

EAST COAST RAILWAY

BLOCK WORKING MANUAL

2010 (First Edition)

FOR OFFICIAL USE ONLY

FOR THE GUIDANCE OF
RAILWAY SERVANTS

PREFACE

1. The Block Working Manual of East Coast Railway deals with the rules for working of Block Instruments which governs the movements of trains in Single line, Double line, Parallel Single line and multiple line sections under the guidance of General and Subsidiary Rules, 2010.

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 line/Double line or multiple line.

3. This is the first edition of East Coast Railway which supercedes the Block Working Manual of SE Railway (1999). All the addenda and corrigenda issued to Block Working Manual of SE Railway (1999) have been incorporated in this book.

4. Procedure for working of trains in signle line automatic signalling territory is mentioned in this book for the knowledge of staff though it is not in vogue in East Coast Railway.

5. 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. This book is the property of the Railway Administration and shall be given up by the holder on leaving service by him/her.

December 2010
Chandrasekharpur
Bhubaneswar

(R. K. Tandon)
CHIEF OPERATIONS MANAGER

BLOCK WORKING MANUAL

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2. Advance authority to pass defective signals - T/369 (1)
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4. Caution Order - T/409
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Annex. No. Books / Forms

6. Reminder Caution Order - T/B 409
7. Train Examination Advice/Report -T/431
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36. Caution Order Register - OP/T 469

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39. Train Signal (cum log) Register for single/ double line(s) - OP/T28(R)

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CHAPTER I

PRELIMINARY

1.01. Issue of Block Working Manual.— This book of rules and regulations for working 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 Chief Operations Manager, East Coast 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 on Staff : This Manual shall be studied by the staff in conjucntion 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 signalling 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. Each instrument is connected to a similar instrument at the next block station and the two work 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 and 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, SR 14.04.01 and SR 3.39.08

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.

(4) Specimen copies of various forms used in train working are given as annexures. Correct forms should be used as per requirement. The forms meant for one purpose shall not be used for another purpose.

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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 despatched, or

(v) a departure report of a train/motor trolley, etc. (called "Out Report"), or

(vi) an arrival report of a train / Motor trolly (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 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 alloted shall be entered against it.

(4) Should it occur from any cause (such as a misprint including obscured, illigible 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 numbers is discovered, it shall be cancelled entirely and rewritten with a fresh and different Private Number.

(5) When changing duties, a line shall be drawn horizontally bellow the last Private Number used by the person relieved and initialled by the person going "off duty" and the person comming "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 (OHE)/CTPC and other officials concerned in the first instance, adequate number of Private Number books as may be necessary taking into consideration the frequency 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 DOM 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 match. 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 in numerals and words.

(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.

2.03. Incorrect Authority to Proceed :—

The loco pilot should thoroughly check the correctness of authority. If the loco pilot finds the Line Clear Ticket 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 should be returned to the SM who shall issue correct Line Clear Ticket. Under no circumstances the Loco Pilot shall take his train into the block section with incorrect Line Clear Ticket. In 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 where the loco pilot signs off who shall send a special report to the concerned Divisional Operations Manager.

2.04. Delivery of Authority to Proceed :— (Refer GR 14.11)

(1) Exchange of Tokens between Loco Pilot and Station Master. —

(a) For the purpose of exchanging Tokens at stations, leather pouches are provided. Care shall be taken when fastening the pouch that the Token is properly secured.

(b) Line Clear hoops shall be attached to all pouches and carried by Loco Pilots from station to station. The Station Masters shall ensure that the hoop selected for making over the Token to the Loco Pilots is in good condition.

(c) Immediately after a Token has been taken out from the instrument by the SM on duty, he shall check that the Token relates to the block section over which the train is to run, record the number of the token and place the same in the leather pouch provided for the purpose. The correctness of the token shall be checked by loco pilot as soon as it is received and shall hand over the pouch with the Token inside it to the Station Master, or other duly authorised person at the other end of the section. A Token must not under any circumstances be taken beyond the block station to which it refers. In case of caution order, the Loco Pilot shall remove the same and the

hoop thrown back on to the Token net or on platform at a place where no people are standing.

(d) The Station Master on receiving the Token from the Loco Pilot shall check that the Token relates to the Block section over which the train has just travelled and after recording the number of the same in the Train Signal Register, place it in the concerned instrument provided the conditions prescribed under GR 14.10 are complied with.

(e) In cases of trains (Mail, Express & Passenger) with short halts, the outgoing Token shall be handed over to the Loco Pilot as the engine passes the station office but not before he has made over the incoming Token provided there is no Caution Order is being issued for which signatures of the Guard & Loco Pilot are to be obtained. The Station Master shall be responsible in such cases to ensure that the starting signal(s) is/are not taken 'off' until it has come to a stand except as provided for in SR 3.36.04(c).

(f) For other stopping trains the Station Master shall depute one of the qualified station staff to receive the Token from the Loco Pilot who shall immediately bring it to the Station Master. The Line Clear Authority may be handed over to the Loco Pilot by the SM, ASM or a station staff who is qualified to understand and read the code abbreviations of the adjacent block stations and

are thoroughly acquainted with the difference of tokens of Up and Down directions.

(g) In case of a train having to cross another train already in the station or where special net for collecting the incoming token is not provided, the Token should be dropped by the Loco Pilot of incoming train opposite the station building. The Station Master shall post one of the qualified station staff to receive the Token so dropped.

(h) In case of through trains passing over the main line, the Token shall be made over to the Loco Pilot through pick-up apparatus as mentioned in para 2 below.

(i) At stations when the through trains are passed over the loop lines, the "Authority to Proceed" shall be made over opposite the station office/ cabin.

(j) While passing through, Loco Pilot/Asstt. Loco Pilot shall drop the Token duly secured in pouch and hoop complete into the net where provided for the purpose. Where nets are not provided the Loco Pilot/Asstt. Loco Pilot shall drop the same off the engine opposite the station building where no people are standing in such a manner so that the station staff may find it easily. The Station Master shall depute a qualified station staff to recover the Token soon after it is dropped.

(2) Picking up 'Authority to Proceed".—

(a) At all stations on the single line the Token shall be handed over to the Loco Pilot/ Assistant Loco Pilot of a run through train by means of a Line Clear hoop by a member of the Station staff. Where token pickup apparatus is provided for fixing the line clear hoop in position for being picked up, the person deputed for this purpose must place it in position and remain there till the train has passed. At night or during fog impairing visibility a white light shall be displayed near the hoop to illuminate the area in order to indicate to the engine crew the position of the line clear hoop.

(b) In case the Loco Pilot/Assistant Loco Pilot fails to pick up "Authority to Proceed" or the "Authority to Proceed" picked up is found incorrect, the Loco Pilot shall bring the train to a stop at once and sound, the engine whistle thus "0 – 0" immediately, the train must not be pushed back. If the "Authority to Proceed" could not be picked up, the Station Master shall arrange to send the same to the Loco Pilot by a member of the station staff with least possible delay.

But in case of incorrect "Authority to Proceed", action shall be taken in terms of para 2.03.

(c) All cases of trains being stopped owing to the "Authority to Proceed" not being in proper position

for picking up or due to incorrect "Authority to Proceed" or due to failure of the Loco Pilot/ Assistant Loco Pilot to pick up "Authority to Proceed" shall be reported by the Guard in his journal.

(d) Line clear tickets and caution order for which Loco Pilot is not intimated earlier shall be handed over only after stopping the train.

(e) A reminder caution order or any other advice as may be required to be delivered to a Loco Pilot of a through passing train may be delivered along with token.

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/Cabinmaster receiving the signal shall immediately acknowledge the same.

(2) **"Attend Telephone" signal**.—In order to asscertain 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 "ls 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 or 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 train number 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-clauses (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 bolck 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 signalling.

(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. Whenever such intimation is given or received 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 :—

This signal shall be sent to the block station/cabin at the other end of the concerned block section. When the block section is cleared after the removal of the cause of blocking, such as block back or block forward, for which "Obstruction Danger" signal was sent, 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 signalled 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 acknowleged 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 stationery 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 permit train(s) to run over the adjacent line(s) only after serving a caution order to the train crew to keep a sharp look out after stopping the the train out of course.

(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 that an assurance is to be 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 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 adivse the next block station ahead in the similar manner.

(12) "Train Parting" :—

(a) This signal shall be sent to the block station in advance in the event of a Station Master/ Cabinmaster observing that train has become parted 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 Parted" 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 Parted" signal shall be sent to the block station in rear when the Station Master/ Cabinmaster 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/ Cabinmaster 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 Parted" 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 Parted" 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 station 'X' and 'W' shall be stopped and a caution order be issued explaining the occurrence and instructing the Loco Pilot to find out the where-abouts 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 atonce 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 atonce be sent from block station 'Y' to 'Z'. If 'Y'-'Z' block section is clear, "Obstruction danger" signal shall atonce 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 atonce 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 run away 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 run away 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 any one end of the section and it is ensured that the block section is clear and free from obstruction.

(d) If the run away 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 run away vehicles 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 atonce 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 run away 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 insturments 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) Authorised 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/Cabinmaster at the other end on receipt of this signal shall atonce 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 instrument 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 specimen of Train Signal Register Form OP/ T28 B and OP/T28 (Revised) is furnished in Annexure-39 and 40.

(d) Whenever any correction is made as per sub-rule(5) of GR 14.07, it must be initialled by the person on duty carrying out the correction.

(e) The Station Master in charge of a station shall scrutinise theTrain Signal Register daily and certify its correctness by signing it. All irregularities noticed therein shall be 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) TheTrain 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/Safety Department after a new register has been brought into use.

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 offcials :—

(1) Technicians of S&T deptt.

(2) JE/SE/SSE (Signal)

(3) Divisional Signal & Telecommunication Engineer,

(4) Divisional Transportation Inspector,

(5) Divisional Operations Manager,

(6) Divisional Safety Officer,

(7) Section Controller,

(8) Station Master of the concerned Notice Station.

(9) Station Master at the other end of the block section,

(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 authorised representative of the S&T Department who attended the failure, shall certify to that effect under his signature in the failure register.

(e) Departmentwise failure summary shall be prepared at the end of each month and year which should be counter signed by S&T officials.

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CHAPTER III

WORKING OF TRAINS WHEN BLOCK INSTRUMENT FAILS BUT MEANS OF COMMUNICATION AVAILABLE IN ABSOLUTE BLOCK SYSTEM

(These rules are to be read in conjunction with Chapters VIII and XIV of General and Subsidiary Rules 2010)

Part I (Single Line)

PAPER LINE CLEAR WORKING

When block instrument fails but communication is available between stations on single line section, trains shall work on "Line Clear Ticket". This is the authority to proceed referred to under sub-rules (3) of GR 14.25. This shall be in form T/C 1425 (UP) and T/D 1425 (DOWN) respectively.

3.01 Description :

a) Authorised forms for paper line clear working and their descriptions are as under :

i) T/A 1425 - Line Clear Inquiry and Reply Message for Train Despatching Station

ii) T/B 1425 - Line Clear Inquiry and Reply Message for Train Receiving Station

iii) T/C 1425 - Paper Line Clear Ticket for Up Direction

iv) T/D 1425 - Paper Line Clear Ticket for Down Direction

b) The form no. T/A 1425 and T/B 1425 are further divided into four parts :

Part 'A': Line clear inquiry/line clear reply with names of station masters asking/ granting line clear and mode of communication being used. This includes line clear transactions, last train number passed over the section, time of arrival and private numbers.

Part 'B' : Train entering section,

Part 'C' : Train out of section and

Part 'D' : Line clear cancellation.

Hindi and English version of these two forms are printed separately in Hindi and English either side on A-4 size paper in black ink in book form (see specimen in Annexure-27 & 28)

c) Separate Paper Line Clear Tickets for Up (T/C 1425) and Down (T/D 1425) with distinct Up and Down water arrow marks in the middle of the form to distinguish the forms are printed on white paper in blue font in English and Hindi version on same side. This ticket is having a column "Authority to pass signal at ON" position which authorizes loco pilot to pass last stop signal at ON aspect. (see specimen in Annexure - 29 & 30).

3.02 Bringing a Paper Line Clear message books into use :

The Station Mater incharge must see that sufficient number of books are always kept at his station. These books contain serially numbered 50 pages.

Each book before it is brought into use must be carefully checked by the Station Master to see that all pages are correct and intact. If any number found duplicate, such page must be marked "Cancelled". He must certify the correctness of pages with signature, date and station name stamp immediately before each book is brought into use on the front cover page of the book. Separate books are to be maintained for each block section.

3.03 Writing, signing and communication of Inquiry/ Reply messages :

The form T/A 1425 (Line Clear Inquiry message) and form T/B 1425 (Line Clear Reply message) of adjacent stations shall be filled only after ascertaining that the line clear can be granted for the train asking for through the available communication as per SR 6.02.06(1). Every message shall be written in ink. The Station Master on duty is alone authorized to sign the train messages (Refer GR 14.19).

3.04 Despatching and Receiving of Inquiry/Reply messages :

The despatch and receipt of the line clear messages is restricted to the Station Master on duty only. The moment the Station Master on duty despatches/receives messages, he shall enter the time in his form immediately.

It is not permitted to receive a message and after wards write in the book nor should message be

written on scrap of papers. These messages should be written at the same time in the printed inquiry/reply message book form.

3.05 Describing trains in inquiry/reply messages:

In inquiries for line clear and in replies to them, the engine or train must be distinctly described thus - " Up light engine to Talcher", 371 Up passenger, Up Ballast train, 8645 Up East Coast Express as the case may be.

3.06 Private Numbers and Identification Numbers in line clear inquiry and reply messages :

Line clear reply message will be given with a private number by the Station Master who signs the entry in the reply (T/B1425) form. Same private number should be entered by the Station Master who asks 'line clear' in inquiry (T/A1425) form. This private number should be written in both figures and words. In addition to this ID number should also be exchanged and mentioned on PLC Ticket.

3.07 Preparation of Inquiry/Reply messages :

Line Clear Inquiry and Reply Message (T/A 1425) shall be prepared by the Train Despatching Station and

a) **Inquiry despatched for line clear :**

Before asking line clear, Station Master shall ensure the complete arrival of last passing train over the section whether it is in Up or Down direction. The line clear inquiry shall be written in part A of form

T/A 1425. This is the enquiry despatched from a station at which a train is either waiting or expected to arrive, asking the station to which the train is about to proceed, if the line is clear. The last train number which has passed the said section, despatching station name, time, arrival station name and time should be recorded clearly along with private number received.

b) **Line Clear Inquiry and Reply Message (T/B 1425) :** This shall be prepared by the Train Receiving Station.

Reply despatched to line clear enquiry :

Before granting line clear, the station master shall ensure the complete arrival of last passing train over the section whether it is in Up or Down direction. The line clear reply shall be written in part A of form T/B 1425. The last train number which has passed the said section, despatching station name, time, arrival station name and time should be recorded clearly. The reply message shall be given supported by a private number. In addition to this, an Identification Number should also be exchanged which should be entered on PLC ticket.

c) On receipt of the reply, the station master who asked for line clear shall write out the Line Clear Ticket T/C 1425 or T/D 1425 for Up or Down trains as the case may be.

3.08 Preparation of PLC ticket :

Paper Line Clear Ticket No.T/C 1425 and T/D1425 are to be issued on completion of both Line Clear Enquiry message and Line Clear received transactions. Paper Line Clear Ticket No.T/C1425 or T/D1425 shall be issued to the loco pilot of outgoing train duly signed and stamped. This should be prepared in carbon process and loco pilot's foil to be handed over to the loco pilot keeping the record foil in the book.

All the columns in the "Line Clear Ticket" shall be written plainly and legibly in terms of GR 14.19. The ID number should be written clearly and private number shall be entered both in words and figures. Wherever it is used due to failure of electrical block instruments, proper endorsement shall be made on the top of the PLC ticket. No alteration or correction of any kind is permitted whether it is initialed or otherwise.

3.09 Loco Pilot to examine "Line Clear Ticket" :

The Loco Pilot shall ensure that the "Line Clear Ticket" given to him is in proper form as mentioned in Rule 3.01 and that the same is written in accordance with the instructions contained in Rule 3.08 above and comply with the instructions contained in GR 14.09 .

3.10 'Train Entering Section Report' despatched/ received :

a. After the train has actually left the station, the station master shall despatch the message and personally

write out the time of actual departure and time of acknowledgement in part-B (Train Entering Section) of form no. T/A 1425. This shall also include when a train is worked in terms of SR 4.23.02 and SR 4.25.02.

b. The receiving station master will acknowledge the departure notice despatched by the station master of the sending station and the time of train left and time of acknowledgement shall be written in part B (Train Entering Section) of form T/B 1425.

3.11 'Train Out of Section' Report received/ despatched :

a. The ' Train Out of Section Report' (Part C)is the message despatched from the station with the time of actual arrival of the train at which a train has arrived, informing the station, from which the train has come, that it has arrived complete. This report must be entered in part-C of form T/B 1425. This message should be given only after ensuring complete arrival of train.

b. The station master of the station from where train despatched shall acknowledge the time of actual arrival and acknowledgement of 'Train Out of Section Report' shall be written in Part -C of form T/A 1425.

3.12 Adherence of time :

The time of arrival and departure must be entered by the station master from the time indicated by the station clock. No adjustments in time should be allowed.

3.13 Cancellation of line clear :

a) Cancellation of line clear shall be done under exchange of private number. A cancellation message may originate either from the station intending to despatch a train or from the station which has given line clear for a train. The reasons of cancellation and the time of cancellation shall be written in part-D of form no. T/A 1425 and T/B 1425. The cancellation will be done in following manner, taking into account that A' and B' are two adjacent blocks stations on the single line.

b) Discretion to be exercised before canceling line clear: Station Masters after giving/taking line clear must exercise great discretion in canceling such line clear as the responsibility for any detention, which may subsequently arise will rest with them, except when done under orders of the section controller.

c) Cancellation of line clear received before paper line clear ticket is prepared/delivered :

After exchange of cancellation message along with the reasons of cancellation, the time and reasons of cancellation shall be written in part-D of T/A 1425 and T/B 1425. If PLC ticket is already prepared but not delivered, it shall be cancelled/withdrawn along with reasons.

d) Cancellation of line clear received after paper line clear ticket is delivered :

i) If the station master desires to cancel the line clear, and if the line clear ticket has already been made over to the loco pilot of the train, it shall first be withdrawn from him by issuing a memo to the loco pilot and then cancel as explained in para (a) above. Attention is invited to SR 3.36.02. In such case, the Paper Line Cleat Ticket must be returned by the loco pilot to the station master which should be pasted with the record foil.

ii) The station master desires to cancel line clear shall endorse on the line clear ticket.

3.14 Disposal of Line Clear Tickets by Loco Pilots :

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 Crew Controller of the home station of the loco pilot.

3.15 Blocking back and removal of Block : (Refer GR 1.02(8) and 8.14)

(a) Whenever it becomes necessary to obstruct the line in terms of GR 8.13, a message as per example (I), 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 :
SM - A SM - B } Example-(I)

No.1. I intend to block back 'A - B' block section for ____ (state cause). Acknowledge.

Private number …….

From: Time: To:
SM - B SM - A } Example-(II)

No.1. Your no. 1 of date acknowledged.

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, a message shall be exchanged as per Example (III) and (IV) below :

From: Time: To:
SM - A SM - B } Example-III

No.2. My No. 1 of …..(date) is cancelled as block removed. Block Section is clear. Acknowledge.

Private number …..

From : Time : To :
SM - B SM - A } Example-IV

No.2. Your No. 2 of ….(date) is noted.

Private number ……

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

Part- II

(DOUBLE LINE)

3.16 Authority to Proceed : When block instrument fails but communication is available between stations on double line section, trains shall work on written authority of form no. T-369(3b). This is the authority to proceed referred to under sub-rules (2) of GR 14.13. This shall be used for both Up and Down lines.

3.17 Description and Preparation of T-369(3b) :

a. Form T-369 (3b) is the "authority to pass signals in ON position". This form can also be termed as Pilot In/Out memo.

b. This form is used as "Authority to Proceed" in case of failure of block instrument/Advance Starter/Last Stop Signal. In such case, Private Number given by the station in advance in token of line clear shall be recorded in the respective column. In addition to this, ID Number shall also be indicated whenever line clear is obtained through the electrical communication instrument as mentioned in SR 6.02.06. The reason of issuing memo and means of obtaining line clear shall be recorded on top of the memo. It shall be prepared only after obtaining line clear through the means of electrical communication instrument as mentioned in rule SR 14.01.01 and delivered to the loco pilot after fulfilling the conditions of lowering the last stop signal.

c. Loco Pilot's foil shall be served to Loco Pilot after taking his acknowledgement on the record foil.

3.18 Bringing T-369(3b) books into use:

The Station Mater incharge must see that sufficient number of books are always kept at his station. These books contain serially numbered 50 pages in duplicate. Each book before it is brought into use must be carefully checked by the Station Master to see that all pages are correct and intact. If any number found more than duplicate, such page must

be marked "Cancelled". He must certify the correctness of pages with signature, date and station name stamp immediately before each book is brought into use on the front cover page of the book. In case block instrument/defective signal is rectified after preparation of memo, the memo shall be cancelled after recording the reason of cancellation.

3.19 Loco Pilot to examine "Authority to Proceed" :

The Loco Pilot shall ensure that the "Authority to Proceed" given to him is in proper form as mentioned in Rule 3.16 and is applicable to his train. Loco Pilot should ensure recording of private number and ID number received from station in advance.

3.20 Exchange of Failure Message :-

Failure message should be exchanged between both stations supported by private number when block working is suspended and entries shall be made in TSR book in this regard.

3.21 Block Forward and Block Back :

(Refer GR 1.02(9), 1.02(8) and 8.14 :

a) Whenever it becomes necessary to obstruct the line in terms of sub rules (2) or (3) of GR 8.06, message 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 : S.M.- "A" Time ..... To : S.M. - "B"

No.1 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 : S.M.- "B" Time ..... To : S.M. - "A"

No.1 Your No. 1 of date acknowledged. I noted that 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 : S.M. - "A" Time ..... To : S.M. - "B"

No. 2 My No. 1 of ..... (date). Block removed. Block Section in advance/rear on Up/Down line between "A" and "B" is clear.

Private Number.....

Example - IV

From : S.M. - "B" Time ..... To : S.M. - "A"

No. 2 Your No. 2 of ..... (date) noted. Private Number.....

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

★★★

CHAPTER IV

BLOCK PANEL WORKING WITH AXLE COUNTER ON DOUBLE LINE AND SINGLE LINE

This chapter is for 'Block Panel' with 'Block proving by Axle counter. These rules must be studied in conjunction with General (Amendment) and Subsidiary Rules (2010).

4.01. Block Panel.

A Block panel means a panel associated with axle counter equipment to control the movements of trains on double line and single line block sections.

4.02. 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.

4.03. Access to and operation of equipment.

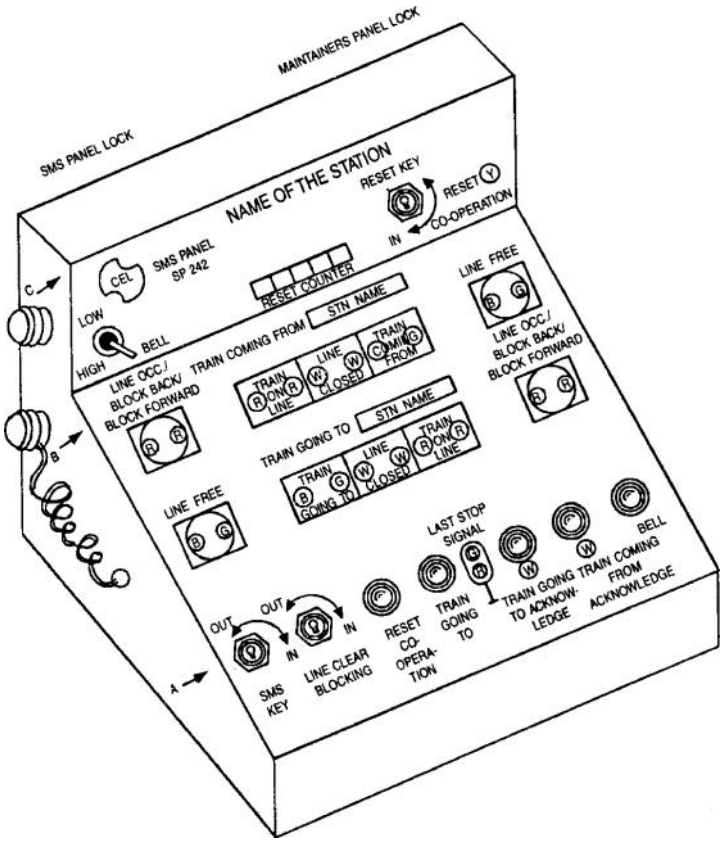
(1) No unauthorised person shall be permitted to have access to or operate signals, points, Block Panel and electrical communication instruments or any other appliance connected with the working of the railway.

(2) No unauthorised 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.

(A) DOUBLE LINE BLOCK PANEL WORKING

I. DESCRIPTION OF THE BLOCK PANEL

4.04. Block Panel Diagram.



4.05. Block Panel.

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.

4.06. Description of Block Panel.

The block panel consists of push buttons, keys indications, counters, block bell, block telephone, 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" lt 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 TCP 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 :

4.07. 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 alongwith '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 stroke 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 alongwith 'TGT' push button.

(c) Cancel the 'Line Clear' by the train receiving station which is already obtained by the train despatching station when operated in conjunction with 'LCB key' out.

(v) 'RSB' Push button- Reset push button, when it is intended to reset the axle counter by the receiving end SM.

4.08. Keys :

(i) **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 undermentioned 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 line clear is taken 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.

4.09. 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 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 signalled 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 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 Cooperation' to

indicate that co-operation has been extended by the sending for resetting the axle counter.

4.10. Counter (In the portion 'C' of the Block Panel)

Axle counter reset Counter for registering the number of attemps made to Reset the axle counter.

