported by a Private Number about the complete arrival of the last Motor trolley and that the “Following line clear authority” has been collected and cancelled.

(5) A Board with legend “Motor trolley on line” shall be placed on the block instrument at the receiving station as soon as permission is given for Motor trolley/trolleys to follow and shall be removed only after “Train out of block section” signal is given to the block station in rear as indicated in sub-rule 3 and 4 (b) above.

(6) All entries in connection with the running of Motor trolleys under these rules shall be made in Red ink.

5.13. Action to be taken when Motor Trolley returns to the station from which it has started:

(a) In the event of a Motor trolley/Material trolley/4 wheeler Tower wagon returns to the station from which it has started, the line clear authority as mentioned in **Rule 5.11 of BWM**, shall be returned to the Station Master of such station who shall cancel the same but in case of material trolley he shall collect T/1518 Part-C from the Material Trolley In-charge and issue a message supported by a Private Number. The Station Master of the other end on receipt of the message shall normalize the block instrument.

(b) In case a Motor trolley/material trolley after entering into the block section is removed from the line and is kept clear of the running line, the person in charge of the motor trolley shall send the T/369 (3b) to the Station Master of the nearest station certifying that the motor trolley is kept clear of running line at KM..... but in case of material trolley he shall collect T/1518 Part-C from material trolley in-charge and the Station Master shall cancel the T/369(3b) and issue a message supported by a private number to the Station Master at the other end and thereafter the block instrument shall be made to normal.

(c)(i) In case a Motor trolley/Material trolley is required to be placed on line in the section between two block stations, the person in charge of the trolley shall not place the same on the line unless he has obtained a written permission issued by the Station Master of the nearest station. The official in-charge of the Material trolley shall send a memo in case of Motor trolley and form T/1518 Part-A in the case of Material trolley indicating the kilometerage of the UP or Down line at which he proposes to put his trolley on the line and the station to which he wants to proceed.

(ii) The Station Master on receipt of the same shall block back or block forward the line as the case may be and then send a written permission in case of Motor Trolley and T/1518 Part-B in case of Material Trolley indicating the Private Number received for blocking forward or back, under his signature and stamp. After the complete arrival of the trolley, the block shall be removed in the usual way.

(iii) The trolley shall be received by taking 'off' the reception signals, if the same is approaching the station on proper line.

5.14. Cancelling Line Clear:

(1) For a train: If a station has obtained line clear for a train but for some reason, has to cancel it before the train has left, the procedure detailed below shall be followed so as to bring the instrument to its normal position. If departure signals were taken 'off' the Station Master shall observe the provisions of **SR 3.26.02(b)** (ii). In case the block instrument is installed in the cabins and manned by Switchman, the Switchman shall follow the procedure detailed below only if he is satisfied that the train has neither left nor started and that he has been authorized by the Station Master to cancel "Line clear" supported by a Private Number. After line clear has been correctly cancelled and the instrument is brought to normal, the Switchman shall inform the Station Master supported by a private number. Similarly the Switchman of the receiving station, shall obtain the permission of the Station Master by exchanging Private Number before he permits the Station Master/Switchman of the dispatching station to cancel Line Clear.

Dispatching Station

(Upper needle points to "Line Clear" position.
All departure signals pertaining to the same block section are at "on" and the control to operate the last Stop signal is normal)

1. Sends "Call attention" code of bell signals.
3. Sends "Attend telephone" code of bell signals.
5. Attends on telephone and informs the receiving stations "I intend to cancel Line Clear for train No.....now at.....(place) for (here state reason) Private Number....."
7. Sends "Cancel last signal" code of bell signals.

Receiving Station

(Lower needle points to "Line Clear" position)

2. Acknowledges "Call attention" code of bell signals.
4. Acknowledges "Attend Telephone" code of bell signals and attends on telephone.
6. If prepared to cancel "Line Clear", ensures that all reception signals pertaining to the same block section are at 'on' and the control to operate the home signal is in its normal position. Informs the dispatching station about his readiness to cancel Line Clear and replies "You may cancel line clear for train No..... now at.....(place).Private Number....."
8. Acknowledges "Cancel last signal" code of bell signals and keeping the plunger pressed on the last stoke, turns the commutator to the next left.
(a) Lower needle points to "Line closed" position.
(b) Pointer on the commutator shows vertical position.

9. Upper needle points to “Line closed” position.

(2) For Motor Trolley/4 wheeler Tower Wagon/Material Trolley:

Before the instrument is brought to its normal position, the Station Master and/or the Switchman shall follow the rules laid down in **Rule 5.14(1) of BWM** as for a train. In addition the Station Master shall follow the rules laid down in Rule 5.14 (1) of BWM as for a train. In addition the Station Master shall withdraw the ‘Authority to Proceed’ i.e T/369(3b) in case of Motor Trolley/4 wheeler Tower Wagon and collect T/1518 Part-C in case of Material Trolley, cancel the T/369(3b) and pasted with the record foil and retain T/1518 Part-C in case of Material Trolley.

Despatching Station

(Upper needle points to “Train on line” position. All departure signals are at ‘on’)

1. Sends “Call attention” code of bell signals.
3. Sends “Attend telephone” code of bell signals.
5. Attends on telephone and informs the receiving stations “I intend to cancel Line Clear fortrolley/Tower Wagon. Line clear authority collected here and cancelled. Private Number.....
7. Sends “Cancel last signal” code of bell signal.
9. Ensures that the upper needle points to “Line closed” position.

Receiving Station

(Lower needle points to “Train on Line” position).

2. Acknowledges “Call attention” code of bell signals.
4. Acknowledges “Attend Telephone” code of bell signals and attends on telephone.
6. If prepared to cancel “Line Clear”, ensures that all reception signals pertaining to the same block section are at ‘on’ and the control to operate the Home signal is in its normal position. Informs the dispatching station about his readiness to cancel Line Clear and replies “You may cancel line clear for..... trolley/Tower Wagon. Private Number.....
8. Acknowledges “Cancel last signal” code of bell signals and on the last stroke keeping the plunger pressed turns the commutator to next right. Lower needle points to “Line closed” position and the pointer on the commutator shows vertical.

5.15. Block back or Block forward. — The procedure for Block back or Block forward as required under GR 8.14 and the procedure for normalizing the instrument after the removal of the obstruction, shall be follows:-

(1) Block back:

Shunting Station

(Lower needle points to “Line closed” position, pointer on the commutator points to vertical position).

1. Sends “Call attention” code of bell signals.
3. Sends “Attend telephone” code of bell signals.
5. Attends on telephone and informs “I am

Station in rear

(Upper needle points to “Line closed” position)

2. Acknowledges “Call attention” code of bell signals.
4. Acknowledges “Attend Telephone” code of bell signals and attends on telephone.
6. If prepared to permit such blocking, replies

blocking back section
between.....(station)
and.....(station) on.....line (Up
or Down) for(state purpose)
Private Number.....”

“Noted.

You may block back section.....(Up or
Down) for.....(Station purpose).
Private Number.....

7. Keeping the plunger pressed, turns the commutator to the left. Lower needle points to ‘Train on Line’ position and the pointer on the commutator deflects to the left.
8. Ensures that upper needle points to “Train on Line” position.

(2) Block Forward

Shunting Station

(Upper needle points to “Line closed” position)

1. Sends “Call attention” code of bell signals.
3. Sends “Attend telephone” code of bell signals.
5. Attends on telephone and informs “I am blocking forward section between..... (station) and.....(station) on.....line (Up or Down) for(state purpose) Private Number.....”

7. Ensures that the upper needle points to “Train on Line” position.

Station in Advance

(Lower needle points to “Line closed” position. Pointer on the commutator points to vertical)

2. Acknowledges “Call attention” code of bell signals.
4. Acknowledges “Attend Telephone” code of bell signals and attends on telephone.
6. If prepared to permit such blocking, replies “Noted.
You may block forward section between.....(station) and.....(station) online (Up or Down) for (state purpose). Private Number.....and, keeping the plunger pressed turns the commutator to the left. Lower needle points to “Train on Line” position and the pointer on the commutator deflects to the left.

NOTE: (i) Before giving permission from a Class ‘C’ station to a block station in rear to authorize such block station to shunt outside Last Stop signal in terms of sub-rule(3) of GR 8.06, the Station Master of Class ‘C’ station shall fulfill the condition laid down in GR 8.04.

(ii) Before giving permission from a Class ‘C’ station to a block station in advance to authorize such block station to shunt in terms of sub-rule(2) of General Rule 8.06, the Station Master of Class ‘C’ station shall first block back the block section in rear pertaining to the same line.

(3) Removal of Block:-

(a) When the obstruction is removed and the block section is clear and after the authority issued earlier for blocking the line is withdrawn and kept in the custody of the Station Master

as required under SR 5.13.02, he shall issue a message supported by Private Number over the block instrument telephone to the other end Station Master as follows :—

“Shunting is completed. Block section between.....(station) and.....(station) on Up/Down line is clear. Private Number.....”.

The Station Master at the other end station shall then reply as follows:-

“Noted, block Section between.....(station) and.....(station) on Up/Down line is clear. Private Number.....”

- (b) In case of removing block after blocking forward, the Station Master of the shunting station shall then send “Obstruction removed” code of bell signals which the other end Station Master shall acknowledge and turn the commutator to the right so that the instruments at both stations shows “Line closed” position.
- (c) In case of removing block after blocking back, the Station Master of the shunting station shall, while sending “Obstruction removed” bell of code signals, turn the commutator to the right so that the instruments at both stations shows “Line closed” position. The Station Master at the other end shall acknowledge the “Obstruction removed” code of bell signals on observing the “Line closed” indication of the block instrument at his station.

(4)(a) At stations where block instruments are installed in the cabins and manned by Switchman, he shall follow the procedure detailed in sub-rule (1) and (2) above only on being authorized to do so supported by a Private Number by the Station Master at the Station. The Switchman of the cabin shall communicate the Private Number received from the Cabin of other end station to the Station Master at the station so as to enable the latter to issue the authority as required under SR 8.15.01(d).

(b) Similarly the Switchman of such Cabin shall not remove the block as per sub-rule (3) above unless the Station Master at the station authorizes him to do so supported by a Private Number. It shall be the responsibility of the Station Master to withdraw and cancel the authority for shunting as required under SR 5.13.02 before he authorizes the Switchman to remove the block.

(5) All entries in the Train Signal Register required under sub-rule (1), (2) and (3) above, shall be made in Red ink.

5. 16. Failure of Block Instruments:- In the circumstances listed below, the block instrument either of the affected section or both sections (as indicated) shall be treated as having failed and the concerned section/sections of the block instrument must be suspended.

(a) Both sections:-

- (i) If code signals on the bell are not received distinctly or fail altogether.
- (ii) When telephone connection between two stations fails.
- (iii) If there is reason to believe that there is contact between the Block wire and any other circuit.

Note: If an intermittent contact exists between the Block and other circuits an irregular movement of the Pointer will be observed and possibly irregular beats on the bell. Should a permanent contact exists the upper or the Lower Pointer on the face of the instrument will take up a position, irrespective of any operation of the instrument. A contact between two Block wires would cause signals given on one instrument to be repeated on the neighboring instrument.

- (iv) If a train arrives at a station without line clear having been given for it. In this case the irregularity must be reported as an accident unless the Loco Pilot is in possession of an authority to proceed in accordance with SR 6.02.03.

Note: The working of the Block instrument must not be resumed by the JE/SE (Sig) until permission of the Divisional signal and Telecom-Engineer or the Assistant Signal and Telecom Engineer has been obtained.

- (v) If the Block instrument or its battery counter is found unlocked or the seal is found broken in the absence of an authorized representative of the Signal Branch.
- (vi) If it becomes possible to turn the block instrument commutator from “Train on Line” position to “Line closed” or ‘Line Clear’ position without the arrival of the train.
- (vii) When the Block instrument shows erratic movement of the indicators or is defective in any other way.

Note: In the cases of situation under sub-clauses (vi) and (vii) above, the working of the Block instrument must not be resumed by the JE/SE (Sig) until permission of the Divisional/Assistant Signal and Telecommunication Engineer has been obtained.

(b) Affected Section:-

- (i) If “Train on Line” indication fails to appear after the commutator has been turned to the left, as when giving “Line Clear” for Motor Trolley etc
- (ii) If the Last Stop signal fails to go to ‘on’ position as the train passes the signal.

Station ‘A’

1. Sends “Call attention” code of bell signals.
3. Sends “Testing” code of bell signal.
6. (a) Ensures that the Upper needle of the block instrument points to “Line Clear” position.
 (b) Takes ‘off’ last Stop signal to ensure that the signal assumes ‘off’ position
 (c) Replace the last Stop signal to ‘on’.
 (d) Sends “Cancel last Signal” code of bell signal.

Station ‘B’

2. Acknowledges “Call attention” code of bell signals.
4. Acknowledges “Testing” code of bell signal on the plunger and on the last stroke, keeping the plunger pressed turns the commutator to the right. Releases plunger.
5. (a) The lower needle of the block instrument points to “Line Clear” position.
 (b) The pointer on the commutator is deflected to right.
7. Acknowledges “Cancel last signal” code of bell signal and on the last stroke, keeping the plunger pressed turns the commutator to the next left.

- (a) Lower needle points to “line closed” position; and
- (b) Pointer on the commutator shows vertical position.

- 8. (a) Ensures that the Upper needle points to ‘Line closed’ position.
- (b) Operates the control to take ‘off’ Last Stop signal to ensure that the signal remains in ‘on’ position
- (iii) If the station cannot take off the Last Stop signal after “Line Clear” has been obtained from the station ahead, and the upper needle points to ‘green’ i.e. when the Last Stop signal is out of order or suspended.
- (iv) If the commutator can be turned without pressing the Plunger.
- (v) If the Commutator cannot be turned from “Train on Line” to “Line Closed” after the complete arrival of the incoming train or the inward Track circuit fails to be operated by the incoming train.
- (vi) If it is found possible to take ‘off’ the last Stop signal without obtaining ‘Line Clear’ indication on the block instrument.

Note: In the case of situation under sub-clause (vi) above the working of the Block instrument must not be resumed by the JE/SE (Sig) until permission of the Divisional/Assistant, Signal and Tele-communication Engineer has been obtained.

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(c) Both sections (not due to failure):-

- (i) Whenever single line working is introduced between the stations concerned.
- (ii) Whenever a Block Instrument has to be opened for attention by the Block Maintenance staff of the Signal Branch.
- (iii) Whenever Telegraph department staff have to work on the line wires.

5.17. Reporting of failure:- Whenever any block instrument fails and is suspended in terms of BWM Rule 5.16, the Station Master of the Station at which the failure has occurred, shall report to the JE/SE (Sig), Technician/Sr.Technician (Sig) and the Section Controller and shall take action in terms of BWM Rule 4.24(2) as it relates to them.

5.18. Resumption of normal working:- The procedure detailed under Rule 4.25 of BWM shall be followed except that ‘Testing Line Clear’ shall be obtained and cancelled as detailed in Rule 5.19 of BWM.

5.19. Testing ‘Line Clear’.— Whenever it is necessary to obtain ‘Testing Line Clear’ and cancel the same, the Station Master/Switchman of both stations/cabins shall ensure that the block section to which the block instrument relates, is clear of all trains. The block instrument at one end of the section may, if necessary, be operated by the JE/SE (Sig) or his authorized representative when the other end instrument shall be operated by the Station Master/Switchman. Entries shall also be made in the concerned Train Signal (cum log) Register in red ink by the official conducting the testing under his signature indicating the time when the testing was completed at the respective end. The following operation shall be made thereafter:-

Note: Station ‘B’ shall then carry out the operations listed under Station ‘A’ when Station ‘A’ shall carry out all operations listed under Station ‘B’ above.

5.20. Procedure to be followed when Maintenance party work on sections where Block wires are also carried:-

The procedure detailed under **para 4.42 of Block Working Manual** shall be followed.~~Deleted~~

5.20. Failure of outgoing track circuit/Axle counter and/or the last Stop signal: - If a Train when passing the last Stop signal of a station fails to change the indication from 'OFF' to 'ON', the Station Master/Cabin Master shall:-**(old 5.21)**

- (a) at once replace the last Stop signal to 'on'
- (b) Inform the block station in advance and the concerned block maintainer
- (c) Suspend the block instrument after the train clears the block section.

5.21. Working of trains when Block Instrument fails:-In the event of failure of Block Instrument, trains shall be worked in accordance with the instruction contained in **SR.6.02.06 and paras 3.33 to 3.38 of Block Working Manual** by the Station Master on duty.**(old 5.22)**

From the time an interruption occurs until working of Block Instrument is resumed, no attempt should be made to take 'off' the last Stop signal for a train to enter the interrupted section.

In case the failure/suspension of the Block instrument is due to failure of inward track circuit, the receiving station shall arrange reception of the train complying with SRs 3.69.02 to 3.69.05 as may be applicable.

In the event of failure of all the means of communication detailed under SR 6.02.03, trains shall be worked in terms of SR 6.02.03.

5.22. Block Suspension:- (a) when only one section of a Block Instrument is suspended in terms of **BWM paras 5.16 (a) or 5.16(c)**, the official on duty responsible for the operation of the block instrument shall write 'Block Instrument suspended at..... for.....(cause)'. In that particular portion or both portions, as the case may be, in the Train Signal (cum log) register and draw a red line below this entry. As soon as normal working is resumed, an entry to that effect thus 'Block Instrument resumed at.....' shall be made in the concerned portion of the Train Signal (cum log) register by the official on duty responsible for its operation at the material time and also draw a red line below the entry.

(b) During the period of suspension of the Block Instrument, the Station Master on duty shall make all entries in connection with train passing in separate Train Signal (cum log) register specially maintained for the purpose at these stations where Block Instruments are operated by Switchman.

(c) When both sections of a Block Instrument have to be suspended, the official on duty responsible for its operation shall secure a red label (as shown below) to the instrument. The same shall be removed immediately after normal working is resumed. **(old 5.23)**



5.23. Line Clear forms at Double line stations:- At all stations on the Double line section, Line clear forms mentioned in para 3.05 of Block Working Manual shall be maintained for their use during temporary introduction of Single line working of trains between stations. Inspecting officials shall see that these forms are properly maintained.**(old 5.24)**

5.24 Resetting of axle counters when failed: Basic idea about different resetting system like Preparatory reset, non-preparatory reset, resetting with or without cooperation may be included.

(Working of trains in automatic signaling section(specially single line working) is prepared purely taking into consideration the automatic section in KGP division, necessary modification may be done)

CHAPTER VI

WORKING OF TRAINS UNDER AUTOMATIC BLOCK SYSTEM

(Note: These rules are to be read in conjunction with Chapter IX of General and Subsidiary Rules Book)

A. RULES APPLICABLE TO BOTH DOUBLE AND SINGLE LINES

6.01. Competency Certificate:-

- (1) No person shall be allowed to hold independent charge of operating or issuing instructions for working points and signals at stations unless he holds a competency certificate issued in his favour under SR 3.39.08
- (2) No person shall be allowed to operate independently the panel for establishing direction of traffic on single line unless he has passed a satisfactory examination and unless he holds a certificate of competency issued in his favour jointly by DOM and DSTE of the concerned division. This certificate of competency shall be valid for a period of three years.

6.02. Mode of running trains:-

Trains shall run in the direction of traffic obeying the aspects of signals governing the movement.

6.03. Means of Communication:-

Station to Station Telephone is provided between each pair of adjacent stations. In the event of failure of the same, communication may be established between the stations concerned by:-

- (i) Fixed telephone such as Railway auto-phones & BSNL phones (with caller ID wherever feasible)
- (ii) Control Telephone.
- (iii) VHF set which shall be used in the order given under SR.9.12.01, 9.12.03 & 9.12.07 as per 14.01.02 (b).

6.04. Train Log Register:-

- (1) A train log register shall be kept by the Station Master or under his orders.
- (2) All messages received or sent on the telephone concerning the movement of trains and the timings of receipt and dispatch shall be entered therein immediately after acknowledgement by the person who maintains the same.
- (3) The timings entered in the register shall be the actual timings except that any fraction of a minute shall be counted as one.
- (4) All entries in the register shall be made in ink.
- (5) No erasure shall be made in the register, but if any entry is found to be incorrect, a line shall be drawn through it, so that it may be read at any time and the correct entry shall be made above it which shall be initiated.
- (6) The person who maintained the register for the time being shall be responsible for all entries made therein and for correctly filling in each column thereof.

B. RULES APPLICABLE TO DOUBLE LINE

6.05 Method of signaling trains:-

(1) On double line section, during normal working, taking and granting of line clear between adjacent stations is not required before dispatch or reception of trains. Movement trains into, through and out of a block station is governed by manual/semi-automatic stop signal(s). The Section Controller shall regulate the movement of traffic between stations in the Automatic Signalling territory. Whenever it is necessary to control any train at a station either to give precedence to any other train(s) or for any other purpose, the Section Controller shall advise such station, at which the train is to be controlled, by issuing a control order giving detailed instructions. The Station Master shall, after recording the order so received, acknowledge the same supported by a Private Number, if no such order is received, the trains shall be allowed to run in the sequence in which they approach a station. It shall be the responsibility of the Station Master of the block station from which working of trains on automatic block system commences to consult and obtain verbal permission of the Section Controller before dispatching a train. The Station Master of junction stations shall also consult and determine from the Section Controller the sequence in which trains approaching from different directions should be allowed to leave his block station. In the event of interruption of the Control Telephone, the Station Master of each block station shall regulate the movement of trains between stations in consultation with the Station Master at the other end block station.

(2) Subject to the provisions of sub-para (1) above and unless otherwise mentioned in the Station working Rules, the following procedure shall be adopted for signaling trains to run in the signaled direction of traffic from one block station to the other end block station :-

<u>Despatching Station - X</u>		<u>Receiving Station – Y</u>	
1.	(a) Complies with SR 3.42.01(c) at stations having end cabins. But at stations having Panel/Route Relay interlocking, takes off concerned departure signal(s) governing departure of trains. (b) As soon as a train starts, informs station 'Y' over telephone indicating the number and description of the train and its departure time supported by a Private number.	2.	Acknowledges supported by a Private Number.
		3.	Complies with SR 3.38.02 at stations having end cabins. But at stations having Panel/Route Relay interlocking, takes off the concerned reception signal(s) governing the approach of trains.
		4.	On complete arrival of the train with last vehicle indicator, informs Station 'X' indicating the number and description of the train and its arrival time supported by a Private Number.
5.	Acknowledges the same supported by a Private number.		

(3) At block stations having semi-automatic stop signals governing approach and departure of trains, the Station Master may allow such semi-automatic stop signal(s) to work as Automatic Stop Signal(s) so long as there is no necessity to control a train or trains.

6.06. Recording Movement of trains:-

The messages exchanged for movement of trains under these rules and the time must be entered legibly in ink in the Train Log Register provided for the purpose. The train Log register shall have columns as indicated in the station working rules.

6.07. Shunting:- (The following rules are to be read in conjunction with General Rules 5.13 to 5.14 and 5.16 to 5.23 with Subsidiary Rules thereto)

1. (a) Shunting may be performed on line/lines only when such line(s) is/are isolated from the main line and or other adjacent line(s) and when the movement of running trains is not affected by such shunting.

(b) In case the shunting obstructs or is likely to obstruct the main running line, the Station Master shall ensure that manually operated stop signal as also the last stop signal is maintained at 'ON'; and as for semi-automatic stop signal(s) the 'A' marker light is kept extinguished in addition.

(c) Shunting under sub-para (b) above, shall be performed between the outermost points at the approaching end and the last Stop Signal of the Station on either direction.

2. No shunting shall be permitted outside the outermost points at the approaching end of a station unless:—

(a) The lines between the station at which shunting is to be performed and the block station in rear is clear of trains;

(b) Working of trains between the block stations concerned under Automatic Block system is suspended; and

(c) the line is blocked back.

3. No shunting shall be permitted outside the last stop signal unless:-

(a) the line between the block station at which the shunting is to be performed and the block station in advance is clear;

(b) working of trains between the block station concerned under Automatic Block system is suspended; and

(c) the line is blocked forward;

Provided that when the line between the block station at which shunting is to be performed and the block station in advance is occupied by a train travelling away from the block station, shunting may be permitted behind the train if permitted under the provisions of station working rules which shall take into account the speed, weight, brake power of trains and gradient on the station and as soon as intimation has been received that the train has arrived at the other end block station, working of trains under Automatic Block system between the stations concerned shall be suspended and the line blocked forward, if it is still obstructed.

6.08. Authority for shunting:-

(1) While permitting shunting under sub-para(1) of para 6.07 above when such shunting cannot be controlled by fixed signals mentioned under SR 5.13.01 or while permitting shunting in Automatic signaling section the Loco Pilot shall be given authority for shunting in the prescribed form T/806.

(2) Whenever the authority mentioned in sub-para(1) above is issued after block back or block forward in terms of sub-para (2) or (3) of para 6.07 above, the Private Number received from the Station Master at the other end block station shall be recorded in it.

(3) Whenever the authority mentioned in sub-para (1) above is issued to permit shunting under the provision to sub-para (3) of para 6.07 above, i.e. in rear of a travelling away train, the circumstances under which such shunting is permitted shall be endorsed on the prescribed form T/806.

6.09. Suspension and resumption of working of trains under Automatic Block system:-

Whenever it becomes necessary to suspend working of trains under Automatic Block System between stations, the Station Master of the block station proposing to suspend working of trains under Automatic Block System say, 'A' and the Station Master of the block at the other end block station say, 'B' shall exchange messages as under :-

From SM 'A' To SM 'B' Date.....Time.....

No.1. I intend to suspend working of trains under Automatic Block System on Up/Down Line between (station) and.....(station) for.....(state purpose). Last train No.....Up/Down left/arrived here last at.....(Time or has become disabled at KM..... Acknowledge Private Number.....

The Station Master of the other end block station on receipt of the message indicated above shall verify from his log register about the complete arrival/departure of the last train over the Up/Down line as the case may be or on being satisfied about the disablement of the train shall reply in the following :-

From SM 'B' To SM 'A' Date.....Time.....

No.1. Your No. 1 of.....(date) last train No.....Up/Down arrived/left here last at.....(time) or has become disabled at KM..... working of trains under Automatic Block System on Up/Down line between.....(station) and Will remain suspended as proposed Private No.....

After removal of the cause of obstruction and on being satisfied that the Up/Down line as the case may be is clear, the Station Master of Station 'A' shall issue a message proposing to resume working of trains under Automatic Block System as under :-

From SM 'A' To SM 'B' Date.....Time.....

No.2. My No.1 your No.1 of.....(date) Up/Down Line between..... (station) and.....(station) has been cleared on completion of shunting/on complete arrival of.....at.....(station) at.....(time). Propose to resume working of trains between.....(station) and.....(station) on Up/Down Line under Automatic Block System. Acknowledge. Private No.....

The Station Master of Station 'B' shall reply as follows:-

From SM 'B' To SM 'A' Date.....Time.....

No.2. My No.1 Your No.2 of.....(date). Noted and acknowledged. Resume working of trains under Automatic block system between.....(station) and.....(station) on Up/Down line. Private No.....

The above messages shall be entered in the Train log register at the respective station in red ink.

6.10. Block Back/Block Forward:- Refer GR 1.02(8) and 1.02(9). The procedure detailed under para 3.38 of this manual shall be followed.

6.11. Motor trolley: - The rules contained under SR 15.25.08 shall be followed.

6.12. Equipment of fixed signals:- Equipment of fixed signals for each direction shall be in accordance with General Rules 9.04 and 9.05 which shall be of colour light type and as indicated in the Station Working Rules. Where, however, an Automatic Stop signal in rear of the Home signal is not provided in terms of 'Note' to General Rule 9.04, distant signal(s) as contained under sub-rules (4), (5) and (6) of General Rule 3.07 shall be provided under approved special instructions.

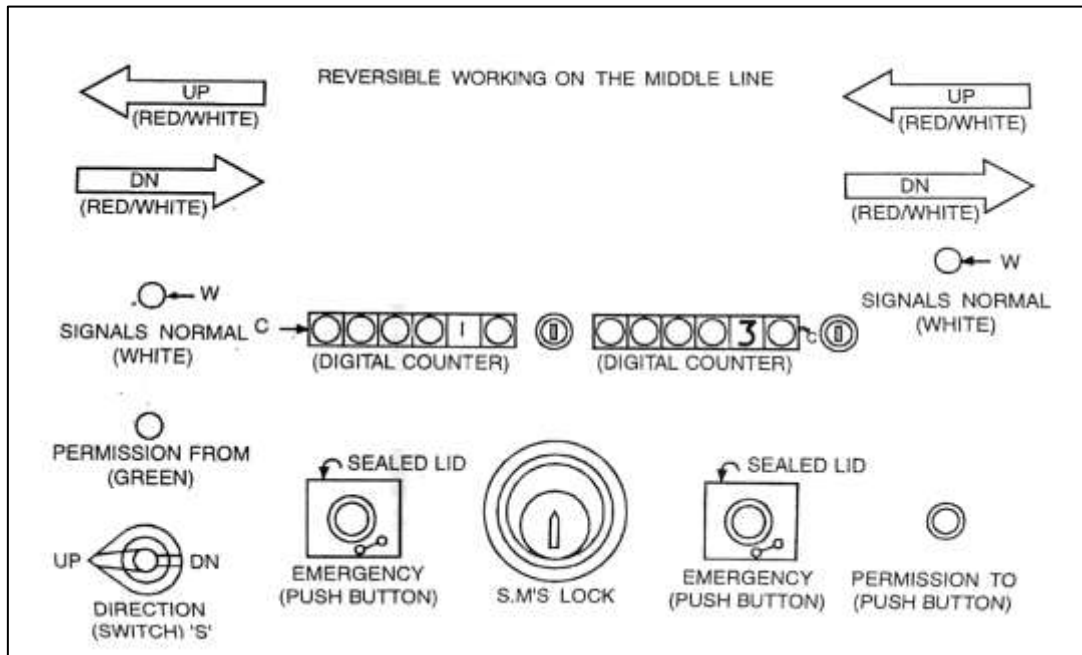
RULES APPLICABLE TO SINGLE LINE:

6.13 Authority to Proceed :— Except as otherwise mentioned under para 6.22 the 'off' aspect of the last stop signal shall constitute an authority to proceed as defined under sub-rule (6) of General Rule 1.02. The last stop signal shall not, however, assume 'off' aspect unless direction of traffic has been established and the line is clear upto the next Automatic Stop signal, or when the next Stop signal is a Manual Stop signal for an adequate distance beyond it. {In case of failure of LSS:- T/912 for double line (auto)/ T/1425 © single line UP/ T/1425 (D) Single line (Dn)}

6.14. Description of Panel - Indications and controls:-

(1) Description :—

(a) The following is the diagram of a typical operating panel installed in the Assistant Station Master's Office for establishing direction of traffic.



- (b) One half of the panel is the ‘Controlled’ side and the other half is the “Controlling” side. At Tikiapara and Santragachi Down reception cabin, the panels shall contain only the “controlling” half while at Santragachi East Cabin and Panskura these shall contain only the “Controlled” half. For the purpose of these rules the block station at the Howrah end of a block section shall be the controlling station hereafter be referred to as “A” and the block stations at the Kharagpur and of the same block section shall be the controlled stations and shall hereinafter be referred to as ‘B’.

(2) Indications:-

- (a) two groups of arrows are provided on the panel, one on either side, the group on each side pertaining to the block section on that side. Each group consists of two arrows— one for Up direction and the other for Down direction. Each arrow will be illuminated by white or red lights. White light appears when the relevant block section is clear but changes to red when either the block section is occupied or there is a tract circuit failure. Only the arrow corresponding to the direction of traffic established will be illuminated the other arrow remaining extinguished.
- (b) A white ‘Signal Normal’ lamp (W) on each half of the panel which when illuminated indicates that the signals of that side of the station for the middle line are at ‘ON’.
- (c) (i) A green “Permission from.....” lamp(G) on the controlling half of the panel which when illuminated indicates to ‘A’ that ‘B’ has pressed the permission button on his panel and thereby permitting ‘A’ to establish direction of traffic from ‘A’ to ‘B’.
- (ii) Under emergency operation, this green lamp will also be illuminated when ‘B’ presses emergency push button on the controlled half of the panel to enable ‘A’ to establish direction of traffic from ‘A’ to ‘B’.
- (d) A digital counter on each half of the panel (C) is provided to record the number of emergency operations resorted to on that side of the panel. The SM/ASM who makes over as also who takes over charge shall record in the Train log register the number recorded by the digital counters.

(3) Controls :—

- (a) Permission button.—

This is mounted on the controlled side of the panel, when it is pressed at block station ‘B’ for granting permission to ‘A’ for establishing direction of traffic from ‘A’ to ‘B’ a green lamp indication will be illuminated on the panel at ‘A’.

- (b) Direction switch:-

Up/Down two-position, direction switch(s) is provided on the controlling side of the panel for enabling ‘A’ to establish direction of traffic from ‘A’ to ‘B’ or ‘B’ to ‘A’, as may be required.

- (c) Emergency Push button (Red):-

There are two emergency push buttons, one on the controlled half and the other on the controlling half of the panel. If on account of failure of track circuit or for any other cause other than occupation of the block section between two block stations, it becomes necessary to change the direction of traffic already established when the direction arrow may show ‘Red’ indication, emergency push button shall be pressed at both block stations and at controlling station the direction switch shall also be turned in conjunction to the required position. Each operation of emergency push button registers next higher digit on the digital counter of the respective half of the panel. Whenever

such operation is resorted to, the SM/ASM at both stations shall record the same in the register specially maintained for the purpose under his initial.

(d) Station Masters Lock up key:-

Whenever it is necessary to operate the panel, this key shall be inserted in the key-hole and turned. Immediately after completion of every operation on the panel, this key must be taken out and kept in the personal custody of the Station Master on duty so as to prevent inadvertent or unauthorized operation of various controls in the panel.

6.15. Establishing direction of traffic:-

For the purpose of these rules 'Up' direction will mean to establish direction of traffic over a block section from controlling station i.e. 'A' to Controlled station i.e. 'B' and the 'Down' direction will mean to establish direction of traffic over a block section from controlled station i.e. 'B' to controlling station i.e. 'A'. The controlling station shall, in all cases, establish the direction of traffic for the block section between 'A' and 'B' by turning the direction switch of the panel installed at the station to the required position viz. 'Up' or 'Down' as the case may be. The direction of traffic cannot be altered/established unless all signals pertaining to the middle line concerning to the same block section at both stations are at their normal position when turning the switch. Further, except when emergency operation is resorted to, the direction of traffic already established shall not be changed unless the direction arrow pertaining to the same block section is illuminated while indicating the direction to which it was established. Messages ensuring clearance of the same block section supported by Private Numbers shall be exchanged between the Station Masters on duty at both and block stations before establishing direction of traffic as also for reversing direction of traffic already established. Private Numbers so exchanged shall be recorded in the Train log registers at both stations.

6.16. Mode of operation:-

(1) Normal operation.—

(a) Following sequence of operation shall be made in the panel to establish direction of traffic.

(i) For establishing 'Down' direction of traffic.

Controlling Station 'A'

Controlled Station 'B'

- | | |
|--|---|
| <p>3. Ensures
(a) 'Up arrow' illuminated white.
(b) 'Signals normal' lamp illuminated.</p> <p>4. Acknowledges on telephone and gives his consent to change the direction of traffic to 'Down' direction supported by a Private Number provided he is satisfied that the last up train which arrived at 'B'</p> | <p>1. Ensures
(a) 'Up arrow' illuminated white.
(b) 'Signals normal' lamp illuminated.</p> <p>2. Contacts SM on duty at 'A' and requests him to change the direction of traffic from 'Up' to 'Down' detailing the particulars about the complete arrival of the last Up train at his station supported by a Private Number.</p> |
|--|---|

was actually the last Up train dispatched from his station.

5. Turns the direction switch to the 'Down' position.
6. (a) Up arrow extinguished.
(b) Down arrow illuminates in white.
7. (a) Up arrow extinguished.
(b) Down arrow illuminates in white.

(ii) For establishing 'Up' direction of traffic:-

Controlling Station 'A'

(Controlling half)

1. Ensures
(a) 'Down arrow' illuminated white.
(b) 'Signals normal' lamp illuminated.
2. Contacts SM on duty at 'B' and seeks his permission to change direction of traffic from 'Down' to 'Up' direction detailing the particulars about complete arrival of the last Down train at his station supported by a Private Number.
5. (a) On observing the green illumination of 'Permission from.....' lamp, turns the direction switch from 'Down' to 'Up' position.
(b) 'Down arrow' extinguishes and 'Up arrow' illuminates in white.
7. 'Permission from.....' lamp (Green) extinguishes.

Controlled Station 'B'

(Controlled half)

3. Ensures
(a) 'Down arrow' illuminated white.
(b) 'Signals normal' lamp illuminated.
4. Acknowledges on telephone and gives his consent to change direction of traffic to 'Up' direction supported by a Private Number and by pressing 'Permission to.....' button provided he is satisfied that the last Down train which arrived at 'A' was actually the last down train dispatched from his station. The button shall be kept pressed till 'Down arrow' extinguished and 'Up arrow' illuminates in white.
6. (a) 'Down arrow' extinguishes.
(b) 'Up arrow' illuminates in white.
(c) Releases 'Permission to.....' button.

(2) Emergency operation during Track circuit failure:-

(a) following sequence of operation shall be made in the panel to establish direction of traffic.

(i) For establishing 'Down' direction of traffic.—

Controlling Station 'A'

(Controlling half)

3. (a) 'Up arrow' illuminated in red.
(b) 'Signals normal' lamp illuminated.
4. Checks the number and description of last Up train that left his station and if it agrees with that intimated by 'B', asks 'B' to press emergency release button. This shall be supported by a Private Number.
6. (a) 'Permission from.....' lamp (green) illuminates.
(b) Presses emergency button and simultaneously turns the direction switch from 'Up' to 'Down' position. Keeps emergency button pressed till 'Permission from.....' lamp (green) extinguishes.
(c) Digital counter registers next higher number.
(d) 'Up arrow' extinguishes and 'Down arrow' illuminates in red.

Controlled Station 'B'

(Controlled half)

1. (a) 'Up arrow' illuminated in red.
(b) 'Signals normal' lamp illuminated.
2. Contacts SM on duty at 'A' and requests him to change the direction of traffic from 'Up' to 'Down' detailing the particulars about the complete arrival of the last Up train at his station supported by a Private Number.
5. (a) Presses emergency release button and keeps the same pressed till 'Up arrow' extinguishes and 'Down arrow' illuminates in red.
(b) Digital counter registers next higher number.
7. (a) 'Up arrow' extinguishes and 'Down arrow' illuminates in red.
(b) Releases emergency push button.

(ii) For establishing 'Up' direction of traffic.—

Controlling Station 'A'

(Controlling half)

1. (a) 'Down arrow' illuminated in red.
(b) 'Signals normal' lamp illuminated.
2. Contacts SM on duty at 'B' and seeks his permission to change direction of traffic from 'Down to Up' direction detailing the particulars about complete arrival of last Down train at his station supported by a Private Number.