4.11. 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.

4.12. 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.

4.13. Block telephone :

This provides speech communication between the Station Masters at the either end of the block section attached to the block panel.

4.14. Locks :

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

(a) Signal Maintainer's lock

(b) Station Master's lock

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

4.15. 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-II (Operating Procedures).

(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 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.

4.16. 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 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 lever (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 signalling 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 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.

II. OPERATING PROCEDURES

4.17. 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)	"Y" Station (Receiving)
1. Insert SM's key and turn, press bell push button to send "Call Attention/ Attend Telephone" signal to Station Y.	2. Bell signal is acknowledged by pressing Bell push button. Attends Telephone.
3. Receiving acknow-ledgement signals. Attend telephone and calls out his station name.	4. Calls out his station name.
5. Asks consent giving number and description of the train.	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 alongwith the BELL push button and keeps them pressed.

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

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

12. 'Train On Line' red indication appears automatically on the panel and buzzer sounds continuously. 'Line Occupied' red

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.

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 Signal, 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 and Train On Line' red indication disapperars.
15. SM presses TCF ACK to silence the buzzer.

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

17. The Home Signal lever and its SM's control slide, 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 vehicle as per SR 4.17.01.

19. Acknowledges Train out of section signals.

4.18. Refusal to the 'Is Line Clear' Signal and 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.

4.19. 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.

4.20. '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.

4.21. 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 in TSR and exchange private number with station in rear.

4.22. 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 at the station in advance will be ascertained by the Station Master at the receiving station by sending the complete arrival register (T/1410) 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 last vehicle without brakevan/with last vehicle No. the Station Master himself will verify the Last Vehicle Number 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 appears and 'Line Occupied' Red 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 number 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 an axle reset counter register is to

be maintained at the station for registering 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" for both up and down trains on form no. T/C602 informing the Loco Pilot to look out for any obstruction and restricting the speed to 25KMPH in day time with clear visibility and 10 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.

4.23. 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 Loco Pilot of the train for which the LSS was taken off, regarding cancellation of the line Clear obtained for the said train.

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

"X" Station (Sending)	"Y" Station (Receiving)
1. Block Panel indicates 'Train GoingTo' green indication.	1. Block panel indicates 'Train Coming From' green indication.
2. Gives Call Attention Attend Telephone Signals.	3. Acknowledges Call Attention Telephone Signal.
4. Attends Telephone.	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.	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'.
7. 'Train Going To' green indication disappears & 'Line Closed'Yellow indication appears on the block panel.	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 4.17.

(B) Where Line Clear has been obtained and the train has also been despatched 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)	"Y" Station (Receiving)
1. Block Panel indicates 'Train On Line' red indication.	1. Block Panel indicates 'Train On Line' red indication.
2. Gives Call Attention/ Attend Telephone signal.	3. Acknowledges Call Attention/Attend Telephone signal.
4. Attend Telephone.	4. Attend Telephone.
5. Informs that the train 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 inidcation appears at both 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 the station in rear agrees, the cancellation must be done as described in para 4.23(A).

4.24. Loco Pilot's Authority to Proceed.

(i) On the Double Line sections, the Loco Pilot 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 and 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 Loco Pilot'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 through the Electrical Communication equipment as laid down in GR. 14.13. T/369(3b) with private number and identification number which should be recorded on T/369(3b). This authorises the Loco Pilot to pass the last stop signal at 'ON' shall constitute the Loco Pilot's Authority to proceed.

4.25. 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. Loco Pilot shall be given Shunting Authority in form T/806 for entering the block section for shunting. On competion 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 Forward has to be recorded against the entry in the remarks column.

(c) For Block Forward following procedure shall be adopted :

(Shunting being performed at the Station 'X')

	"X" Station		**"Y" Station**
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 do shunting in the block section and give private number.		
		6.	Acknowledges and removes the LCB key and keeps it in his personal custody.
7.	Prepares T/806 and sends it to the Loco Pilot. 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.	8.	The buzzer sounds which is silenced by pressing TCF ACK push button.The 'Line Occupied red indication appears.
9.	When the shunting is completed and the train has cleared the block	10.	The buzzer sounds which is silenced by pressing the TCF ACK

	section, the buzzer sounds which is silenced by pressing the TGT ACK push button.		push button.
11.	Line occupied red indication disappears and 'Line free' yellow inidcation appears.	11.	Line occupied red inidication disappears 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.

4.26. 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 Loco Pilot on the prescribed Shunting Order Form No. T/806 authorised 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

regarding 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 theTSR 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	**"Y" Station**
1. Block Panel indicates 'Line Closed Yellow indication.	1. Block panel inidcates 'Line Closed' Yellow indication.
2. Inserts the SM's key and turns and gives 'call attention' signal.	3. Inserts SM's key and turns and acknowledges 'Call Attention' signal.
4. Attends telephone.	4. Attends telephone.
5. Informs intention to permorm 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 Loco Pilot for performing shunting in 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.

9. The buzzer sounds which is silenced by pressing TGT 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.

11. The buzzer sounds which is silenced by pressing TGT 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.

13. Acknowledges and attends telephone.

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

15. Acknowledges supported by a private number.

III. BLOCK FAILURE

4.27. Block failures.

The block failures can be categorised 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 indications 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 4.22.

(iv) When "TRAIN GOINGTO" or'TRAIN COMING FROM" indications do not appear by appropriate action, though condition for asking "LINE CLEAR" and granting permission to approach are 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 4.22.

(vii) Total failure of communication during which trains shall be worked as per extant rules in force on this railway.

(viii) Any damage is seen or reported to block equipments 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 : (i) In all the above cases, the Block Panel must be treated as defective 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 thereunder.

(ii) In respect of the failure indicated in 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 thereunder.

(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 Loco Pilots 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 a stop, the home signal should be cleared to caution aspect only. The starter should not be taken off and the train should be despatched by issue of relevant authority to pass the starter and the LSS. Caution order should also be issued to the Loco Pilots about the defect of the LSS.

(iv) The Block Panel should not be restored for normal working until it is tested by a competent signalling 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' positon 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 4.27(A) dealing with failures of the Block panels should strictly be adhere to.

4.28. 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 :—

The Block Panel shall be considered in operative and should be suspended in the following cases :—

(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 authorised as per extant rules in force on this Railway.

(B) Suspension of Last Stop Signal:—

The Last Stop Signal shall be consedered 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/trollies, tie-tamping machines or tower 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.

4.29. 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 the Block Panel but the LSS cannot be taken off, then Line Clear should be obtained on the Block Panels but T/369(3b) should be issued as an Authority for entering the Block section.

4.30. Working of Lorries, Motor Trollies and other Light Vehicles

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

(B) SINGLE LINE BLOCK PANEL WORKING

4.31. Features of Block panel

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" 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/ S32010 / 002/011	Panel Drg. No.RDSO/ S32010 / 003/011
Reset Key	No	Yes
Reset Counter	No	Yes
Reset Co-operation Button	Yes	No

4.32. 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 off Last Stop Signal 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.

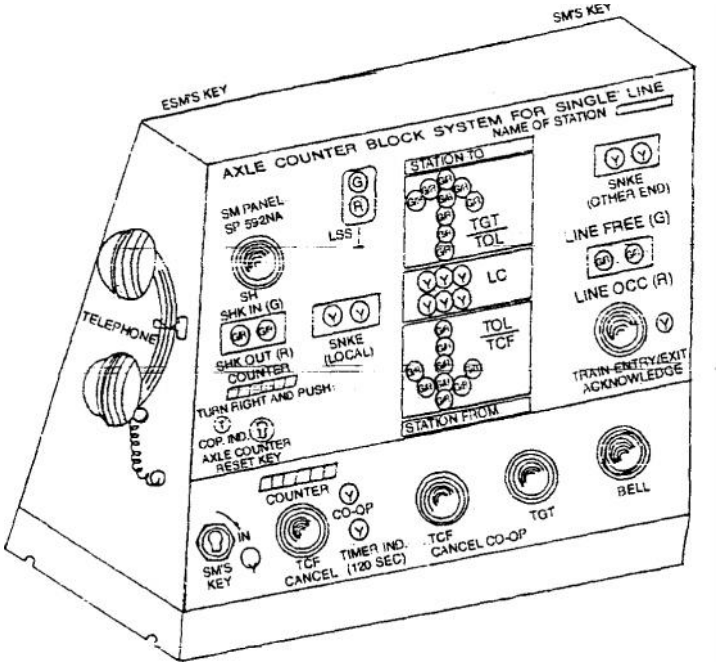
(vi) Block section is automatically closed on complete arrival of train at the receiving station.

(vii) A co-operative control is provided on the block panel to cancel the Line Clear already taken.

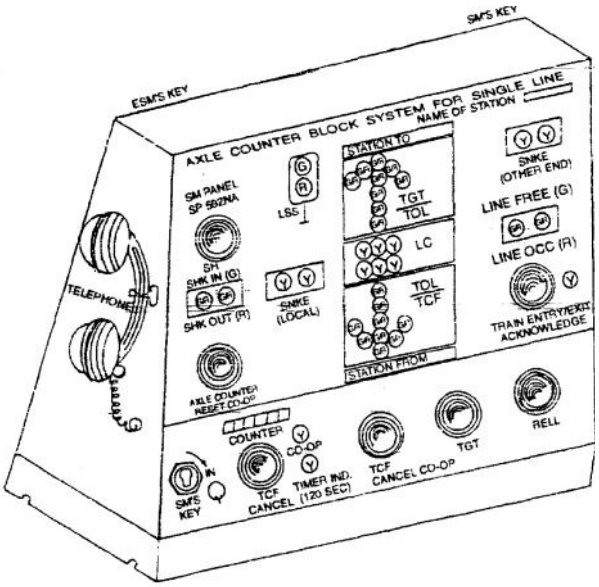
(viii) A co-operative control for resetting of axle counter is provided.

4.33. Description of Block Panel

The Drg. Nos. RDSO/S32010/002/011 and RDSO/ S32010/003/011 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 conjuction with block panels.



SINGLE LINE BLOCK PANEL WITH AXLE COUNTER
(RDSO/S32010/003/011)



SINGLE LINE BLOCK PANEL WITHOUT AXLE COUNTER
(RDSO/S32010/002/011)

1. TGT, TCF, TOL AND LC INDICATIONS ARE OF ALPHA NUMERIC DISPLAY TYPE.
2. THE TELEPHONE BRACKET SHALL BE MOUNTABLE ON EITHER SIDE OF PANEL.
3. SM'S LOCK & ESM'S LOCK SHALL BE PROVIDED SEPERATELY AT REAR OF PANEL

Followings 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 GOING button.

	To cancel Line Clear when pressed along with CANCEL 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 'Training 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 fo resettig of Axle Counter.
	It is operated by train sending station for extending cancel co-operation to 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 enquiry code c) Resetting of Axle counter. d) Release of shunt key.
AXLE COUNTER RESET KEY	Axle Counter reset key where provided/when pressed resets the axle counter provided reset cooperation is available from other station.
MAINTAINER BACK COVER LOCK KEY	A lock is provided at the back of block panel for maintenance purpose.
SM'S BACK COVER LOCK	For doubel lock arrangement, a lock on the back of block panel is provided which can be operated by key kept in the custody of Station Master.
SHUNT KEY	This key is provided to perform shunting operations.
CATCH/SLIP SIDING	This key on demand is provided to perform CATCH/SLIP SIDING operations.

(iii) Indicator :

Indicators	**Functions**
LINE CLOSED	Its shape is round / rectangular and is provided with white/yellow LEDs. When lit, indicates that section is free from vehicle & line clear has not been granted/received.
TRAIN COMING FROM	Its shape is arrowhead pointing in direction of traffic towards station and is provided with Green/Red.

(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 (Audible) :

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.

OPERATING PROCEDURES

4.34. Method of signalling trains from one 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
1.	Ensures (a) Line Closed indicator is lit & SNKE indicators local and far end are lit.		
2.	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 Line Closed indicator, SNKE (local) indicator are lit and then convey verbal line clear supported by private number.
6.	Presses BELL & TRAIN GOING TO button and keeps both	7.	'LINE CLOSED' indication disappears & TRAIN COMING

	buttons pressed ' till TRAIN GOING TO Green indication appears.	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.
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 and 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. Train GoingTo Indication disappears 'LINE CLOSED' indication appears.

13. Replaces all controls pertaining to reception of train to Normal. SNKE (Local) indication appears TRAIN COMING FROM disappears.

    'LINE CLOSED' indication appears

(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 availab e. 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 Loco Pilot of the train tor which L.S.S. was taken "OFF". For cancellation of the line clear, following procedure must be adopted.	

	Sending Station		**Receiving Station**
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.
3.	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-cooperation 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 ensures. SNKE indication is lit.
	Advises receiving station operator to close the block on telephone after prescribed BELL code.		Presses BELL & CANCEL buttons simultaneously and releases buttons.
	Presses cancel cooperation button.		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 Loco Pilot to shunt from Starter upto the opposing First Stop Signal of concerned block section.This key authorizes the Loco Pilot 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 Loco Pilot 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 Loco Pilot 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 extraction in "line close" condition

Operations for extraction of shunt key under "line closed" 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.
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.	5. 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

(vi) Shunt key extraction in "Train Going To" condition

Whenever it is necessary to extract the shunt key with the "Train Going To" 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. Clearing time of section by train and private number shall be recorded in a train signal 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 the section, both end 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 normalises. 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 by other than clearing the nominated signal, the cancellation action will be required.

BLOCK FAILURE

4.35. 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 Sections, 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 though 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 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 suspension/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:

(a) 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.

(b) In respect of the failure indicated in the item number (viii) of above para trains must be dealt with under the extant rules as outlined in SR. 6.02.04.

(c) In respect of the failures indicated in the item nos (v), (ix) & (x) of the para (4.35(a)) 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 foot of the LSS to warn loco pilots 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 despatched by issue of relevant paper authority to pass the starters and the LSS at ON. Caution Order should also be issued to the Loco Pilot about the defect of the LSS.

(d) The Block Panel should not be restored for normal working until a competent signalling staff has tested & certified fit.

(e) In all the cases indicated in paras (4.35(a)) above failures should be informed to S&T staff immediately.

(b) Failure of 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 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 enlers the Block Section.

Note:

(a) In all the cases indicated in para (4.35(b)) above failures should be informed to S&T staff immediately.

(b) In respect of the cases indicated in paras (b)(i) & (iii) above the precautions indicated in Note No. (iii) and (iv) under the para, 4.35 (a) dealing with failures of the Block panels should be strictly adhered to.

4.36. 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 extant instructions in the following cases :—

(i) When light vehicles such as material lorries, motor trolleys, tie-tamping machines, rail motor cars, Tower wagon (4-wheeler), etc., 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, it shall be done only under duly accepted disconnection notice. Block Panel working shall only be resumed by a Railway

servanlt authorized as per extant rules in force on the East Coast 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 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 : As soon as the cause of suspension of LSS is removed normal working can be restored by SM.

4.37. 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 cooperation button on its block panel shall extend cooperation.

(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 signal 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. The 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 telephohe 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.	Ackonwledges
7.	Informs the SM that complete arrival of last train that passed from sending station to receiving station has been verified and	8.	Acknowledges & gives a private number.

intimate his intention to normalise the Axle Counter & communicates his private number.

9. Requests for cooperation to normalise the Axle Counter.

10. Acknowledges & presses RESET button.

11. On 'Reset cooperation' 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.

'LINE CLOSED' indication appears.

Acknowledges the buzzer by pressing ACKN button.

The reset Counter increments. The number is entered in

14. LINE FREE indication turns GREEN from RED.

SECTION buzzer starts ringing.

TRAIN GOING TO/ TRAIN COMING FROM indication disappears.

'LINE CLOSED' indication appears.

Acknowledges the buzzer by pressing ACKN button.

train signal register as well as in counter register kept at the station with details of private number.

4.38. Working of trains when there is failure of Block Panel / last Stop Signal

(a) Failure of Block Panel :

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

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

Private Numbers exchanged before and after shunting operations along with time of exchange shall be entered in Red ink in Train Signal Register. The station at which shunting is to be performed shall give a written authority to the Loco Pilot for shunting as well as passing the Starter, Advanced Starter at ON upto the Opposite First Stop Signal.

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CHAPTER V

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

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

(a) electrical block instruments of token type of such construction that only one of the tokens applying to the same block section can be in use at the same time, in conjunction with telephone attached to the block instrument, or

(b) 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 despatched with or without the co-operation of the Station Master of the block station in advance.

5.02. 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 —

(a) by a token for the block section, taken out from the electrical block instrument at the block station where electrical block instrument of token type as mentioned in Rule 5.01 (a) above is in use, or

(b) by taking "off" of the last stop signal on the section provided with electrical block instrument of tokenless type as mentioned in Rule 5.01 (b) above.

PART - I

(ELECTRICAL BLOCK INSTRUMENTS OF TOKEN TYPE)

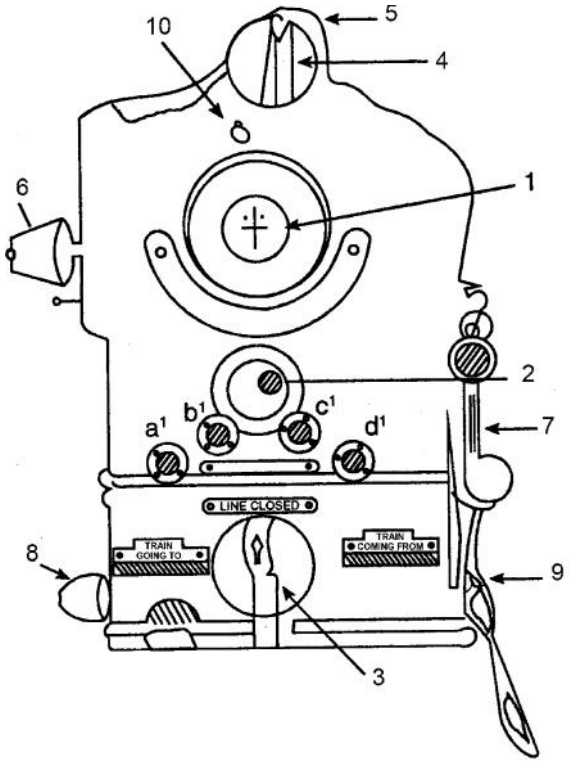
5.03. Type of Instruments.— 'Neale's Ball Token Instrument' type of Electrical Block Instrument is in use on the East Coast Railway :—

This instrument is provided with double locks and is kept sealed. The sealing is done by the Signal and Telecommunication branch. One key of double lock is kept under the personal custody of the Station Master and the other in the custody of the Sr. Technician (Sig). The object of providing double locks is to ensure that the concerned instrument shall not be possible to be opened independently by the Sectional Technician/Sr. Technician (Sig) or any other official of the S & T Branch without the direct consent of the Station Master.

Whenever it becomes necessary to open any instrument in terms of BWM rule 5.12 (3) (a) and 5.18 the Station Master shall operate the SM's key personally and unlock the same after signing Form T/351 keeping the key in his custody.

Whenever Form T/351 duly filled-in and signed by the offcials of the S & T branch, certifying that the concerned electrical block instrument is properly closed, locked and sealed, it shall be the responsibility of the Station Master to operate the S. M's key and lock the same before signing the S. M's foil of the form T/351.

5.04. Description of Neale's Ball Token Instrument



(a) Names of different parts as numbered in the diagram are detailed below :—

(1) Galvanometer.

(2) Aperture for the disc indicating empty or existence of one or more Tokens in the instrument.

(3) Operating handle and plunger.

(4) Handle of the drum for inserting Tokens.

(5) Flap covering the portion of the drum where tokens are inserted.

(6) Bell (round gong for Down Instrument and sheep gong for Up Instrument).

(7) Telephone hand combination.

(8) & (9) For atachment of mechanical key locks for electric contacts for interlocking.

(10) SM'skey.

(a1), (b1), (c1), (d1)—Small glass windows to enable the operator to see the Token in the four respective Token races.

Note :- Immediately if no Token is visible from any of the four windows, the Sr. Technician (Sig) or SE/JE (Signal) is to be apprised of the fact through the Controller on phone followed by a written message as necessary.

(b) This Instrument has following aspects :—

(i) The operating handle indicates "Train Coming From" and "Train Going To".

(ii) When there is no Token in the Instrument, the operating handle can be moved only to the'Train Coming From" position.

(iii) The Token is inserted by placing it in a drum at the top of the instrument and the drum shall be revolved to allow the Token to drop into the Token chamber.

(iv) Four small circular glass windows are provided for observing whether Tokens are available in the Instrument.

(v) A shutter is provided which gives two indications;

(a) A green disc to indicate that there are one or more Tokens in the instrument, and

(b) A red disc to indicate that there is no Token in the instrument.

(vi) The Tokens for adjoining block sections have spigots of different shapes.

(vii) The Station Master obtaining "Line Clear" is the first to restore his operating handle to normal.

5.05. Description of Ball Tokens :—

(1) TheTokens are alminium balls, Each Ball Token is engraved in English with the code abbreviations of the stations at the either end of the block section to which it applies. The Ball Tokens are provided with different grooves so that they cannot be put into the instruments other than those to which they relate.The Ball Tokens are numbered serially.

(2) The Ball Tokens for adjoining block sections have spigots of different shapes.

(3) Instruments pertaining to one block section consist of 36 Tokens serially numbered.

5.06. Requirements of Electrical Block Token Instrument :—

(1) The Station Master has to go through one or more definite moving operations on the Instrument, in addition to the working of a bell, key or plunger:—

(a) Before he can give permission to the Station Master at the other end of the section to release a Token.

(b) Before he can extract a Token with the permission of the Station Master at the other end of the section.

(2) If a Ball Token has been extracted from an Insturment, should show a definite indication by the position of the handle which will be locked until the section has been cleared.

(3) Both Instruments will have to be restored to normal before a further operation of extracting aToken can be carried out.

(4) It should be impossible for the mechanism which permits a Line Clear being received, and the mechanism which permits a Line Clear being given, to be in operation at the same time on the same Instrument.

(5) There should be no opening giving access to the interior of the Instrument through which it is possible to operate the mechanism by any irregular means.

(6) The internal mechanism of the Instruments should be secured against unauthorised manipulation, and the

Instruments and batteries should be locked up and the keys kept by the authorised Signal Maintenance staff.The Instruments and batteries shall be sealed with lead or other suitable seals. (Refer Note under BWM Rule 5.03)

(7) Telephones must be provided in conjunction with Token Instruments.

(8) The peiod of overhaul of all single line Block Instruments is fixed at ten years. The date of the last overhaul of the Instruments is painted on each Instrument and the Block Maintenance staff should send them into the shops for necessary overhaul prior to the expiry of the period fixed for the purpose.

(9) The "Taking off" of the Advanced Starter or Last Stop signal where such signal exists, should be controlled by the Electrical block Token Instrument.

(10) Electrical interlocking is to be provided between the Station Master's control and the Block Token Instrument. This interlocking is to be so arranged as to ensure the putting of the Home Signal to danger after the arrival of each train before the instrument can be used for subsequent Line Clear work.

5.07. Importance of bell signals.—The provision of the telephone provided for under sub-rule (7) of BWM Rule 5.06 does not dispense with the necessity for the use of authorised code of bell code signals contained in GR 14.05 and BWM Rule 2.07.

5.08. Responsibility of the Operating staff.— The Station Master on duty alone shall be responsible to see that none but he himself operates the Electrical block instruments of Token type. He is responsible for the safe working of the instruments and that such safe working is dependent on the correct use of code of bell signals and the correct operation of the instruments being carried out in proper sequence.

5.09. Mode of signalling trains on Neale's Token (Ball) Block Instrument :

The process of signalling is as follows for a train to leave 'X' and proceed to 'Y'.

Station 'X'	**Station 'Y'**
(Block handles at station 'X' and 'Y' in "Line Closed" position. Last Stop and Home signal control key(s)/ SM's control slide (if any) pertaining to the block section concerned is/are in normal position).	
1. Before asking for Line Clear on a section provided with Traffic Control, the Station Master shall consult the Controller.	
2. Inserts Station Master's key and turns.	
3. Sends "Call Attention" signal.	4. Inserts Station Master's key and turns.
	5. Acknowledges "Call Attention" signal.

Station 'X'	**Station 'Y'**
6. Sends "Attend telephone" signal	7. Acknowledges and attends telephone.
8. Takes up telephone, gives out station name.	9. Ensures correctness of station and gives out station name.
10. Ensures correctness of station and asks 'Y' if he is prepared to receive train No..... (Refer BWM Rule 2.07 (3).	11. If prepared to receive the train, replies 'Yes', take Line Clear forTrain No..... Private No.....
12. Repeats the Private Number given by Station Master 'Y'.	
13. Replaces telephone.	14. Replaces telephone.
15. Sends "Is Line Clear" signal on the plunger keeping the plunger pressed on the last beat for 5 seconds or till the galvanometer needle vibrates.	16. Pulls out and turns the handle to'Train coming from" position, acknowledges "Is Line Clear" signal on the plunger keeping the plunger pressed on the last beat for 5 seconds or till the galvanometer needle vibrates.
17. Releases plunger, pulls out and turns the handle to "Train going to" position. A ball token will then drop into the aperture.	18. Releases plunger on observing the vibration of galvanometer needle.

Station 'X'	Station 'Y'
19. Complies with Rule 2.04, 2.07(5) (b) of BWM and ensures that the "Last Stop Signal" (if any) has gone to 'ON' and the Last Stop signal control is restored to normal.	
20. Sends "Call attention" signal.	21. Acknowledges.
22. Sends "Train entering block section" signal.	23. Acknowledges. 24. On the complete arrival of the train, complies with Rules 2.04 (1) (d); 2.07 (6); ensures that the approach signal(s) is/are and Station Master's control on Home signal (if any) is restored to normal. 25. Sends "Call attention" signal.
26. Acknowledges.	27. Places the token in the recess under the flap, turns the handle of the drum to allow the Token to drop, sends "Train out of block section" signal

Station 'X'	Station 'Y'
	keeping the plunger pressed on the last beat for 5 seconds or till the galvanometer needle vibrates.
28. On observing the deflection of the galvanometer needle and on receiving the requisite bell code, turns the block handle to " Line Closed" position, acknowledges "Train out of block section" signal keeping the plunger pressed on the last beat for 5 seconds or till the galvanometer needle vibrates.	29. Releases the plunger and on receiving the requisite bell code signals turns the handle to "Line closed" position.
30. On observing the vibration of the galvanometer needle, releases plunger.	