Controlled Station 'B'

(Controlled half)

3. (a) 'Down arrow' illuminated in red.
(b) 'Signals normal' lamp illuminated

4. (a) Checks his Train log register for the last down train dispatched from his station. If it agrees with that told by 'A', gives his consent supported by a Private Number and then presses emergency release button.
(b) Digital counter registers next button.
5. (a) 'Permission from.....lamp (green) illuminates.
(b) Presses emergency button and simultaneously turns the direction switch from 'Down' to 'Up' position.
(c) Keeps emergency button pressed till 'Permission from.....' lamp (green) extinguishes.
(d) Digital counter registers next higher number.
(e) 'Down arrow' extinguishes and 'Up arrow' illuminates in red.
6. (a) 'Down arrow' extinguishes and 'Up arrow' illuminates in red.
(b) Releases emergency push button.
7. (a) 'Permission from.....' Lamp (green) extinguishes.
(b) Release emergency push button.

6.17. Method of signaling trains.—

(1) Movement of trains into, through and out of a block station is governed by manual/Semi Automatic Stop signal(s). The Section Controller shall regulate the movement of traffic between stations in the Automatic Signalling Territory. Whenever it is necessary to control any train at a block station either to give precedence or to cross any train(s) or for any other purpose, the Section Controller shall advise such block station, at which the train is to be controlled, by issuing a control order giving detailed instructions otherwise trains shall be allowed to run in the same sequence in which they approach a station. Similarly whenever it is necessary to change the established direction of traffic, the section Controller shall advise both the Controlling as also the controlled block stations by issuing control order.

Such control order(s) shall be acknowledged by the concerned Station master(s) supported by a Private Number. It shall be the responsibility of the Station Master of the block station from which working of trains on Automatic block on single line commences to consult and obtain verbal permission of the Section Controller before dispatching a train. The Station Master of stations where facilities exist for diverting trains from Automatic Block double lines to single line or vice versa shall consult and obtain permission from section Controller before diverting any train. In the event of interruption of the control telephone, the Station Master of each block station shall regulate the movement of trains between stations in consultation with the Station Master at the other end block station.

(2) Subject to the provision of sub-para(1) above and unless otherwise directed in the Station Working Rules, following procedure shall be adopted for signaling trains to run in the direction of traffic established in accordance with the manner detailed under sub-para(1)of para 6.15 of this chapter, from one block to the other end block station.

Despatching Station

1. (a) To take off starter, at station having end cabins, complies with SR 3.42.01(c) but at stations having panel interlocking, operates the concerned control for the starter.
(b) 'Signals normal' lamp (white) extinguishes.
(c) As soon as the train starts, informs the block station in advance over telephone indicating number and description of the train and its departure time supported by a Private Number.
(d) As the train enters the signalling section controlled by the starter:-
 - (i) Direction arrow illuminates in red.
 - (ii) 'Signals normal' lamp(white) appears.

Receiving Station

- (a) Acknowledges supported by a Private Number.
(b) Direction arrow illuminates in red.
-
3. (a) To take off home signal at stations having end cabins, complies with SR 3.38.02 but at stations having panel interlocking operates the concerned control on the Home signal.
(b) 'Signals normal' lamp(white) extinguishes.
(c) On arrival of the train complete with Last vehicle indicator, informs block station in rear indicating number and description of the train as also its arrival time supported by a Private Number.
(d) 'Signal normal' lamp (white) appears.
(e) Direction arrow illuminates in white, indicating block section is clear of all trains.

4. (a) Acknowledges supported by a Private Number.
(b) Direction arrow illuminates in white, indicating block section is clear of all trains.

6.18. Shunting.— (Following rules are to be read in conjunction with General Rules 5.13, 5.14 and 5.16 to 5.23 with subsidiary Rules thereto).

(1)(a) Shunting may be performed on line/lines only when such line or lines is/are isolated from the main line and/or other adjacent line(s) and when the movement of running trains is not affected by such shunting.

(b) In case the shunting obstructs or is likely to obstruct the main running line, the Station Master shall ensure that 'Home' and the 'starter' signals are maintained at 'ON' and the 'A' marker light of Semi Automatic Stop signal(s) is/are kept extinguished.

(c) Shunting under sub-para (b) above, shall be performed between the outermost points of the station.

2. (a) No shunting or any other obstruction shall be permitted outside the outermost points against the direction of traffic established unless the line has been blocked back.

(b) No shunting or any other obstruction shall be permitted outside the outermost points in the established direction of traffic unless.—

- (i) the line between the block station at which shunting is to be performed and the block station in advance is clear;
- (ii) Working of trains under automatic block system on single line between the concerned block stations shall be suspended; and
- (iii) the line has been blocked back:

Provided that when the line between the block stations is occupied by a train travelling away from the station, shunting or obstruction may be permitted behind the train if permitted under the provisions of station working rules taking into consideration the speed, weight and brake power of trains and the gradients in the section. And once such shunting is permitted, no train shall be signaled into the Block Section. As soon as intimation has been received that the last train has arrived at the other end block station, working of trains under automatic block system on single line shall be suspended and the line shall be blocked back, if it is still obstructed.

6.19. Authority for shunting:-

The rules laid down under para 6.08 of this Chapter shall be applicable.

6.20. Suspension and resumption of working of trains under Automatic Block system on single line:-

Whenever it is necessary to suspend working of trains under automatic block system on single line between two adjacent block stations, the Station Master of the block station proposing to suspend working of trains under automatic block system say 'X' and the Station Master of the block station at the other end block station say 'Y' shall exchange messages as under :—

From SM 'X' To SM 'Y' Date..... Time.....

No.1 intend to suspend working of trains under automatic block system on the Middle line between(station) and(station) for.....(State purpose) Last train No.....Up/Down Left/arrived here last at.....(Time) or has become disable at KM.....Acknowledge. Private Number.....

The Station Master of the other end block station on receipt of the message indicated above shall verify from his log register about the complete arrival/departure of the last train as mentioned in the message above or on being satisfied about the disablement of the train, shall reply in the following form :—

From SM 'Y' To SM 'X' Date.....Time.....

No.1 Your No.1 of.....(date). Last train No.....Up/Down arrived/left here last at.....(Time) or being given to understand about disablement of last Train No.....at KM.....I agree to suspend working of trains under automatic block system on the Middle line between(station) and.....(station.) as proposed. Private Number.....

After removal of the cause of obstruction and on being satisfied that the Middle line between his station and other end block station is clear, the Station Master 'X' shall issue a message proposing to resume working of trains under automatic block system as under :—

From SM 'X' To SM 'Y' Date.....Time.....

No.2 My No.1 Your No.1 of.....(date). Middle line between.....(Stn.) and.....(station) is clear due to.....(reason) at.....(station) at.....(Time) Propose to resume automatic block system for working trains on Middle line between.....(Stn.) and.....(Station). Acknowledge. Private Number.....

The Station Master of Station 'Y' shall reply as follows:—

From SM 'Y' To SM 'X' Date.....Time.....

No.2 My No.1 Your No.2 of.....(date) noted and acknowledged. Resume automatic block system of working trains of Middle line between.....(station) and.....(Station). Private Number.....

The message shall be entered in the Train log register at the respective stations in red ink.

6.21. Block back: - [Refer GR 1.02(8)]

The procedure detailed under para 3.32 of this manual shall be followed.

6.22. Motor Trolley:- The rules contained under SR 15.25.08 shall be followed.

6.23. Failure of indications on the Panel:-

(i) Failure due to which panel working need not be suspended

(a) At Controlling Station.

(i) No illumination for direction of traffic established:-

(a) If there is no illumination on the direction arrow after direction switch has been turned to a particular position, the controlling station shall ascertain from the controlled station over telephone about the indication actually shown on the controlled portion of his panel. The controlled station shall intimate the particulars regarding indication on his panel as follows:—

“The direction arrow on the controlled side of my panel is Up/Down—White/Red. Private Number.....

(b) If the direction of traffic set up in the controlled portion of the controlled station is in consonance with the position of the direction switch at the controlling station, normal panel working may be resorted to.

(ii) “Signals normal” Lamp not illuminated:—

If before change of direction traffic, the controlling station observes that ‘Signals normal’ lamp at the controlling portion of his panel is not illuminated, he shall ascertain from the switchman on duty in his Cabin or at station having panel interlocking from the signal indication on his panel that the Down Home and Up Starter signals pertaining to the middle line are at ‘ON’, If the said signals are at ‘ON’, normal panel working may be resorted to by the controlling station.

(iii) “Permission from.....” Lamp not illuminated:—

This lamp shall be illuminated by the operation of ‘Permission to.....’ Button by the controlled station. If this lamp fails to get illuminated, the controlling station shall ascertain from the controlled station if the ‘Permission to.....’ Button is being kept pressed by him. If the controlled station has kept the ‘Permission to.....’ button pressed and the ‘Permission from.....’ lamp does not get illuminated at the controlling station, the controlling station shall turn the direction switch to the ‘Up’ position after observing the sequence of operation listed under sub-clause (ii) of clause(a) of sub-para(i) of para 6.16 of this chapter without the green illumination of ‘Permission from.....’ lamps mentioned under sequence No.5(1). Normal panel working may be resorted to by the controlling station, if the ‘UP’ arrow illuminates in white on his panel after turning the direction switch to the requisite position.

(IV) Direction arrow illuminated in white but starter defective:-

Though the panel may indicate that the block section between the controlling station and the controlled station is clear, it may not be possible to take ‘off’ up starter signal, being defective. Under such circumstances Normal panel working may be resorted to by the controlling station. In such a case the controlling station shall after ensuring that the Up arrow for the block section concerned is illuminated in white and take action in terms of SR 3.70.01 except that in lieu of T/369(3b), written authority in the prescribed form T/A912 and T/511 or T/512 shall be issued.

(V) Block section clear of all trains but the direction of traffic established last i.e. ‘Down is continuing to be illuminated in red.—

Under such circumstances, direction of traffic is to be changed from ‘Down’ to ‘Up’ direction after complying with the sequence of operations laid down under sub-clause(ii) of clause(a) of such-para (2) of para 6.16 of this chapter. The Controlling Station after ensuring that the Up arrow for the block section concerned is illuminated in red, shall take action in terms of SR 3.70.01 except that in lieu of T/369(3b), written authority in the prescribed form T/A912 and T/A1425 shall be issued.

(VI) Block section clear of all trains but the ‘Up’ direction arrow illuminated in red.—

After ensuring arrival of the last Up train at the controlled station confirmed by a Private Number, the Controlling station shall take steps in accordance with the instructions contained under SR 3.70.01 except that in lieu of T/369(3b), written authority in the prescribed form T/A912 and T/A1425 shall be issued.

(VII) Position of direction switch not in correspondence with the direction of traffic established:—

If the position of direction switch does not correspond with the direction of traffic established as indicated by the direction arrow, the Station Master of the Controlled station as also from the Station Master of the Controlled station as also from the switchman of his West cabin about the indication of traffic set up at their respective places. If the direction of traffic as indicated by the direction arrow at the controlling station agrees with those indicated at his West Cabin as also at the controlled station, the controlling station shall then turn the direction switch to the appropriate position. He shall again confirm from the controlled station as also from the Switchman of West Cabin as to whether there is

any change in the indication of direction of traffic set up. If there is no change in the indication of direction of traffic set up at these places, it shall be assumed that the direction switch was turned inadvertently before, and normal panel working will be continued.

(b) At the Controlled Station.

(i) No indication for direction of traffic establishment.—

If there is no illumination on the direction arrow after direction switch has been turned at the controlling station from 'Up' to 'Down' position, the controlled station shall ascertain from the controlling station whether the direction arrow at his station illuminated in white for 'Down' direction. If this is so, the controlling station shall confirm the same supported by a Private Number. The controlled station shall then take off down starter signal.

(ii) 'Signal normal' lamp not illuminated.—

If the controlled station finds that 'Signals normal' lamp at the controlled portion of the panel is not illuminated at the time of giving permission to the Controlling station for establishing direction of traffic from 'Down' to 'Up' direction, he shall ascertain from the Switchman on duty in his East Cabin or at stations having panel interlocking— from the signal indication on his panel that the Up Home and Down Starter signals pertaining to the middle line are at 'ON'. If the said signals are at 'ON', the controlled station shall be in a position to give permission to the controlling station to enable the latter to set direction of traffic for 'Up' direction.

(iii) Direction arrow illuminated in white, but starter defective.—

Though the panel may indicate that the block section between the controlled station and the Controlling station is clear, it may not be possible to take 'off' Down Starter signal, being defective. Under such circumstances normal panel working can be resorted to by the controlled station. In such a case the controlled station after ensuring that the down arrow for the block section concerned is illuminated in white, take action in terms of SR 3.70.01 except that in lieu of T/369(3b), written authority in the prescribed form T/A912) and T/511 or T/512 shall be issued.

(iv) Block section clear of all trains, but the direction of traffic established last i.e. 'Up' is continuing to be illuminated in red.—

Under such circumstances, direction of traffic is to be changed from 'UP' to 'Down' in accordance with the instructions contained under sub-clause(i) of clause(a) of sub-para(2) of para 6.16 of this chapter. The controlled station after ensuring that the Down arrow for the block section concerned is illuminated in red shall take action in accordance with the instruction contained under SR 3.70.01 except that in lieu of T/369(3b), written authority in the prescribed form T/A912 and T/A1425 or T/B 1425 shall be issued.

(v) Block section clear of all trains, but the 'Down' arrow is illuminated in red.—

(1) After ensuring complete arrival of the last Down train at the controlling station confirmed by a Private Number, the controlled station shall take steps in accordance with the instructions contained under SR 3.70.01 except that in lieu of T/369(3b), written authority in the prescribed form T/A912 and T/A1425 or T/B1425 shall be issued.

(2) Failures due to which panel working shall be suspended:—

(a) Controlling indications of direction arrows:—

When the direction arrows pertaining to a particular block section on the panel at the controlling station and the controlled station indicate different directions or one of them is illuminated in white while the other is red.

(b) Double indication:—

When more than one indication appear on any one direction arrow i.e. red and white both or when both ‘Up’ and ‘Down’ direction arrows pertaining to a particular block section illuminated at the same time.

(c) Digital counters at the controlling station and/or at the controlled station not registering next higher number during emergency operation of the panel:—

When the digital counters at the controlling station and/or at the controlled station does do not register the next higher number while carrying out any of the operations under sub-para(2) of para 6.16 of this chapter.

(d) Any other abnormality:—

If there is reason to suspect any other abnormality not mentioned above.

6.24. Report of failure:—

Whenever the panel is suspended due to any of the causes mentioned under sub-para (2) of para 6.23 above or on observing any of the failures mentioned under sub-para (1) of para 6.22 above, which does not necessitate suspension of the panel, action shall be taken as in the case of block failure mentioned under sub-para (2) of para 4.24 of this manual.

6.25. Method of working trains during suspension of panel working:—

During the period of suspension of Panel, trains shall be worked between stations in accordance with the rules contained under SR 9.12.07 or 9.12.06 as the situation may demand. But before such procedure is adopted the Station Master at either end of the concerned block section shall ensure by exchange of messages supported by Private Numbers that the block section is clear of Up/Down train(s).

6.26. Resumption of working trains under automatic block (single line) by means of panel:—

(1) When the panel working on any block section has been again put in working order after suspension, working of trains by means of panel shall not be resumed unless—

- (i) The panels have been tested by an authorized official of the signal and Tele-communication branch not below the rank of a Block Maintainer, Grade-1;
- (ii) A certificate to the effect that the panel has been put to proper working order is handed over to the concerned Station Master by the authorized official mentioned above; and
- (iii) The procedure detailed under sub-rule(i) of SR 9.12.07 is observed by the Station Masters concerned.

(2) Whenever normal working is resumed, a message shall be issued cancelling the message shall be issued cancelling the messages issued under para 6.24 of this chapter and action taken as per clauses(e) and (f) of sub-para(2) of rule 4.24 of this manual.

CHAPTER VII

MISCELLANEOUS

7.01. Repeal and Saving:—

The Train Signaling Rules issued by the South Eastern Railway in 1982 and subsequently renamed as Block Working Manual in 1987, is repealed except as respect things done or action taking or omitted to be done or taken before such repeal.

APPENDIX – “A”

SIDING KEY REGISTER

Siding Key Register 9Form T.98):— (i) This Register records the transaction of Keys controlling the working of outlying sidings. (See specimen annexed at Page III.)

(i) The form is divided into three parts. The first part is signed by the Guard when he takes over the key from the Station Master to work the siding.

On returning to the station after working the siding the Guard will return the key to the Station Master and at the same time sign the third part of the Key Register as a certificate that:

- (a) all points leading into the sidings have been correctly set and locked for the main line,
- (b) the derails in the sidings are set and locked to derail,
- (c) all wagons in the sidings are clear of the main line,
- (d) nothing has been left fouling the main line,
- (e) the train has arrived out of the section with all vehicles complete.

The Station Master will acknowledge receipt of the key by signing the second part of the Key Register.

- (ii) If for any reason it becomes necessary to place wagons for loading or unloading in any portion of a siding (other than the loading and unloading points) or in any portion of the branch leading to the siding, a suitable remark must be made by the Guard in the third part of the siding Key Register (form T. 98) when he returns the siding key to the Station Master. The Station Master must immediately make an entry to the effect in the Caution Order Register and Caution Orders must be issued to all trains entering the siding until the wagons are cleared.
- (iii) (a) In the event of a Siding Key Register being lost at a station the Station Master will open a new Siding Key Register and will make an entry to this effect in his diary. The speed of the first train to enter the branch line or sidings after the new Register is opened must be restricted to 8 kilometres per hour and a Caution Order to that effect must be issued to the Driver of the train.

(b) For sidings taking off from mid-section between two Block stations the loss of the Key Register at any of such stations must also be reported to the Station Master at the other end of the section and Caution Order issued.

SIDING KEY REGISTER

I

I have received.....Key or Keys for Siding situation
on/between.....at.....H.....M on.....(date).

Station Stamp..... Signature of Guard
Date.....20..... Train

II

Guard of.....Train of.....(date) has handed over to
me..... Key or Keys for sidings situated on/between.....at
.....H..... Mon.....(Date).

Station Stamp..... Signature of Station Master
Date.....20..... on Duty

III

I certify that the points leading into sidings have been correctly set and locked for the main line and the derails in the sidings set and locked to derail and that all wagons in the sidings are clear of the main line and that nothing has been left fouling the main line. I also certify that my train has arrived out of the section with all vehicles complete.

Station Stamp..... Signature of Guard
Date.....20..... Train

Note — The control Keys of siding must be made over by the S.M. on duty to the Guard personally and they must never leave the possession of the Guard from the time they are made over to him until returned by him to the Station Master and under no circumstances should the Keys be entrusted to any other person for any purpose whatever.