Instruments at both stations are again in their normal position.

5.10. Restoring a Token into the instrument from which the same was originally extracted :—

(1) The following are the circumstances when it becomes necessary to restore the Token into the same instrument from which it was extracted.

(a) When the Station Master granting 'Line Clear' wishes to cancel the permission and thereby sends "Cancel last signal".

(b) On receipt of "Obstruction Danger" signal as indicated in BWM rule 2.07 (9) (b),

(c) Whenever the Station Master obtaining 'Line Clear' wishes to cancel the same for giving precedence to another train or for any other reasons,

(d) When a train returns to the block station from which it left, and

(e) On receipt of "Testing Line Clear".

(2) The Station Master say 'X' on being ready to restore the Token into the same instrument due to any one of the circumstances mentioned in sub-rule (1) above, shall ensure that the concerned signals of the block-section to which the Token refers are at 'ON' and the Station Master's control keys/ slides for those signals (if any) are restored to their normal position.

The Station Master of 'X' and 'Y' shall then adopt the procedure detailed below :—

	Station 'X'		**Station 'Y'**
1.	Sends "Call Attention" signal	2.	Acknowledges,
3.	Sends "Attend Telephone" signal.	4.	Acknowledges.
5.	Informs 'Y' about his readiness to restore the Token into the Instrument giving the reasons thereof and also the number on the Token.	6.	Ensures that the concerned block-section is clear, all approach and departure signals pertaining to the same block section are at 'ON' and the Station Master's control keys/ slides for these signals (if any) are in their normal position. He shall then give his consent to Station Master 'X' to restore the Token into the instrument repaeating the number on the token.

The Station Master 'X' shall then follow the procedure detailed under Serial Nos. 25, 27 and 29 and the Station Master 'Y' shall follow the procedure detailed under Serial Nos. 26.28 & 30 under rule 5.09 exactly in the same sequence. The instruments at both stations shall then be in their normal position. Necessary remark shall be made in the Train Signal Register at both stations.

5.11 Token balancing :—

Due to running of more number of trains in one direction than the other, more number of Tokens accumulate at the instrument at one end of the section. This necessitates balancing of Tokens. At all block Stations where electrical block instrument of Tokens are provided, the number of tokens on hand is to be written in the remarks columns of the Train Signal Register at the end of each shift and advise the Technician/Sr. Technician (Sig) or SE/JE (Signal) as soon as total number of tokens in a particular instrument falls to 'Six'.

5.12. Transfer of Tokens :—

(1) The Station Master requiring Tokens to be transferred to his station shall advise the Technician/Sr. Technician (Sig) or SE/JE (Signal) as the case may be with intimation to section controller.

(2) The Block Token Instruments are fitted with small doors in the rear at the lowest elbow of the Token run away channel so that Tokens may be withdrawn through these doors without interfering with or exposing the mechanism of the Instruments. The doors are normally locked. The key of these doors are with the SE/JE (Signal) or the Technician/Sr. Technician (Sig).

(3) (a) If SE/JE (Signal) or the Technician/Sr. Technician (Sig) has occasion to withdraw Tokens for the purpose of transfer by opening the cover of the Instrument, BWM Rule 5.18 must be fully complied with. But if the Tokens are withdrawn through the rear door of the instrument, he will present form T/351 for disconnection before the Station Master who will first examine the authority of the concerned staff and then provided the block section concerned is clear and the handles of both the Block Token Instruments applicable to the section are in normal position, he will, after advising the Station Master of the station at the other end of the block section over phone, grant the permission by filling up and signing the book foil of T/351.

(b) The required number of Tokens will then be withdrawn by the SE/JE (Signal) or the Technician/Sr. Technician (Sig) through the rear door of the instrument and the doors locked in presence of the Station Master whereupon the Station Master will fill up the record foil of T/351 taking particular care that the numbers on Tokens are correctly recorded in the reconnection notice and in the order in which withdrawn. The SE/JE (Signal) or the Technician/Sr. Technician (Sig) and the Station Master will then jointly sign this foil.

(c) The SE/JE (Signal) or the Technician/Sr. Technician (Sig) shall record in theTrain Signal Register at the Station the numbers on the Tokens he has withdrawn and in the order in which they have been withdrawn from the instrument. The Station Master will verify the entry, sign the register and insert the time at which the transaction takes place.

(d) The Technician/Sr. Technician (Sig) or the SE/JE (Signal) will then proceed to the other end of the Block Section and ask the Station Master's permission to deposit theTokens into the instrument concerned. Provided the Block section is clear and the handles of both the instruments applying to the section are in normal position, he will give this permission and open theToken drawer.TheTokens should be deposited into the instruments without any delay and the Station Master should not block the section for another train until all the Tokens brought by the Technician/Sr. Technician (Sig) or the SE/JE (Signal) are deposited in the proper instrument.

(e) The Technician/Sr. Technician (Sig) or the SE/JE (Signal) shall drop theTokens into the instrument in presence of the Station Master and record their individual numbers in the Train Signal Register in the order in which dropped.The Station Master shall verify this, and, when satisfied, shall sign the entry and note the time at which the transaction has taken place. The Station Master shall also sign the certificate at the foot of the record foil of T/351.

(f) The SE/JE (Signal) or the Technician/Sr. Technician (Sig) shall keep in his possession and be responsible for the safe custody of all theTokens he has withdrawn, until he has placed them in the instrument at the other end of the section.

(g) The rear door of a Block Token Instrument must not be opened unless the handle of the instrument is in its normal position. See also sub-para (j) below.

(h) A Block Token Instrument must not be operated unless the rear door is properly closed and locked.

(i) If a Technician/Sr. Technician (Sig) or SE/JE (Signal) while transferringTokens over his jurisdiction comes across such as section, where the Block Token Instruments have already been suspended due to a fault other than Token getting exhausted, he must not under any circumstances transfer Tokens over that particular section. The Station Master of the stations concerned must not sign the permission form T/351 but should inform him that the instrument has already been suspended. The Technician/Sr. Technician (Sig) or the SE/JE (Signal) concerned shall adjust the Tokens, if necessary, when the Block Token Instruments over the suspended section are put in working order and the normal working is resumed.

(j) In case of a failure due to Tokens exhausted, the SE/JE (Signal) or the Technician/Sr. Technician (Sig) may adjust theToken withdrawing them through the rear door of one instrument and depositing withdrawing them through the drum of the corresponding instrument. The Station Masters concerned may then, provided the Block section is clear, resume the working of the Block Token Instruments after satisfying themselves that both the handles have been brought to normal position, and the SE/JE (Signal) or the Technician/Sr. Technician (Sig) has signed against the entry of the number of Token transferred in theTrain Signal Register book of the respective stations. (For specimen of form T/351 see Annexure-1).

5.13. Adjustment of Block Token Pouches and Hoops :-

(1) Station Master must be careful that on every occasion when Tokens are adjusted by the Technician/Sr. Technician (Sig) or SE/JE (Sig), a corresponding adjustment of pouches and hoops is made by the Station Master provided, the pouches and hoops being supplied by SE/JE (Signal).

(2) Station Masters will replenish their stock of hoops and pouches on indent from the SE/JE (Signal) of the section whenever required.

(3) Pouches which cannot hold theToken securely should be returned to the SE/JE (Signal) for replacement. The hoops utilised for making over "Authority to Proceed" should be examined before use to ensure that they are in good condition and are not likely to snap at the time of picking up.

5.14. Token damaged.– (1) If a Token is damaged and it cannot be deposited in the instrument, notices to that effect shall atonce be sent to the SE/JE (Signal) of the section, the Divisional Signal & Telecom. Engineer or the Assistant Signal and Telecom. Engineer and the Section Controller where the section is controlled by Train control. On arrival of the SE/JE (Signal) BWM rule 5.18 must be complied with before the Instrument is opened and the Instrument must then, in the presence of the Station Master, be so adjusted as to working to be resumed without the damaged Token which must be taken away for repair. Until necessary assistance arrives and the instrument has been adjusted, no train may be allowed to travel

over the section affected, except by means of Line Clear Tickets as prescribed in General Rule 14.25.

(2) Should aToken be damaged after it has been withdrawn and before it has gone forward into the section in advance, the train for which it has been withdrawn must not be detained for the Line Clear Ticket, but may proceed with the damaged Token.

5.15.Token Lost.—(1) Should aToken be lost, the concerned block instrument shall be considered as having failed and working of trains under Line Clear Tickets must be introduced at once. But in case the Token extracted from the electrical block token instrument in accordance with the procedure laid down in B.W.M. Rule 5.09 for a train, is lost in the process of picking up by the Loco Pilot or from the custody of the Loco Pilot before the train has left the station, that particular train may be allowed to proceed on the authority of a line clear ticket specified under GR 14.25 (1) issued by the Station Master since Line Clear for the train was already obtained. The Loco Pilot shall, however, issue a written memo to this effect to the Station Master, who shall paste the same in the concerned page of the Line Clear enquiry book with necessary remarks. The Station Master shall record the individual number of the Token Lost and the Private Number obatined earlier for the said train on the Paper Line Clear Ticket and also inform the Station Master at the other end of the concerned section of the loss of Token. After the train has

started, the Station Master shall send "Train entering block section" report for such train supported by a Private Number. Necessary remarks shall be made in the Train Signal Registers at both stations.The electrical block token instrument shall then be treated as suspended.

(2) After every possible enquiry and search have been made for missingToken, and when it has been established without doubt and it cannot be found, the Token must at once be reported as lost through diary entry to the Station at each end of the section, to the Divisional Mechanical Engineer, Divisional Electrical Engineer (OP), Divisional Safety Officer, Divisional Operations Manager, Divisional Transportation Inspector, the Divisional Signal and Telecom. Engineer or Assistant Signal &Telecom. Engineer, SE/JE (Signal) and Station Master of the station on either side of the section of which the loss occurs. The code abbreviation for these addressees will be "All concerned Token".

Care should be taken to mention in the message the number engraved on the Token lost and the section to which it applies. The number of theToken should be written and transmitted in words and not in figures.

(3) The loss of Block Tokens shall not be notified in the Caution Order issued from the notice station, but it should be issued from station in rear.

The Station Master of the station at each end of a section over which the Block Token Instruments are out of order, must by message, advise the Station Master of the next station on

his side, and the Station Master on either side so advised must make the following entry in the Caution Order issued to the Loco Pilots of trains approaching the section concerned :

Note :— Block Token working over section from .....to ..... out of order. Trains working on Line Clear Tickets.

This caution order shall be issued till block token working is resumed.

Example :—A,B,C & D are four consecutive stations. If the Block Token Instruments for the section between B & C are out of order and trains over that section are to work on the authority of Paper Line ClearTickets, the Station Master at B & C must, by message, advise the Station Master A & D respectively. The stations at A & D must make the prescribed entry in the Caution Orders issued to Loco Pilots of trains leaving for B & C respectively.

(4) On arrival of the SE/JE (Signal), Rule 5.18 of BWM must be complied with and instrument must be adjusted by him so that normal working may be resumed.

The SE/JE (Signal) while resuming the electrical block token instrument for its normal working shall post a lost Token notice in the following form at both stations and shall submit a report to the Divisional Signal and Tele-communication Engineer.

LOST TOKEN NOTICE

Token no..... belonging to the section ..... (station) and .....(station) is lost. If brought back to the station, at either end of the section, it must not be used but must be kept in the safe custody of the Station Master, who must advise me forthwith.

SE/JE (Signal)

Hd. Qrs.....

(5) If a lostToken is found after a failure message has been sent but before the arrival of the SE/JE (Signal) and even if trains have been passed meanwhile on Paper Line Clear, the instruments shall be restored by the Station Master personally who shall, provided the block section is clear, advise the Station Master at the other end of the section as follows :—

No. ..... My message No. ..... Token No..... found. Last Train No. ..... arrived/ left here last at..... (Time). Propose to restore Token Instrument. Private Number.....

The Station Master receiving the advice shall, provided the block section is clear, reply as follows :—

No..... Your message No..... Restore your instrument and let me restore mine. Last Train No.....arrived/left here last at.....(Time. Private Number.....

Both Station Master shall then place their Instruments in the normal position carrying out the regular sequence of operations, and the Station Master who reported the failure shall cancel his original "Token lost" message by another message which should read as follows :—

> No..... My No..... cancelled. Token found and Block Instrument is adjusted and restored.

(6) If a Token is found after the Block Instrument is adjusted and restored by the SE/JE (Signal) under no circumstances should theToken be deposited in the Block Instrument by the Station Master. Sub-rule(9) below must be complied with. The messages notifying the loss of and the restoration of the Tokens, issued by the Station Masters should be entered in the Caution Order Register.

(7) The stations at each end of the section to which the lost Token applies must enter in every Caution Order, issued subsequent to the loss of the Token, a notice as follows :—

> Token No..... applicable between ..... and..... has been lost and must not be accepted by any Loco Pilot over the section.

This notice will be entered in the caution order until the lost token is restored in the instrument or a joint circular by operating and S&T as in sub-rule(10) is issued whichever is earlier.

(8) The original Token if found, after it is replaced by a new one or after a lapse of six months whichever is earlier, should on no account be replaced in the instrument but must in

be forwarded to the Divisional Signal and Telecom. Engineer for cancellation.

(9) If the Token is found within the period of six months or before being replaced by a new one, whichever is earlier, the SE/JE (Signal) must be advised by a message to arrange for its return to the Instrument. When either the original or a fresh Token as explained has been placed in the instrument, a message addressed to the persons mentioned in sub-rule(2) above, must be issued cancelling the message reporting the loss.

(10) On receipt of the Station Master's messages as per sub-rule(2) and SE/JE (Signal)'s report as per sub-rule(4) above, a joint circular (Operating and S & T) addressed to all concerned as mentioned in para (2) shall be issued by the Divisional Signal & Telecommunication Engineer and Divisional Operations Manager giving full particulars of lost token for the information of the concerned staff.

(11) No Loco Pilot shall accept the token lost notified in the Caution Order as per sub-rule(7) or as pe sub-rule(10) above as a correct "Authority to proceed" unless—

(a) the joint circular as per sub-rule (10) cancelled by a fresh joint (Operating and S &T) circular, or

(b) a caution order with proper endorsement is issued by the Station Master along with such token.

(12) Whenever the lost token is restored in the instrument in terms of sub-rule(9) above, the Station Masters shall issue a caution order accompanying the token with proper endorsement

for the Loco Pilot to accept the token in the event of the same being issued to any Loco Pilot after being extracted from the instrument in the manner laid down in BWM Rule 5.09 till such time a fresh joint circular (Operating and S & T) is issued cancelling the original joint circular.

(13) In order that the running staff may have a ready record of lost BlockTokens, a list is published in the Gazette showing details of the Tokens reported to be lost and of those reported as recovered after loss.

(14) When a Token is reported as lost, but subsequently found within 6 months, it shall be deposited or restored to its respective instrument by the SE/JE (Signal) of the section. He should do so only if the token is not damaged/ defaced, by dropping the same through the Token drum when the instruments are in line closed position, and not by opening the front cover of the Instrument, or by the rear door of the instrument through whichTokens are extracted (for the purpose of transference), in the presence of the Station Master and obtain the latter's acknowledgement to this effect, the former making a suitable entry and signing the Train Signal Register as required by rules. This procedure should also be strictly adhered to in cases of replacement of lost tokens and damaged Tokens by new ones.

5.16. Overcarriage of Block Tokens by Loco Pilots.—

(1) Should a Token be inadvertently overcarried by a Loco Pilot, it must not be delivered to any station on another section, but must be retained by the Loco Pilot and handed over to the

crew controller of next crew changing station for transmission in a sealed cover to the Divisional Signal &Telecom. Engineer of the Division to which theToken belongs.The Divisional Signal &Telecom. Engineer will forward theToken in a sealed cover to the SE/JE (Signal) of the section for restoration of the proper instrument.

(2) The Station Master of the station from which the Token has been overcarried or is missing, in order to make sure that the Token has been overcarried and not lost, should at once instruct the Station Master of the station ahead on the Block Telephone to stop the train even if it is a non-stopping one and to enquire from the Loco Pilot as to whether he has overcarried theToken and, if so, get from him a memo to that effect; but in no case should theToken in question be made over to such Station Master.

(3) On receipt of this memo from the Loco Pilot, the Station Master will at once communicate the same to the Station Master of the station from which the Token is overcarried, who will then issue a message suspending the Block Instruments, giving the number of the Token and stating that it has been overcarried by the Loco Pilot. The SE/JE (Signal) on the authority of this message will resume Block Instrument working as soon as possible.

(4) If the Loco Pilot cannot certify by a memo that he has overcarried the Token, then, the Token in question should be treated as lost and the Station Master of the station from which the Token is missing, should take action as prescribed in BWM Rule 5.15.

5.17. Should a Token be inadvertently left behind at station by a Loco Pilot, the following procedure shall be adopted :—

(1) The Token should be kept in safe custody by the Station Master and handed over to the SE/JE (Signal) when he comes to resume block instrument working.

(2) (a)The Station Master of the Station at which the Token has been left behind must, in addition to an all concerned accident message under Class 'G', issue a message suspending Block Instrument working and giving particulars of theToken number and train number involved in the following form.—

> Block Instrument working for section ..... to ..... suspended due to Token No..... left behind by Loco Pilot of.....

(b) The JE/SE (Sig) on the authority of this message will resume Block Instrument working as early as possible and replace theToken in the proper Instrument.

5.18. Opening of instruments for examination, test over-haul, repairs, adjustment of Tokens, etc :— (1) The Station Master must not permit any person to open any Token or Tokenless Instrument except by the authorised officials. The particulars of officials authorised to attend such instruments are to be recorded in the Failure Register by SSE (Signal) of the section.

(2) The Instruments must on no account be opened for examination or in any way interfered with by the staff responsible for the maintenance unless the written authority of the Station Master has been previously obtained on form T/351. An entry to this effect must be made by the Station Master in the Train Signal Register book recording the time the instrument was opened and the time it was closed.

(3) Before the Station Master gives his written authority to the signal staff to open a Block Instrument for inspection, test or overhaul or for any other reason, he must inform the Station Master on duty at the station on the other end of the Block Section which the instrument about to be opened controls, and obtain from him permission verified by a Private Number for the instrument to be opened.

This permission must be obtained through the Block telephone, if in order, or through the electrical communication instrument in order of preference as per SR14.01.01 and the Station Master giving permission must note on his Private Number book against the Private Number given that it was issued for the inspection of the Block Instrument at.....station.

(4) The Instruments must not be opened for examination or in any way interfered with when "Line Clear" has been granted or obtained for a train. When opened, it shall not be used for any Line Clear work.

(5) While the Block Maintenance staff has opened any Block Instrument for any purpose, such instrument must be considered to be out of order, and must on no account be used for train working nor shall the instrument be brought into use again till the SE/JE (Signal) or the Technician/Sr. Technician (Sig) gives the Station Master a certificate on form T/351 to the effect that the instrument has been correctly closed and secured and is in proper working order. The Station Masters concerned should exchange "Line Clear" recording the particulars of such "Testing Line Clear" in the Train Signal Register book and must satisfy themselves that the instruments are in perfect working order before bringing the instruments into commission. Form T/351 received from the Block Maintenance staff should be pasted in the register meant for this purpose.

(6) No battery cupboard must be opened by the Block Maintenance staff when"Line Clear" has been granted or obtained for a train on any instrument controlled by the battery in the cupboard, nor should "Line Clear" be granted or obtained on any instrument controlled by the battery in a cupboard when the cupboard is open.

(7) While the Block Maintenance staff have an instrument or battery cupboard opened, under no circumstances other than the authorised staff interferes with the instrument or battery cupboard.

5.19. Abnormal condition of Block Instrument—(1) Should an instrument becomes defective in such a way as to

allow of more than one Token to be withdrawn from one pair of instruments at the same time, or to permit of a Token being extracted without complete adherence to the authorised procedure for withdrawing Token, the matter must be promptly reported as an accident under Class "M3", the Station Master of the station at the other end of the block section being included in the address of the message.

(2) The working of trains by means of the instruments affected must be suspended and trains shall be worked over the section on the authority of Line ClearTickets as prescribed in Chapter-Ill Part-1 of BWM and the affected instruments at both the stations must be sealed by the Station Masters concerned in such a way to prevent handling of the instrument.

(3) The Station Masters of the stations of which the working of Block Instruments has been suspended under this rule must on no account permit the defective instruments to be opened by any person not holding a "Special Permit" signed by the Divisional Signal and Telecom. Engineer or the Assistant Signal and Telecom Engineer. This "Special Permit" will be addressed to the Station Masters of the stations concerned and will in each case, bear a reference to the accident message issued.The authority referred to in BWM rule 5.18(1) must not be accepted as a"special permit" for such cases.

(4) When a second Token is withdrawn from the instrument at the station from which the first one has been issued, it must be carefully retained in security by the Station Master and be handed over to the representative of tne Signal branch holding the special permit mentinoned in sub-rule(3)

above and his receipt for it obtained. This receipt must be sent to the Divisional Safety Officer with the Accident repot.

(5) The train carrying the first Token, on its arrival at the other end of the section, shall be signalled "Out of block Section" in the usual way by theToken being put into the instrument and notice must then at once be given suspending Token working between the two stations.

(6) When a second Token is withdrawn from the instrument at the station at the other end of the section to which the first one has been issued, it must be carefully retained by the Station Master in security and dealt with as per sub-rules 4 & 5 above.

(7) The representative of the Signal branch referred to in sub-rule(3) above, should thoroughly inspect the two block instruments concerned and check the number of Tokens in the two instruments. If the correct number of Token is not found, the procedure laid down in BWM Rule 5.15 shall be followed. If the cause of the irregularity was wrong manipulation of the instruments for which the traffic staff is at fault, he should at once bring this to the notice of the Divisional Safety Officer. He should further obtain written statements from the two Station Masters concerned, acknowledging that the instruments can be satisfactorily and safely operated and stating whether the instruments have their full number of Tokens or not, as the case may be. The Station Masters rendering this certificate must satisfy themselves that everything is correct, as they alone will be held responsible for any irregularity in the working of trains by means of the token instruments, which may be caused

by the fact that spare Tokens have been wilfully kept back. To prevent the block instrument being kept suspended for a longer period than is necessary the department at fault should accept responsibility without delay. In cases where responsibility cannot be fixed at once and provided no accident has occurred, the Divisional Signal and Telecom. Engineer or the Assistant Signal and Telecom. Engineer concerned may resume normal working if he is satisfied that normal conditions prevail. If it is considered necessary by the Divisional Signal and Telecom. Engineer or the Assistant Signal and Telecom Engineer to work the block instrument with extra care and vigilance by using Identification Number as laid down in SR 6.02.06 for a certain definite period, then the Divisional Signal and Telecom. Engineer or the Assistant Signal and Telecom Engineer concerned will instruct the Station Masters concerned in writing.

(8) Before normal working is resumed, an authority on form T/351 should be handed over to the Station Masters concerned by the representative of the signal branch referred to in sub-rule (3) above, who shall obtain the signature of the Station Masters concerned on the counterfoil. If the representative of the signal branch referred to above, cannot be present during the time of resumption of normal working, the SE/JE (Signal) of the section will be authorised to resume normal working.

(9) Form T/351 issued by representative of the signal branch referred to above, or the SE/JE (Signal) as the case may be, should be pasted in the Train Signal Register by the Station Masters and "Testing Line Clear" must be exchanged.

5.20. In case of accidents of a serious nature.— In case of accidents due to directly or indirectly to the defective or irregular working of block instruments thereby causing collision or damage and when the matter is reported as an accident under Class "A" the Block Instruments must not be opened or inspected until the joint enquiry is held or the responsibility is fixed.The Station Master shall ensure that the block instrument is kept sealed during this period.

5.21. Suspension of Block Token Instruments for overhaul or repairs.— (1) When the SE/JE (Signal)/ Technician/Sr. Technician (Sig) requires to suspend the working of block instruments on a section for overhaul or repairs, he must send a message to the Station Masters at both ends of the section with a copy to Divisional Operations Manager, Divisional Safety Officer and the Divisional Signal and Telecom. Engineer concerned in which must be stated clearly the reason why the working is to be suspended.

(2) In the event of the repairs having to be left incomplete or the instrument left for the inspection of a Superior Officer, the instrument shall be locked up by the SE/JE (Signal) or the Technician/Sr. Technician (Sig) and the permission given by the Station Master on Form T/351 for opening the instrument together with the unsigned counterfoil on Form T/351 will be torn out of the book by the SE/JE (Signal) or the Technician/ Sr. Technician (Sig) and fastened on the inside of the window so that it can be easily read through the window when the instrument is closed. On the instrument being again brought into use, the counterfoil will be signed and given to the Station

Master in the usual way [see sub-rule (3) below] and if the instrument is brought into use by a superior officer of the Signal &Telecom. branch, the "Authority to open" portion will be forwarded by the Block Maintenance staff resuming block instrument working to the one who opened the instrument.

(3) When the instrument is in working order and has been locked up, permission to resume block instrument working will be given to the Station Master on the counterfoil of Form T/351. The Station Master after receiving this permission must inform the station Master at the other end of the section that block instrument working may be resumed and give him a Private Number. This Private Number must be entered on Form T/351 and also on the counter foil.

5.22. Inspection of single line Block Token Instruments.—The following instructions are issued for the guidance of the SE/JE (Signal)s, Technician/Sr. Technician (Sig)s and Station Masters :—

(1) Instruments may be opened only by a duly authorised person who must produce his authority card signed by the Divisional Signal and Telecom. Engineer concerned.