भारतीय रेलों पर परिचालन फॉर्मों का मानकीकरण Standardisation of Operating Forms on Indian Railways

क्र.सं.S.No	विवरण Description	फॉर्म सं. Form No.	रंग Colour
1.	सिगनल एवं दूरसंचार विनियोजन/पुनयोजन नोटिस Signal & Telecommunication Disconnection/Reconnection Notice	एस एंड टी S&T(टी T/351)	काला Black
2.	त्रुटिपूर्ण सिगनलों को पार करने के लिए अग्रिम प्राधिकार Advance Authority to Pass Defective Signals	टी T /369(1)	नीला Blue
3.	"ऑन" अथवा खराब स्थिति में सिगनलों को पार करने के लिए प्राधिकार Authority to Pass Signals in 'ON' or Defective Position	टी/369-(3 बी) T /369-3b	नीला Blue
4.	सतर्कता आदेश Caution Order	टी T /409	हरा Green
5.	"कुछ नहीं" सतर्कता आदेश 'NIL' Caution Order	टी/ए T /A 409	हरा Green
6.	अनुस्मारक सतर्कता आदेश Reminder Caution Order	टी/बी T /B 409	हरा Green
7.	गाड़ी परीक्षण सूचना/रिपोर्ट Train Examination Advise/Report	टी T /431	काला Black
8.	अवरोधी लाइन पर गाड़ी को लेने के लिए प्राधिकार Authority to Receive a Train on an Obstructed Line	टी T /509	नीला Blue
9.	सिगनलरहित लाइन से प्रस्थान करने के लिए प्राधिकार Authority to Start from a Non Signaled Line	टी T /511	नीला Blue
10.	सामूहिक प्रस्थान सिगनल वाली लाइन से प्रस्थान करने के लिए प्राधिकार Authority to Start from a Line with Common Starter Signal	टी T /512	नीला Blue
11.	किसी ऑक्यूपाइड ब्लॉक सेक्शन में राहत इंजन/गाड़ी ले जाने के लिए प्राधिकार Authority to Proceed for Relief Engine/Train into an Occupied Block Section	टी/ए T /A 602	लाल Red
12.	इकहरे लाइन सेक्शन पर पूर्ण संचार भंग के दौरान संचार चालू करने के लिए प्राधिकार Authority for Opening Communication during Total Interruption of Communication on Single Line Section	टी/बी T /B 602	लाल Red
13.	दोहरे लाइन सेक्शन पर पूर्ण संचार भंग के दौरान गाड़ियों के संचालन के लिए प्राधिकार Authority for Working of Trains during Total Interruption of Communication on Double Line Section	टी/सी T /C 602	लाल Red
14.	दोहरी लाइन पर अस्थायी इकहरी लाइन संचालन के लिए प्राधिकार Authority for Temporary Single Line Working on Double Line Section	टी/डी T /D 602	लाल Red
15.	इकहरे लाइन सेक्शन पर पूर्ण संचार भंग के दौरान गाड़ियों को भेजने के लिए लाइन क्लियर पूछने हेतु लाइन क्लियर पूछताछ संदेश Line Clear Enquiry Message asking Line Clear for Despatch of Trains during Total Failure of Communication on Single Line Section	टी/ई T /E 602	लाल Red
16.	कंडीशनल लाइन क्लियर संदेश Conditional Line Clear Message	टी/एफ T /F 602	लाल Red
17.	कंडीशनल लाइन क्लियर टिकट (अप) Conditional Line Clear Ticket (Up)	टी/जी T /G 602	लाल Red
18.	कंडीशनल लाइन क्लियर टिकट (डाउन) Conditional Line Clear Ticket (Down)	टी/एच T /H 602	लाल Red
19.	संचार के किसी भी साधन द्वारा पुनःस्थापन पर संदेश Message on Restoration	टी/आई T /I 602	काला Black
20.	इंजन अथवा गाड़ी के हिस्से को मध्य-सेक्शन से अगले स्टेशन तक ले जाने की अनुमति दिए जाने पर गार्ड द्वारा ड्राइवर को दी गई लिखित अनुमति Written Permission by Guard to Driver to Proceed to next Station from Mid Section	टी T /609	नीला Blue
21.	शंटिंग आदेश Shunting Order	टी T /806	नीला Blue
22.	स्वचालित/अर्धस्वचालित/हस्तचालित फाटक रोक सिगनलों को पार करने के लिए प्राधिकार Authority to Pass Automatic/Semi Automatic/Manually Operated/Gate Signals	टी /ए T /A 912	नीला Blue
23.	स्वचालित ब्लॉक सिगनल क्षेत्रों पर लाइन क्लियर के बिना आगे बढ़ने के लिए प्राधिकार Authority to Proceed without Line Clear on Automatic Block Signalling Territory	टी/बी T /B 912	लाल Red
24.	स्वचालित ब्लॉक सिगनल सेक्शन में राहत इंजन/गाड़ी के लिए आगे बढ़ने हेतु प्राधिकार Authority to Proceed for Relief Engine/Train into an Automatic Block Signalling Section	टी/सी T /C 912	लाल Red

25.	सिग्नलों की दीर्घकालीन खराबी के दौरान स्वचालित ब्लॉक पद्धति पर आगे बढ़ने के लिए प्राधिकार Authority to Proceed on Automatic Block System during prolong failure of Signals	टी/डी T/D 912	लाल Red
26.	गाड़ी का संपूर्ण आगमन रजिस्टर Train Intact Arrival Register	टी T/1410	काला Black
27.	लाइन क्लियर पूछताछ संदेश (जावक/आवक) Line Clear Enquiry Message (Outward/Inward)	टी/ए T/A 1425	काला Black
28.	पेपर लाइन क्लियर टिकट (डाउन) Paper Line Clear Ticket (Dn)	टी/बी T/B1425	नीला Blue
29.	पेपर लाइन क्लियर टिकट (अप) Paper Line Clear Ticket (Up)	टी/सी T/C 1425	नीला Blue
30.	ट्रॉली/लॉरी/ओएचई लैडर ट्रॉली नोटिस Trolley/Lorry/OHE Ladder Trolley Notice	टी T/1518	काला Black
31.	मोटर ट्रॉली परमिट Motor Trolley Permit	टी T/1525	नीला Blue

सिगनल एवं दूरसंचार S&T (टी T/351)
रेलवे RAILWAY

क्रम सं. Sr. No. _____

सिगनल एवं दूरसंचार विभाग
Signal and Telecommunication Deptt.
वियोजन/पुनर्योजन नोटिस की पावती
ACKNOWLEDGEMENT OF
DISCONNECTION/RECONNECTION
NOTICE

सं. No. _____ मंडल Division _____
To
The Station Master on duty at _____ station/
cabin. स्टेशन/केबिन पर कार्यरत स्टेशन मास्टर को.
निम्नलिखित गियरों के वियोजन के लिए For
disconnecting the following gears:-

* _____ तारीख on
को at _____ बजे hours _____
_____ मिनट पर _____ घंटे
minutes _____ के लिए खराबी पर ध्यान देने/रख-रखाव के
लिए to attend failure for maintenance.
(वियोजन की अनुमानित अवधि Expected duration
of disconnection)

एस आई/एम एस एम/ई एस एम SI / MSM / ESM

वियोजन से संबंधित नोटिस Notice about
disconnection received. तारीख on _____
_____ को at _____ बजे hours _____ minute
मिनट को प्राप्त किया.

स्टेशन मास्टर के हस्ताक्षर
Signature of Station Master

** Disconnection allowed/not allowed तारीख
on _____ को at _____ बजे hrs. वियोजन की
अनुमति है/अनुमति नहीं है.

स्टेशन मास्टर के हस्ताक्षर
Signature of Station Master
Disconnection will be allowed at _____ बजे कर
hours _____ मिनट पर minutes दिनांक on
_____ को वियोजन की अनुमति होगी.

स्टेशन मास्टर के हस्ताक्षर
Signature of Station Master

पुनर्योजन Reconnected दिनांक on _____ 20
को at _____ बजे hours हुआ.

एस आई/एम एस एम/ई एस एम SI / MSM / ESM.
पुनर्योजन से संबंधित नोटिस Notice about
reconnection received दिनांक on _____ 20—को
at _____ बजे कर hours _____ मिनट minutes पर प्राप्त
हुआ.

स्टेशन मास्टर के हस्ताक्षर
Signature of Station Master

* वियोजित किए जाने वाले गियर / गियरों के ब्योरे भरें. Fill
in the details of the gear/s to be
disconnected.

** रिकॉर्ड किए जाने वाले वियोजन की अनुमति न दिए
जाने के कारण. Reasons for not allowing
disconnection to be recorded.

सिगनल एवं दूरसंचार S&T (टी T/351)
रेलवे RAILWAY

क्रम सं. Sr. No. _____

सिगनल एवं दूरसंचार विभाग
Signal and Telecommunication Deptt.
पुनर्योजन नोटिस
RECONNECTION NOTICE

सं. No. _____
सिगनल गियर पुनर्योजन का नोटिस Notice for
reconnecting signalling gear
सं. No. _____ मंडल Division _____

To
The Station Master on duty at
Station _____ स्टेशन पर
कार्यरत स्टेशन मास्टर को
कृपया नोट करें कि नोटिस सं. Please note
that the disconnected gear/s referred
to in notice no. _____ में
वियोजित गियर/गियरों को has / have been
reconnected on दिनांक _____ को
at _____ बजे कर hours _____ minutes
मिनट पर पुनर्योजित कर दिया गया है.

हस्ताक्षर Signature

पदनाम Designation

दिनांक Date _____

समय Time _____ बजे hours.

सिगनल एवं दूरसंचार S&T (टी T/351)

रेलवे RAILWAY

क्रम सं. Sr. No. _____

सिगनल एवं दूरसंचार विभाग
Signal & Telecommunication Deptt.
वियोजन नोटिस
DISCONNECTION NOTICE

सं. No. _____
सिगनल गियर के वियोजन के लिए परिवहन
कर्मचारियों को नोटिस
Notice to Transportation staff for
disconnecting signaling gear.
सं. No. _____ मंडल Division _____

To
The Station Master on duty at station
_____ स्टेशन पर कार्यरत स्टेशन मास्टर को

कृपया नोट करें कि खराबी पर ध्यान देने/रख-रखाव
हेतु निम्नलिखित गियर Please note that the
following gears will be disconnected
दिनांक on _____ को at _____ बजे कर
hours _____ मिनट minutes पर for _____ घंटे
hours _____ मिनट minutes के लिए वियोजित
किए जाएंगे to attend failure/
for maintenance.*

_____ (वियोजन की
अनुमानित अवधि Expected duration of
disconnection)

हस्ताक्षर Signature

पदनाम designation

दिनांक Date _____

समय Time _____

* वियोजित किए जाने वाले गियरों के ब्योरे भरें.
Fill in details of the gears to be
disconnected.

रेलवेRAILWAY

स्टेशन पर त्रुटिपूर्ण सिगनलों को पार करने के लिए अग्रिम प्राधिकार ADVANCE AUTHORITY TO PASS DEFECTIVE SIGNALS
 AT STATION _____ स्टेशन पर
 (रिकॉर्ड/ड्राइवर Record / Driver)

Station _____ स्टेशन

दिनांक Date _____ 20__

To

The Driver of Train No. गाड़ी नं. _____ Up/Downअप/डाउन के ड्राइवर को

As per advice of Station Master, _____ Station स्टेशन के स्टेशन मास्टर की सूचना के अनुसार _____
 स्टेशन पर, *Up/Down अप/डाउन _____ Signal/s * सिगनल खराब है/हैं* is/are out of order at Station अतः आप
 प्रथम ठहराव सिगनल पर रुकेंगे और हैंड सिगनल दिए जाने पर पहुंच सिगनल के बाद अधिकतम 15 कि. मी. प्रति घंटे की प्रतिबन्धित गति से आगे
 बढ़ेंगे. You shall, therefore, stop at the first Stop Signal and after being Hand Signaled past the approach Signal
 proceed at a restricted speed not exceeding 15 KMPH.

ड्राइवर के हस्ताक्षर Signature of Driver_____
स्टेशन मास्टर के हस्ताक्षर Signature of Station Master

स्टेशन मास्टर की मोहर Station Master. Stamp

दिनांक Date _____

*जो लागू न हो उसे काट दें. Strike out whichever is not applicable

"ऑन" या खराब स्थिति में सिगनलों को पार करने के लिए प्राधिकार
AUTHORITY TO PASS SIGNALS IN 'ON' OR DEFECTIVE POSITION
 (रिकार्ड/ड्राइवर Record/Driver)

Station _____ स्टेशन

दिनांक Date _____

TO

समय Time _____

The Driver of Train नोमाड़ी नं. _____ Up/Downअप/डाउन के ड्राइवर को

सिगनल का नं. और चिह्न _____
 Description and No. of Signals, _____ AT STATION _____ स्टेशन पर सिगनल खराब हो गया है/गए हैं
 _____ is/are OUT OF ORDER.

आपको "ऑन" स्थिति में खराब बाहरी/होम/इनर होम/मार्ग सूचक/स्टार्टर/मध्यवर्तीस्टार्टर/अग्रिम स्टार्टर/आई वी एस सिगनल/सिगनलों को ऐसी रफ्तार से पार करने के लिए प्राधिकृत किया जाता है जो 15 कि.मी. प्र.घं. से अधिक न हो. You are hereby authorized to pass the defective Outer/Home/Inner Home/Routing/ Starter/ Intermediate Starter/ Advanced Starter/IBS signal/s at 'ON' position at a speed not EXCEEDING 15 KMPH.

*गाड़ी लाइन नं. (अंकों में) _____ एवं (शब्दों में) _____ पर प्रवेश करेंगी.
 *The train will be admitted on line No.(in words) _____ and (figures) _____.

**अग्रिम स्टार्टर सिगनल/अंतिम रोक सिगनल में खराबी होने पर लाइन क्लियर _____ स्टेशन से बिजली संप्रेषण यंत्र पर प्राप्त की जा चुकी है. प्राप्त किया गया प्राइवेट नं.(शब्दों में) _____ (अंकों में) _____.

**In case of failure of Advanced Starter Signal/Last Stop Signal - Line clear has been obtained on Electrical Communication Instrument from _____ station. Private No. received(in figures) _____ (in words) _____.

ड्राइवर के हस्ताक्षर Signature of Driver

स्टेशन मास्टर के हस्ताक्षर Signature of Station Master

दिनांक Date _____

स्टेशन मास्टर की मोहर Station Master Stamp

दिनांक Date _____

. *यदि मार्ग सूचक/इनर होम/होम सिगनल खराब हो जाता है. In case of Routing/Inner Home/Home Signal is defective

**यदि दोहरी लाइन वाले क्षेत्र में अग्रिम स्टार्टर/अंतिम रोक सिगनल में खराबी आ जाती है. In case of failure of Advance Starter/Last Stop Signal on Double Line Territory.

अनुदेश INSTRUCTIONS

जो लागू न हो उसे काट दें. Strike out whichever is not applicable.

इस प्राधिकार पर चलने वाले ड्राइवर इस फार्म के पीछे उल्लिखित अनुदेशों का पालन अवश्य करें. Driver proceeding on this authority must observe instructions mentioned at the back of this form

कृ.पृ.उ. PTO

<p>फॉर्म सं.टी Form No. T /431 क्र.सं.Sr. No. _____ रेलवे RAILWAY गाड़ी परीक्षण सूचना/रिपोर्ट Train Examination Advice/Report</p>	<p>फॉर्म सं.टी Form No. T/ 431 क्र.सं.Sr. No. _____ रेलवे RAILWAY गाड़ी परीक्षण सूचना/रिपोर्ट Train Examination Advice/Report</p>	<p>फॉर्म सं.टी Form No. T/ 431 क्र.सं.Sr. No. _____ रेलवे RAILWAY गाड़ी परीक्षण सूचना/रिपोर्ट Train Examination Advice/Report</p>
<p>गाड़ी परीक्षण सूचना TRAIN EXAMINATION ADVICE</p>	<p>गाड़ी परीक्षण रिपोर्ट TRAIN EXAMINATION REPORT</p>	<p>गाड़ी परीक्षण रिपोर्ट TRAIN EXAMINATION REPORT</p>
<p>(क A) गाड़ी सं. Train No. _____ with a load of _____ वाहनों/मालडिब्बों के साथ vehicles/wagons ready for examination at _____ hours बजे लाइन सं. पर on line no. _____ निरीक्षण के लिए तैयार है. due to start at _____ hours. बजे चलने के लिए निर्धारित है । Time and date of sending Advice on _____ 20 _____ को _____ बजे सूचना भेजने का समय एवं तारीख</p>	<p>(ख B) To Train Examiner _____ गाड़ी परीक्षक को। कृपया नोट करें कि गाड़ी सं. Please note that train no. _____ जो चलने के लिए _____ बजे निर्धारित लाइन सं. _____ पर दिनांक _____ को _____ वाहनों/मालडिब्बों के भार के साथ निरीक्षण के लिए तैयार हैं । with a load of _____ vehicles / wagons on line no. _____ ready for examination at _____ hours due to start at _____ hours.</p>	<p>(ग C) To Station Master / Yard Master _____ स्टेशन मास्टर/यार्ड मास्टर को । कृपया नोट करें कि गाड़ी सं. Please note that train no. _____ with a load of _____ वाहनों/ माल-डिब्बों के भार के साथ vehicles / wagons on line no. _____ लाइन सं. पर जांच कर ली गयी है और संलग्न क्षति प्रस्तुत मेमो में दर्शाए गए अनुपयुक्त _____ वाहन/माल-डिब्बों को हटाने के बाद चलाए जाने हेतु सुरक्षित है । date _____ 20 _____ को _____ बजे</p>
<p>स्टेशन मास्टर/यार्ड मास्टर Station Master/ Yard Master गाड़ी परीक्षक के हस्ताक्षर Signature of TXR टी एक्स आर द्वारा प्राप्त किया गया समय एवं तारीख Time & Date received by TXR</p>	<p>Time and Date of sending advice on _____ 20 _____ को _____ hours बजे सूचना भेजने का समय एवं तारीख । _____ स्टेशन मास्टर/यार्ड मास्टर Station Master / Yard Master (स्टेशन मास्टर /यार्ड मास्टर द्वारा प्रविष्टियां की जाएं . To be entered by Station Master / Yard Master) संलग्न मेमो में दर्शाए गए अनुसार _____ वाहन/मालडिब्बों को हटाए जाने के बाद गाड़ी की सुरक्षा रिपोर्ट Train report , safe after detaching _____ wagons/vehicles as indicated on attached memo. (गाड़ी परीक्षक द्वारा प्रविष्टियां की जाएं TXR to enter)</p>	<p>_____ गाड़ी परीक्षक के हस्ताक्षर Signature of TXR (गाड़ी परीक्षक प्रमाणित करे तथा स्टेशन मास्टर/यार्ड मास्टर को सौंप दे TXR certifies and hands over to Station Master or Yard Master)</p>
<p>अनुदेश Instructions Advice to be made out by Station Master and with forms 'A' 'B' & 'C' sent to the Train Examiner , who will acknowledge receipt on form चक्र keeping forms 'B' & 'C'. On completion ,Train Examiner shall send forms 'B' & 'C' to the Station Master, who shall keep form चक्र and acknowledge its receipt on form 'B', returning it to the Train Examiner for record. The time allowed for Train Examiner for examination will be fixed by the Senior Divisional Operations Manger to suit local conditions. स्टेशन मास्टर द्वारा सूचित किया जाए तथा फॉर्म 'क' 'ख' एवं 'ग' गाड़ी परीक्षक को भेजे जाए जो फॉर्म 'ख' एवं 'ग' को रखते हुए फॉर्म 'क' पर पावती देंगे. इसके पूरा होने के पश्चात, गाड़ी परीक्षक फॉर्म 'ख' एवं 'ग' स्टेशन मास्टर को भेजेंगे जो फॉर्म 'ग' को रख लेंगे तथा फॉर्म 'ख' पर पावती देंगे एवं इसे रिकॉर्ड के लिए गाड़ी परीक्षक को लौटा देंगे. गाड़ी परीक्षक द्वारा परीक्षण के लिए अनुमत समय अनुकूल स्थानीय स्थितियों के अनुरूप वरिष्ठ मंडल परिचालन प्रबंधक द्वारा निर्धारित किया जाएगा. (घातायात रिकॉर्ड Traffic Record)</p>	<p>_____ स्टेशन मास्टर अथवा यार्ड मास्टर द्वारा प्राप्त की गई रिपोर्ट 'ग' का समय Time _____ एवं तारीख and Date _____ report 'C' received by Station Master or Yard Master स्टेशन मास्टर/यार्ड मास्टर Station Master / Yard Master पावती रिपोर्ट 'ग' Acknowledging report 'C' (स्टेशन मास्टर / यार्ड मास्टर द्वारा रिपोर्ट की पावती दी जाए) (Acknowledgement of report by Station Master / Yard Master) रिपोर्ट 'ग' की उपरोक्त पावती गाड़ी परीक्षक द्वारा जांची जाए. Above acknowledgement of report 'C' checked by TXR (घातायात रिकॉर्ड Traffic Record)</p>	<p>_____ गाड़ी परीक्षक के हस्ताक्षर Signature of TXR (गाड़ी परीक्षक प्रमाणित करे तथा स्टेशन मास्टर/यार्ड मास्टर को सौंप दे TXR certifies and hands over to Station Master or Yard Master)</p>