(2) Instruments may be opened for inspection or transfer of Tokens only when the section is clear and the inspection or work can be completed before the instrument is again required for train working.

(3) For these inspections and for opening the instrument for the transfer of Token, a message notifying the suspension

of the block instrument working should not be issued but the written permission of the Station Master on Form T/351 must be obtained and the permission must bear a Private Number given by the Station Master at the other end of the section.

(4) Station Master must enter the time and date of inspection in the Train Signal Register.

(5) The date when each block instrument battery is attended to and the particular work done on it is to be entered in the battery history register/card by the S & T Maintenance staff.

(6) SE/JE (Signal) and Technician/Sr. Technician (Sig) must study the traffic conditions and attend to the instrument before Tokens are exhausted.

5.23. Procedure to be followed when Maintenance party work on sections wherein Block wires are also carried.—(1) No work of any description is to be started on a section wherein the Railway Block wires are carried through underground cable conductors without the official responsible for carrying out the work first giving the notice by message addressed to the Station Masters at either end of the section asking for their acknowledgement in the following form :—

To
Station Masters, X and Y.

No ..... Maintenance party will commence working

on wire section..... to ..... on (date) from ..... hrs. Acknowledge.

No work should be commenced unless the acknowledgement is received. If the acknowledgements are not received within an hour, reminder message shall be issued.

(2) The Station Masters on receipt of the message indicated in sub-rule(1) above shall issue the acknowledgement thereof, endorsing a copy of the same to the addressees mentioned in rule 5.24 (2) (a). The Station Masters at both ends of the section will issue an acknowledgement message in the following form :—

To ..... (Here enter the official designation of the Maintenance Official in charge of the party).

Copy to.....

No..... Your No..... dated..... acknowledged and extra special care will be exercised and Indentification Numbers will be used for block working between .....and ..... from.....hrs. until receipt of line normal message.

Both the Station Masters may then continue to use the block instruments but with extra care and vigilance and using Identification Numbers until advised that the working party has completed their work vide sub-rule 4 below.

(3) Should there be any reason to believe that there is contact between the block wire and any other wire during the period the Maintenance party are working on the line, the Station Master will issue a block suspension message under rules for suspending block working and work on Line ClearTickets as prescribed in Chapter-Ill (part I) of BWM.

If a contact exists between the block and other circuits there will be either a permanent or intermittent deflection of the Galvanometer needle and possibly irregular beats on to bell. A contact between two block wires will cause signals given on one instrument to be repeated in the neigbouring instrument.

(4) On completion of the work and withdrawl of the party from the section, the maintenance official-in-charge should similarly notify the same to the Station Masters at either end of the section by a message in the following form :—

To

Station Masters, X and Y,

No..... My message No ..... of date ..... underground cable repairs on section..... to..... completed and line normal.

(5) The Station Master on receipt of the above message shall cancel his previous message vide para(2) above.

(6) In the event of block working having been suspended due to contact beats as per para(3), normal working shall not be resumed unless both instruments and Tokens have been examined and checked by the SE/JE (Signal) concerned. On receipt of the authority of form T/351 from the SE/JE (Signal)

concerned, the Station Master shall then issue an "all concerned" message cancelling his first message and resume the block token working over the section suspended in terms of rule 5.19 of BWM.

(7) As far as possible a similar procedure as detailed above should also be followed when the maintenance party is proceeding on heavy interruption repairs.

(8) Under no circumstances should block working on a suspended section be resumed by the Station Masters unless authorised to do so by the SE/JE (Signal) concerned in Form T/351

5.24. (a) Failure of Electrical block instrument (Token type).—

(1) The Electrical block instrument (Token type) shall be considered as having failed and their working suspended in the following circumstances :—

(i) Attention cannot be obtained on the block instrument including the failure of block telephone and Station to Station Hotline / Magnetophone .

(ii) Bell signals received indistinctly or fail altogether.

(iii) Where last stop signal has an electric lock interlocked with block instruments, the last stop signal lever can be reversed when the operating handle is not in "Train Going To" or "Sending" position.

(iv) Reasons to believe a contact on block wire :

The indications are —

(a) Permanent or intermittent deflection Galvanometer.

(b) Signals given on one are repeated on the neighbouring instrument.

(c) Interference from other message/telephone circuit as may be heard on the block telephone.

In such case BWM rule, 5.19 shall be followed.

(v) Instrument or its battery counter is found unlocked or with defective seal/unsealed condition

(vi) Operating handle cannot be turned after correct sequence of operation.

(vii) A train arrives without proper "Authority to Proceed".

(viii) Operating handle can be turned to any one of the three positions without the plunger being pressed from the other end station.

In such a case BWM rule 5.10 shall be followed.

(ix) "Line Clear" cannot be cancelled after correct manipulation.

(x) When a train is to be worked in terms of SR 6.02.05.

In this case the Station Masters themselves may resume normal working after ensuring that the block section is clear and after exchanging message as indicated in SR. 6.02.05(d)(vi).

(xi) Token cannot be extracted after proper sequence of operation.

(xii) Token can be extracted without adherence to the proper sequence of operation.

This is to be dealt with as per rule 5.19 of BWM.

(xiii) Token is broken or damaged during or after extraction.

Rule 5.14 of BWM shall be followed,

(xiv) No Token in instrument at station where train is to depart. Token indicator shows 'Red' for Neale's token instrument.

(xv) Token received cannot be inserted or jams when inserted or the token drum is jammed.

(xvi) Home signal control key, where provided, and interlocked with the block instrument is lost.

If the lost key is found subsequently, Station Masters themselves may resume normal working only when the block section is clear.

(xvii) Token lost.

This is to be dealt with as per rule 5.15 of BWM.

(xviii) Token overcarried.

This is to be dealt with as per rule 5.16 of BWM.

(xix) Token left behind.

This is to be treated as an accident and action taken as per rule 5.17 of BWM.

(xx) Token is issued to official of Signal and Telecommunication branch for work involving

disconnection of outlying siding points controlled by token instrument.

In this case after the token is returned and on receipt of reconnection notice issued by the S & T official, Station Masters themselves may resume the normal working provided the block section is clear.

(xxi) Key of the token inserting drum is lost.

This is to be dealt with as per rule 5.16 of BWM.

(xxii) Last Stop signal control key, where provided on the instrument is lost.

In this case note below item (xvi) shall be followed.

(xxiii) When the Instrument is opened for test, overhaul or repairs.

In this case rule 5.18 and 5.21 of BWM shall be followed.

(xxiv) When more than one token can be extracted from one pair of instrument.

In this case procedure detailed under rule 5.19 shall be followed.

(xxv) When accident of a serious nature occured directly or indirectly due to the defective or irregular working of block instruments thereby causing collision or damage.

This shall be dealt with as per rule 5.20 of BWM.

(xxvi) When it is known that the instrument is defective in any way not specified above.

(2) (a) Whenever any electrical block instrument fails, the Station Master of the station at which the failure has occurred shall at once issue a message through the Section Controller on the section provided with Train control and on the section not provided with Train Control or in the event of failure of Train Control system, by issue of a message. In the controlled section, a message shall also be issued in addition.

The addresses shall be normally —

(i) Technician/Sr. Technician (Sig) of the section.

(ii) SE/JE (Signal) of the section,

(iii) Divisional Signal and Tele-communication Engineer

(iv) Divisional Safety Officer,

(v) Station Master of the station at the other end of the section,

(vi) Divisional Transportation Inspector,

(vii) Divisional Mechanical. Engineer,

(viii) Divisional Electrical Engineer (OP),

(ix) Divisional Operations Manager

(b) In case where the Technician/Sr. Technician (Sig)/ SE/JE (Signal) is Headquartered at the same station at which the failure has occured, a memo shall at once be sent to him and his acknowledgement obtained.

(c) It is the responsibility of each SE/JE (Signal) and Technician/Sr. Technician (Sig) to advise the Section Controller and the Station Master of the Headquarter station about his movement before he proceeds on line. This shall be done by

issuing a memo and the acknowledgement of Station Master obtained.

(d) On receipt of information regarding block failure, the Section Controller shall immediately advise S&T control and also advise the Technician/Sr. Technician (Sig) and/or the SE/ JE (Signal) in the section to attend the failure. For this purpose, the Section Controller shall maintain a Register (OP/T456) wherein such orders shall be recorded and also the date, time and station at which the order was repeated.

(e) The Station Master of the station reporting the failure shall record the block failure in the signal failure and inspection book.

(f) The Station Masters at both stations shall make entries —

(i) in red ink in the Train Signal Register and

(ii) in the Caution Order Register, when the Block Token working is suspended and also when normal working is resumed.

5.24. (b) Resetting of axle counters when failed :

Resetting of axle counters are of two types. These are as follows.

(1) Preparatory Reset :- This type of resetting system exists in both digital and analog axle counters used for block proving. In case of axle counter failure, either sending or receiving end station will apply the preparatory reset and other end station will acknowledge by pressing reset button. Axle counter will not reset until first train is despatched on PLC.

(2) Non preparatory Resetting : This type of resetting system exists in such block sections where analog axle counter are used for block proving. Despatching of first train on PLC is not required in this type.

(a) Non preparatory reset with cooperation : In case of failure of axle counter, either sending or receiving end station will apply the reset to axle counter and other end station will acknowledge by pressing reset button.

(b) Non preparatory Reset with non-coperation :- In case of failure of axle counter, either sending end or receiving end station will apply the reset to axle counter under exchange of private numbers with other end station.

Detailed procedure of resetting of axle counters is included in the SWR.

5.25. Resumption of normal working.— (1) Except in cases where Station Masters are authorised to resume normal working, Form T/351 duly filled in signed by authorised official of the Signal and Telecommunication Department certifying that the electrical block instrument concerned has been properly closed, secured and working properly must be obtained by the Station Master before normal working is resumed.

(2) After the certificate in Form T/351 as per sub-rule(1) above is obtained, the Station Masters shall not resume normal working unless

(a) it is ensured by exchange of messages supported by Private Number between the Station Masters that the concerned block section is clear of trains, and

(b) 'Testing Line Clear"is obtained and cancelled in the manner prescribed by the Station Master at the both ends of

the concerned section and the same is recorded in the Train Signal Registers at both stations.

(3) Whenever normal working is resumed, a message shall be issued cancelling the message issued in terms of sub-rule(2) of BWM Rule 5.24 and action taken as per clauses(e) and (f) of sub-rule (2) of BWM rule 5.24.

5.26. Testing Line Clear.—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. Line Clear shall be obtained and a token shall be extracted in the similar manner by which line clear is normally obtained except that in lieu of sending and acknowledging "Is Line Clear" signal "Testing" signal shall be sent and acknowledged and no Private Number shall be given by the Station Master permitting to extract the token. The Station Master shall keep the token in his personal custody and test the behaviour of the last stop signal, if any. He shall then cancel the token in the manner prescribed under BWM Rule 5.10 (2). The Station Master at the other end of the concerned section shall also act in the similar manner.

5.27. Block back and removal of block.— (Refer GR 1.02(8) and 8.14). Whenever it becomes necessary to obstruct the line in terms of GR 8.13, the procedure detailed under rule 3.15 of BWM shall be followed.

5.28. Working of Motor Trolley. — (1) Whenever a motor trolley is to be worked in terms of SR 15.25.03(a), line clear shall be obtained in the manner detailed for working of trains.

(2) Whenever a Motor trolley is to follow a train or another Motor trolley, the Station Master responsible for the operation of block instrument, shall obtain the permission to despatch from the other end Station Master supported by a Private Number. If two Motor trollies are to follow a train, Private Number shall be obtained separately for each motor trolley. Entries in the Train Register shall be made in Red ink.

(3) Whenever Motor trolley/trollies is/are worked as per sub-rule(2) above, a board inscribed "Motor Trolley on line" shall be hung up on the block instrument plunger at both stations which may be removed only on arrival of the trolley/trollies at the other station.

(4) Whenever a Motor trolley/trollies is/are worked as per sub-rule(2) above, "Train out of block section" signal for the train shall not be sent until the trolley/ trollies has/have arrived at the other end station. Private Number shall be given for each Motor trolley separately assuring complete arrival of the trolley/ trollies.

5.29. Working of Outlying sidings.— (1) Outlying sidings taking off the running line, are provided in certain block sections. The points of such sidings, are provided with locking arrangements and the siding lock being operated by a control key which is controlled by the Station Master at one end of the concerned block section as mentioned in the Station Working Rules-.

(2) Such outlying siding may be worked either by—

(a) keeping the concerned block section blocked against entry of trains from either end block station until the train to work the outlying siding completes its work and returns to the starting station, or

(b) on busy sections where regular train service must not be dislocated by the work inside such siding i.e. where the service has to be maintained even before the shunting train sent into the siding returns to either of the block stations.

(3) (a) The procedure of working the outlying sidings shall be indicated in the Station Working Rules of stations at either end of the block section. However, to work outlying sidings in terms of sub-rule 2(a) above, Siding Key Register (form T. 98) is maintained at the block station exercising control over the "control key" to operate the points taking off the running line which shall remain under the personal custody of the Station Master (Specimen copy of T.98 is given at Annexure-41).

(b) Loco Pilot shall be given the authority to proceed under the system of working. The authority to proceed shall be retained by the Loco Pilot till the train clears the block section when it shall be returned to the Station Master. In case of 'Line Clear Ticket' the Station Master shall cancel it and return to the Loco Pilot who shall dispose of the same in the usual way.

(c) The Guard shall be given the 'Control Key' and his signature obtained on Part I of Form T. 98. After the work in the siding is completed and on the complete arrival of the train at the starting station

the Guard shall return the "Control Key" to the Station Master and sign the Part III of Form T. 98 as a certificate that—

(i) all points leading to the siding have been correctly set and locked for the main line,

(ii) the derails/traps in the siding are set and locked to derail,

(iii) all wagons in the sidings are clear of the main line and that nothing has been left fouling the main line, and

(iv) the train has arrived out of the section with all vehicles complete.

Note :— If for any reason it becomes necessary to place wagons for loading or unloading in any portion of a siding (other than the loading or unloading points) or in any portion of the branch leading to the siding, a remark to that effect shall be made by the Guard while signing Part III of Form T. 98.

(d) The Station Master on receipt of the "Control Key" shall sign Part II of Form T. 98 and close the block section thereafter.

(e) If the Guard has passed remarks vide note below clause(c) above, the Station Master shall enter the same in the Caution Order Register and issue caution order to all trains entering the siding until the wagons are cleared.

(f) The Station Master of the block station at which the "Control Key" is provided under this rule, is responsible to ensure before obtaining/granting Line Clear for a train to move

over the same block section from which the outlying siding takes off, that the'control key' is in his custody and confirm the same in the Line Clear enquiry/reply message for the train.

(g) In the event of the 'Control Key' being lost the Station Master shall atonce issue a message to the Divisional Operations Manager, Divisional Safety Officer, Divisional Signal and Telecommunication Engineer, Divisional Mechanical Engineer, Divisional Electrical Engineer (OP); Officer-in-charge/ GRP and RPF, Divisional Transportation Inspector, SE/JE (Signal), Station Masters of the notice station on either side and the Station Masters at the other end block section reporting the loss of control key. Until the lost key is recovered or until the locking arrangement of the points lock is replaced by the signal engineering department, the precautions laid down below shall be observed :—

(i) The Divisional Transportation Inspector of the section shall travel on the Engine foot-plate of the first train to enter the same block section after the loss of key is detected/reported. The Loco Pilot shall be given a caution order to stop the train short of the outlying siding points and to proceed further only on being piloted by the Divisional Transportation Inspector to ensure by personal check that the points giving access to the outlying siding are correctly set, clamped and padlocked for the main line before hand signalling the Loco Pilot. The key of the padlock shall be kept under his personal custody and to be handed over to the Station Master of the block station at the other end assuring him in writing about the setting and securing of the

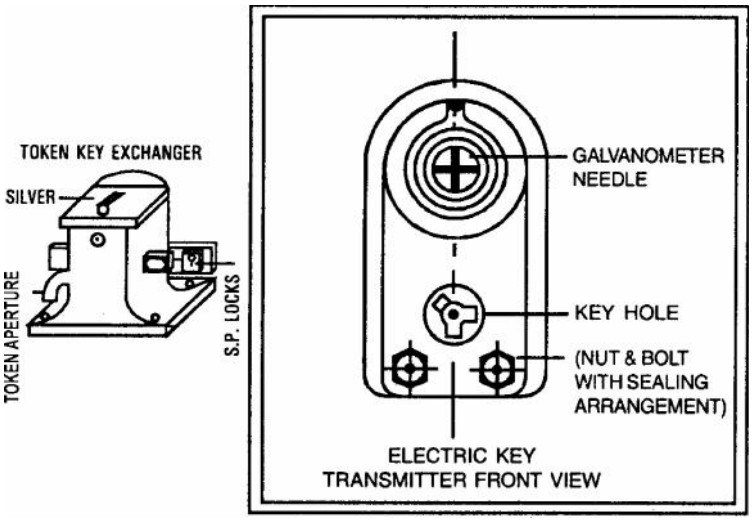
points. In the event of the Divisional Transportation Inspector is not readily available, this responsibility shall devolve on the Station Master of the block station at any one end of the block section from where the first train is about to leave after the loss of key is detected/ reported. The Station Master of the block station at which the key is handed over shall then issue a message to the Station Master at the other end block station indicating the padlocking of the point supported by a Private Number.

(ii) The Station Master of the block station from which trains move over the point in the facing direction, shall issue caution order to Loco Pilots of all such trains to stop at the 'S' marker, ensure that the point is properly set for the main line, clamped and padlocked and then proceed at a speed not exceeding 15 km/h till the entire train clears the point.

(h) Normal working of trains shall be resumed either on the recovery of the lost key or on replacemt of the lock. A message cancelling the message issued vide clause(g) above shall also be issued. If the lost key is found subsequent to the replacement of the points lock, a message shall at once be sent to the SE/JE (Signal)/Technician (Sig) who shall take the same on his imprest stock.

(i) In the event of a Siding Key Register being lost at a station, the Station Master shall open a new Register and shall make an entry to this effect in his Station Diary. The speed of the first train to enter the siding or branch shall be restricted to 8 kilometers per hour and a caution order issued accordingly.

(4) To work outlying sidings in terms of sub-rule 2(b) above, key Token exchangers in conjunction with Happers/ Electrical Key Transmitters are provided. The following is a description of these instruments together with the instructions for their operation—



(a) Key Token exchanger:—

(1) Flap covering the portion of the drum where tokens are inserted.

(2) Handle of the drum for inserting tokens.

(3) Key hole.

(4) The aperture, through which the tokens are delivered from the instrument.

(b) Happers/Electrical Key Transmitter:—

(1) Galvanometer

(2) Key hole.

(c) Operation of Key Token exchanger:—

(i) Whenever it becomes necessary to extract the key to operate facing points lock of the outlying sidings, the following operations are to be carried out :—

(a) Extract a Token from the electrical block instrument (BallToken type) in accordance with the procedure detailed in BWM Rule 5.09.

(b) Place the Token in the recess under the flap of the key token exchanger and turn the handle of the drum to allow the Token to drop.

(c) Turn the key in the key token exchanger and extract the same. The Key, so extracted, is the control key to operate facing points lock.

(d) TheToken dropped in exchanger thus gets locked.

(ii) Whenever it is necessary to extract the Token from the key token exchanger so as to bring the electrical block instrument to normal at both stations, the following conditions are to be observed and operations listed below are to be carried out :—

The competent railway servant responsible for working the outlying siding shall ensure that all vehicles have been properly berthed inside the siding and nothing is left obstructing the block section and no vehicle is left standing inside the siding fouling the running line. The said competent railway servant shall then ensure that the points on the running line are correctly set in favour of the running line. The Control key shall then be

extracted from the points lock so as to lock the point.The key so extracted shall be inserted in the key hole of the Happers/ Electrical key transmitter and turned and thus needle of the Happers/Electrical key transmitter will be deflected. This will permit the extraction of the key from the corresponding Happers/Electrical key transmitter at the other end. The following operations shall then be carried out:—

(a) Insert and turn the key, so extracted, in the key hole of the token key exchanger.

(b) A Ball token will then drop in the aperture.

(c) The token shall then be restored in the electrical block instrument in the manner laid down in Rule 5.10 of BWM.

(d) The detailed working procedure shall be given in the relevant Station Working Rules.

(5) **Siding Key Register (Form T. 98).**— (i) This Register records the transaction of keys controlling the working of outlying sidings. (See specimen at annexure-41)

(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 Loco Pilot 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.

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PART — II

(Electrical Block Instrument of Tokenless Type)

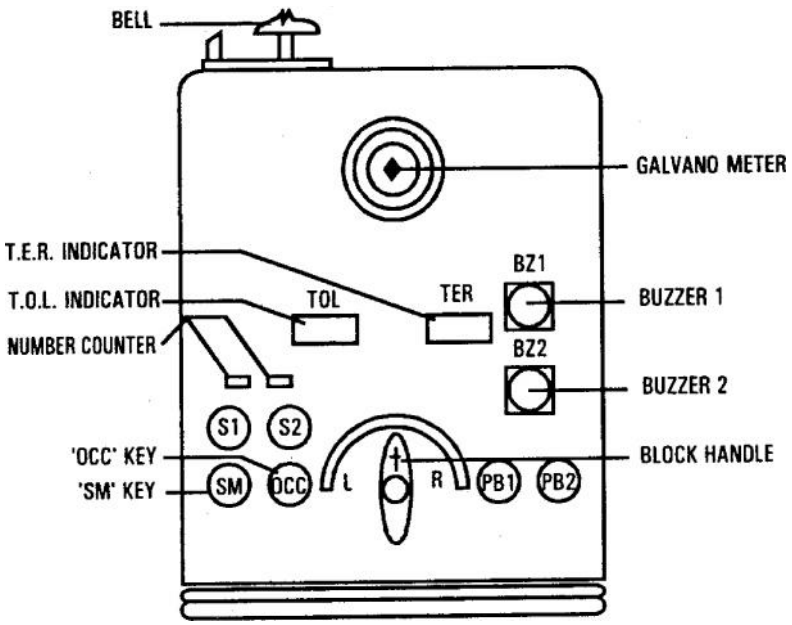
5.30.Type of Instruments. — The following types of single line Tokenless Block Instruments are in use on the East Coast Railway :

(i) Daido type and

(ii) Kyosan (or Podanur) type.

5.31. Description of Instruments :

(1) Daido type.



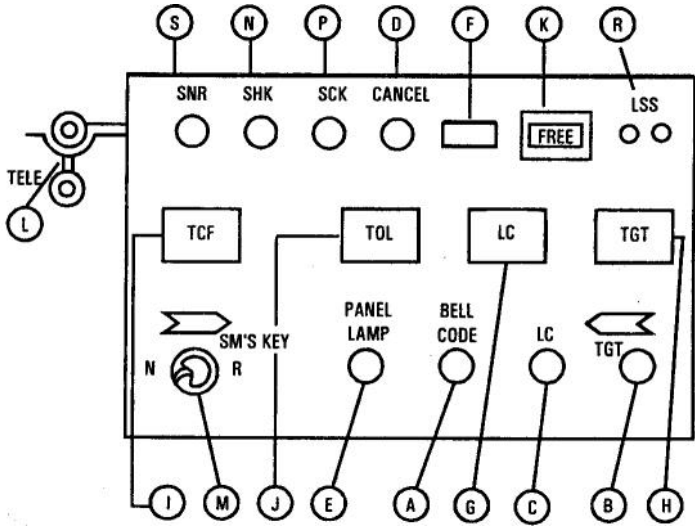
Daido Single Line Tokenless Block Instrument

The block instrument will have following controls and indications as shown in the sketch :

PB 1	Push Button 1	For Bell signal.
PB 2	Push Button 2	For releasing the Block Handle of the opposite instrument.
S1	Switch 1	For cancellation of "Line Clear" by 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 unauthorised 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 'TGT' position thus making it impossible to operate the Block Handle.
BZI	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.

(2) Kyosan (or Podanur) type.—



Kyosan (or Podanur) type Push button type Tokenless single line block instrument.

The Block Instrument will have the following controls and indications as shown in the sketch :—

(A) Controls :

(i)	BPB Button (Marked A)	'Bell Push' Black button	To transmit Bell Code Signals which are heard at the receiving station. This button is to be pressed simultaneously with button TGT or 'Line Closed' or 'Cancel' when any of their buttons is required to be operated.