रेलवे Railway
सतर्कता आदेश Caution Order
(सिक्कोई/ड्राइवर/गार्ड Record/Driver/Guard)

Station _____ स्टेशन
To _____

दिनांक Date _____ 20__

The Driver of Train No. गाड़ी नं. _____ (विवरण Description) _____ के ड्राइवर को ।

एतद्वारा आपको अनुरोध दिया जाता है कि निर्म्नालिखित गति अवरोध You are hereby instructed to exercise the following speed restrictions observing engineering indicators, hand signals of flagman and banner flag exhibited as necessary :- _____ (अंकों में in figures) _____ (शब्दों में in words) प्रदर्शित इंजीनियरी संकेतकों, पलंग बैन के हथ सिगनलों और बैनर पलंग का यथावश्यक अनुपालन करें ।

क्रम सं. Sr. No.	स्टेशन stations Between		किलोमीटर Kilometrage		गति कि.मी.प्र.घं. Speed Kmph	कारण/टिप्पणियां Cause/remarks
	से From	तक To	से From	तक To		
1						
2						
3						
4						
5						
6						
7						
8						

समय Time _____

स्टेशन मास्टर के हस्ताक्षर Signature of Station Master

स्टेशन मास्टर की मोहर Station Master Stamp

ड्राइवर के हस्ताक्षर Signature of Driver _____ दिनांक Date _____ 20__

गार्ड के हस्ताक्षर Signature of Guard _____ दिनांक Date _____ 20__

रेलवे Railway

क्रम सं. Sr. No. _____

(रिकार्ड/ ड्राइवर/गार्ड Record/Driver/Guard)

Station _____ स्टेशन

दिनांक Date _____ 20____

To

गाड़ी नं. The Driver of Train No. _____ विवरण (Description) _____ के ड्राइवर को

सतर्कता आदेश CAUTION ORDER

कुछ नहीं N I L

Up to _____ स्टेशन तक Station (Name of next Noticed Station / Station) (अगला उल्लिखित स्टेशन/ स्टेशन का नाम)

स्टेशन मास्टर के हस्ताक्षर Signature of Station Master

स्टेशन मास्टर की मोहर Station Master Stamp

ड्राइवर के हस्ताक्षर Signature of Driver _____ दिनांक Date _____ समय Time _____

गार्ड के हस्ताक्षर Signature of Guard _____ दिनांक Date _____ समय Time _____

अनुस्मारक सतर्कता आदेश REMINDER CAUTION ORDER

(निर्वाहक/ ड्राइवर Record/Driver)

Station _____ स्टेशन

दिनांक Date _____

To

The Driver of Train No. गाड़ी नं. _____ विवरण (Description) _____ के ड्राइवर को

आपको एतद्वारा अनुदेश दिया जाता है कि निम्नलिखित गति अवरोध You are hereby instructed to exercise the following speed restrictions observing engineering indicators, hand signals of flagman and banner flag exhibited as necessary :-
 _____ (अंकों में in figures) _____ (शब्दों में in words) प्रदर्शित इंजीनियरी संकेतकों, फ्लैग मैन के हथ सिगनलों और बैनर फ्लैग का उपायवशक अनुपालन करें

क्रम सं. r No	स्टेशन STATION BETWEEN		किलोमीटर KILOMETRAGE		गति कि.मी.घं.प्र. Speed kmph	कारण/टिप्पणियाँ Cause / Remarks
	से From	तक To	से From	तक To		
1						
2						
3						
4						

समय Time _____

स्टेशन मास्टर के हस्ताक्षर Signature of Station Master

स्टेशन मास्टर की मोहर Station Master मोहर Stamp

ड्राइवर के हस्ताक्षर Signature of Driver _____ दिनांक Date _____ समय Time _____

गाई के हस्ताक्षर Signature of Guard _____ दिनांक Date _____ समय Time _____

रेलवे RAILWAY
अवरोधी लाइन पर गाड़ी को लेने के लिए प्राधिकार
AUTHORITY TO RECEIVE A TRAIN ON AN OBSTRUCTED LINE
(रिकार्ड/ड्राइवर Record/Driver)

Station _____ स्टेशन

दिनांक Date _____ समय Time _____

To

The Driver of Train No. गाड़ी नं. _____ (विवरण Description) _____ Up/Down. अप/डाउन के ड्राइवर को .

आपको "ऑन" स्थिति में प्राधिकारधारी द्वारा मार्गदर्शित होते हुए सावधानीपूर्वक गाड़ी की गति 15 कि.मी. से अधिक न रखते हुए *अप/डाउन* आउटर/होम/रूटिंग सिगनलों को पार करने के लिए प्राधिकृत किया जाता है । आपकी गाड़ी एक अवरोधी लाइन पर ली जा रही है इसलिए आप अपनी गाड़ी को लाइन न. _____ (शब्दों में in words) _____ (अंकों में in figures) _____ की तरफ के फेसिंग प्वाइंटो पर तब तक खड़ी रखेंगे जब तक आगे बढ़ने के लिए हथ सिगनल नहीं दिया जाता । You are authorized to pass *Up/Down *Outer/Home/ Routing Signals in 'ON' position cautiously not exceeding 15 kmph speed being piloted by the bearer of this Authority and you should bring your train to a stand at the facing points leading to Line No. (in words) _____ (in figures) _____ until Hand Signaled forward as you are being received on an obstructed line.

स्टेशन मास्टर के हस्ताक्षर Signature of Station Master

स्टेशन मास्टर की मोहर Station Master Stamp
--

ड्राइवर के हस्ताक्षर Signature of Driver _____ दिनांक Date _____

*जो लागू न हो उसे काट दें. Strike out whichever is not applicable.

सिगनल रहित लाइन से प्रस्थान करने के लिए प्राधिकार **AUTHORITY TO START FROM A NON-SIGNALLED LINE**

(रिकार्ड/ड्राइवर Record/Driver)

Station _____ स्टेशन

दिनांक Date _____ 20__

समय Time _____

To

The Driver of Train No. गाड़ी सं. _____ Up/Down अप/डाउन के ड्राइवर को .

आपको "ऑन" स्थिति में *स्टार्टर/एडवांस्ड स्टार्टर को पार करने और जब तक की आपकी गाड़ी सिगनल रहित (नॉन सिगनलड) लाइन सं. (शब्दों में in words) _____ (अंकों में in figures) _____ से चालू नहीं हो जाती, गति 15 कि.मी. प्रति घंटे से अधिक न रखते हुए सक्षम रेल कर्मचारी द्वारा सिगनल रहित लाइन के प्वाइंटों की तरफ सावधानी पूर्वक विधिवत रूप से यार्ड को छोड़ने के लिए प्राधिकृत किया जाता है। You are authorized to pass *Starter/Advanced Starter in the 'ON' position and leave the Yard cautiously duly piloted out up to last set of points of non signaled line by the competent Railway servant at a speed not exceeding 15 kmph over the points as your train is started from non-signalred line No. _____

टोकन/लाइन क्लियर टिकट नं. Token or line clear ticket No. _____

प्राइवेट नं. Private No. received (शब्दों में In words) _____ (अंकों में In figures) _____ प्राप्त किया.

स्टेशन मास्टर के हस्ताक्षर Signature of Station Master

स्टेशन मास्टर की मोहर Station Master Stamp

ड्राइवर के हस्ताक्षर Signature of Driver _____ दिनांक Date _____

*जो लागू न हो उसे काट दें Strike out whichever is not applicable.

रेलवे RAILWAY

क्रम सं. Sr. No. _____

सामूहिक प्रस्थान सिगनल वाली लाइन से प्रस्थान करने के लिए प्राधिकार
AUTHORITY TO START FROM A LINE WITH COMMON STARTER SIGNAL
 (रिकार्ड/ड्राइवर Record/Driver)

Station _____ स्टेशन दिनांक Date _____ समय Time _____

To

The Driver of Train No. गाड़ी सं. _____ विवरण Description _____ Up/Down अप/डाउन के ड्राइवर को .

आपको स्टार्टर सिगनल के 'आफ' होने पर लाइन नं. (शब्दों में) _____ (अंकों में) _____ से आगे बढ़ने की अनुमति दी जाती है You are authorized to start from line No. (in words) _____ (in Figures) _____ on the starter signal being taken off. लाइन नं. Line No. _____ is one of the number of lines governed by the same starter signal. उन लाइन नं. में से एक है, जो उसी सामूहिक प्रस्थान सिगनल से शासित है ।

_____ स्टेशन से _____ फोन पर/ब्लॉक यंत्र पर लाइन क्लियर Line clear is obtained on *Block Instrument / _____ phone from _____ Station. प्राप्त किया है ।
 प्राप्त किया गया प्राइवेट नं. Private No. received (शब्दों में In words) _____ (अंकों में In figures) _____

* टोकन/लाइन क्लियर टिकट नं. Token or line clear ticket No. _____.

स्टेशन मास्टर/यार्ड मास्टर के हस्ताक्षर Signature of Station Master

स्टेशन मास्टर की मोहर Station Master Stamp

ड्राइवर के हस्ताक्षर Signature of Driver _____ दिनांक Date _____

* मूर्त (टैजिबल) प्रस्थान प्राधिकार या पेपर लाइन क्लियर टिकट के बारे में जो लागू न हो उसे काट दें In case of tangible authority or paper line clear ticket, strike out whichever is not applicable.

रेलवे RAILWAY

किसी ऑक्क्यूपाइड ब्लॉक सेक्शन में राहत इंजन/गाड़ी ले जाने के लिए प्राधिकार
AUTHORITY TO PROCEED FOR RELIEF ENGINE/TRAIN INTO AN OCCUPIED BLOCK SECTION
(ड्राइवर/गार्ड/रिकार्ड Driver/Guard/ Record)

Station _____ स्टेशन . दिनांक Date: _____ 20 ____.

To: Driver of Relief Engine/Train No. राहत इंजन/गाड़ी नं. _____ के ड्राइवर को.

लाइन क्लियर के बिना आगे बढ़ने के लिए ब्लॉक टिकट BLOCK TICKET TO PROCEED WITHOUT LINE CLEAR

- 1) आप को _____ कि.मी. तक अप/डाउन लाइन पर _____ स्टेशन से अपने राहत इंजन/गाड़ी के साथ लाइन क्लियर के बिना सावधानी पूर्वक आगे बढ़ने के लिए एतद्द्वारा प्राधिकृत किया जाता है। You are hereby authorized to proceed cautiously without Line clear from station _____ up to km _____ on UP/DOWN Line with your Relief/ Engine/Train.
- 2) आपको अपने इंजन /गाड़ी को _____ कि.मी. पर विराम देना होगा और इसके बाद साइट पर सक्षम प्राधिकारी के अनुदेशों द्वारा निर्देशित किया जाएगा। You shall bring your Engine/Train to a stop at km _____ and there after be guided by the instructions from the Competant Authority at the site.
- 3) यह आदेश _____ स्टेशन और _____ स्टेशन के बीच _____ कि.मी. पर लाइन पर अवरोध की वजह से दिया जाता है। This order is given due to obstruction on _____ line between _____ Station and _____ station at KM No. _____.
- 4) आप _____ स्टेशन पर सेक्शन क्लियर करेंगे। You shall clear the section at station _____.

ऑन स्थिति में सिगनलों को पार करने के लिए प्राधिकार AUTHORITY TO PASS SIGNALS IN 'ON' POSITION

1. आपको ऑन स्थिति में सिगनल/सिगनलों का न एवं विवरण _____ को पार करने के लिए प्राधिकृत किया जाता है जिसमें सिगनल पोस्ट/पॉस्टों पर यदि यह कांटों का बचाव करता है, हथ सिगनलों का पालन करते हुए गति 15 कि.मी. प्र.घं. से अधिक न रखें। You are authorised to pass the Signal/Signals No.& description _____ in 'ON' position, speed not exceeding 15 KMPH observing hand signals at the foot of the signal post/s, if it protects points.

सतर्कता आदेश CAUTION ORDER

1. आपको _____ स्टेशन एवं _____ स्टेशन के बीच _____ कि.मी. तक आपके राहत इंजन/गाड़ी की गति 15 कि.मी. प्र. घ. दिन में जब दृश्यता आगे साफ हो तथा 10 कि.मी. प्र.घ. रात्रि में अथवा जब दृश्यता आगे साफ न हो, रखते हुए चलाने की अनुमति दी जाती है। You are permitted to run your Relief Engine/Train upto km _____ between Station _____ and _____ station with the speed of :--
15 KMPH in day and when view ahead is clear .
10 KMPH in night or when view ahead is not clear .

2. आपको विशेष रूप से सचेत किया जाता है कि ब्लॉक सेक्शन के बीच स्थित समान्तर फाटक/फाटकों के पास पहुंचते समय पूर्ण सावधानी बरतें तथा बार - बार सीटी बजाएं। ब्लॉक सेक्शन में लागू सतर्कता आदेश निम्नलिखित है: You are expressly warned to observe every caution while approaching level crossing gate/s situated between block section and whistle frequently. Caution Orders in force in the Block Section areas under:--

क्र सं. Sr No	स्टेशन Station between		किलोमीटर दूरी Kilometrage		गति कि.मी. प्र.घ. Speed knph	कारण/टिप्पणियां Cause / Remarks
	से From	तक To	से From	तक To		
1						
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मैंने इसको विषय -वस्तु को समझ लिया है. I have understood the contents of this

ड्राइवर के हस्ताक्षर
Signature of Driverगार्ड के हस्ताक्षर
Signature of Guardस्टेशन मास्टर के हस्ताक्षर Signature of Station Master
स्टेशन मास्टर की मोहर Station Master Stamp
समय Time _____ बजकर Hours. _____ Minutes मिनटअनुदेश INSTRUCTIONS

1. इस प्राधिकार पर चलने वाले ड्राइवर इस फॉर्म के पीछे उल्लिखित अनुदेशों का पालन अवश्य करें। Driver proceeding on this authority must observe instructions mentioned at the back of this form .
2. ड्राइवर ऊपर दर्शाए गए कि.मी. (अवरोध) के पहले ठहराव लेगा तथा इसके पश्चात् वह स्थल पर उपस्थित कर्मचारी/पर्यवेक्षक के सिगनलों का पालन करेगा। Driver will stop short of km (obstruction) shown above and thereafter he will obey the signals of employee/ supervisor present at site.

रेलवे RAILWAY

इकहरे लाइन सेक्शन पर पूर्ण संचार-भंग के दौरान संचार चालू करने के लिए प्राधिकार AUTHORITY FOR OPENING COMMUNICATION DURING TOTAL INTERRUPTION OF COMMUNICATION ON SINGLE LINE SECTION.

(ड्राइवर/रिकार्ड डriver/ Record)

Station _____ स्टेशन

दिनांक Date: _____ 20__

To : Driver of Engine/ Self propelled Vehicle इंजन/स्वचालित वाहन के ड्राइवर को ।

लाइन क्लियर के बिना आगे बढ़ने का प्राधिकार AUTHORITY TO PROCEED WITHOUT LINE CLEAR.

1. आपको You are hereby authorized to proceed cautiously without Line clear स्टेशन से from station _____ to station _____ स्टेशन से _____ स्टेशन तक अपने इंजन /स्वचालित वाहन के साथ लाइन क्लियर के बिना सावधानी पूर्वक प्रस्थान करने के लिए एतद्वारा प्राधिकृत किया जाता है with your Engine/Self propelled Vehicle

2. आप अपने इंजन/वाहन को अगले ब्लॉक स्टेशन के पहले रोक सिगनल के बाहर खड़ा कर देंगे और इसके बाद उस स्टेशन के स्टेशन मास्टर के अनुदेशों द्वारा निर्देशित किया जाएगा । You shall bring your Engine/Vehicle to a stand out side the first stop signal of the next block station there after be guided by the instructions from the Station Master of that Station.

3 गाड़ी सं. Train No. _____ was Last Train over the section. इस सेक्शन पर अन्तिम गाड़ी थी । वह यहां से It left/arrived* here at _____ वज्रकर hours _____ minutes. मिनट पर गई/यहां पर आई.

4. यह प्राधिकार निम्नलिखित के कारण दिया जाता है This authority is given due to:--

क a) Total interruption of communication with Station _____ from _____ Hours. दिनांक of date _____ 20__ को _____ वजे से _____ स्टेशन पर पूर्ण संचार भंग।

ख b) _____

ऑन स्थिति में सिगनलों को पार करने के लिए प्राधिकार AUTHORITY TO PASS SIGNALS IN 'ON' POSITION

1. आपको ऑन स्थिति में सिगनल/सिगनलों का नं. एवं विवरण- _____ को पार करने के लिए प्राधिकृत किया जाता है, जिसमें सिगनल पोस्ट/पोस्टों पर यदि यह कंटों का वचाव करता है, हथ सिगनलों का पालन करते हुए गति 15 कि.मी. प्र.घं. से अधिक न रखें ।

1. You are authorised to pass the Signal/s No.& description _____, in 'ON' position, speed NOT exceeding 15 KMPH observing hand signals at the foot of the signal post/s, if it protects points.

सतर्कता आदेश CAUTION ORDER

1. आपको _____ स्टेशन से _____ स्टेशन के बीच आपके इंजन/स्वचालित वाहन की गति दिन में जब दृश्यता आगे साफ हो 15 कि.मी. प्र.घं. तथा रात्रि में अथवा जब दृश्यता आगे साफ न हो 10 कि.मी.प्र.घं. रखने की अनुमति दी जाती है । You are permitted to run your Engine/ Self propelled Vehicle between Station _____ To _____ station _____ with the speed of :-15 KMPH in day and when view ahead is clear .

and 10 KMPH in night or when view ahead is not clear .

2. आपको विशेष रूप से सचेत किया जाता है कि ब्लॉक सेक्शन के बीच स्थित समथर फाटक/फाटकों के पास पहुंचते समय पूर्ण सावधानी बरतें तथा बार-बार सीटी बजाएं । You are expressly warned to observe every caution while approaching level crossing gate/s situated between block section and whistle frequently.

3. इसके अलावा निम्नलिखित सतर्कता आदेश ब्लॉक सेक्शन में लागू हैं .In addition following caution orders are in force in block section :-

क्रम सं. Sr No	स्टेशन Station between		किलोमीटर Kilometrage		गति कि.मी.प्र.घं. Speed kmph	कारण /टिप्पणियां Cause / Remarks
	से From	तक To	से From	तक To		
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लाइन क्लियर पूछताछ संदेश LINE CLEAR ENQUIRY MESSAGE

To The Station Master _____ स्टेशन मास्टर को.

संदेश सं. Message No _____ आपसी पर क्या लाइन क्लियर होगी तथा इसे चलने के लिए तैयार गाड़ी नं. _____ के लिए क्लियर रखा जाएगा ? On return of _____ will line be clear and kept clear for train no. _____ waiting to proceed ?

सशर्त लाइन क्लियर संदेश CONDITIONAL LINE CLEAR MESSAGE

To, The Station Master _____ स्टेशन मास्टर को .

संदेश सं. Message No. _____ आपके यहां _____ के पहुंचने पर, गाड़ी के साथ / के बिना लगे _____ गाड़ी इंजन या अन्य इंजन या स्वचालित वाहन /ट्रॉली आदि (पूरा व्यंग) के वापस आने के लिए लाइन क्लियर होगी और क्लियर रखी जाएगी । On arrival of _____ at yours, line will be clear and kept clear for _____ Train Engine to return with/without attached to a Train or Another Engine or Self Propelled Vehicle/Trolley etc.(Complete particulars.)

प्राइवेट नं. Private Number (शब्दों में in words) _____ (अकों में in figures) _____
मैंने इसकी विषय-वस्तु को समझ लिया है। I have understood the contents of this.

ड्राइवर के हस्ताक्षर Signature of Driver

गार्ड के हस्ताक्षर Signature of Guard

स्टेशन मास्टर के हस्ताक्षर Signature of Station Master

स्टेशन मास्टर की मोहर Station Master Stamp

समय Time _____ वज्रकर Hours. _____ मिनट Minutes

अनुदेश INSTRUCTIONS

- *जो लागू न हो उसे काट दें.*Strike out which ever is not applicable.
- इस प्राधिकार पर चलने वाले ड्राइवर इस फार्म के पीछे उल्लिखित अनुदेशों का पालन अवश्य करें ।Driver proceeding on this Authority must observe instructions mentioned at the back of this form.

रेलवे RAILWAY

दोहरे लाइन सेक्शन पर पूर्ण संचार भंग के दौरान गाड़ियों के संचालन के लिए प्राधिकार AUTHORITY FOR WORKING OF TRAINS DURING TOTAL INTERRUPTION OF COMMUNICATION ON DOUBLE LINE SECTION

Station _____ स्टेशन

(ड्राइवर/रिकॉर्ड Driver / Record)

दिनांक Date: _____ 20 _____

To: Driver of Train No. गाड़ी नं. _____ के ड्राइवर को

लाइन क्लियर के बिना आगे बढ़ने के लिए प्राधिकार AUTHORITY TO PROCEED WITHOUT LINE CLEAR

1. आपको _____ स्टेशन से _____ स्टेशन तक अपनी गाड़ी/स्वाचालित वाहन संख्या _____ के साथ लाइन क्लियर के बिना सावधानी पूर्वक आगे बढ़ने के लिए एतद्वारा प्राधिकृत किया जाता है। You are hereby authorized to proceed cautiously without Line clear. From station _____ to station _____ with your Train/Self propelled Vehicle No _____.

2. आप अपनी गाड़ी को अगले ब्लॉक स्टेशन के राइट लाइन से सम्बन्धित पहले रोक सिग्नल/ रॉग लाइन से सम्बन्धित अन्तिम रोक सिग्नल, जो भी पहले आए, के बाहर खड़ा कर देना होगा और इसके बाद उस स्टेशन के स्टेशन मास्टर के अनुदेशों द्वारा निर्देशित किया जाएगा। You shall bring your Train to a stand out side the first stop signal pertaining to right line / last stop signal pertaining to wrong line whichever comes across first of the next Block Station there after be guided by the instructions from the Station Master of that Station.

3. गाड़ी नं. _____ इस सेक्शन पर अंतिम गाड़ी थी। वह यहां से _____ बजकर _____ मिनट पर गई / आई* (Train No. _____ was Last Train over the section. It left/arrived* here at _____ hours _____ minutes

4. परिस्थितियां जिनमें यह आदेश दिया जाता है।

4. Circumstances under which this order is given :-

(क) दिनांक _____ को _____ बजकर _____ मिनट से _____ स्टेशन के साथ पूर्ण संचार भंग.

(a) Total interruption of communication with Station from _____ hours _____ minutes of date _____.

(ख b)

ऑन स्थिति में सिग्नलों को पार करने के लिए प्राधिकार AUTHORITY TO PASS SIGNALS IN 'ON' POSITION

आपको ऑन स्थिति में सिग्नल का /सिग्नलों के नं. एवं विवरण _____ को पार करने हेतु प्राधिकृत किया जाता है जिसमें सिग्नल पोस्ट/पोस्टों पर, यदि यह काटों का बचाव करता है, हाथ-सिग्नलों का पालन करते हुए गति 15 कि.मी. प्र.घं. से अधिक न रखें। You are authorised to pass the Signal/Signals No.& description _____, in 'ON' position, speed not exceeding 15 KMPH observing hand signals at the foot of the signal post/s, if it protects points.

सतर्कता आदेश CAUTION ORDER

1. आपको _____ स्टेशन एवं _____ स्टेशन के बीच अपनी गाड़ी की गति 25 कि.मी.प्र.घं. दिन में जब दृश्यता आगे साफ हो तथा 10 कि.मी.प्र.घं. रात्रि में अथवा जब दृश्यता आगे साफ न हो, रखने की अनुमति दी जाती है। You are permitted to run your Train between Station _____ & _____ station with the speed of:-

25 KMPH in day and when view ahead is clear .

10 KMPH in night or when view ahead is not clear .

2. आपको विशेष रूप से सचेत किया जाता है कि ब्लॉक सेक्शन के बीच स्थित समपार फाटक/फाटकों के पास पहुंचते समय पूर्ण सावधानी बरतें तथा बार-बार सीटी बजाएं! You are expressly warned to observe every caution while approaching level crossing gate/s situated between block section and whistle frequently.

क्रम सं. Sr No	स्टेशन Station between		किलोमीटर KILOMETRAGE		गति कि.मी.प्र.घं. Speed kmph	कारण /टिप्पणियां Cause / Remarks
	से From	तक To	से From	तक To		
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मैंने इसकी वस्तु-स्थिति को समझ लिया है। I have understood the contents of this

ड्राइवर के हस्ताक्षर Signature of Driver

गाई के हस्ताक्षर Signature of Guard

स्टेशन मास्टर के हस्ताक्षर Signature Of Station Master

स्टेशन मास्टर की मोहर Station Master's Stamp

समय Time _____ बजकर Hours. _____ मिनट Minutes.

अनुदेश INSTRUCTIONS

- *जो लागू न हो उसे काट दें Strike out which ever is not applicable.
- इस प्राधिकार पर चलने वाले ड्राइवर इस फॉर्म के पीछे उल्लिखित अनुदेशों का पालन अवश्य करें Driver proceeding on this Authority must observe instructions mentioned at the back of this form.

दोहरी लाइन पर अस्थाई इकहरी लाइन संचालन के लिए प्राधिकार
AUTHORITY FOR TEMPORARY SINGLE LINE WORKING ON DOUBLE LINE
 (ड्राइवर/गार्ड/रिकार्ड Driver/Guard/ Record) _____

Station _____ स्टेशन दिनांक Date _____ 20____
 To The Driver of Train No. गाड़ी नं. _____ (विवरण Description) के ड्राइवर को

लाइन क्लियर टिकट **LINE CLEAR TICKET**

लाइन क्लियर है और आपको _____ स्टेशन तक अप/डाउन लाइन पर आगे बढ़ने के लिए प्राधिकृत किया जाता है।

The line is clear and you are authorized to proceed on Up / Down Line up to station _____

प्राइवेट नं. Private No. (शब्दों में in words) _____ (अंकों में in figures) _____.

ऑन स्थिति में सिग्नल को पार करने के लिए प्राधिकार AUTHORITY TO PASS SIGNAL IN 'ON' POSITION

*सिग्नल का नं. एवं विवरण Description & No. of Signal _____ स्टार्टर, मध्यवर्ती स्टार्टर, अग्रिम स्टार्टर अथवा अंतिम रोक सिग्नलों के लिए लागू. सिग्नल पर यदि कांटो का बचाव करता है, हथ सिग्नल / सिग्नलों का पालन करें. Applicable to Starter, Intermediate Starter, Advanced Starter, or Last Stop Signals. Observe hand signal/s at the foot of the signal, if it protects points.

** आपको उन स्टेशनों के सिग्नलों को पार करने हेतु प्राधिकृत किया जाता है जिन्हें इकहरी लाइन संचालन के लिए अस्थाई रूप में बंद कर दिया गया है, _____ स्टेशन. You are authorized to pass the signals of those stations which have been closed temporarily for single line working. Station/s _____.

आपको मार्ग में गेटमैन तथा गैंग मैन इकहरी लाइन संचालन को चालू होने के लिए भी सूचित करना होगा. You have to also inform the Gate men and Gang men enroute for Introduction of single line working.

सतर्कता आदेश **CAUTION ORDER**

1. आपकी गाड़ी राइट लाइन/रांग लाइन पर जा रही है। अवरोध _____ कि.मी. पर है।

*i) Your train is going on Right line/Wrong line. The obstruction exists at km. _____.

ii) आपकी गाड़ी अस्थाई इकहरी लाइन को पार करने के लिए पहली गाड़ी है। लागू अन्य गति प्रतिबंध का पालन करते हुए गति 25 कि.मी. प्रतिघण्टे तक सीमित रखी जाएगी. Your train is First Train to pass over the Temporary Single Line. Speed shall be restricted to 25 KMPH subject to observance of other speed restriction in force.

iii) यदि आपकी गाड़ी रांग लाइन पर जा रही है तो आपको आदेश रहित सेक्शन 'न्यूट्रल सेक्शन' (केवल विद्युत्कृत सेक्शन में) का पालन करने के लिए विशेष रूप से सचेत किया जाता है। संबंधित लाइन पर कोई ट्रेप प्वाइंट नहीं है/ट्रेप प्वाइंट को क्लैम्प/स्पाइक कर दिया गया है. You are expressly warned to observe 'Neutral section' (only in Electrified section) if your train is going on wrong line. There are no Trap Points on the line in question/ Trap points have been clamped/spiked.

iv) ब्लॉक सेक्शन में लागू सतर्कता आदेश नीचे दिए अनुसार है. Following are the caution Orders in force in Block Section :-

क्रम सं. Sr No	स्टेशन Station between		कि.मी. KILOMETRAGE		गति कि.मी. प्र.घं. Speed kmph	कारण/टिप्पणियां Cause / Remarks
	से From	तक To	से From	तक To		
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मैंने इसकी वस्तु-स्थिति को समझ लिया है. I have understood the contents of this.

ड्राइवर के हस्ताक्षर Signature of Driver

स्टेशन मास्टर के हस्ताक्षर Signature of Station Master

स्टेशन मास्टर की मोहर Station Masters Stamp

समय Time _____ बजकर Hours. _____ मिनट Minutes

* जो लागू न हो उसे काट दें. Strike out whichever is not applicable.

** मध्यवर्ती ब्लॉक स्टेशनों के लिए. For intermediate block stations.

अप/डाउन UP/DOWN

रेलवे RAILWAY

फॉर्म सं. टी/ई Form No. T/E 602

क्रम सं Sr.No. _____

इकहरी लाइन सेक्शन पर पूर्ण संचार-भंग के दौरान गाड़ियों को भेजने के लिए लाइन क्लियर पूछने के लिए लाइन क्लियर पूछताछ संदेश
**LINE CLEAR INQUIRY MESSAGE ASKING LINE CLEAR FOR DESPATCH OF TRAINS
DURING TOTAL FAILURE OF COMMUNICATION ON SINGLE LINE SECTION.**

(ड्राइवर/रिकार्ड) (Driver /Record)

Station _____ स्टेशन

दिनांक Date _____

समय Time _____ बजकर hours _____ मिनट-minutes.

From Station Master _____ स्टेशन मास्टर से

To Station Master _____ स्टेशन मास्टर को.

संदेश सं. _____, * गाड़ी के साथ/के बिना गाड़ी इंजन/स्वचालित वाहन/अन्य वाहन सं. _____ की वापसी पर क्या अनुगायी गाड़ी /गाड़ियों के लिए जो आपकी तरफ आने की प्रतीक्षा में है, लाइन क्लियर होगी और क्लियर रखी जाएगी ?

Message No. _____. On return of *Train Engine with/without train / self propelled vehicle/other vehicle number _____ will line be clear and kept clear for following train/s:-

1. _____
2. _____
3. _____
4. _____

waiting to proceed to yours.

स्टेशन मास्टर की हस्ताक्षर Signature of Station Master

स्टेशन मास्टर की मोहर Station Master Stamp

* जो लागू न हो उसे काट दें . Strike out whichever is not applicable.

*अप /डाउन UP/DOWN

रेलवे RAILWAY
कंडीशनल लाइन क्लियर संदेश CONDITIONAL LINE CLEAR MESSAGE
(ड्राइवर/रिकार्ड Driver / Record)

फॉर्म सं. टी/एफ Form No.T/F602
क्रम Sr. No. _____

दिनांक Date _____ 20 ____.

समय Time _____ घंटा hours _____ मिनट minutes.

Station _____ स्टेशन

From Station Master _____ स्टेशन मास्टर से

To Station Master _____ स्टेशन मास्टर को.

संदेश सं. Message No. _____

आपका संदेश सं. _____, *आपके चहां गाड़ी के साथ /के बिना गाड़ी इंजन/स्वचालित वाहन/अन्य वाहन सं. _____ के पहुंचने पर अनुगामी गाड़ी/गाड़ियों के लिए लाइन क्लियर होगी और क्लियर रखी जाएगी।

Your Message No. _____ On arrival of * Train Engine with/without train/self propelled vehicle/other vehicle number _____ at yours line will be clear and kept clear for following Trains:-----

- (1) गाड़ी नं. Train No _____ प्राइवेट नं. Private No. (शब्दों में in words) _____ (अंकों में in figures) _____
- (2) गाड़ी नं. Train No _____ प्राइवेट नं. Private No. (शब्दों में in words) _____ (अंकों में in figures) _____
- (3) गाड़ी नं. Train No _____ प्राइवेट नं. Private No. (शब्दों में in words) _____ (अंकों में in figures) _____
- (4) गाड़ी नं. Train No _____ प्राइवेट नं. Private No. (शब्दों में in words) _____ (अंकों में in figures) _____

स्टेशन मास्टर के हस्ताक्षर Signature of Station Master

स्टेशन मास्टर की मोहर Station Master Stamp

*जो लागू न हो उसे काट दें Strike out whichever is not applicable

कंडीशनल लाइन क्लियर टिकट **CONDITIONAL LINE CLEAR TICKET**
(ड्राइवर/रिकार्ड Driver/Record)

Station _____ स्टेशन

दिनांक Date _____ 20 _____

From Station Master _____ स्टेशन मास्टर से

समय Time _____ बजकर Hours _____ मिनट Minutes

To

गाड़ी नं. The Diver of Train No. _____ अप UP (विवरण Description) _____ के ड्राइवर को.

लाइन क्लियर है और आपको _____ स्टेशन के लिए पहुंचने हेतु प्राधिकृत किया जाता है।

The line is clear and you are authorized to proceed to _____ Station.

*अंतिम गाड़ी इस स्टेशन से *Last train left this station at _____ बजकर hours _____ मिनट minutes. पर चली।

आपको गाड़ी के पीछे-पीछे चलने और _____ स्टेशन तक पहुंचने के लिए एतद्वारा प्राधिकृत किया जाता है।

You are hereby authorized to follow and proceed to _____ Station.

प्राइवेट नं. Private No. (शब्दों में in words) _____ (अंकों में in figures) _____.

**जा चुकी गाड़ियों का ब्यौरा

Particulars of trains left

गाड़ी नं. Train No. समय Time

_____	_____
_____	_____
_____	_____

पीछे जाने वाली गाड़ियों का ब्यौरा

Particulars of trains to follow

गाड़ी नं. Train No. समय Time

_____	_____
_____	_____
_____	_____

स्टेशन मास्टर के हस्ताक्षर Signature of Station Master

स्टेशन मास्टर की मोहर Station Master Stamp

विशेष अनुदेश Special Instructions

जब कोई गाड़ी पीछा कर रही है तब कड़ी निगरानी रखें। जब दृश्यता साफ हो तब गति 25 कि.मी. प्र. घं. से अधिक न हो तथा जब दृश्यता किसी भी वजह से साफ न हो तब गति 10 कि.मी. प्र. घं. या इससे कम रखें। When following a Train keep sharp look out at speed not exceeding 25 kmph when view is clear and 10 kmph or less when view is impaired due to any reason.

*अनियमितता के दौरान दूसरी तथा इसके बाद की गाड़ियों की प्रविष्टि को काट दें. Strike out in case of second and subsequent trains during uneven flow.

**अनियमितता के दौरान पहली गाड़ी की प्रविष्टि तथा नियमितता के दौरान सभी गाड़ियों की प्रविष्टि काट दें. Strike out in the case of first train during uneven flow and for all trains during even flow.

कंडीशनल लाइन क्लियर टिकट **CONDITIONAL LINE CLEAR TICKET**
(ड्राइवर/रिकार्ड Driver/Record)

Station _____ स्टेशन

दिनांक Date _____ 20 _____

समय Time _____ बजकर Hours _____ मिनट Minutes

From

Station Master _____ स्टेशन मास्टर से

To

गाड़ी नं. The Driver of Train No _____ डाउन DOWN विवरण Description _____ के ड्राइवर को.

लाइन क्लियर है और आपको _____ स्टेशन के लिए पहुंचने हेतु प्राधिकृत किया जाता है।

The line is clear and you are authorized to proceed to _____ Station.

*अंतिम गाड़ी इस स्टेशन से *Last train left this station at _____ बजकर hours, _____ मिनट minutes, पर चली।

आपको गाड़ी के पीछे-पीछे चलने और _____ स्टेशन तक पहुंचने के लिए एतद्वारा प्राधिकृत किया जाता है।

You are hereby authorized to follow and proceed to _____ Station.

प्राइवेट नं. Private No. (शब्दों में in words) _____

(अंकों में in figures) _____

**जा चुकी गाड़ियों का ब्यौरा Particulars of trains left

गाड़ी नं. Train No.

समय Time

पीछे जाने वाली गाड़ियों का ब्यौरा Particulars of trains to follow

गाड़ी नं. Train No.

समय Time

स्टेशन मास्टर के हस्ताक्षर Signature of Station Master

स्टेशन मास्टर की मोहर Station Master Stamp

विशेष अनुदेश Special Instructions

जब कोई गाड़ी पीछा कर रही है जब कड़ी निगरानी रखें। जब दृश्यता साफ हो तब गति 25 कि.मी. प्र.घं. से अधिक न हो तथा जब दृश्यता किसी भी वजह से साफ न हो तब गति 10 कि.मी. प्र.घं. या इससे कम रखें। When following a Train keep sharp look out at speed not exceeding 25 kmph when view is clear and 10 kmph or less when view is impaired due to any reason.

*अनियमितता के दौरान दूसरी तथा इसके बाद की गाड़ियों की प्रविष्टि को काट दें। Strike out in case of second and subsequent trains during uneven flow.

**अनियमितता के दौरान पहली गाड़ी की प्रविष्टि तथा नियमितता के दौरान सभी गाड़ियों की प्रविष्टि काट दें। Strike out in the case of first train during uneven flow and for all trains during even flow.

संचार के किसी भी साधन द्वारा पुनः स्थापन पर संदेश

MESSAGE ON RESTORATION BY ANY ONE OF THE MEANS OF COMMUNICATION

From Station Master _____ स्टेशन मास्टर से To Station Master _____ स्टेशन मास्टर को
दिनांक Date _____ 20 _____ समय Time _____ बजकर hours _____ मिनट minutes.

नं. No. _____ गाड़ी Train (नं. एवं विवरण No. & Description) _____ arrived complete at _____ बजकर
hours _____ मिनट minutes पर सही सलामत पहुंची . अंतिम गाड़ी Last Train (नं. एवं विवरण No. & Description)
_____ dispatched to your station at _____ बजकर hours _____ मिनट minutes. पर आपके स्टेशन के लिए
भेजी गई . गाड़ियों का कंडीशनल लाइन क्लियर संचालन / गाड़ियों के संचालन की वर्तमान विधि को रद्द करें. Cancel the Conditional Line
Clear working of Trains / present method of working the trains. लाइन क्लियर Line Clear must be obtained by
means of _____ साधन द्वारा अवश्य प्राप्त किया जाए ।

पावती दें . Acknowledge

प्राइवेट नं. Private Number (शब्दों में in words) _____ (अंकों में in figures) _____.