(ii)	TGT Button (Marked B)	Train Green Going To push button	This button is to be operated simultaneously with 'Bell Push Button' by the SM of the sending station. This sets the instrument to 'Train Going To' position and the receiving station instrument to 'Train Coming From' position if the conditions permit.
(iii)	LCB Button (Marked C)	Line White Closed push button	To be operated with 'Bell Push Button' by the SM at th'e receiving station to set both the instruments of the section to 'Line Closed' position.
(iv)	Cancel Button (Marked D)	'Cancel' Red push button	The button is to be operated along with 'Bell Push Button' – (a) to enable cancellation of 'Line Clear' condition if the train has not entered to block section. (b) to enable sending station to set the instruments to 'Line Closed' condition from

				'Train on Line' position after the train has pushed back to the sending station.
(v)	Panel Lamp (Marked F)	'Panel Lamp' push button	Yellow	To illuminate the various indications whenever necessary, except the 'free' and Train on Line' indications which continue to show when this button is operated.
(B) Indication-Visible :				
(vi)	Cancellation Counter (Marked F)			This registers one higher number each time the 'cancellation button' is operated.
			Note :	SMs handing over & taking over charge should record in the train signal register book, the number exhibited by the counter at the time of change of duties.
(vii)	Line Closed stencilled Indicator (Marked G)	Line Closed Indicator	White	This is stencilled indication which illuminates when the instrument is in line closed condition.
(viii)	Train going to	Train going to	Green	This is stencilled arrow which illuminates at the

	stencilled Indicator (Marked H)	Indicator		sending station when the instrument is set to 'Train going to' condition.
(ix)	Train coming from stencilled indicator (Marked I)	Train coming from' indicator	Green	This is a stencilled arrow indication which illuminates when the instrument is set to 'Train coming from' condition.
			Note :	These three indication not normally show any indication but are lit only when the BPB button is pressed or the panel lamp button is pressed.
(x)	Train on Line Indicator (Marked J)	'Train on Line' Indicator	Red	This is a stencilled indication illuminated when the train enters the block section and continues to be lit till the train clear the block section and the SM at the receiving station normalises the instrument to "Line Closed position.
(xi)	Free stencilled indicator	'Free' Indicator	Green	This is stencilled indication which illuminates 120 seconds after

	(Marked K)	the cancellation button is operated provided the train has not entered the block section.
(C) Indicator Audible:		
(xii)	(a) Train on line bell –	Gives intermittent audible warning at the receiving station when the train enters the block section. Its muting is done by pressing the BPB button by the SM at the receiving station.
	(b) Train arrival Bell –	Gives continuous audible warning at the receiving station when the train has cleared the block section. It is silenced when the Home signal lever or the SM's control slide for the Home signal is normalised. **Note :** SM of receiving station must ensure complete arrival of the train before normalising the instrument to 'Line Closed' condition.
	(c) Single Stroke Bell –	Gives audible indication whenever BPB button is

		pressed on the instrument at the other station.
(D)	**Auxiliary Apparatus :**	
(xiii)	(a) Block Telephone – (Marked L)	Establishes communication with the SM of the station at the other end of the Block section.
	(b) SMK Station – (Marked M) Masters key	When this key is taken out it will prevent unauthorised manipulation of the block instrument. When taken out the key should be kept in the personal custody of SM on duty. Even if the key is out, the 'bell code', 'Train coming from' indication, 'Train entering section' audible warning can be received and Train on line' acknowledgement can be sent.
	(c) Shunting key –	This is an authority to the Loco Pilot for shunting beyond last stop signal. When the key is taken out from an electric lock (provided separately), it

			prevents any operation of the instruments but allows only reception and transmission of 'Bell Code' and 'Train on line' signals separately.
(d)	SHK Button (Marked N)	Shunting Blue key button	To be pressed whenever the shunting key is to be extracted.
(e)	SCK Button (Marked T)	Slip and Catch siding key button Blue	To be pressed whenever the slip/catch siding control key is to be extracted.
(f)	Last stop signal aspect indication (Marked R)	Red for 'ON' and green for 'OFF' aspect	This is a visual aid to the SM whether the last stop signal is taken off or not.
(g)	SNR indicator (Marked S)		This is a visual aid to the SM to verify all his controls/levers etc. are normal. All these indications are lit only when BPB or Panel Lamp Push Button is pressed. They are normally OFF.

5.32. Additional requirements.— The following additional equipments will be provided at the block stations at which instruments are located :—

(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 despatching 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.

5.33. Mode of signalling trains on electrical instruments of tokenless type.—

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.

(1) Mode of signalling 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 signals and signal levers concerned (including SM's concerned slot slides) are in normal position.]	[Block handle in 'Line Closed' position. All signals 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 PB-1.
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 1 starts operating.

(f) Puts back levers of Starter and Advanced Starter and last stop signal control slide to normal position.

16. Train on Line' indication appears 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 signals 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. 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) Normalises the control to operate the Home signal (where provided) and complies with BWM Rule 2.07 (6).

Note : The control to operate Home signal should be normalised only after the whole of the train arrived complete within the Home signal.

25. Acknowledges 'Call attention' code of bell signals.

24. Sends "Call attention" code of bell signals through PB-1.

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 "Buttons 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.

(2) Mode of signalling of trains on Kyosan (or Podanur) type Push Button tokenless block instrument for a train to leave a block station and proceed to next block station at the other end :

Despatching Station (Station 'A')	**Receiving Station (Station 'B')**
1. Inserts S.M.'s key and turns.	
2. Sends 'Call attention' code of bell signals by pressing 'Bell Push Button' (BPB).	3. Acknowledges 'Call attention' code of bell signals by pressing 'Bell Push Button' (BPB).
4. Sends 'attend telephone' code of bell	

signals by pressing 'Bel! Push Button' (BPB).

6. Attends on telephone, gives the name of his station and asks 'B' if he is prepared to receive train No..... [Refer BWM rule No. 2.07(3)]

8. Repeats the Private No. received and replaces telephone.

10. Sends 'Is Line Clear Enquiry' code of bell signals by pressing 'Bell Push Button' (BPB) and operates 'Train Going to' (TGT) button simultaneously while sending the last code of bell signals through the BPB and keeps both the buttons pressed till 'Line Closed' (LC) indication extinguishes and 'Train Going to' (TGT) indication appears. (Button should not be released earlier).

5. Acknowledges 'attend telephone' code of bell signals by pressing 'Bell Push Button (BPB) and attends on telephone.

7. Gives his station name and if prepared to receive the train replies yes, obtain line clear for train No..... Private No.....

9. Verifies the correctness of the Private No. and replaces telephone.

11. 'Line Closed' (LC) indication extinguishes 'Train Coming From' (TCF) indication appears and then acknowledges 'is Line Clear Enquiry' code of bell signals by pressing 'Bell Push Button' (BPB).

12.(a) Takes 'OFF' the last stop signal.

(b) Train enters block section.

(c) Last stop signal returns to 'ON' automatically.

(d) 'Train On Line' (TOL) indication appears automatically.

(e) Replaces control(s) to operate Last Stop signal to normal.

(f) Sends 'Call Attention' code of bell signals by pressing 'Bell Push Button' (BPB).

14. Sends Train Entering Block section code of bell signals through 'Bell Push Button' (BPB).

[Refer BWM rule No. 2.07(5)]

13(a) 'Train On Line' indication (TOL) appears automatically and audible warning sounds continuously.

(b) Inserts SM's key and turns.

(c) Acknowledges Call attention code of bell signals through 'Bell Push Button' (BPB).

(d) Audible warning stops

15. Acknowledges 'Train Entering Block Section' code of bell signals through 'Bell Push Button' (BPB)

(a) Takes 'OFF' reception signal.

(b) Train passes Home signal.

(c) Home signal goes back to 'ON' position automatically.

(d) Audible warning sounds continuously.

(e) Normalises the control to operate the Home signal (where provided) and complies with BWM Rule 2.07 (6).

Note : The control to operate Home signal should be normalised only after the whole of the train arrived complete within the Home signal.

(f) Audible Warning stops.

16. Sends 'Call attention' code of bell signals through 'Bell Push Button' (BPB).

17. Acknowledges 'Call attention' code of bell signals through 'Bell Push Button' (BPB).

18. Complies BWM Rule 2.07(6) and after ensuring complete arrival of the train sends 'Train out of Block Section' Code of bell signal through 'Bell Push Button' (BPB) and on the last bell presses 'Line Closed' (LC) button simultaneously till such time TCF and

19.	'TGT' and TOL' indications extinguish and 'Line Closed' (LC) indication appears. Acknowledges Train Out of Block Section' Code of bell signals through 'Bell Push Button' (BPB).	TOL' indication extinguish and 'Line Closed' (LC) indication appears.

5.34. 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' positon, 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.

(1) Daido type Tokenless Block Instrument :

Despatching Station	**Receiving 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' postion.	(Block Instrument handle at "Train coming from" position).

1. Sends "Call attention" code of bell signal on PB-1.	2. Acknowledges on PB-1
3. Sends "Attend Telephone" code of bell signal on PB-1.	4. Acknowledges on PB-1 and attends telephone.
5. Takes up telephone, calls out station name and asks for his consent.	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.
7.a) Turns switch S1, from normal to cancellation position. (b) The 'Counter' registers next higher number. (c) Wait for 2 minutes. (d) T.E.R. (Time Element Relay) Indicator operates.	
8. Sends 'Call attention' code of bell signals.	9. Acknowledges '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.	11. Turns his Block handle to 'Line Closed' position and acknowledges the code of bell signals through PB-1 and keeps PB-1 and PB-2 pressed for 5 seconds.
12. Turns switch S1 to normal position, Turns Block handle to 'Line Closed' position.	

(2) Kyosan (or Podanur) type tokenless block instrument :

Despatching Station	**Receiving Station**
Block Instrument displays 'Train Going To' (TGT) indication, Home, Outer (where provoded), the last Stop signal, signal levers and SM's slide (where provided) are normal. If the departure signals had been taken 'OFF' they are replaced to 'ON' position.	Block Instrument displays Train Coming From' (TCF) indication.
1.a) Inserts SM's key & turns.	2.a) Inserts SM's key & turns.
(b) Operates 'Bell Push' button for sending 'Call attention'signal.	(b) Acknowledges 'Attend Telephone' code of bell signal through 'Bell Push' button and attends on block telephone.
3. Sends 'Attend Telephone' code of bell signal through 'Bell Push' button.	4. Acknowledges 'Attend Telephone' code of bell signal through 'Bell Push' button and attends on block telephone.
5. Attends block telephone and advises his intention to cancel 'Train GoingTo' (TGT) condition.	6.a) Acknowledges intention to cancel 'Train Going To'(TGT) condition.

(b) Replaces reception signal levers and SM's slide (where provided) to normal, if the signals were taken 'OFF'.

7.a) Operates 'Cancellation' push button along with 'Bell Push' button.

(b) 'Counter' registers next higher number.

8. 'Free' indication appears two minutes after the 'cancellation' button is pressed.

9. Sends 'Call Attention' code of bell signal by pressing 'Bell Push' button and also operates 'Line Closed' button and keeps them pressed. (Checking all relevant signals at 'ON')

10. Acknowledges 'Call Attention' code of bell signal through 'Bell Push' button and cooperates in normalising the instrument by pressing 'Line Closed' button also and keeps the buttons pressed.

11.a) 'Train Coming From' indication (TCF) extinguishes and 'Line Closed' indication appears, setting the instrument to 'Line Closed' condition.

(b) Releases buttons.

Note : Buttons should not be released earlier.

12.a) Train Going To' indication (TGT) extinguishes and block instrument sets to'Line Closed' condition.

(b) Releases buttons.

Note : Buttons should not be released earlier.

5.35. 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 :—

(1) Daido type tokenless Block Instrument.

Station 'A' **(Despatching Station)**	**Station 'B'** **(Receiving Station)**
(Block handle on 'Train Going To' position)	(Block handle on '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-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 and 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.	

(2) Kyosan (or Podanur) Type tokenless block instrument.

Station 'A' **(Despatching Station)**	**Station 'B'** **(Receiving Station)**
Block Instrument displays first 'Train Going To' and next 'Train on Line' indication.	Block Instrument displays first 'Train Coming From' and next 'Train on Line' indication.
1.a) Inserts SM's key & turns.	2.a) Inserts SM's key & turns.
(b) Gives 'Call Attention' code of bell signal through 'Bell Push button.	(b) Acknowledges 'Call Attention' code of bell signal through 'Bell Push' button.

3.	Gives 'Attend Telephone' code of bell signal.	4.	Acknowledges 'Attend Telephone' code of bell signal and attends on block telephone.
5.	Attends block telephone and advises Station Master 'B' on telephone, intention to push back the train into Station 'A'.	6.	Acknowledges intention to push back the train to Station 'A' and replaces reception signal lever(s) & SM's slide (where provided) to normal if these signal(s) had been taken 'OFF'.
7.a)	Takes 'OFF' reception signals.		
(b)	Train passes Home signal.		

Note : Home signal lever must not be put back to normal until the whole of the train has arrived inside the last vehicle track circuit, otherwise this will cause block failure and the train arrival audible warning will not sound.

8.a) Verifies the complete arrival of the train and ensures all reception signals are put back to 'ON'.

(b) Operates 'Cancel' Push Button' along with the 'Bell Push Button'.

(c) 'Counter' registers next higher number.

9. Gives 'Call Attention' code of bell signal through 'Bell Push Button' and operates 'Line Closed' button along with'Bell Push Button'.

10. Acknowledges 'Call Attention' code of bell signal through 'Bell Push Button' and cooperates in normalising instruments by pressing 'Line Closed' button along with'Bell Push Button'.

12.a) 'Train Going To' and 'Train On Line' indications extinguish and the block instrument sets 'Line Closed' condition,	11 .a) 'Train Coming From and Train on Line' indications extinguish and the block instruments set to 'Line Closed' condition.
(b) Relaeses Buttons.	(b) Releases buttons.
Note : Buttons should not be released earlier.	Note : Buttons should not be released earlier.

Note : The Push back operation is prohibited at stations provided with 'Catch Siding'.

5.36. Shunting between the last stop signal and the First Stop signal from the opposite direction [GR 8.11 (a) and 8.12] :—

(1) Daido type tokenless block instrument.

Station 'A'	**Station 'B'**
(Shunting to be performed) (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 Block Section. Instrument handle in "Line Closed" position. Last Stop Signal and First Stop Signals are at 'ON' in 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 turns and replaces shunting key in the Instrument.

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

7. Acknowledges through PB-1

(2) Kyosan (or Podanur) Type tokenless Block Instrument.—

Station 'A' (Where shunting to be performed)	**Station 'B'** (At the other end of Block Section)
1. Block Instrument in 'Line Closed' condition. Last	Block Instrument in 'Line Closed' condition. Last Stop

stop signal in the direction of 'B' and First Stop Signal from the direction of 'B' are 'ON'.

2. Presses the 'SHK' push button.
3. Takes out the shunting key from the Electric lock.
4. Hands over the shunting key to Loco Pilot and takes out Station Master's key (SMK).
5. Loco Pilot completes shunting and returns shunting key to Station Master.
6. After ensuring that there is no obstruction left between last stop signal and opposing first stop signal, inserts Station Master's key in the block instrument and shunting key in the electric lock and turns to normal.

signal in the direction of 'A' and First Stop Signal from the direction of 'A' are 'ON'.

Note : Shunting between the last stop signal and opposite First Stop Signal at the catch siding end of the station is prohibited.

5.37. Shunting between the Last Stop signal and opposing First Stop signal behind a departing train.—

(1) 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.

Station 'A' (Shunting Station) (Instrument handle "Train Going To" position and TOL indication shows 'Red')	**Station 'B'** (Other end of block Station) (Instrument handle "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 normalised, the Station Master of Station 'A' shall atonce follow the procedure detailed in BWM Rule 5.36(1)

(2) Kyosan (or Podanur) 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.

Station 'A' (Shunting Station)	**Station 'B'** (Other end of Block Section)
Block instrument in TGT and TOL position and the last stop signal at 'ON'.	Block Instrument in TCF and TOL condition.
1. Sends "call attention" code of bell signal on BPB.	2. Acknowledges "Call attention" code of bell signal on BPB.
3. Sends "Attend Telephone" code of bell signal on BPB.	4. Acknowledges "Attend Telephone" code of bell signal on BPB and attend on telephone.
5. Attends on 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 "Line Closed" condition is established at both stations, the Station Master of Station 'A' shall at once follow the procedure detailed in BWM Rule 5.36(2).

5.38. Shunting outside first stop signal. (Refer GR 8.13)— In addition to the procedure laid down in BWM Rule 3.15, the Station Master shall also observe Rule 5.36(1) and 5.36(2) of BWM in case of Daido type and Kyosan (or Podanur) type tokenless instruments respectively.

5.39. Working of Motor Trolley/4 wheelerTower Wagon.— (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 despatching 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(3b) 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 Loco Pilot shall deliver T/369(3b) 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 supportd 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 5.28 of Block Working Manual shall be followed for allowing the Motor Trolley/trollies under SR 15.25.03(b).

(3) Whenever a Tower Wagon or Motor Trolley/ trollies 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 lelver 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/ trollies has/have cleared the block section.

5.40. Working of Material Trolley.— Whenever it is necessary to work any material trolley in terms of **SR 15.27.07**, the OCC Key/Shunting Key shall be handed over to the trolly holder along with the written authority on Form T/1518 Part 'B' to work int he section. 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.

5.41. Working of Materials train — Whenever it is necessary to despatch a Material train, line clear shall be obtained in accordance with the procedure detailed in BWM Rule 5.33. In case it is to return to the starting station after completion of its work, the procedure detailed in BWM Rule 5.35 shall be observed before the reception signal(s) is /are taken off and also to normalise the block instruments at both stations.

5.42. Procedure to be followed when Maintenance party works on sections where Block wires are also carried :—

(1) No work of any description is to be started on section wherein the railway block wires are carried through underground cable conductors without the officials responsible for carrying out the work by first giving the notice at least one day prior to the date on which it is intended to commence the work through message addressed to the Station Masters at either end of the section asking for their acknowledgement in the following form :—

To : Station Masters of A and B

Copy:JE/SE(Sig).....Technician/Sr.Technician(Sig).....

No.....Maintenance Party will commence working on wire section .....to .....on ..... (date) from ..... (hrs.) Acknowledge.

The acknowledgement must be obtained before commencing the work. If the acknowledgements are not received within an hour, reminder mesage shall be issued.

(2) The Station Masters on receipt of the message indicated in sub-rule(1) above shall issue the acknowledgement thereof, endorsing a copy of the same to the addressees mentioned in Rule 5.24(2) (a) in the following form :—

To : .....(Here enter the official designation of the Maintenance/Official incharge of the party)

Copy to .....

No..... Your No..... Dated..... acknowledged.

Block Instrument working for trains between ..... (station) and.....(Station) shall remain suspended from ..... Hrs. of .....(date). Trains shall be worked on Paper Line ClearTicket till completion of work and the instruments certified by SE/JE (Signal)..... (Section).

(3) On completion of the work, the official in charge of the maintenance party shall cancel the message issued under sub-rule (1) above on the following form :—

To : Station Masters 'A' and 'B'

Copy to SE/JE (Signal).....and Technician/Sr. Technician (Sig) .....

No .....My message No.....of ..... (date) cancelled. Block wire repairs on section ..... to..... completed and line normal.

(4) The SE/JE (Signal) on receipt of the message indicated in sub-rule (3) above, shall issue T/351 after testing the instruments at both stations.

(5) The Station Masters on receipt of the message indicated in sub-rule (3) and T/351 as mentioned in sub-rule(4) above, shall cancel the original message issued under sub-rule (3) above, and resume normal working after Testing Line Clear is obtained and cancelled.

5.43. (a) Failure of Electrical block Instruments (Tokenless type) —

(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 block telephone and hot line/magnetophone between 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 authorised 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 ahead.

KYOSAN (or PODANUR) TYPE Tokenless Block Instrument.

(a) If code signals on the bell are not received distinctly or failed altogether.

(b) When block telephone and hot line/magnetophone between 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 any authorised representative of the Signal Branch.

(d) If the station cannot take 'off' the last stop signal after Train Going To' indication appears on the instrument i.e. when the last stop signal is out of order or suspended.

(e) If the last vehicle Track circuit fails to operate after the passage of the train after the Home signal goes back to normal.

(f) If the indication does not appear for 2 minutes after operation of 'Cancel' and 'BPB' buttons during cancellation of the line clear before the train enters the block section.

(g) If the digital counter at any station fails to register the next higher number while cancelling the 'Line Clear' before the train enters the block section or while setting the instrument to 'Line Closed' when a train is pushed back to the despatching station.

(h) If in the "Line Closed" condition the 'Line Closed' indication does not appear on the instrument when the panel lamp button or BPB button is pressed.

(i) If the L.C.(Line Closed) indication at the receiving station disappears and theTCF (Train Coming From) indication does not appear after the Station Master on duty at the sending station has pressed the Bell Push Button and the "Train Going to " button.

(j) If the L.C. (Line Closed) indication at the sending station disappears and theTGT (Train Going To) indication at the sending station does not appear after the Station Master on duty at the sending

station has pressed the Bell Push Button and the "Train Going To" button.

(k) (i) If the 'Train on Line' indication does not appear after the train has entered the block section.

(ii) If the intermittent audible warning does not sound at the receiving station when train enters the block section or does not stop when the 'Bell Push' button is pressed at the receiving station.

(2) Suspension of Block Instruments :

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 Loco Pilot 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 5.34 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.

KYOSAN (or PODANUR) TYPE Tokenless Block Instrument :—

(a) If the Last Stop signal can be taken 'off' without 'Line Clear' having been taken.

(b) If at the receiving station, the "train out of section" indication appears when a train is in the block section.

(c) If the 'Line Clear' cannot be cancelled as per Rule 5.34 of BWM although the proper manipulation has been done.

(d) If the Last Stop signal fails to go 'ON' position as the train passes the signal.

(e) If a train arrives at a station without TCF (Train Coming From) and TOL (Train On Line) indications appearing on the Block Instrument at that station pertaining to the block section.

(In this case, the irregularity must be reported as an accident unless the Loco Pilot has come under conditions of total interruption vide SR. 6.02.04)

(f) If both the instruments pertaining to a block section indicate TGT or indicate TCF at the same time.

(g) If any instrument indicates both TGT and TCF indications for a particular block section, at the same time.

(h) If the Station Master's Key is lost or damaged.

(i) If the shunting key can be extracted when the instrument is set to 'Train Coming From' condition.

(j) (i) If there is contact on line wires.

(ii) If maintenance party is working on line.

(k) If there is any indication contrary to the indications as mentioned in various paras of this rule.

(l) When any of the instruments of the block section concerned, is under adjustment by maintainer.

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

Rectification of failures :

(a) In case of failure coming under List '1' above Technician/Sr. Technician (Sig) of the section should be called who is authorised to attend to the same.

(b) In the case of failure coming under List '2' above the Station Masters of the stations at which the working of Tokenless Block Instruments has been suspended under this Rule must on no account permit the defective instruments to be opened by any person not holding a special permit signed by the Divisional Signal and Telecom.Engineer or Asstt. Signal & Telecom. Engineer. This special permit will be addressed to the Station Master of the Station concerned and will specially authorise the opening of theTokenless Block Instrument during the abnormal conditions.The usual authority for opening Block Instrument as per Rule 5.18 of BWM should not be accepted .

(3) Whenever the electrical block instrument of Tokenless Type fails, the Station Master of the Station at which the failure has occurred shall take action as detailed in BWM Rule 5.24(2). Trains shall be worked in terms of BWM Chapter III read in conjunction with SR 6.02.06 between the stations concerned during the period of the Block Instrument remains suspended.

5.43 (b) Resetting of axle counters when failed. Rule No. 5.24(b) of BWM shall be followed.

5.44. Testing Line Clear.— (1) Whenever it is necessary to obtaian "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 cooperation 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 5.33 of BWM except that:—

(a) In case of DaidoType 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.

(b) In case of Kyosan(Podanur) type Tokenless Instrument :—

(i) 'Call attention' signal shall be sent and acknowledged before the instrument is set to "Train Going To" condition.

(ii) "Testing" signal shall be sent over the "Bell Push Button" (BPB) and "Train Going To" (TGT) button shall be operated along with the last beat on the BPB.

(2) The Station Masters of both stations shall then operate the Last Stop signal control at their resspective stations so as to test the behaviour 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 normalise the block instrument in accordance with the procedure detailed under Rule 5.34.

(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 theTrain Signal Register Books at both stations and in the remarks column the behaviour of the Last Stop signal shall be recorded.

5.45. Resumption of normal working.— The procedure detailed under rule 5.25 of BWM shall be followed.

5.46. Recording of the number shown on the.—

(1) 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.

(2) Kyosan's Type Tokenless Block Instrument :—

The number exhibited by the number counter should be recorded in 'RED' ink in the remarks column of theTrain Signal Register by the Station Master while taking over charge.

5.47. Verification of recording of Counter numbers in TSR by SM incharge :

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 5.46 of BWM are correctly recorded.

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CHAPTER VI

RULES FOR WORKING OF TRAINS ON THE ABSOLUTE BLOCK SYSTEM ON DOUBLE LINE WITH ELECTRIC BLOCKINSTRUMENTS

6.01. 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.

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

6.03. 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 indications 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 unauthorised 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 Master/Cabinmaster and the other in the custody of the Sectional Technician/Sr. Technician (Sig).

(vi) The Batteries in cup board shall be locked up and sealed, the keys being kept by the Technician/Sr. Technician (Sig) of the section.

(vii) Telephones shall be provided in conjunction with Block instruments, but should be separate units.

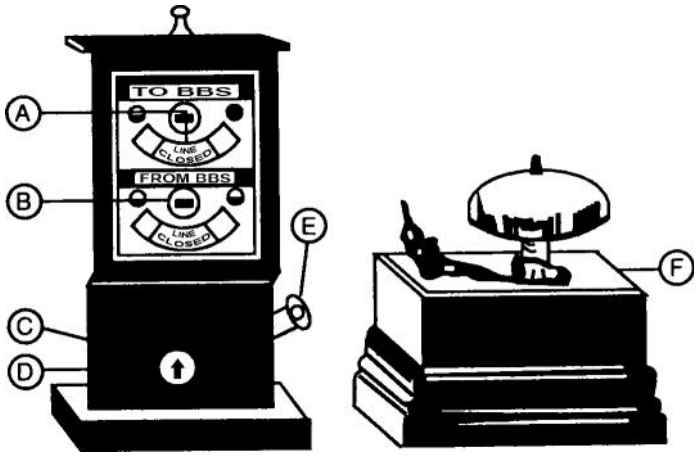
(viii) The period of overhaul for these instruments is fixed at 10 years or earlier, if required and the last date of overhaul is printed on each instrument.

6.04. Type of Instrument : —

Only Siemen's (SGE)/IRS type (HWH make) Double line three position lock and block electrical block instrument is in use on East Coast Rialway. Working instructions of only this instrument is discussed in this chapter.

6.05. Description of Siemen's (SGE) three position lock and Block instrument.

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



Siemen's (SGE)/IRS type (HWH make) Double line Electrical Block Instrument

(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/ Cabinmaster 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 unauthorised 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. A second key is kept in a sealed envelop 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), Divisional Signal and Telecommunication Engineer and the Divisional Safety Officer. The Police shall also be informed if either key is lost. The lost/damaged key shall be replaced by the JE/SE(Sig) and in case of loss of key, the lock of the instrument to be replaced by the JE/SE(Sig).

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

6.06. Provision of Track Circuit :—

(1) 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 despatching 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 metres 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.

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

Before a Station Master/Cabinmaster 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.

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

Before a Station Master/Cabinmaster 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.

6.09. Mode of signalling 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 (Ensure compliance to Rule 6.07 of BWM)	**Receiving Station**
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 receive train No..... [refer Rule 2.07 (3) of BWM]	8. If prepared to receive the train, complies with Rule 6.08 of BWM and replies "Yes" take line clear for train No.....". private number.....

8.(a) Repeats the private number given by the receiving station.

8(b) Ensures correctness of the private number and replaces telephone.

9. Replaces telephone. Sends "Is line clear" code of bell signals on the plunger.

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.

12.(a) Ensures that the Upper needle of the block instrument points to "Line Clear" Position.

11. (a) The lower 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 are locked.

(b) The pointer on the commutator is deflected to right.

(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 6.06 (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 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 blcok instrument in the "Line closed" position Releases plunger.

23. Observes that the upper needle of the block instrument points to "Line Closed" position. Acknowledges "train out of block section" code of bell signals.

Normal conditions 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.

6.10. Action to be taken where block instrument are provided in end cabins :

(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 Cabinmaster/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 6.09 of BWM.

(2) It shall be the responsibility of the Cabinmaster/ Asstt. Station Master in charge of cabins where block instruments are provided to give an 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.

6.11. Mode of signalling of Motor trollies/material trollies, 4 wheeler Tower Wagon on Siemen's (SGE) three position lock and block instrument :

[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 (Ensure compliance to Rule 6.07 of BWM)	**Receiving Station**
1. Sends "Call attention" code of bell signal.	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 the name of station.	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 6.08 of BWM and replies "Line is clear for..... trolley/ Tower Wagon. Private Number ..... Presses the plunger or keeping the plunger pressed turns the commutator to the left so that the 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 telphone.	

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 form 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.

14. Sends "Train entering block section" code of bell signals.

15. Acknowledges "Train entering block section" code of bell signals.

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 the case of Material Trolley, the official charge of material trolley issue T/ 1518 Part-C to the Station Master.

(e) Removes "Motor trolley on line" board.

17. Sends "Call attention" code of bell signals.

18. Acknowledges "Call attention" code of bell signals.

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"Line closed" position.

20. Acknowledges "train out of block section" signal on observing the "Line closed" position of the upper needle.

	21. Sends "Attend telephone" code of bell signals.
22. Acknowledges "Attend telephone" code of bell signals and attends on telephone.	23. Attends on telephone and informs ..... trolley/Tower wagon arrived complete at ..... Hrs..... Mts. Private No.
24. Repeats the private number given by the receiving station and replaces telephone.	25. Verifies correctness of Private Number and replaces telephone.

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.

6.12. Mode of signalling of Motor trollies when following a train or another Motor trolley :— [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/Cabinmaster 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 despatch from the other end SM/Cabinmaster. Such permission shall be given supported by Private Number. If 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 despatching 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) and..... Motor 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/trollies.

(4)(a) At stations where block instruments are operated from the end cabins, the Station Master of the despatching station while advising the Assistant Station Master/Cabinmaster 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/ trollies which is/are to follow the train. The Assistant Station master/Cabinmaster while asking line clear for the train/ Motor trolley, shall include the particulars of the trolley/ trollies which is/are to follow. Similarly the Assistant Station Master/ Cabinmaster of the end cabin at the other end block station as well as the Station Master shall include the particulars of the trolley/trollies while complying with SR 3.38.01 (a). After line clear has been granted in compliance to No. 11 of Rule 6.09, No.8 of Rule 6.11 of BWM, the Assistant Station Master/ Cabinmaster in charge of the cabin shall grant permission for the Motor trolley/trollies to follow the train over the block

instrument telephone supported by Private Number which shall be given separately for each Motor trolley. The Assistant Station master/ Cabinmaster in charge of the end cabin of the despatching 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 Assistant Station Master/Cabinmaster 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/ trollies 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 trollies under these rules shall be made in Red ink.

6.13. Action to be taken when Motor Trolly returns to 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 6.11 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 Matetrial Trolley Incharge and issue a message supported by a Private Number. The Station Master of the other end on receipt of the message shall normalise 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 incharge 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 incharge 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.

6.14. (1) Cancelling line clear 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 3.36.02(b)(ii). In case the block instrument is installed in the cabins and manned by Cabinmaster, the Cabinmaster shall follow the procedure detailed below only if he is satisfied that the train has neither left nor started and that he has been authorised 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 Cabinmaster shall inform the Station Master supported by a private Number. Similarly the Cabinmaster of the receiving station shall obtaine the permission of the Station Master by exchanging Private Number before he permits the Station Master/Cabinmaster of the despatching station to cancel Line Clear.

Despatching Station	**Receiving 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)	(Lower needle points to "Line clear" position)
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 informs the receiving station "I intend to cancel Line Clear for train No..... now at ..... (Place) for....(here state reason) Private Number	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 despatching station about his readiness to cancel Line Clear and replies "Your may cancel line clear for train No..... now at.....(Place). Private Number.....
7. Sends "Cancel last signal" code of bell signals.	

	8. Acknowledges "Cancel last signal" code of bell signals and keeping the plunger presed on the last stroke, turns the commutator to the next left.
	(a) Lower needle points to "Line closed" position.
9. Upper needle points to "Line closed" position.	(b) Pointer on the commutator shows vertical positon.

(2) Canceling Line Clear for Motor Trolley/ 4 wheeler Tower Wagon/Material Trolley.

Before the instrument is brought to its normal positon, the Station Master and/or the Cabinmaster shall follow the rules laid down in Rule 6.14(1) of BWM as for a train. In addition the Station Master shall withdraw the 'Authority to Proceed' i.e. T/ 369(3b) in the case of MotorTrolley/4 wheelerTower Wagon and collect T/1518 Part-C in the 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	**Receiving Station**
(Upper needle points to "Train on line" position. All departure signals are at 'on').	(Lower needle points to "Train on Line" position).
1. Sends 'Call attention' code of bell signal.	2. Acknowledges 'Call attention' code of bell signals.
3. Sends 'Attend telephone' code of bell signal.	4. Acknowledges 'Attend telephone' code of bell

signals and attends telephone.

5. Attends telephone and informs the receiving station 'I intend to cancel line clear for..... trolley/ Tower Wagon. Line clear authority collected here and cancelled. Private No.....

6. If prepared to cancel 'Line clear' ensures that all reception signals pertaining to the same block seclion are at 'on' and Ihe control to operate the Home signals is in its normal position. Informs the despatching station about his readiness to cancel line clear readiness to cancel line clear and replies, You may cancel line clear for ..... trolley/ Tower Wagon. Private Number

7. Sends 'Cancel last signal code of bell signal'

8. Acknowledges "Cancel last signal" code of bell signal 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.

9. Ensures that the upper needle points to "Line closed" position.

6.15. Block back or Block forward. —The precedure for Block back or Block forward as required under GR 8.14 and the procedure for normalising 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)	**Station in rear** (Upper needle points to 'Line closed' position)
1. Sends "Call attention" code of bell signals.	2. Acknowledged 'Call attention' code of bell signals.
3. Sends "Attend telephone" code of bell signals.	4. Acknowledges "Attend telephone" code of bell signals and attends telephone.
5. Attends on telephone and informs "I am blocking back section between..... (station) and ..... (station) on..... line (Up or Down) for ..... (state purpose) Private Number.....	6. If prepared to permit such blocking, replies "Noted. You may block back section ..... (Up or Down) for ..... (State 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	**Station in rear**
(Upper needle points to "Line clsed" positon)	(Lower needle points to "Line clsed" position. Pointer on the commutator points to vertical)
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 telephoen"code of bell signals and attends telephone.
5. Attends on telephone and informs "I am blocking forward section between..... (stn) and ..... (stn) on ..... line (Up or Down) for	

	(state purpose). Private Number	6.	If prepared to permit such blocking, replies "Noted, you may block forward section between ..... (stn) and ..... (stn) on ..... line (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.
7.	Ensures that the upper needle points to "Train on Line" position.		

Note : (i) Before giving permission from a Class 'C' station to a block station in rear to authorise 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 fullfil the condition laid down in GR 8.04.

(ii) Before giving permission from a Class 'C' station to a block station in advance to authorise such block station to shunt in terms of sub-rule (2) of GR 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..... (stn) and .....(stn) 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.....(stn) and..... (stn) 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 vide GR 14.05 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 Cabinmaster, he shall follow the procedure detailed in sub-rule (1) and (2) above only on being authorised to do so supported by a Private Number by the Station Master at the Station. The Cabinmaster of the cabin shall communicate the Private Number received from the Cabin of the 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 Cabinmaster of such cabin shall not remove the block as per sub-rule (3) above unless the Station Master at the station authorises 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 authorises the Cabinmaster 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.

6.16. 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 block telephone and hotline/magneto telephone 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 neighbouring 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 authorised 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.

(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.

(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 maintenance department staff have to work on the cable lines.

6.17. Reporting of failure.—Whenever any block instrument fails and is suspended in terms of BWM Rule 6.16, the Station Master of the station at which the failure has occured shall report to JE/SE(Sig), Technician/Sr. Technician (Sig) and the Section Controller and shall take action in terms of BWM Rule 5.24(2) as it relates to them.

6.18. Resumption of normal working.— The procedure detailed under Rule 5.25 of BWM shall be followed except that 'Testing Line Clear' shall be obtained and cancelled as detailed in Rule 6.19 of BWM.

6.19. Testing 'Line Clear'.— Whenever it is necessary to obtain Testing Line Clear' and cancel the same, the Station Master/Cabinmaster 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 authorised representative when the other end Instrument shall be operated by the Station Master/ Cabinmaster. 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 :-

Station 'A'	**Station 'B'**
1. Sends 'Call attention" code of bell signal.	2. Acknowledges "Call attention" code of bell signal.
3. Sends "Testing" code of bell signal.	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.

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) Replaces the last stop signal to'on'.

(d) Sends "Cancel last Signal" code of bell signal.

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.

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.

(a) Lower needle points to "line closed" position; and

(b) Pointer on the commutator shows vertical position.

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

6.20. Procedure to be followed when Maintenance party work on sections where Block wires are also carried—

The procedure detailed under para 5.42 of Block Working Manual shall be followed.

6.21. Failure of outgoing track circuit 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 :—

(a) at once replace the last stop signal to 'on'

(b) Inform the block station in advance,

(c) Suspend the block instrument after the train clears the block section.

6.22. Working of trains when Block Instrument fails.—In the event of failure of Block Instrument, trains shall be worked in accordance with the instructions contained in SR 6.02.06 and paras 3.16 to 3.21 of Block Working Manual by the Station Master on duty.

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.

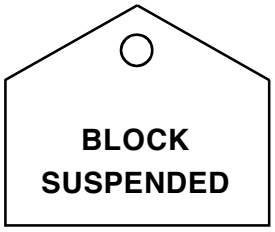
In case the failure/suspension of the Block instrument is due to failure of inward track circuit, the receiving station shall arrange reception of the train complying with SRs 3.69.02 to 3.69.05 as may be applicable.

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.

6.23. Block Suspension — (a) When only one section of a Block Instrument is suspended in terms of BWM paras 6.16 (a) or 6.16 (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, and entry to that effect thus'Block Instrument resumed at.....'shall be made in the concerned portion of theTrain Signal (cum log) register by the official on duty responsible for its operation 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 separteTrain Signal (cum log) register specially maintained for the purpose at these stations where Block Instruments are operated by Cabinmaster.

(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.



6.24. Resetting of axle counters when failed :

Resetting of axle counters are of two types. These are follows.

(1) Preparatory Reset : This type of resetting system

exists in both digital and analog axle counters used for block proving except in IB sections. In case of axle counter failure, either sending or receiving end station will apply the preparatory reset and other end station will acknowledge by pressing reset button. Axle counter will not be reset until first train is piloted out.

In case of IB block section, digital axle counters are used for block proving. In case of axle counter failure in IB section, the sending end station send the permission to the receiving end station. Receiving end station then applies the axle counter reset. Axle counter will go into preparatory mode. Axle counter will not be reset until the first train is piloted out.

(2) Non Preparatory Reseting : This type of resetting system exists in such block sections where analog axle counters are used for block proving. Despatching of first train by piloting out is not necessary.

(a) Non Preparatory Reset with Cooperation : In case of failure of axle counters either sending or receiving end station will apply the reset to axle counter, and other end station will acknowledge by pressing reset button.

(b) Non preparatory Reset with non-cooperation : In case of failure of axle counter, either sending end or receiving end station will apply the reset to axle counter under exchange of private numbers with other end station. Detailed procedure of resetting of axle counters is mentioned in the SWR.

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CHAPTER VII

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)

RULES APPLICABLE TO BOTH DOUBLE AND SINGLE LINE

7.01. 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.

7.02. Mode of running trains :—

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

7.03. 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) Railway auto telephone/BSNL phone.

(ii) Control Phone

(iii) VHF set which shall be used in the order given under SR 9.12.01, 9.12.03 and 9.12.07.

7.04. 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 despatch 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 initialled.

(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.

I. DOUBLE LINE

7.05. Method of signalling trains :—

(1) On double line section, during normal working, taking and granting line clear between adjacent stations is not required before despatch or reeception of trains. 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 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 apporach 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 despatching 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 signalling trains to

run in the signalled direction of traffic from one block station to the other end block station:—

Despatching Station – X	**Receiving Station – Y**
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.	2. Acknowledges supported by a Private number.
(b) As soon as a train starts, informs station 'Y' over telephone indicating the number and description of the train and its departure time.	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 apporach 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. Acknowledge	

(3) At block stations having semi-automatic stop signals governing approach and departure 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.

7.06. Recording Movement of trains :—

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

7.07. 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 semiautomatic 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 stations 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 in the section 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.

7.08. Authority for shunting :—

(1) While permitting shunting under sub-para (1) of para 7.07 above when such shunting cannot be controlled by fixed signals mentioned under SR 5.13.01 or while permitting shunting in Automatic signalling 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 7.07 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 provison of sub-para (3) of para 7.07 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.

7.09. 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 station 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 .....(Stn.) and..... (Stn.) 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 ..... (Stn.) 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 ..... (Stn.) and ..... (Stn.) has been cleared on completion of shunting/on complete arrival of ..... at ..... (Stn.) at ..... (time). Propose to resume working of trains between ..... (Stn.) and ..... (Stn.) 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 ..... (Stn.) and ..... (Stn.) on Up/Down line. Private No.....

The above messages shall be entered in the Train Log Register at the respective station in red ink.

7.10. Block Back/Block Forward :— Refer GR 1.02(8) and 1.02(9).

The procedure detailed under para 3.21 of this manual shall be followed.

7.11. Motor trolly :—

The rules contained under SR 15.25.08 shall be followed.

7.12 Equipment of fixed signals :—

Equipment of fixed signals for each direction shall be in accordance with GR 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 under GR 9.04, distant signal(s) as contained under sub-rules (4), (5) and (6) of GR 3.07 shall be provided under approved special instructions.

II. SINGLE LINE

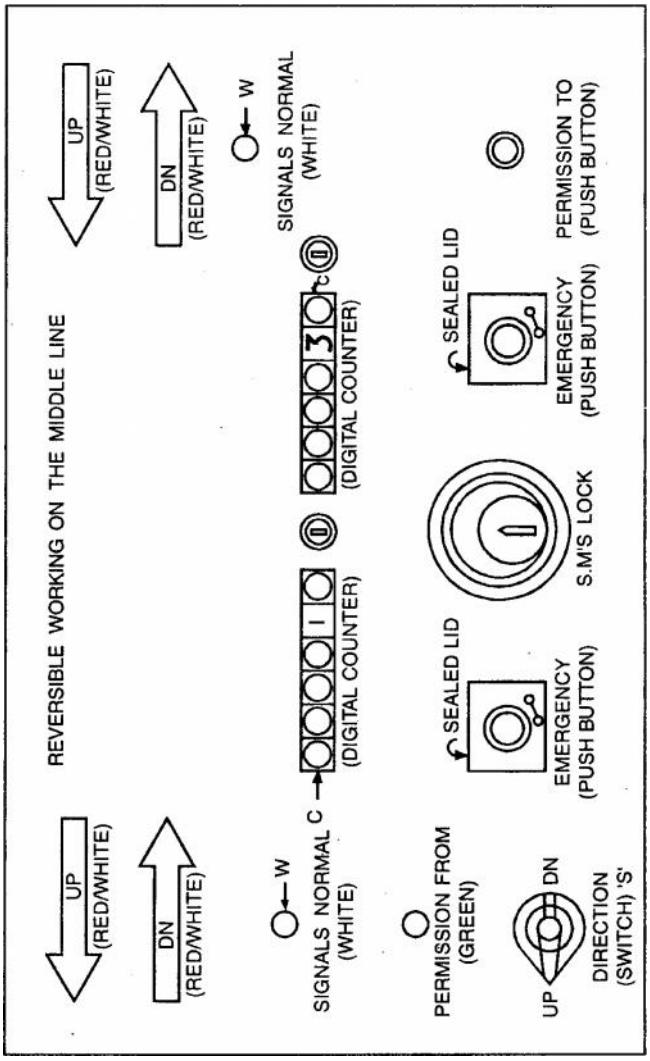
7.13 Authority to Proceed on single line:—

Except as otherwise mentioned in SR 15.25.08 for motor trollies, 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.

7.14. Description of Panel — Indications and controls.—

(1) Description :—

(a) The following is the diagram of a typical operating panel installed in the 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 of S.E. Railway, 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 end 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 track circuit failure. Only the arrow corresponding to the direction of traffic estatblished 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 theTrain 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 blcok 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 unauthorised operation of various controls in the panel.

7.15. 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 that station to the required position viz. 'Up' or 'Down' as the case may be. The direcction 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 end 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.

7.16. 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'**
(Controlling half)	(Controlled half)
	1. Ensures (a) 'Up arrow' illuminated white,
	(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.

3. Ensures (a) 'Up arrow' illuminated white.

   (b) 'Signals normal' lamp illuminated.

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' was actually the last Up train despatched from his station.

5. Turns the direction switch to the 'Down' position.

6. (a) Up arrow extinguishes.

   (b) Down arrow illuminates in white.

7.(a) Up arrow extinguishes.

(b) Down arrow illuminates in white.

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

Controlling Station 'A'	**Controlled Station 'B'**
(Controlling half)	(Controlled 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.	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 despatched from his station. The button shall be kept pressed till 'Down arrow' extinguishes and 'Up arrow' illuminates in white.
5.(a)	On observing the green illumination of 'Permission from .....' lamp, turns the direction switch from 'Down' to 'Up' position.	6.(a)	'Down arrow' extinguishes.
		(b)	'Up arrow' illuminates in white.
		(c)	Releases 'Permission to .....' button.

(b) 'Down arrow' extinguishes and 'Up arrow' illuminates in white.

7. 'Permission from.....' lamp (Green) extinguishes.

(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'	**Controlled Station 'B'**
(Controlling half)	(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 direction of traffic from 'Up' to 'Down' detailing the particulars about complete arrival of last Up train at his station supported by Private Number.
3.(a) 'Up arrow' illuminated in red.	
(b) 'Signals normal' lamp illuminated.	
4. Checks the number and description of last Up	5.(a) Presses emergency release button and

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.

8.(a) 'Permission from..... lamp (green) extinguishes.

(b) Releases emergency push button.

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 traffic. —

Controlling Station 'A'	**Controlled Station 'B'**
(Controlling half)	(Controlled 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.	3.(a) 'Down arrow' illuminated in red. (b) 'Signals normal' lamp illuminated.
	4.(a) Checks his Train log register for the last down train despatched from his station, if it agrees with that informed by 'A', gives his consent supported by a Private Number and then presses emergency release button. (b) Digital counter registers next higher number.
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.

7.(a) 'Permission from ..... lamp (green) extinguishes.

(b) Releases emergency push button.

6.(a) 'Down arrow' extinguishes and 'Up arrow' illuminates in red.

(b) Releases emergency push button.

7.17. Method of signalling 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 despatching 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 signalling trains to run in the direction of traffic established in accordance with the manner detailed under sub-para (1) of para 7.15 of this chapter, from one block station to the other end block station.

Despatching Station	**Receiving Station**
1.(a) To take off starter, at station having end cabins, complies with SR 3.42.01 (c) but	2.(a) Acknowledges supported by a Private Number. (b) Direction arrow

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.

(d) As the train enters the signalling section controlled by the starter. —

(i) direction arrow illuminates in red.

(ii) 'Signals normal' lamp (white) appears.

4. (a) Acknowledges

(b) Direction arrow illuminates in white, indicating block section is clear of all trains.

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) existinguishes.

(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) 'Signals normal' lamp (white) appears

(e) Direction arrow illuminates in white, indicating block section is clear of all trains.

7.18. 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 signalled 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.

7.19. Authority for shunting.—

The rules laid down under para 7.08 of this Chapter shall be applicable.

7.20. 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 ..... (Stn.) and ..... (Stn.) 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 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 ..... (Stn.) and ..... (Stn.) 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 .....(Stn.) is clear due to ..... (reason) at .....(Stn.) 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 theTrain Log Register at the respective stations in red ink.

7.21. Block back.— [Refer GR 1.02(8)]

The procedure detailed under para 3.15 of this manual shall be followed.

7.22. Motor Trolly.—

The rules contained under SR 15.25.08 shall be followed.

7.23. Failure of indications on the Panel.—

(1) 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 of traffic, the controlling station observes that "Signals normal" lamp at the controlling portion of his panel is not illuminated, he shall ascertain from the Cabinmaster 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 7.16 of this chapter without the green illumination of 'Permission from.....' lamps mentioned under sequence No. 5(a) of para 7.16 (1)(a)(ii). 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 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/A 912 and T/512 shall be issued.

(v) The section between two adjacent block station is 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 sub-para (2) of para 7.16 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/A 912 and T/C1425 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/A 912 and T/C 1425 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 Controlling station shall ascertain from the Station Master of the Controlled station as also from the Cabinmaster of the cabin at the controlled station end 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 the said 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 Cabinmaster of the said 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 illumination for direction of traffic established.—

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 is 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) 'Signals 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 Cabinmaster on duty of the concerned Cabin or at stations, having panel interlocking from the signal indication on his panel that the Up Home and Down Starter signals 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 later to set direction of traffic for 'Up' direction.

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

Though the panel may indicate that the 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/A 912 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 insturctions contained under sub-clause(i) of clause(a) of sub-para(2) of para 7.16 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 instructions contained under SR 3.70.01 except that in lieu of T/369(3b), written authority in the prescribed form T/A 912 and T/D 1425 shall be issued.

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

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/A 912 and T/D 1425 shall be issued.

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

(a) Conflicting 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 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.

7.24. Report of failure.—

Whenever the panel is suspended due to any of the causes mentioned under sub-para(2) of para 7.23 above or on observing any of the failures mentioned under sub-para(1) of para 7.23 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 5.24 of this manual.

7.25. 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 SR 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).

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

(1) When the panel working with the adjacent block station 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 authorised official of the signal and telecommunication branch not below the rank of a Technician/Sr. Technician (Sig),

(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 authorised 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 messages issued under para 7.24 of this chapter and action taken as per clauses(e) and (f) of sub-para(2) of rule 5.24 of this manual.

★★★

CHAPTER VIII

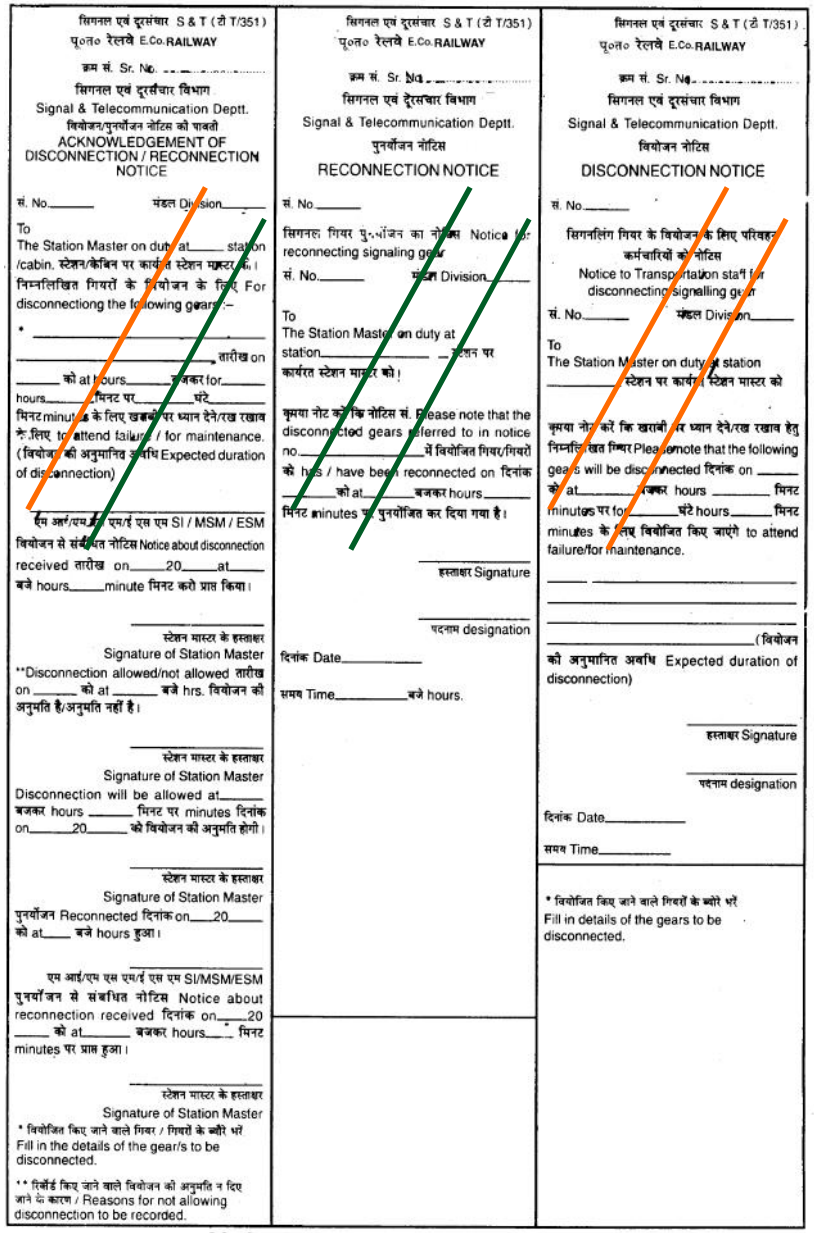
MISCELLANEOUS

8.01. Repeal and Saving .—

The Block Working Manual issued by the South Eastern Railway in 1999 (Reprinted) was in vogue in East Coast Railway with effect from 01.04.2003 is repealed and hereafter Block Working Manual 2010 of East Coast Railway will be in vogue over East Coast Railway except as respects things done or action taking or omitted to be done or taken before such repeal.