स्टेशन मास्टर के हस्ताक्षर Signature of Station Master

स्टेशन मास्टर की मोहर Station Master Stamp

पावती ACKNOWLEDGEMENT

From Station Master _____ स्टेशन मास्टर से To Station Master _____ स्टेशन मास्टर को
दिनांक Date _____ 20 _____ समय Time _____ बजकर hours _____ मिनट minutes.

संदेश सं Message No. _____ .

आपके संदेश सं. Your Message No. _____ से पता चलता है कि गाड़ी नं. understand that Train No.
_____ विवरण Description _____ which was the last Train to leave my station
has arrived complete at your station जो मेरे स्टेशन से चलने वाली अंतिम गाड़ी थी. आपके स्टेशन पर सही-सलामत पहुंच गई है । गाड़ी नं.
Train No. _____ which left your station has arrived complete at my station / not arrived जो आपके
स्टेशन से चली थी मेरे स्टेशन पर at _____ बजकर hours _____ मिनट minutes पर सही सलामत पहुंच गई है / नहीं पहुंची है . Conditional Line
Clear working of trains / present system of train working is being / will be cancelled immediately after the complete
arrival of train no. गाड़ी नं. _____ के सही सलामत पहुंचने के तत्काल बाद गाड़ियों का कंडीशनल लाइन क्लियर
संचालन/गाड़ी संचालन की वर्तमान पद्धति रद्द की जा रही है / की जाएगी । अगली गाड़ी के लिए लाइन क्लियर Line Clear for the next
train will be obtained by means of _____ साधन द्वारा प्राप्त किया जाएगा ।

प्राइवेट नं. Private Number (शब्दों में in words) _____ (अंकों में in figures) _____.

स्टेशन मास्टर के हस्ताक्षर Signature of Station Master

स्टेशन मास्टर की मोहर Station Master Stamp

रेलवे RAILWAY

इंजन अथवा गाड़ी के हिस्से को मध्य सेक्शन से अगले स्टेशन तक ले जाने की अनुमति दिए जाने पर गार्ड द्वारा ड्राइवर को दी गई लिखित अनुमति Written permission given by the Guard to Driver when the Engine or portion of a train is allowed to proceed to the next station from mid section

(ड्राइवर/रिकार्ड Driver/Record)

To, The Driver of Train गाड़ी (नं. एवं विवरण No. and description) _____ के ड्राइवर को.
आपको आपकी गाड़ी के इंजन के साथ आपकी गाड़ी के अगले हिस्से जिसमें अंतिम वाहन सं. _____ सहित _____ वाहन शामिल है _____ स्टेशन के लिए _____ वजकर _____ मिनट पर अलग करने और प्रस्थान करने के लिए प्राधिकृत किया जाता है। You are authorized to uncouple and proceed at _____ hours _____ minutes to _____ station with * the Engine of your Train / the front portion of your train consisting of _____ vehicles with last vehicle No.

आप इयूटी पर तैनात स्टेशन मास्टर को घटना की रिपोर्ट देंगे और यदि स्टेशन मास्टर द्वारा ऐसा करना अपेक्षित हो तो आप अपनी खराब गाड़ी पर/ अपनी गाड़ी के पिछले हिस्से को लेने के लिए जो _____ कि.मी. पर है, स्टेशन मास्टर द्वारा अनुमति दिए जाने के बाद इस प्राधिकार पर वापसे आएंगे. You shall deliver the report of occurrence to the Station Master on duty and, if required to do so by the Station Master, you shall return to *your disabled train / take the rear portion of your train which is at KM _____ on this Authority after being permitted by the Station Master.

मैं प्रमाणित करता हूँ कि मैंने मूल प्रस्थान अधिकार** _____ प्राप्त कर लिया है और मेरी गाड़ी का सेक्शन क्लियर हो जाने तक इसे सुरक्षित रखूंगा। यह भी प्रमाणित किया जाता है कि सेक्शन के मध्य में रह गया गाड़ी का हिस्सा नियमों के अनुसार कसकर बांधा हुआ है और सुरक्षित रखा गया है। I certify that I have received the tangible authority to proceed ** _____ and will retain it, until the section is cleared of my train. Also certified that portion of Train left in Mid Section is secured and protected as per rules.

ड्राइवर के हस्ताक्षर Signature of Driver

दिनांक Date _____

समय Time _____

गार्ड के हस्ताक्षर Signature of Guard

दिनांक Date _____

समय Time _____

Driver of _____ के ड्राइवर को, you are hereby permitted and authorized to enter into the Block Section to clear the disabled / rear portion of your train. आपको अपनी गाड़ी के खराब/पिछले हिस्से को क्लियर करने के लिए ब्लॉक सेक्शन में प्रवेश करने हेतु एतद्वारा अनुमति दी जाती है और प्राधिकृत किया जाता है।

स्टेशन मास्टर के हस्ताक्षर Signature of Station Master

दिनांक Date _____ 20 _____

स्टेशन मास्टर की मोहर Station Master Stamp

* जो लागू न हो उसे काट दें. Score out whichever is not applicable.

** प्रस्थान करने के लिए प्राधिकार का ब्यौरा दर्ज करें. Enter particulars of the Authority to Proceed.

रेलवे RAILWAY

क्रम सं. Sr. No _____

शंटिंग आदेश SHUNTING ORDER
(डाइवर Driver / गार्ड Guard / रिकार्ड Record)

Station _____ स्टेशन दिनांक Date _____ 20 _____
समय Time _____ बजकर hours _____ मिनट minutes.

To The Driver of Train No. गाड़ी नं _____ *अप / डाउन *UP / DOWN के डाइवर को.

कृपया निम्नलिखित आदेशों का बिना किसी विलम्ब के तत्परता से अनुपालन करें Please comply with the following order 'promptly without any type of delay:--

1. _____
2. _____
3. _____
4. _____

*आपको ऑन स्थिति में You are authorized to pass _____ signal in the 'ON' position and सिगनल पार करने के लिए और proceed *up to/beyond ** _____ signal. सिगनल तक/ से आगे पहुंचने के लिए प्राधिकृत किया जाता है ।
***इस उद्देश्य के लिए Section between _____ स्टेशन और station and _____ station is *blocked back / blocked forward. स्टेशन के बीच सेक्शन ब्लॉक बैक/ब्लॉक फॉरवर्ड कर दिया है ।

*आपको टोकन/टेबलेट/लाइन क्लियर टिकट For this purpose and Token / Tablet / Line Clear Ticket No. _____ *एस एच/ओ सी ई चाबी SH / OCE Key is hereby issued to you from _____ hours बजकर _____ minutes मिनट से to _____ hours बजकर _____ minutes. मिनट तक एतद्वारा जारी की जाती है ।

स्टेशन मास्टर के हस्ताक्षर Signature of Station Master

स्टेशन मास्टर की मोहर Station Master Stamp

डाइवर के हस्ताक्षर Signature of Driver _____ दिनांक Date _____ समय Time _____ बजकर hours _____ मिनट-minutes.

गार्ड के हस्ताक्षर Signature of Guard _____ दिनांक Date _____ समय Time _____ बजकर hours _____ मिनट minutes

*जो लागू न हो उसे काट दें Strike out which ever is not applicable

** कि.मी. या सिगनल नं. दर्ज करें Enter Km or Signal No.

***लाइन ब्लॉक बैक/ब्लॉक फॉरवर्ड होने पर लागू होता है Applies when Line is Blocked back / Blocked forward.

स्वचालित/अर्ध-स्वचालित/हस्तचालित/ फाटक रोक सिगनलों को पार करने के लिए प्राधिकार AUTHORITY TO PASS AUTOMATIC / SEMIAUTOMATIC / MANUALLY OPERATED / GATE STOP SIGNALS

(ड्राइवर/रिकार्ड Driver / Record)

Station _____ स्टेशन

दिनांक Date _____ 20 ____

समय Time _____ बजकर hours _____ मिनट minutes.

To

The Driver / Motorman of Train No. गाड़ी नं. _____ Up / Down. अण्डाउन के ड्राइवर/मोटरमैन को.

(क a) स्वचालित सिगनल खराब हो जाने पर आपको _____ स्टेशन और _____ स्टेशन के बीच सभी स्वचालित सिगनलों को पार करने के लिए प्राधिकृत किया जाता है । इसके अलावा आपको वर्दी में रेल कर्मचारी के द्वारा इन सिगनलों को पार करने पर अर्ध-स्वचालित/हस्तचालित/ फाटक रोक सिगनलों को पार करने के लिए भी प्राधिकृत किया जाता है । खण्ड 'ख' में यथा उपबंधित को छोड़कर सिगनल पर हथ-सिगनल दिखाया जाना है . Automatic Signaling has failed and you are, hereby authorized to pass all Automatic signals between _____ station and _____ station. In addition, you are also authorized to pass Semi Automatic / manually operated / gate stop signals on being hand signaled past such signals by a railway servant in uniform. The hand signals being displayed at the foot of signal except as provided for in clause 'b'.

(ख b) जब रांग दिशा में चल रहे हों (i) आप अवश्य पता लगाएं कि बाहरी साइडिंग के कांटे, यहां उपलब्ध कराए गए हों, सही तरीके से सेट करके ताला लगाया गया है और या समपार फाटक सं. _____ पर ताले लगाए गए हैं और (ii) कांटो और समपार फाटकों को पार करने से पहले वर्दी में रेल कर्मचारी द्वारा हथ-सिगनल दिखाए जाते हैं . When running in wrong direction (i) you must ascertain that points of outlying sidings, where provided, are correctly set and locked and/or the level crossing gates Nos. _____ are locked and (ii) hand signals are displayed by the railway servant in uniform at the points, level crossing gates before passing them.

यहां पार किए जाने वाले सभी सिगनलों }
के पहचान नं. का उल्लेख करें }

Here indicate distinguishing }
Number of all signals to be }
thus passed. }

स्टेशन मास्टर के हस्ताक्षर Signature of Station Master

स्टेशन मास्टर की मोहर Station Master Stamp

मैंने इस प्राधिकार की विषय वस्तु को समझ लिया है . I have understood the contents of this authority.

गार्ड के हस्ताक्षर Signature of Guard _____ दिनांक Date _____ समय Time _____ बजकर hours _____ मिनट minutes.

ड्राइवर के हस्ताक्षर Signature of Driver _____ दिनांक Date _____ समय Time _____ बजकर hours _____ मिनट minutes.

रेलवे RAILWAY

स्वचालित ब्लॉक सिग्नल क्षेत्रों पर लाइन क्लियर के बिना आगे बढ़ने के लिए प्राधिकार. AUTHORITY TO PROCEED
WITHOUT LINE CLEAR ON AUTOMATIC BLOCK SIGNALLING TERRITORIES

(ड्राइवर / रिकॉर्ड Driver / Record)

Station _____ स्टेशन

दिनांक Date _____ 20 _____

Time समय _____ बजकर hours _____ मिनट minutes

इंजन/गाड़ी/यूनिट नं. _____ अप/डाउन के मोटर मैन/ड्राइवर को.

To The Motor man / Driver of Engine / Train / Unit No. _____ Up / Down.

आपको अप/डाउन लाइन पर अपनी गाड़ी के साथ या के बिना _____ स्टेशन से _____ स्टेशन तक लाइन क्लियर के बिना सावधानी पूर्वक आगे बढ़ने के लिए एतद्वारा प्राधिकृत किया जाता है . You are here by authorized to proceed cautiously without line clear from _____ station to _____ station with or without your train on UP / DOWN* Line.

आपको स्टेशन से संबंधित लाइन पर पहले रोक सिग्नल/अंतिम रोक सिग्नल से पहले अपनी गाड़ी/इंजन/यूनिट नं. _____ खड़ी कर देनी होगी और इसके बाद _____ स्टेशन के स्टेशन मास्टर के अनुदेशों द्वारा निर्देशित किया जाएगा . You shall bring your Train / Engine / Unit No. _____ to stand out side first Stop Signal/ Last Stop Signal pertaining to wrong line* of the station and there after be guided by the instructions from the Station Master of _____ station.

सेक्शन पर गाड़ी नं. _____ अंतिम गाड़ी थी. वह _____ बजकर _____ मिनट पर वहां से /पर चली/ पहुंची . Train No. _____ was the last train over the section. It left / arrived* here at _____ hours _____ minutes.

परिस्थितियां जिनमें यह प्राधिकार दिया जाता है . CIRCUMSTANCES UNDER WHICH THIS AUTHORITY IS GIVEN

* (क A) सिग्नलों एवं संचार व्यवस्था का खराब हो जाना . Failure of signals and communications.

* (ख B) _____ स्टेशन और _____ स्टेशन के बीच _____ कि.मी. पर लाइन का अवरोध होना / पर अवरोध होना और संचार साधनों का खराब हो जाना . Blocking of line / obstruction on line at KM _____ between _____ station and _____ station and failure of means of communication.

* (ग C)

‘ऑन’ स्थिति में सिग्नलों को पार करने के लिए प्राधिकार AUTHORITY TO PASS SIGNALS IN ‘ON’ POSITION

आपको रेल कर्मचारी द्वारा हाथ से सिग्नल देने पर ‘ऑन’ स्थिति में मध्यवर्ती स्वचालित सं. _____, अर्धस्वचालित सिग्नल, हस्तचालित सिग्नल सं. _____ और ऑन स्थिति में फाटक रोक सिग्नलों को समझार तक सावधानी पूर्वक पार करने के लिए प्राधिकृत किया जाता है .

You are authorized to pass the Intervening Automatic Signal Nos. _____ at ‘ON’/Semi Automatic Signal, Manually Operated Signal Nos. _____ on being hand signaled by a railway employee and the Gate Stop Signals in ‘ON’ position cautiously up to the level crossing.

सतर्कता आदेश CAUTION ORDER

1. आपको _____ स्टेशन से _____ स्टेशन तक अपने इंजन / गाड़ी / यूनिट सं. _____ को दृश्यता साफ होने पर सीधी लाइन पर 25 किं मी. प्रतिघण्टा और सूरंग, धुमाव, अवरोध, बारिश, कोहरा या किसी अन्य कारण से जब दृश्यता साफ न हो 10 किं मी. प्रति घण्टा से अधिक गति न रखते हुए चलने की अनुमति दी जाती है . You are permitted to run your Engine/Train / Unit No. from _____ station to _____ Station with the speed not exceeding 25 kmph over the straight with clear view and 10 kmph when view ahead is impaired due to tunnel, curve, obstruction, rain, fog or any other cause.

स्टेशन मास्टर के हस्ताक्षर Signature of Station Master

स्टेशन मास्टर की मोहर Station Master Stamp

मैंने इस प्राधिकार की विषय-वस्तु को समझ लिया है . I have under stood the contents of this authority.

गार्ड के हस्ताक्षर Signature of Guard _____ दिनांक Date _____ समय Time _____ बजकर hours _____ मिनट minutes

ड्राइवर के हस्ताक्षर Signature of Driver _____ दिनांक Date _____ समय Time _____ बजकर hours _____ मिनट minutes

*जो लागू न हो उसे काट दें, Strike out whichever is not applicable.

इस प्राधिकार पर चलने वाले ड्राइवर इस फॉर्म के पीछे उल्लिखित अनुदेशों का पालन अवश्य करें ।

Driver proceeding on this authority must observe instructions mentioned at the back of this form.

रेलवे RAILWAY

क्रमसं. Sr.No. _____

स्वचालित ब्लॉक सिग्नल सेक्शन में राहत इंजन/गाड़ी के लिए आगे बढ़ने हेतु प्राधिकार AUTHORITY TO PROCEED
FOR RELIEF ENGINE / TRAIN INTO AN AUTOMATIC BLOCK SIGNALLING SECTION

(ड्राइवर / रिकॉर्ड Driver / Record)

Station _____ स्टेशन

दिनांक Date _____ 20 _____

समय Time _____ बजकर hours _____ मिनट minutes.

राहत इंजन / गाड़ी नं. _____ अप / डाउन के मोटर मैन / ड्राइवर को

To The Motor man / Driver of Relief Engine / Train No. _____ Up / Down.

आपको अप/डाउन लाइन पर अपने राहत इंजन/गाड़ी * के साथ _____ स्टेशन _____ कि.मी. तक लाइन क्लियर के बिना सावधानी पूर्वक आगे बढ़ने के लिए प्राधिकृत किया जाता है . You are here by authorized to proceed cautiously without line clear from _____ station to up to Km. _____ with your Relief Engine/Train* on UP / DOWN* Line.

आप अपनी राहत गाड़ी / इंजन * को _____ कि मी. पर खड़ा कर देंगे और उसके बाद साइट पर सक्षम प्राधिकारी के अनुदेशों द्वारा निर्देशित किया जाएगा . You shall bring your Relief Train / Engine* to a stand at Km. _____ and there after be guided by the instructions from the Competent Authority at site.

यह आदेश _____ कि. मी. पर अप / डाउन * लाइन पर अवरोध होने के कारण दिया जाता है । परन्तु _____ स्टेशन और _____ स्टेशन के बीच संचार व्यवस्था उपलब्ध है . This order is given due to obstruction on UP/DOWN* line at km _____ . But communication is available between _____ station and _____ station.

Train No. _____ was the last train over the section.

इस सेक्शन पर गाड़ी सं. _____ अंतिम गाड़ी थी । यह वहां से / पर _____ बजकर _____ मिनट चली / पहुंची . Train No. _____ was the last train over the section. It left / arrived* here at _____ hours _____ minutes.

सतर्कता आदेश CAUTION ORDER

आपको _____ स्टेशन से _____ स्टेशन तक अपने राहत इंजन / गाड़ी को दृश्यता साफ होने पर सीधी लाइन पर 15 कि. मी. प्रति घण्टा और सुरंग, घुमाव, अवरोध, बारिश, कोहरा या किसी अन्य कारण से दृश्यता साफ न होने पर 10 कि.मी. प्रति घण्टा से अधिक गति न रखते हुए चलाने की अनुमति दी जाती है . You are permitted to run your Relief Engine / Train from _____ station to km _____ with the speed not exceeding 15 kmph over the straight with clear view and 10 kmph when view ahead is impaired due to tunnel, curve, obstruction, rain, fog or any other cause.

स्टेशन मास्टर के हस्ताक्षर Signature of Station Master

स्टेशन मास्टर की मोहर Station Master Stamp

मैंने इस प्राधिकार की विषय-वस्तु को समझ लिया है . I have under stood the contents of this authority

गाई के हस्ताक्षर Signature of Guard _____ दिनांक Date _____ समय Time _____ बजकर hours _____ मिनट minutes

ड्राइवर के हस्ताक्षर Signature of Driver _____ दिनांक Date _____ समय Time _____ बजकर hours _____ मिनट minutes

*जो लागू न हो उसे काट दें. Strike out whichever is not applicable.

इस प्राधिकार पर चलने वाला ड्राइवर इस फॉर्म के पीछे उल्लिखित अनुदेशों का पालन अवश्य करें ।

Driver proceeding on this authority must observe instructions mentioned at the back of this form.

-----रेलवे RAILWAY

सिगनलों की दीर्घ कालीन खराबी के दौरान स्वचालित ब्लॉक पद्धति पर आगे बढ़ने के लिए प्राधिकार . AUTHORITY TO PROCEED ON AUTOMATIC BLOCK SYSTEM DURING PROLONGED FAILURE OF SIGNALS

(ड्राइवर /रिकॉर्ड Driver/Record)

Station _____ स्टेशन

दिनांक Date _____ 20 _____

समय Time-----घंटा hrs.-----मिनट minutes

ई एम यू / इंजन / गाड़ी * सं. _____ विवरण _____ अथ / डाउन * के मोटर मैन / ड्राइवर को.

To The Motorman/Driver* of EMU/Engine/Train* No. _____ Description _____ Up / Down *.