★★★

Annexure 1



सिगनल एवं दूरसंचार S & T (टी T/351)
पू०त० रेलवे E.Co.RAILWAY

क्रम सं. Sr. No. .....

सिगनल एवं दूरसंचार विभाग
Signal & 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 disconnectiong the following gears :-

* _____
_____ तारीख on _____ को at hours_____ बजकर for_____ hours_____ मिनट पर_____ घंटे_____ मिनट minutes के लिए खराबी पर ध्यान देने/रख रखाव के लिए to attend failure / for maintenance. (वियोजन की अनुमानित अवधि Expected duration of disconnection)

एम आई/एम एस एम/ई एस एम SI / MSM / ESM वियोजन से संबंधित नोटिस Notice about disconnection received तारीख on_____20_____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_____ बजकर hours _____ मिनट पर minutes दिनांक on_____20_____ को वियोजन की अनुमति होगी।

_____
स्टेशन मास्टर के हस्ताक्षर
Signature of Station Master

पुनर्योजन Reconnected दिनांक on____20_____ को at____ बजे hours हुआ।

_____
एम आई/एम एस एम/ई एस एम SI/MSM/ESM पुनर्योजन से संबंधित नोटिस Notice about reconnection received दिनांक on____20_____ को at_____ बजकर hours____ मिनट minutes पर प्राप्त हुआ।

_____
स्टेशन मास्टर के हस्ताक्षर
Signature of Station Master

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

** सिफारिश 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)
पू०त० रेलवे E.Co.RAILWAY

क्रम सं. Sr. No. .....

सिगनल एवं दूरसंचार विभाग
Signal & Telecommunication Deptt.

पुनर्योजन नोटिस
RECONNECTION NOTICE

सं. No._____

सिगनल गियर पुनर्योजन का नोटिस Notice for reconnecting signaling 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 gears referred to in notice no._____ में वियोजित गियर/गियरों को has / have been reconnected on दिनांक _____ को at_____ बजकर hours_____ मिनट minutes पर पुनर्योजित कर दिया गया है।

_____
हस्ताक्षर Signature

_____
पदनाम designation

दिनांक Date_____

समय Time_____ बजे hours.

सिगनल एवं दूरसंचार S & T (टी T/351)
पू०त० रेलवे E.Co.RAILWAY

क्रम सं. Sr. No. .....

सिगनल एवं दूरसंचार विभाग
Signal & Telecommunication Deptt.

वियोजन नोटिस
DISCONNECTION NOTICE

सं. No._____

सिगनलिंग गियर के वियोजन के लिए परिवहन कर्मचारियों को नोटिस
Notice to Transportation staff for disconnecting signalling 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_____ बजकर 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 ब्यौरे भरें
Fill in details of the gears to be disconnected.

Annexure 2

फॉर्म सं. टी/369(1) Form No. T/369(1)
क्रम सं. Sr. No. _____

_____ रेलवे RAILWAY

स्टेशन पर त्रुटिपूर्ण सिगनलों को पार करने के लिए अग्रिम प्राधिकार ADVANCE AUTHORITY TO PASS DEFECTIVE SIGNALS AT STATION _____ स्टेशन पर

(रिकॉर्ड/ड्राइवर Record/Loco Pilot)

Station _____ स्टेशन दिनांक Date _____ 20 _____

To

The Loco Pilot of Train No. गाड़ी नं. _____ Up/Down अप/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 रूकेंगे 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 Loco Pilot

_____
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.

Annexure 3

फॉर्म सं. टी/369-(3 बी) Form No.T/369(3 b)

_____रेलवे RAILWAY क्रम सं. Sr. No._____

''ऑन'' या खराब स्थिति में सिगनलों को पार करने के लिए प्राधिकार

AUTHORITY TO PASS SIGNALS IN 'ON' OR DEFECTIVE POSITION

(रिकार्ड/ड्राइवर Record/Loco Pilot)

Station _____ स्टेशन दिनांक Date _____

समय Time _____

To

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

सिगनल का नं. और विवरण। [_____]
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/मध्यवर्ती स्टार्टर/अग्रिम स्टार्टर/आई बी एस सिगनल/सिगनलों को ऐसी रफ्तार से पार करने के लिए प्राधिकृत किया जाता है जो 15 कि.मी. प्र.घ. 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 न. (अंको में) _____ एवं (शब्दों में) _____ पर प्रवेश करेगी।
*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 सम्प्रेषण यंत्र पर प्राप्त की जा चुकी है। प्राप्त किया गया प्राइवेट न. (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 Loco Pilot स्टेशन मास्टर के हस्ताक्षर Signature of Station Master

स्टेशन मास्टर की मोहर Station Master Stamp

दिनांक Date _____ 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। Loco Pilot proceeding on this authority must observe instructions mentioned at the back of this form.

IMPORTANT INSTRUCTIONS महत्वपूर्ण अनुदेश

(1) पहुंच सिगनल के लिए, दोषपूर्ण सिगनल के नीचे किसी सक्षम रेल कर्मचारी के जरिए दिए जाने वाले प्राधिकार पर ''ऑन'' स्थिति में ड्राइवर दोषपूर्ण सिगनल पार करने के लिए प्राधिकृत है। For approach signal Driver is authorized to pass the defective signal at 'ON' on the Authority delivered through a competent railway servant at the foot of the defective signal.

(2) स्टार्टर सिगनल के लिए, स्टेशन पर दिए जाने वाले प्राधिकार पर ड्राइवर ऐसे सिगनल को पार करता है और इसके अलावा स्टेशन मास्टर के अनुदेशों के अनुसार सक्षम रेल कर्मचारी प्रस्थान करने वाली गाड़ी को हथ-सिगनल देगा। For Starter Signal, the Driver to pass such signal on the Authority handed over at the station and in addition thereto, a competent railway servant shall show hand signals to departing train in accordance with the instructions of Station Master.

(3) दोषपूर्ण अग्रिम स्टार्टर सिगनल के मामले में हथ-सिगनल दिखाने से छूट दी जाए और ड्राइवर स्टेशन पर दिए जाने वाले लिखित प्राधिकार पर ऐसे सिगनल को पार करे। यह उन मामलों में जहां अग्रिम स्टार्टर सिगनल किसी प्वाइंट्स (कांटे) की अभिरक्षा करता हो, लागू नहीं होगा वहां हथ-सिगनलों को न दिखाने की छूट नहीं दी जाएगी। In case of defective Advanced Starter Signal, hand signals may be dispensed with and Driver to pass such signal by a written authority handed over at the station. Except in case of an Advanced Starter Signal protects any points, hand signals shall not be dispensed with.

Annexure 4

फॉर्म सं. टी/409 Form No.T/409
क्रम सं. Sr. No._____

_____रेलवे RAILWAY

सतर्कता आदेश Caution Order
(रिकॉर्ड/ड्राइवर/गार्ड Record/Loco Pilot/Guard)

Station _____ स्टेशन
दिनांक Date _____ 20____

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

एतद्द्वारा आपको 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 यथावश्यक अनुपालन करें।

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		
१						
२						
३						
४						
५						
६						
७						
८						

समय Time_____

स्टेशन मास्टर के हस्ताक्षर Signature of Station Master
स्टेशन मास्टर की मोहर Station Master Stamp

ड्राइवर के हस्ताक्षर Signature of Loco Pilot _____ दिनांक Date _____ 20____
गार्ड के हस्ताक्षर Signature of Guard _____ दिनांक Date _____ 20____

Annexure 5

फॉर्म सं. टी/ए 409 Form No.T/A 409
क्रम सं. Sr. No._____

_____रेलवे Railway

(रिकार्ड/ड्राइवर/गार्ड Record/Loco Pilot/Guard)

Station _____ स्टेशन
दिनांक Date _____ 20____

To
गाड़ी नं. The Loco Pilot of Train No. _____ विवरण (Description) _____ के ड्राइवर को

सतर्कता आदेश CAUTION ORDER

कुछ नहीं NIL

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 Loco Pilot _____ दिनांक Date _____ समय Time _____

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

Annexure 6

फॉर्म सं. टी/बी 409 Form No.T/B 409

_____रेलवे Railway क्रम सं. Sr. No. _____

अनुस्मारक सतर्कता आदेश REMINDER CAUTION ORDER

(रिकार्ड/ड्राइवर Record/Loco Pilot)

Station _____ स्टेशन दिनांक Date _____

To

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

आपको एतद्द्वारा 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 यथावश्यक अनुपालन करें।

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		
1						
2						
3						
4						

समय Time _____

_____

स्टेशन मास्टर के हस्ताक्षर Signature of Station Master

स्टेशन मास्टर की मोहर Station Master Stamp

ड्राइवर के हस्ताक्षर Signature of Loco Pilot _____ दिनांक Date _____ समय Time _____

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

Annexure 7

फॉर्म सं. टी/431 Form No.T/431 क्रम सं. Sr. No._____ _____रेलवे RAILWAY गाड़ी परीक्षण सूचना/रिपोर्ट Train Examination Advice/Report	फॉर्म सं. टी/431 Form No.T/431 क्रम सं. Sr. No._____ _____रेलवे RAILWAY गाड़ी परीक्षण सूचना/रिपोर्ट Train Examination Advice/Report	फॉर्म सं. टी/431 Form No.T/431 क्रम सं. Sr. No._____ _____रेलवे RAILWAY गाड़ी परीक्षण सूचना/रिपोर्ट Train Examination Advice/Report
गाड़ी परीक्षण सूचना TRAIN EXAMINATION ADVICE	गाड़ी परीक्षण रिपोर्ट TRAIN EXAMINATION REPORT	गाड़ी परीक्षण रिपोर्ट TRAIN EXAMINATION REPORT
(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। _____ 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 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 'A' keeping forms 'B' & 'C'. On completion, train Examiner shall send forms 'B' & 'C' to the Station Master, who shall keep form 'C' 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 Manager 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। (यातायात रिकॉर्ड Traffic Record)	(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 है। I with a load of____ vehicles/wagons on line no.____ ready for examination at____ hours due to start at ____ hours. 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 ____ वाहनों/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 जाए TXR to enter) _____ 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 (यातायात रिकॉर्ड Traffic Record)	(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/मालडिब्बों के भार के साथ vehicles/wagons on line no.____ लाइन सं. पर जांच कर ली गयी है और संलग्न क्षतिग्रस्त मेमो में दर्शाए गए अनुपयुक्त ____ वाहन/मालडिब्बों को हटाने के बाद चलाए जाने हेतु सुरक्षित है। date____ 20 ____ ये ____ बजे hours सूचना भेजने का समय एवं तारीख has been examined and is safe to run after _____ Vehicles/Wagons unfit to run shown in the attached damaged memo are detached. _____ 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) _____

Annexure 8

फॉर्म नं. टी/509 Form No.T/509
क्रम सं. Sr. No._____

_____रेलवे RAILWAY

अवरोधी लाइन पर गाड़ी को लेने के लिए प्राधिकार

AUTHORITY TO RECEIVE A TRAIN ON AN OBSTRUCTED LINE

(रिकार्ड/ड्राइवर Record/ Loco Pilot)

Station_____स्टेशन दिनांक Date_____समय Time_____

To

The Loco Pilot 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 नं._____(शब्दो में in words)_____(अंको में in figures)_____की तरफ के फेरिंग प्वांइटो पर तब तक खड़ी रखेंगे जब तक आगे बढ़ने के लिए हथ सिगनल नही 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 Loco Pilot_____दिनांक Date _____

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

Annexure 9

फॉर्म नं. टी/511 Form No.T/511
क्रम सं. Sr. No._____

_____रेलवे RAILWAY

सिगनल रहित लाइन से प्रस्थान करने के लिए प्राधिकार

AUTHORITY TO START FROM A NON-SIGNALED LINE

(रिकार्ड/ड्राइवर Record/ Loco Pilot)

Station_____स्टेशन दिनांक Date_____20_____

समय Time_____

To

The Loco Pilot 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 सिगनल्ड) लाइन सं. (शब्दों में in words)_____(अंकों में in figures) _____से चालू नहीं हो जाती, गति 15 कि.मी. प्रति घंटें से अधिक न रखते हुए सक्षम रेल कर्मचारी द्वारा सिगनल रहित लाइन के प्वांइटों 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-signaled 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 Loco Pilot _____दिनांक Date _____

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

Annexure 10

फॉर्म नं. टी/512 Form No.T/512
क्रम सं. Sr. No._____

_____रेलवे RAILWAY

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

Station _____ स्टेशन दिनांक Date _____ समय Time _____

To
The Loco Pilot 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 हैं।
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 के हस्ताक्षर Signature of Station Master
स्टेशन मास्टर की मोहर Station Master Stamp

ड्राइवर के हस्ताक्षर Signature of Loco Pilot _____ 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.

***

Annexure 11

फॉर्म सं. टी/ए 602 Form No. T/A 602

अप/डाउन UP/DOWN

क्रम सं. Sr. No. _____

_____ रेलवे RAILWAY

किसी ऑक्यूपाइड ब्लॉक सेक्शन में राहत इंजन/गाड़ी ले जाने के लिए प्राधिकार
AUTHORITY TO PROCEED FOR RELIEF ENGINE/TRAIN INTO AN OBSTRUCTED BLOCK SECTION

(रिकार्ड/गार्ड/ड्राइवर Record/Guard/Loco Pilot)

Station _____ स्टेशन

दिनांक Date _____ 20 _____

To : Loco Pilot of Relief Engine/Train No. राहत इंजन/गाड़ी नं. के ड्राइवर को।

लाइन क्लियर के बिना आगे बढ़ने के लिए ब्लॉक टिकट AUTHORITY 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 _____ 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 नं. एवं विवरण _____ को पार करने के लिए प्राधिकृत किया जाता हैं जिसमें सिगनल पोस्ट/पोंस्टों 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.घं. दिन में जब दृश्यता आगे साफ हो तथा 10 कि.मी.प्र.घं. 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 समपार फाटक/फाटकों के पास पहुंचती 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.घं. Speed kmph	कारण/टिप्पणियां Cause/Remarks
	से From	तक To	से From	तक To		
1						
2						
3						
4						

मैंने इसकी विषय-वस्तु को समझा लिया है। I have understood the contents of this

ड्राइवर के हस्ताक्षर
Signature of Loco Pilot

गार्ड के हस्ताक्षर
Signature of Guard

स्टेशन मास्टर के हस्ताक्षर
Signature of Station Master

स्टेशन मास्टर की मोहर Station Master Stamp

समय Time बजकर Hours मिनट Minutes

अनुदेश INSTRUCTIONS

1. 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.
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) shwon above and thereafter he will obey the signals of employee/ supervisor present at site.

महत्वपूर्ण अनुदेश IMPORTANT INSTRUCTIONS

इस प्राधिकार पर चलने वाले ड्राइवर निम्नलिखित अनुदेशों का पालन अवश्य करें :–
Driver proceeding on this authority must observe the following instructions :–

(1) गति अधिक न हो Speed must not exceed	एकल लाइन पर Single Line	दोहरी लाइन पर Double Line
(a) दिन में Day	15 कि.मी.प्र.घं. KMPH	15 कि.मी.प्र.घं. KMPH
(b) रात में अथवा जब दृश्यता बाधित हो Night or when view is obstructed.	10 कि.मी.प्र.घं. KMPH	10 कि.मी.प्र.घं. KMPH
(c) धुंध, कोहरे अथवा तूफानी मौसम में या आंधी चलते समय In thick, foggy or tempestuous weather or in dust storm.	लालबत्ती एवं पटाखे के साथ आगे चलने वाले दो व्यक्तियों द्वारा पैदल चलने की निर्धारित गति Walking pace preceded by two men on foot with Red light and Fog Signals.	लालबत्ती एवं पटाखे के साथ आगे चलने वाले एक व्यक्ति द्वारा पैदल चलने की निर्धारित गति Walking pace preceded by one man on foot with Red light and Fog Signals.

2. दिन और रात के समय ड्राइवर को किसी सुरंग में तब तक नहीं घुसना चाहिए जब तक कि वह यह मालूम न कर ले सुरंग क्लियर है। यदि इस विषय में कोई शंका हो, गाड़ी को एक रेल कर्मचारी द्वारा जो हाथ-सिगनलों और पटाखों से सुसज्जित हो, मार्गदर्शित किया जाना चाहिए। Both by day and night, a Tunnel must not be entered until the Driver has ascertained that it is clear. Should there be any doubt on this point, the train should be piloted by a Railway Employee equipped with Hand Signals and Detonators.

3. रात के समय यदि इलेक्ट्रिक हैड लाइट खराब अवस्था में हो तो उस गाड़ी या लाइट-इंजन से आगे पर्याप्त दूरी पर पटाखों से युक्त एक रेल कर्मचारी आने वाली किसी दूसरी गाड़ी को रोकने के लिए एक लाल बत्ती आगे से दिखाते हुए चलेगा। स्वचालित वाहन/अन्य वाहन के मामले में भी सावधानियां अवश्य बरती जानी चाहिए। During night if Electric Head Light is not in working order, the Train or the Light Engine must be preceded at an edequate distance by a Railway Servant carrying Detonators and exhibiting Red Light ahead to Stop any other approaching train. The precautions must be taken in case of self propelled vehicle/other vehicle also.

4. हर समय बाहर की ओर कड़ी निगरानी रखी जानी चाहिए और ड्राइवर रेलपथ पर प्रत्यक्ष या अचानक उत्पन्न होने वाली किसी भी अवरोध से पहले रूकने के लिए अवश्य तैयार रहे। A sharp look out must be kept at all times and the Driver must be prepared to Stop clear and short of any obstruction which may exist or crop up on the track.

5. अगले स्टेशन के पास पहुंचते समय, ड्राइवर अपनी गाड़ी, इंजन/लाइट इंजन/ट्रॉली/टावर वैगन/डीजल रेल कार/स्वचालित वाहन/अन्य वाहन को प्रथम ठहराव सिगनल के बाहर अवश्य रोके और उसके बाद वह लगातार सीटी बजाए अथवा स्वचालित वाहन में यदि हॉर्न की व्यवस्था हो तो उसे विशेष अनुदेश के अनुसार बजाए। यदि 10 मिनट के भीतर स्टेशन से कोई ना आए तो सहायक ड्राइवर/गार्ड को गाड़ी/लाइट इंजन/स्वचालित इंजन/अन्य वाहन के पहुंचने की सूचना देने के लिए स्टेशन मास्टर से तत्काल सम्पर्क करने के लिए भेजा जाएगा अथवा यदि सिगनल पोस्ट टेलिफोन की व्यवस्था हो तो इसके जरिए या संचार के किसी अन्य माध्यम द्वारा, यदि व्यवस्था हो तो, सम्पर्क करेगा। When approaching the station ahead, Driver must Stop his train engine/ light engine/trolley/tower wagon/diesel rail car/self-propelled vehicle/other vehicle out side First Stop Signal and sound continuously whistle or by sounding the horn of self propelled vehicle, if provided, as per special instructions. If no one turns up from the station within 10 minutes, Assistant Driver/Guard shall be immediately sent to the station to inform Station Master of the arrival of the train/light engine/self propelled vehicle/other vehicle or make contact Station Master through Signal Post Telephone, if provided or by other means of communications if provided.

Annexure 12

अप/डाउन UP/DOWN

फॉर्म सं. टी/बी 602 Form No. T/B 602

_____ 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 Loco Pilot /Record)

Station _____ स्टेशन

दिनांक Date _____ 20____

To : Loco Pilot 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 एतद्द्वारा 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 _____ बजकर 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 _____ बजे 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 कांटों का बचाव करता है, हथ सिगनलों का पालन करते हुए गति 15 कि.मी.प्र.घं. से अधिक न रखे।

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 peritted 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 समपार फाटक/फाटकों के पास पहुंचती समय पूर्ण सावधानी बरती 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 :—

क्र 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		
1						
2						
3						
4						

लाइन क्लियर पूछताछ संदेश LINE CLEAR ENQUIRY MESSAGE

To The Station Master _____ स्टेशन मास्टर को।

संदेश सं. Message No. _____ वापसी 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/टॉली आदि (पूरा ब्यौरा) 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 reuturn with/without attached to aTrain 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 Loco Pilot

गार्ड के हस्ताक्षर Signature of Guard

स्टेशन मास्टर के हस्ताक्षर Signature of Station Master
स्टेशन मास्टर की मोहर Station Master Stamp
समय Time_____बजकर Hours_____मिनट Minutes

अनुदेश INSTRUCTIONS

1. * जो लागू न हो उसे काट दें. * Strike out which ever is not applicable.
2. 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.

महत्वपूर्ण अनुदेश IMPORTANT INSTRUCTIONS

इस प्राधिकार पर चलने वाले ड्राइवर निम्नलिखित अनुदेशों का पालन अवश्य करें Driver proceeding on this authority must observe the following instructions :—

	इकहरी लाइन Single Line
(1) गति अधिक न हो Speed must not exceed	
क.(a) दिन में Day	15 कि.मी.प्र.घं. KMPH
ख.(b) रात में अथवा जब दृश्यता बाधित हो. Night or when view is obstructed.	10 कि.मी.प्र.घं. KMPH
ग.(c) धुंध, कोहरे अथवा तुफानी मौसम में या आंधी चलते समय In thick, foggy or tempestuous weather or dust storm.	लालबत्ती, एवं पटाखे के साथ आगे चलने वाले दो व्यक्तियों द्वारा पैदल चलने की निर्धारित गति men on foot with Red light and Fog Signals.

2. दिन और रात के समय ड्राइवर को किसी सुरंग में तब तक नहीं घुसना चाहिए जब तक की वह यह जान न ले कि सुरंग क्लियर है। यदि इस विषय में कोई शंका हो तो, गाड़ी को एक रेल कर्मचारी द्वारा जो हाथ-सिगनल और पटाखों से सुसज्जित हो, मार्गदर्शित किया जाना चाहिए। Both by day and night, a Tunnel must not be entered until the Driver has ascertained that it is clear. Should, there be any doubt on this point, the train should be piloted by a Railway Employee equipped with Hand Signals and Detonators.

3. रात के समय यदि इंजन पर इलेक्ट्रिक हैड लाइट न लगी हो या यदि इलेक्ट्रिक हैड लाइट खराब हो तो उस गाड़ी या लाइट-इंजन से आगे पर्याप्त दूरी पर पटाखों से युक्त एक रेल कर्मचारी आने वाली किसी दूसरी गाड़ी को रोकने के लिए एक लाल बत्ती आगे से दिखाते हुए चलेगा। स्वचालित वाहन/अन्य वाहन के मामलें में भी सावधानियां बरती जानी चाहिए। During night if engine is not fitted with the Electric Head Light or if Electric Head Light is not in working order the Train or the Light Engine must be preceded at an adequate distance by a Railway Servant carrying Detonators and exhibiting Red Light ahead to Stop any other approaching train. The precautions must be taken in case of self propelled vehicle/other vehicle also.

4. हर समय बाहर की ओर कड़ी निगरानी रखी जानी चाहिए और ड्राइवर रेल पथ पर प्रत्यक्ष या अचानक उत्पन्न होने वाले किसी भी अवरोध से पहले रूकने के लिए अवश्य तैयार रहे। A sharp look out must be kept at all times and the Driver must be prepared to Stop clear and short of any obstruction which may exist or crop up on the road.

5. अगले स्टेशन के पास पहुंचते समय, ड्राइवर अपनी गाड़ी, इंजन/लाइट इंजन/ट्रॉली/टावर वैगन/डीजल रेल कार/स्वचालित वाहन/अन्य वाहन को प्रथम ठहराव सिगनल के बाहर अवश्य रोके और उसके बाद वह लगातार सीटी बजाए अथवा स्वचालित वाहन में यदि हॉर्न की व्यवस्था हो तो उसे विशेष अनुदेश के अनुसार बजाए। यदि 10 मिनट के भीतर स्टेशन से कोई न आए तो सहायक ड्राइवर /गार्ड को गाड़ी/ लाइट इंजन/स्वचालित इंजन/अन्य वाहन के पहुंचने की सूचना देने के लिए स्टेशन मास्टर से तत्काल सम्पर्क करने के लिए भेजा जाएगा अथवा यदि सिगनल पोस्ट टेलीफोन की व्यवस्था हो तो इसके जरिए या संचार के किसी अन्य माध्यम द्वारा, यदि व्यवस्था हो तो, सम्पर्क करेगा। When approaching the station ahead, Driver must Stop his train engine/light engine/trolley/tower wagon/diesel rail car/self-propelled vehicle. Other vehicle, outside first stop signal and sound continuously whistle of by sounding the horn of self enpelled vehicle. If provided, as per special Instructions. If no one turns up from the station within 10 minutes, Assistant Driver/Guard shall be immediately sent to the station to inform Station Master of the arrival of the train / light engine / self propelled vehicle / other vehicle or make contact Station Master through Signal Post Telephone, if provided or by other means of communication if provided

Annexure 13

अप/डाउन UP/DOWN

फॉर्म सं. टी/सी 602 Form No. T/C 602

क्रम सं. Sr. No._____

_____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

(ड्राइवर/रिकार्ड Loco Pilot/Record)

Station_____स्टेशन

दिनांक Date_____20_____

To : Loco Pilot 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/स्वचालित वाहन संख्या_____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_____to station_____with your Train/Self propelled Vehicle No_____.