_____ स्टेशन और _____ स्टेशन के बीच सभी सिगनल खराब हो गए हैं । अपने प्राइवेट नं. (शब्दों में)
 _____ (अंकों में) _____ से _____ स्टेशन से लाइन क्लियर प्राप्त कर लिया गया है . All signals between
 _____ Station and _____ Station have failed. Line Clear has been received from
 _____ Station under his Private No.(In words) _____ (in figures) _____.

आपको अथ / डाउन * लाइन पर _____ स्टेशन से _____ स्टेशन तक 25 कि.मी.प्रति घण्टा से अधिक गति न
 रखते हुए सावधानी पूर्वक आगे बढ़ने के लिए एतद्द्वारा प्राधिकृत किया जाता है . You are, hereby, authorized to proceed cautiously
 from _____ station to _____ Station on Up / Down* line at a speed not exceeding 25 Kmph.

आपको समपार फाटकों पर सभी सावधानियों को बरतते हुए इस प्राधिकार पर ऑन स्थिति पर प्रस्थान सिगनलों, फाटक सिगनलों और अन्य
 मध्यवर्ती सिगनलों को पार करने के लिए भी प्राधिकृत किया जाता है . You are also authorized to pass departure signals, Gate
 signals and other intervening signals at 'ON' on this authority observing all precautions at the level crossing
 gates.

आपको _____ स्टेशन पर पहले रोक सिगनल के बाहर रुकना होगा और इसके बाद उस स्टेशन के स्टेशन मास्टर के अनुदेशों द्वारा
 निर्देशित किया जाएगा . You shall stop outside the first Stop Signal at _____ Station and thereafter be
 guided by the instructions of the Station Master of that station.

स्टेशन मास्टर के हस्ताक्षर Signature of Station Master

स्टेशन मास्टर की मोहर Station Master Stamp

मैंने इस प्राधिकार की विषय-वस्तु को समझ लिया है . I have under stood the contents of this authority

गार्ड के हस्ताक्षर Signature of Guard _____ दिनांक Date _____ समय Time _____ घंटा hours _____ मिनट minutes

ड्राइवर के हस्ताक्षर Signature of Driver _____ दिनांक Date _____ समय Time _____ घंटा hours _____ मिनट minutes

* जो लागू न हो उसे काट दें. Strike out which ever is not applicable.

गाड़ी का संपूर्ण आगमन रजिस्टर TRAIN INTACT ARRIVAL REGISTER

क्र.सं SR. No.	दिनांक DATE	गाड़ी नं. TRAIN NO.	आगमन का समय Time of Arrival		उसकी गाड़ी सही- सलामत पहुंच गई है और सभी उल्लंघन चिह्नों से हटकर खड़ी है, इस सम्बन्ध में टोकन में गार्ड के हस्ताक्षर Guard's signature in token that his train has arrived complete and is standing clear of all fouling marks.
			बजकर Hour	मिनट Minutes	
1					
2					
3					
4					
5					
6					
7					
8					
9					
10					
11					
12					
13					
14					
15					
16					
17					
18					
19					
20					

स्टेशन मास्टर के हस्ताक्षर Signature of Station Master

स्टेशन मास्टर की मोहर Station Master Stamp

रेलवे RAILWAY
लाइन क्लियर पूछताछ संदेश (जावक) LINE CLEAR INQUIRY MESSAGE(OUTWARD)

फॉर्म सं.टी/ए Form No.T/A1425

क्रम सं. Sr.No.-----

Station _____ स्टेशन

दिनांकDate _____

(A) (क) लाइन क्लियर पूछताछ Line clear inquiry

To Station Master _____ स्टेशन मास्टर को by means of (Mode of communication*) _____ के साधन द्वारा (संचार का प्रकार*)

दिनांकDate _____

समयTime _____ बजकर hrs. _____ मिनट mins.

संदेश सं. Message No. _____ क्या गाड़ी नं. Is line clear for train No. _____ M/EXP/P/G

UP/DN. पेल/एक्सप्रेस /पैसेंजर /मालगाड़ी अप / डाउन के लिए लाइन क्लियर है ।

अन्तिम गाड़ी सं. Last train No. _____ Up/Dn left this/arrived here. अप / डाउन यहां से चली गई है/यहां पहुंच गई है ।

**Received by _____ ** द्वारा प्राप्त किया गया.

स्टेशन मास्टर के हस्ताक्षर Signature of Station Master

(B) (ख) Reply received to line clear inquiry from Station _____ स्टेशन से लाइन क्लियर पूछताछ के लिए प्राप्त उत्तर ।

दिनांकDate _____

समयTime _____ बजकर hours. _____ मिनट minutes.

संदेश सं. Message No. _____ आपका नं. Your No. _____ अन्तिम गाड़ी सं. Last Train No. _____ in from your/left for yours . आपके यहां से आ गई / आपके लिए चली गई ।

गाड़ी सं. Line is clear for train No. _____ के लिए लाइन क्लियर है । प्राइवेट नं. Private No. (शब्दों में in words) _____ (अंकों में in figures) _____

**Received from _____ से प्राप्त किया गया **.

स्टेशन मास्टर के हस्ताक्षर Signature of Station Master

(ग C) Out report dispatched to Station _____ स्टेशन को भेजी गई आउट रिपोर्ट

दिनांक Date _____

समय Time _____ बजकर hrs. _____ मिनट minutes.

संदेश सं. Message No. _____ गाड़ी सं. Train No. _____ left this at _____ बजकर hours. _____ minutes. मिनट पर यहां से चली ।

**Received by _____ द्वारा प्राप्त किया गया **

स्टेशन मास्टर के हस्ताक्षर Signature of Station Master

(घ D) In report received from Station _____ स्टेशन से प्राप्त की गई इन रिपोर्ट ।

दिनांक Date _____

समय Time _____ बजकर hours. _____ मिनट minutes.

संदेश सं. Message No. _____ गाड़ी सं. Train No. _____ arrived here at _____ बजकर hours _____ minutes. मिनट पर यहां पहुंची ।

**Received from _____ से प्राप्त किया गया **

स्टेशन मास्टर के हस्ताक्षर Station Master

स्टेशन मास्टर की मोहर Station Master Stamp

*संचार के प्रकार Mode of Communication:---

I :

ब्लॉक फोन Block Phone

II :

कंट्रोल टेलीफोन Control Telephone

III :

वी एच एफ सेट VHF Set

** ब्लॉक सेक्शन के दूसरे सिरे पर ब्लॉक स्टेशन पर कार्यरत स्टेशन मास्टर के आद्यक्षर.

**Initial of Station Master on duty at the Block Station at the other end the Block Section.

रेलवे RAILWAY

पेपर लाइन क्लियर टिकट PAPER LINE CLEAR TICKET

(डाइवर / रिकार्ड Driver / Record)

डाउन Down

गाड़ी सं. Number of Train _____ डाउन विवरण Description _____.

दिनांक Date _____

समय Time _____ बजकर hours _____ मिनट minutes.

From Station Master _____ स्टेशन मास्टर से

To The Driver of Train No. गाड़ी सं _____ Down डाउन के डाइवर को

लाइन क्लियर है और आपको The line is clear and you are authorised to proceed to _____ station.
स्टेशन के लिए आगे बढ़ने के लिए प्राधिकृत किया जाता है।

अन्तिम गाड़ी सं. Last train No. _____ ने स्टेशन पर सेक्शन क्लियर किया cleared section at _____
Station.

प्राइवेट नं. Private No. (शब्दों में in words) _____ (अकों में in figures) _____.

‘ऑन’ स्थिति में सिग्नल पार करने के लिए प्राधिकार AUTHORITY TO PASS SIGNAL AT ON POSITION

* आपको अन्तिम रोक सिग्नल को खतरे में पार करने हेतु प्राधिकृत किया जाता है, जब सिग्नल ब्लॉक उपकरण के साथ इंटरलाकड हो.

* You are authorized to pass Last Stop Signal in danger, when the signal is interlocked with Block Instrument.

स्टेशन मास्टर के हस्ताक्षर Signature of Station Master

स्टेशन मास्टर की मोहर Station Master Stamp

* जो लागू न हो उसे काट दें Strike out which ever is not applicable.

पेपर लाइन क्लियर टिकट PAPER LINE CLEAR TICKET
(ड्राइवर/रिकार्ड Driver / Record)

अप Up

गाड़ी सं. Number of Train _____ अप UP (विवरण Description) _____

दिनांक Date _____ समय Time _____ बजकर hours _____ मिनट minute

From Station Master _____ स्टेशन मास्टर से

To The Driver of Train No. गाड़ी सं. _____ UPअप के ड्राइवर को.

लाइन क्लियर है और आपको The line is clear and you are authorised to proceed to
station. स्टेशन के लिए आगे बढ़ने के लिए प्राधिकृत किया जाता है।

अन्तिम गाड़ी सं. Last train No. _____ ने _____ स्टेशन पर सेक्शन क्लियर किया cleared section at
Station.

प्राइवेट नं. Private No. (शब्दों में in words) _____ (अंकों में in figures) _____.

'ऑन' स्थिति में सिगनल पार करने के लिए प्राधिकार AUTHORITY TO PASS SIGNAL AT ON POSTION

- * आपको अन्तिम रोक सिगनल को खतरे में पार करने हेतु प्राधिकृत किया जाता है, जब सिगनल ब्लॉक उपकरण के साथ इंटरलाकड हो
- * You are authorized to pass Last Stop Signal in danger, when the signal is interlocked with Block Instrument.

स्टेशन मास्टर के हस्ताक्षर Signature of Station Master

स्टेशन मास्टर की मोहर Station Master Stamp

*जो लागू न हो उसे काट दें. Strike out which ever is not applicable.

फॉर्म सं. टी Form No. T/1518.

क्रम सं. Sr. No. _____

रेलवे RAILWAY

ट्रॉली/लॉरी/ओएचई लैडर ट्रॉली नोटिस
TROLLEY/LORRY/OHE LADDER
TROLLEY NOTICE

क A

नोटिस सं. Notice No. _____

दिनांक Date _____

समय Time _____ hours.

Department _____ विभाग .

Station _____ स्टेशन

To

Station Master _____ स्टेशन मास्टर को।

ट्रॉली/लॉरी/ओएचई लैडर ट्रॉली सं. Trolley/
Lorry /OHE/Ladder Trolley No.

_____ is required to work
between _____ स्टेशन station and
और _____ स्टेशन के बीच station
अप/डाउन लाइन पर on Up/Down line at
_____ KM कि.मी. पर from _____ बजकर
hours. _____ मिनट से minutes to _____ बजकर
hours _____ मिनट तक minutes. कार्य करने के
लिए अपेक्षित है।

यह It will leave _____ station स्टेशन से at
_____ बजकर hours _____ मिनट पर minutes इस
दिन के of this day for स्टेशन station/ KM No
कि.मी. सं. _____ के लिए चलेगी. मुझे मालूम है कि
मुझे I am aware that I should clear the
Block Section by _____ बजकर hours
_____ मिनट minutes तक ब्लॉक सेक्शन क्लियर कर
लेना चाहिए।

प्रभारी अधिकारी के हस्ताक्षर
Signature of Official In Charge

स्टेशन मास्टर के हस्ताक्षर
Signature of Station Master

स्टेशन मास्टर की मोहर
Station Master Stamp

फॉर्म सं. टी Form No. T/1518.

क्रम सं. Sr. No. _____

रेलवे RAILWAY

ट्रॉली/लॉरी/ओएचई लैडर ट्रॉली नोटिस
TROLLEY/LORRY/OHE LADDER
TROLLEY NOTICE

ख B

To The Official in Charge of
_____ Lorry / Trolley / OHE

Ladder Trolley. लॉरी/ट्रॉली/ओएचई/लैडर
ट्रॉली के प्रभारी अधिकारी को

मैंने I have exchanged advice with
_____ स्टेशन के साथ सूचना का आदान
प्रदान कर लिया है एवं जब तक मुझे लॉरी/ट्रॉली को
हटाने की सूचना प्राप्त नहीं हो जाती तब तक सभी
गाड़ियों को सतर्कता आदेश जारी किया जाए।
station and shall issue caution order to
all trains until I receive advice of the
removal of lorry / trolley.

अप/डाउन लाइन The Line has been
blocked for your Lorry / Trolley /
OHE Ladder Trolley between
_____ स्टेशन और Station and
_____ स्टेशन के बीच आपकी
लॉरी/ट्रॉली/ओएचई लैडर ट्रॉली से अवरुद्ध हो गई है
और लॉरी/ट्रॉली/ओएचई लैडर ट्रॉली को हटाने संबंधी
रिपोर्ट प्राप्त होने पर भी अवरुद्धता हटाई जाएगी.
Station on UP / DOWN Line and block
will be removed only on receipt of the
removal report of Lorry / Trolley /
OHE Ladder Trolley.

प्राइवेट नं. Private Number (शब्दों में
in words) _____ (अंकों
में in figures) _____.

आपको अनुमत ब्लॉक के भीतर ब्लॉक सेक्शन
के क्लियरेंस को सुनिश्चित करने के लिए सलाह दी
जाती है You are advised to ensure
clearance of Block Section within
Block permitted.

स्टेशन मास्टर के हस्ताक्षर
Signature of Station Master

स्टेशन मास्टर की मोहर
Station Master Stamp

दिनांक Date _____

समय Time _____

फॉर्म सं. टी Form No. T/1518

क्रम सं. Sr. No. _____

रेलवे RAILWAY

ट्रॉली/लॉरी/ओएचई लैडर ट्रॉली नोटिस
TROLLEY/LORRY/OHE LADDER
TROLLEY NOTICE

ग C

हटाने संबंधी रिपोर्ट (रिमूवल रिपोर्ट)
REMOVAL REPORT

सन्दर्भ Reference:- लॉरी/ट्रॉली/ओएचई लैडर
ट्रॉली नोटिस सं Lorry / Trolley / OHE
Ladder Trolley Notice No. _____
दिनांक Dated _____.

_____ पर पहुंची लॉरी/ट्रॉली / ओएचई लैडर
ट्रॉली सं. _____ Lorry / Trolley / OHE
Ladder Trolley No. _____ arrived at
was removed from the track at
_____ बजकर hours _____ minutes मिनट पर at
_____ कि.मी. पर रेलपथ से हटा ली गई थी

सामान्य गाड़ी संचालन दोबारा शुरू करने के लिए
ब्लॉक सेक्शन में अवरोध नहीं है. Block Section
is free from obstruction to resume
normal Train Working.

प्रभारी अधिकारी के हस्ताक्षर
Signature of official In charge
हटाने संबंधी रिपोर्ट (रिमूवल रिपोर्ट) दिनांक
_____ को _____ बजकर
_____ मिनट पर प्राप्त हुई Removal
report received at _____ hours _____
minutes on date _____ 20 _____.

स्टेशन मास्टर के हस्ताक्षर
Signature of Station Master

स्टेशन मास्टर की मोहर
Station Master Stamp

रेलवे RAILWAY

मोटर ट्राली परमिट MOTOR TROLLEY PERMIT
(मूल प्रति/दूसरी प्रति Original/Duplicate)

Station _____ स्टेशन दिनांक Date _____ 20____.

From Station Master _____ स्टेशन मास्टर से .

To _____ (प्रभारी अधिकारी Officer In charge) मोटर ट्राली सं. Motor Trolley No. _____ को

आपको गाड़ी नं/मोटर ट्राली नं. You are permitted to follow Train No. Motor Trolley No----- in Block Section between Station, ब्लॉक सेक्शन में _____ स्टेशन और and Station _____ स्टेशन के बीच which left this station at जो इस स्टेशन से _____ बजकर hours _____ minutesमिनट पर for station _____ स्टेशन के लिए चली है, के पीछे चलने की अनुमति दी जाती है।

आपको 'आन' स्थिति में अप/डाउन You are also authorized to pass Up/Down _____ signals at 'ON' position. सिगनलों को पार करने के लिए भी प्राधिकृत किया जाता है।

On arrival at Station _____ स्टेशन पर पहुंचने पर आप यह परमिट you are required to hand over this permit to Station Master _____ स्टेशन मास्टर को सौंप दें।

प्राप्त किया गया प्राइवेट नं. Private No. received (शब्दों में in words) _____ (अंकों में in figures) _____.

स्टेशन मास्टर के हस्ताक्षर Signature of Station Master

स्टेशन मास्टर की मोहर Station Master Stamp

प्राप्त किया Received

Signature of

*{प्रभारी अधिकारी एवं पदनाम Official Incharge & Designation}/

*{मोटर ट्राली ड्राइवर.Motor Trolley Driver}

के हस्ताक्षर _____

*जो लागू न हो उसे काट दें.Strike out which ever is not applicable.

END PANEL

SOUTH EASTERN RAILWAY
Train Signal Register

OP/T-28(Revised)

Time signal received at hrs. Time as per control hrs. Time as per station clock hrs. Difference mts. fast/slow adjusted

SAFETY SLOGAN FOR THE DAY

Emergency Cross Over tested

Station in rear.....

Station.....

Direction.....

Station in advance.....

1	Sr. No.	
2	Train No.	
3	Time Line clear Enquiry made/Received	
4(a)	Time	Information given to gateman
4(b)	P.N.	
4(c)	Time	Gateman's acknowledgement received
4(d)	P.N.	
5(a)	Time	Information given to gateman
5(b)	P.N.	
5(c)	Time	Gateman's acknowledgement received
5(d)	P.N.	
6	Private Number of Central/Cabin SM for line clear	
7	ID Number/ Private Number for granting Line clear	
8	Time line clear given/ received	
9	Line No. where train will be received	
10	Train entering block section	
11	Time for taking off Home Signal	
12	Time train arrival(with P.N.*)	
13	Token no.	
14	Time of route altered against block line with P.N.	
15	Sign. of SMs	
16	Time advice received for obtaining line clear and to set the route.	
17	From Line Number	
18	Time line clear asked	
19	Private Number received from station in advance	
20	Identification No.	
21	Time Line clear received	
22	Token No.	
23(a)	Time	Information given to gateman
23(b)	P.N.	
23(c)	Time	Gateman's acknowledgement received
23(d)	P.N.	
24(a)	Time	Information given to gateman
24(b)	P.N.	
24(c)	Time	Gateman's acknowledgement received
24(d)	P.N.	
25	Time last stop signal taken off	
26	Time train entering block section signal sent	
27	Time train out of block section signal received(with P.N.*)	
28	Signature of SM	
29	Remarks	

SOUTH EASTERN RAILWAY
Train Signal Register
SAFETY SLOGAN FOR THE DAY

Time signal received at hrs. Time as per control hrs. Time as per station clock hrs. Difference mts. fast/slow adjusted.

OP/T-28 B(Revised)

CENTRAL PANEL

Station in rear

Station

Direction

Emergency Cross Over tested

Station in advance

*Required only in case of abnormalities.

1	Sr. No.	
2	Train No.	
3	Time Line clear Enquiry Received	
4(a)	Time	Information given to gateman
4(b)	P.N.	
4(c)	Time	Gateman's acknowledgement received
4(d)	P.N.	
5(a)	Time	Information given to gateman
5(b)	P.N.	
5(c)	Time	Gateman's acknowledgement received
5(d)	P.N.	
6	Private Number for granting Line clear	
7	Identification number	
8	Time line clear given	
9	Nomination of Line	
10	Time train entering block section	
11	Time for taking off Home Signal	
12	Time train arrival(with P.N.*)	
13	Time route altered against the block line	
14	Signature of SMs	
15	Time line clear enquiry sent	
16	Private Number for receiving Line clear	
17	Identification Number	
18	Time line clear received	
19(a)	Time	Information given to gateman
19(b)	P.N.	
19(c)	Time	Gateman's acknowledgement received
19(d)	P.N.	
20(a)	Time	Information given to gateman
20(b)	P.N.	
20(c)	Time	Gateman's acknowledgement received
20(d)	P.N.	
21	Time of taking off LSS	
22	Time train entering block section signal sent.	
23	Time train out of block section signal received (with P.N.*)	
24	Signature of SM	
25	Remarks	