2. आप अपनी गाड़ी को अगले ब्लॉक स्टेशन के राइट लाइन से सम्बन्धित पहले रोक सिगनल/रॉंग लाइन से सम्बन्धित अन्तिम रोक सिगनल, 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 सिगनलो को पार करने के लिए प्राधिकार AUTHORITY TO PASS SIGNALS IN 'ON' POSITION

आपको ऑन स्थिति में सिगनल का/सिगनलों के नं. एवं विवरण_____को पार करने हेतु प्राधिकृत किया जाता है जिसमें सिगनल पोस्ट/पोस्टों पर, यदि यह काटों का बचाव करता है, हाथ-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 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 स्थिति समपार फाटक/फाटकों के पास पहुंचते समय पूर्ण सावधानी बरते 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.

क्र 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		
1						
2						
3						
4						

मैनें इसकी वस्तु-स्थिति को समझ लिया. I have understood the contents of this

ड्राइवर के हस्ताक्षर Signature of Loco Pilot

गार्ड 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 INSTRUCTION

1. *जो लागू न हो उसे काट दें Strike out which ever is not applicable.
2. 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.

महत्वपूर्ण अनुदेश IMPORTANT INSTRUCTIONS

इस प्राधिकार पर चलने वाले ड्राइवर निम्नलिखित अनुदेशों का पालन अवश्य करें Driver proceeding on this authority must observe the following instructions :—

(1) गति अधिक न हो Speed must not exceed	दोहरी लाइन पर Double Line
क.(a) दिन में Day	25 कि.मी.प्र.घं. 25 KMPH
ख. रात में अथवा जब दृश्यता बाधित हो	10 कि.मी.प्र.घं.
(b) Night or when view is obstructed.	10 KMPH
ग. धुंध, कोहरे अथवा तूफानी मौसम में या आधी चलते समय	लालबत्ती एवं पटाखे के साथ आगे चलने वाले दो व्यक्तियों द्वारा पैदल चलने की निर्धारित गति
(c) In thick, foggy or tempestuous wheather of dust storm.	Walking pace preceded by two men on foot with Red light and Fog Signals.

2. दिन और रात के समय ड्राइवर को किसी सुरंग में तब नहीं घुसना चाहिए जब तक कि वह यह जान न ले कि सुरंग क्लियर है। यदि इस विषय में कोई शंका हो तो, गाड़ी को एक रेल कर्मचारी द्वारा जो हाथ-सिगनलों और पटाखों से सुसज्जित हो, मार्गदर्शित किया जाना चाहिए। Both by day and night, a Tunnel must not be entered until the Driver has ascertained that it is clear. Should, there be any doubt on this point, the train should be piloted by a Railway Employee equipped with Hand Signals and Detonators.

3. रात के समय यदि इंजन पर इलेक्ट्रिक हैड लाइट न लगी हो या इलेक्ट्रिक हैड लाइट खराब हो तो उस गाड़ी या लाइट इंजन से आगे पर्याप्त दूरी पर पटाखों से युक्त एक रेल कर्मचारी आने वाली किसी दूसरी गाड़ी को रोकने के लिए एक लाल बत्ती आगे से दिखाते हुए चलेगा। स्वचालित वाहन/अन्य वाहन के मामले में भी सावधानियां अवश्य बरती जानी चाहिए। During night if engine is not fitted with the Electric Head Light or if Electric Head Light is not in working order the Train or the Light Engine must be proceded at an adequate distance by a Railway Servant carrying Detonators and exhibiting Red Light ahead to Stop any other approaching train. The precautions must be taken in case of self propelled vehicle/other vehicle also.

4. हर समय बाहर की ओर कड़ी निगरानी रखी जानी चाहिए और ड्राइवर रेलपथ प्रत्यक्ष या अचानक उत्पन्न होने वाले किसी भी अवरोध से पहले रूकने के लिए अवश्य तैयार रहें। A sharp look out must be kept at all times and the Driver must be prepared to Stop clear and short of any obstruction which may exist or crop up on the track.

5. अगले स्टेशन के पास पहुंचते समय, ड्राइवर अपनी गाड़ी इंजन/लाइट इंजन/ट्रॉली/टावर वैगन/डीजल रेल कार/स्वचालित वाहन/अन्य याहन को राइट लाइन से संबंधित पहले रोके सिगनल/रॉंग लाइन से संबंधित अन्तिम रोक सिगनल, जो भी पहले आए के बाहर रोके और इसके पश्चात वह लगातार सीटी बजाए अथवा स्वचालित वाहन में यदि हॉर्न की व्यवस्ता हो तो उसे विशेष अनुदेश के अनुसार बजाए। यदि 10 मिनट के भीतर स्टेशन से कोई न आए तो सहायक ड्राइवर/गार्ड को गाड़ी/लाइट इंजन/स्वचालित इंजन/अन्य वाहन के पहुंचने की सूचना देने के लिए स्टेशन मास्टर से तत्काल सम्पर्क करने के लिए भेजा जाएगा अथवा यदि सिगनल पोस्ट टेलीफोन की व्यवस्था हो तो इसके जरिए या संचार के किसी अन्य माध्यम द्वारा, यदि व्यवस्था हो तो, सम्पर्क करेगा। When approaching the station ahead, Driver must stop his train engine/light engine/trolley/tower wagon/diesel rail car/self-propelled vehicle/other vehicle out side First Stop Signal pertaining to right line/last stop signal pertaining to wrong line whichever comes across first and sound continuously whistle or by sounding the horn of self propelled vehicle. If provided, as per special instructions. If no one turns up from the station within 10 minutes, Assistant Driver/Guard shall be immediately sent to the station to inform Station Master of the arrival of the train/light engine/self propelled vehicle/other vehicle or make contact Station Master through Signal Post Telephone, if provided or by other means of communications if provided.

Annexure 14

अप/डाउन UP/DOWN

फॉर्म नं. टी/डी 602 Form No. T/D 602

क्रम सं. Sr. No. _____

_____ रेलवे RAILWAY

दोहरी लाइन पर अस्थाई इकहरी लाइन संचालन के लिए प्राधिकार

AUTHORITY FOR TEMPORARY SINGLE LINE WORKING ON DOUBLE LINE

(ड्राइवर/ गार्ड/रिकार्ड Loco Pilot /Guard/ Record)

Station_____ स्टेशन

दिनांक Date_____20____

To The Loco Pilot 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 सिगनल को पार करने के लिए प्राधिकार AUTHORITY TO PASS SIGNAL IN 'ON' POSITION

* सिगनल का नं. एवं विवरण Description & No. of Signal _____ स्टार्टर, मध्यवर्ती स्टार्टर, अग्रिम स्टार्टर अथवा अंतिम रोक सिगनलों के लिए लागू। सिगनल पर यदि कांटो का बचाव करता है, हथ सिगनल/सिगनलों 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.

** अपको उन स्टेशनों के सिगनलों 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 sigle line working. Station/s_____.

अपको मार्ग में गेटमेन तथा गैंगमेन 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. अपकी गाड़ी राइट लाइन पर जा रही है। अवरोध_____कि.मी. पर है।

* i) Your train is giong on Right line/Wrong line. The obstruction exists km._____.

ii) अपकी गाड़ी अस्थाई इकहरी लाइन को पार करने के लिए पहली गाड़ी है। लागू अन्य गाति 25 कि.मी. प्रति घण्टे तक सीमित रखी जाएगी. Your train is First Train to pass over the Temporary Sigle Line. Speed shall be restricted to 25 KMPH subject to observance of other speed restriction in force.

iii) यदि अपकी गाड़ी रांग लाइन पर जा रही है तो आपको आदेश रहित सेक्शन 'न्यूट्रल सेक्शन' (केवल विद्युतिकृत सेक्शन में) का पालन करने के लिए विशेष रूप से सचेत किया जाता है। संबंधित लाइन पर कोई ट्रैप प्वाइंट नहीं है/ ट्रैप 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		
1						
2						
3						
4						

मैंने इसकी वस्तु स्थिति को समझ लिया है। I have understood the contents of this.

_____

ड्राइवर के हस्ताक्षर Signature of Loco Pilot

_____

स्टेशन मास्टर के हस्ताक्षर Signature of Station Master

स्टेशन मास्टर की मोहर Station Master 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.

महत्वपूर्ण अनुदेश IMPORTANT INSTRUCTIONS

इस प्राधिकार पर चलने वाले ड्राइवर निम्नलिखित अनुदेशों का पालन अवश्य करें Driver proceeding on this authority must ovserve the following Instructions :-

(1) गति अधिक न हो Speed must not exceed	इकहरी लाइन Single Line
(क) (a) दिन में Day	15 कि. मी. प्र. घं. KMPH
(ख) (b) रात में अथवा जब दृश्यता बाधित हो Night or when view is obstructed.	10 कि. मी. प्र. घं. KMPH
(ग) (c) धुंध, कोहरे अथवा तुफानी मौसम में या आंधी चलते समय In thick, foggy or tempestuous weather or dust storm	लालबत्ती एवं पटाखे के साथ आगे चलने वाले दो व्यक्तियों द्वारा पैदल चलने की निर्धारित गति men on foot with Red light and Fog Signals.

2. दिन और रात के समय ड्राइवर को किसी सुरंग में तब तक नहीं घुसना चाहिए जब तक की यह यह जान न ले कि सुरंग क्लियर है। यदि इस विषय में कोई शंका हो तो, गाड़ी को एक रेल कर्मचारी द्वारा जो हाथ-सिगनल और पटाखों से सुसज्जित हो, मार्गदर्शित किया जाना चाहिए। Both by day and night, a Tunnel must not be entered until the Driver has ascertained that it is clear. Should, there be any doubt on this point, the train should be piloted by a Railway Employee equipped with Hand Signals and Detonators.

3. रात के समय यदि इंजन पर इलेक्ट्रिक हैड लाइट न लगी हो या यदि इलेक्ट्रिक हैड लाइट खराब होतो उस गाड़ी या लाइट-इंजन से आगे पर्याप्त दूरी पर पटाखों से युक्त एक रेल कर्मचारी आने वाली किसी दूसरी गाड़ी को रोकने के लिए एक लाल बत्ती आगे से दिखाते हुए चलेगा। स्वचालित वाहन/अन्य वाहन के मामलें में भी सावधानियां बरती जानी चाहिए। During night if engine is not fitted with the Electric Head Light or if Electric Head Light is not in working order the Train or the Light Engine must be preceded at an adequate distance by a Railway Servant carrying Detonators and exhibiting Red Light ahead to Stop any other approaching train. The precautions must be taken in case of self propelled vehicle/other vehicle also.

4. हर समय बाहर की ओर कड़ी निगरानी रखी जानी चाहिए और ड्राइवर रेल पथ पर प्रत्यक्ष या अचानक उत्पन्न होने वाले किसी भी अवरोध से पहले रूकने के लिए अवश्य तैयार रहे। A sharp look out must be kept at all times and the Driver must be prepared to Stop clear and short of any obstruction which may exist or crop up on the track.

5. अगले स्टेशन के पास पहुंचते समय, ड्राइवर अपनी गाड़ी, इंजन/लाइट इंजन/ ट्राली/टावर वैगन/डीजल रेल कार/स्वचलित वाहन/अन्य वाहन को प्रथम ठहराव सिगनल के बाहर अवश्य रोके और उसके बाद यह लगातार सीटी बजाए अथवा स्वचलित वाहन में यदि हॉर्न की व्यवस्था हो तो उसे विशेष अनुदेश के अनुसार बजाए। यदि 10 मिनट के भीतर स्टेशन से कोई न आए तो सहायक ड्राइवर/स्टेशन मास्टर/गार्ड को गाड़ी/लाइट इंजन/स्वचलित इंजन/अन्य वाहन के पहुंचने की सूचना देने के लिए स्टेशन मास्टर से तत्काल सम्पर्क करने के लिए भेजा जाएगा अथवा यदि सिगनल पोस्ट टेलीफोन की व्यवस्था हो तो इसके जरिए या संचार के किसी अन्य माध्यम द्वारा, यदि व्यवस्था हो तो, सम्पर्क करेगा। When approaching the station ahead, Driver must Stop his train engine/light engine/trolley/tower wagon/diesel rail car/self-propelled vehicle/other vehicle out side First Stop Signal and sound continuously whistle or by sounding the horn of self propelled vehicle. If provided, as per special instructions. If no one turns up from the station within 10 minutes, Assistant Driver/Station Master/Guard shall be immediately sent to the station to inform Station Master of the arrival of the train/light engine/self propelled vehicle/other vehicle or make contact Station Master through Signal Post Telephone, if provided or by other means of communications if provided.

अप/डाउन UP/DOWN

Annexure 15

फॉर्म नं. टी/ई 602 Form No. T/E 602

क्रम सं. Sr. No. _____

_____रेलवे RAILWAY

एकहरी 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 Loco Pilot / Record)

Station_____ स्टेशन

दिनांक Date_____20____

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 अनुगामी 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 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.

* अप/डाउन UP/DOWN

Annexure 16

फॉर्म नं. टी/एफ 602 Form No. T/F 602

क्रम सं. Sr. No. _____

_____रेलवे RAILWAY

कंडीशनल लाइन क्लियर संदेश CONDITIONAL LINE CLEAR REPLY MESSAGE

(ड्राइवर/ रिकार्ड Loco Pilot / Record)

Station_____ स्टेशन

दिनांक Date_____20____

समय Time _____बजकर hours____ मिनट minutes

From Station Master _____ स्टेशन मास्टर से

To Station Master_____ स्टेशन मास्टर को .

संदेश सं. Message No._____

आपका संदेश सं._____. * आपके यहां 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

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

स्टेशन मास्टर की मोहर Station Master Stamp

Annexure 17

अप UP

फॉर्म नं. टी/जी 602 Form No. T/G 602

क्रम सं. Sr. No. _____

_____रेलवे RAILWAY

कंडीशनल लाइन क्लियर टिकट CONDITIONAL LINE CLEAR TICKET

(ड्राइवर/ रिकार्ड Locopilot / Record)

Station_____ स्टेशन

दिनांक Date_____20____

From

समय Time _____बजकर Hours____ मिनट Minutes

Station Master _____स्टेशन मास्टर से

To

गाड़ी नं. The Loco Pilot 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 एतद्द्वारा 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 प्रविष्ट तथा नियमितता के दौरान सभी गाड़ियों की प्रविष्टि काट दें. Stike out in the case of first train during uneven flow and for all trains during even flow.

Annexure 18

डाउन DOWN

फॉर्म नं. टी/एच 602 Form No. T/H 602

क्रम सं. Sr. No. _____

_____रेलवे RAILWAY

कंडीशनल लाइन क्लियर टिकट CONDITIONAL LINE CLEAR TICKET

(ड्राइवर/ रिकार्ड Driver / Record)

Station_____ स्टेशन

दिनांक Date_____20____

From

समय Time _____बजकर Hours____ मिनट Minutes

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 एतद्द्वारा 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 प्रविष्ट तथा नियमितता के दौरान सभी गाड़ियों की प्रविष्टि काट दें. Stike out in the case of first train during uneven flow and for all trains during even flow.

Annexure 19

फॉर्म सं. टी/आई 602 Form No.T/I 602

क्रम सं. Sr. No. _____,

_____रेलवे RAILWAY

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)_____ despatched 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 wards) _____ (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 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 रदद् की जा रही है/की जएगी। 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 wards)_____ (अंकों में in figures)____.

_____

स्टेशन मास्टर के हस्ताक्षर Signature of Station Master

स्टेशन मास्टर की मोहर Station Master Stamp

Annexure 20

फॉर्म नं. टी/609 Form No.T/609

क्रम सं. Sr. No. _____

_____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 Loco Pilot when the Engine or portion of a train is allowed to proceed to the next station from mid section

(ड्राइवर/रिकार्ड Loco Pilot/Record)

To, The Loco Pilot 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 _____बजकर _____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 ड्यूटी 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 हूं कि मैंने मूर्त 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 Loco Pilot गार्ड के हस्ताक्षर Signature of Guard

दिनांक Date _____ दिनांक Date _____

समय Time _____ 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 एतद्द्वारा अनुमति दी जाती है और प्राधिकृत किया जाता है।

_____

स्टेशन मास्टर के हस्ताक्षर Signature of Station Master

दिनांक _____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.*

Annexure 21

फॉर्म नं. टी/806 Form No.T/806

क्रम सं. Sr.No.____

_____रेलवे RAILWAY

शंटिंग आदेश SHUNTING ORDER

(ड्राइवर Loco Pilot/गार्ड Guard/रिकार्ड Record)

Station_____ स्टेशन दिनांक Date_____20____

समय Time____ बजकर hours____ मिनट minutes

To

The Loco Pilot of Train No. गाड़ी नं._____ * अप/डाउन * UP/DOWN के ड्राइवर 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/OCC Key is hereby issued to you from _____ hours बजकर _____ minutes मिनट से to _____ hours बजकर _____ minutes मिनट तक एतद्द्वारा जारी की जाती है।

_____

स्टेशन मास्टर के हस्ताक्षर Signature of Station Master

स्टेशन मास्टर की मोहर Station Master Stamp

ड्राइवर के हस्ताक्षर Signature of Loco Pilot____ 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/ब्लाक फार्वर्ड होने पर लागू होता है Applies when Line is Blocked back/Blocked forward.

Annexure 22

फॉर्म सं. टी/ए 912 Form No.T/A 912

_____ रेलवे RAIL WAY क्रम सं. Sr. No. ____

स्वचालित/अर्ध-स्वचालित/हस्तचालित/फाटक रोक सिगनलों को पार करने के लिए प्राधिकार AUTHORITY TO PASS AUTOMATIC/SEMI AUTHOMATIC/MANUALLY OPERATED/GATE STOP SIGNALS

(ड्राइवर/ रिकार्ड Loco Pilot / Record)

Station_____ स्टेशन दिनांक Date_____20___

समय Time____ बजकर hours____ मिनट minutes.

To

The Loco Pilot/ Motorman of Train No. गाड़ी नं._____ Up/Down. अप/डाउन 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 बदों 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 'and signaled past such signals by a railway servant in uniform. The hand signals being dispalyed 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 बदों में रेल कर्मचारी द्वारा हथ-सिगनल दिखाए जाते हैं। When running in wrong direction (i) you must asertain that 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 Loco Pilot_____ दिनांक Date____ समय Time____ बजकर hours.____ मिनट minutes.

Annexure 23

फॉर्म नं. टी/बी 912 Form No. T/B 912

क्रम सं. Sr. No. _____

_____ रेलवे RAILWAY

स्वचालित ब्लॉक सिगनल क्षेत्रों पर लाइन क्लियर के बिना आगे बढ़ने के लिए प्राधिकार. AUTHORITY TO PROCEED WITHOUT LINE CLEAR ON AUTOMATIC BLOCK SIGNALLING TERRITORIES

(ड्राइवर/ रिकार्ड Loco Pilot/ Record)

Station_____ स्टेशन

दिनांक Date_____20____

समय Time_____ बजकर hours____ मिनट minutes

इंजन/गाड़ी यूनिट नं._____ अप/डाउन के मोटर मैन/ड्राइवर को.

To The Motor man/ Loco Pilot 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 एतद्द्वारा 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 संबधित लाइन पर पहले रोक सिगनल/ अंतिम रोक सिगनल से पहले अपनी गाड़ी /इंजन /यूनिट नं._____ खड़ी कर देनी होगी और इसके बाद_____ स्टेशन के स्टेशन मास्टर के अनुदेशों द्वारा निर्देशित किया जएगा . You shall bring your Train /Engine/Unit No._____ to stand out side first Stop Singal/ Last Stop Signal pertaining to wrong line * of the station and there after be guided by the instructions from the Station Master of_____ station.

सेक्शान पर गाड़ी नं._____ अंतिम गाड़ी थी. यह____ बजकर____ मिनट पर यहां से / पर चली /पहुंची .

Train No._____ was the last train over the section. It left /arived * here at____ hours____ minutes.

परिस्थितियां जिनमें यह प्राधिकार दिया जाता है . CIRCUMSTANCES UNDER WHICH THIS AUTHORITY IS GIVEN

* (क)(A) सिगनलों एवं संचार व्यवस्था का खराब हो जाना / Failure of signals and communications.

*(ख)(B) _____ स्टेशन और _____ स्टेशन के बीच _____ कि.मी. पर लाइन का अवरूद्ध 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 सिगनलों को पार करने के लिए प्राधिकार AUTHORITY TO PASS SIGNALS IN 'ON' POSITION

आपको रेल कर्मचारी द्वारा हाथ से सिगनल देने पर 'ऑन' स्थिति में माध्यवर्ती स्वचालित सं._____, अर्धस्वचालित सिगनल, हस्तचलित सिगनल सं._____ और 'ऑन' स्थिति में फाटक रोक सिगनालों को समपार 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 cautionsly 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 कि.मी. प्रति घण्टा और सुरंग, धुमाव, अवरोध, बारिश, कोहरा या किसी अन्य कारण से जब दृश्यता साफ नहो 10 कि.मी. प्रति घण्टा से अधिक गति न रखता 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 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 Loco Pilot _____ 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 फार्म के पीछे उल्लिखित अनुदेशों का पालन अवश्य करें /

Driver proceeding on this authority must observe instructions mentioned at the back of this form.

महत्वपूर्ण अनुदेश IMPORTANT INSTRUCTIONS

इस प्राधिकार पर चलनेवाले मोटरमैन/ड्राइवर निम्नलिखित सावधानियां अवश्य बरतें :—

Motorman/Driver proceeding onthis authority must observe the following precautions :—

1. दृश्यता साफ होने पर सीधी लाइन पर गति 25 कि.मी. प्र. घं. और लाइन के किसी भाग के पास पहुंचते या पार करते हुए जहां घुमाव, अवरोध, बारिश कोहरा एवं किसी अन्य कारण से दृश्यता साफ न होने पर गति 10 कि.मी. प्र.घं. से अधिक न रखें बशर्ते कि लगाए गए गति प्रतिबंध और सम्मुख कांटे पर 15 कि.मी.प्र.घं. तक प्रतिबंधित गति का पालन करे. **Speed must not exceed 25 KMPH over the straight with clear view and 10 KMPH when approaching or passing any portion of the line where the view ahead is not clear due to curve, obstruction, rain, fog or any other cause subject to the observance of speed restriction imposed and speed over facing points restricted to 15 KMPH.**

2. दिन और रात के समय ड्राइवर को किसी सुरंग में तब तक नहीं घुसना चाहिए जब तक कि ड्राइवर यह जान न ले कि सुरंग क्लियर है। यदि कोई शंका हो तो, गाड़ी को एक रेल कर्मचारी द्वारा जो हथ-सिगनलों और पटाखों से सुसज्जित हो, मार्ग दर्शित किया जाना चाहिए. **Both by day or night at tunnel must not be entered until the Driver has ascertained that it is clear. Should there be any doubt on this point, the train should be piloted by a Railway Employee equipped with lighted hand signals and detonators.**

3. हर समय बाहर की ओर कड़ी निगरानी रखी जानी चाहिए और ड्राइवर प्रत्यक्ष या रेलपथ पर अचानक होने वाले किसी भी अवरोध से पहले रूकने के लिए अवश्य तेयार रहें। इंजन की सीटी का निर्बाध रूप से अवश्य इस्तेमाल किया जाए. **A sharp look out must be kept at all times and Driver must be prepared to stop clear and short of any obstruction which may exist or crop up on the road. Engine whistle must be freely used.**

4. आगे नामित स्टेशन पर पहुंचते समय ड्राइवर अपनी गाड़ी के इंजन को रॉंग लाइन पर पहले रोक सिगनल/अन्तिम रोक सिगनल के बाहर अवश्य खड़ा करें और एक लम्बी सीटी बजाए और स्टेशन मास्टर के अनुदेशो का पालन करें. **When approaching the nominated station ahead, the Driver must bring his train engine to stand outside the First Stop Signal/ Last Stop Signal pertaining to wrong line and sound one long whistle and act to the instruction of the Station Master.**

5. प्राधिकृत यात्रा की समाप्ति पर नामित स्टेशन के स्टेशन मास्टर को यह फॅार्म रिकार्ड के लिए सौप देना चाहिए. **The form should be handed over to the Station Master of the nominated station at the end of the authorized journey for record.**

Annexure 24

फॉर्म नं. टी/सी 912 Form No. T/C 912

क्रम सं.Sr. No. _____

_____ रेलवे RAILWAY

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

(ड्राइवर/ रिकार्ड Loco Pilot / 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/Loco Pilot 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 प्रधिकृत 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 यहां 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, धुमाव, अवरोध, बारिश, कोहरा या किसी अन्य कारण से दृश्यता साफ नहो 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 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 Loco Pilot _____ 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 फार्म के पीछे उल्लिखित अनुदेशों का पालन अवश्य करें।

Driver proceeding on this authority must observe instrucitons mentioned at the back of this form.

महत्वपूर्ण अनुदेश IMPORTANT INSTRUCTIONS

इस प्राधिकार पर चलनेवाले मोटरमेन/ड्राइवर निम्नलिखित सावधानियां अवश्य बरतों :—
Motorman/Driver proceeding on this authority must observe the following precautions :—

1. दृश्यता साफ होने पर सीधी लाइन पर गति 25 कि.मी. प्र. घं. और लाइन के किसी भाग के पास पहुंचते या पार करते हुए जहां घुमाव, अवरोध, बारिश कोहरा एवं किसी अन्य कारण से दृश्यता साफ न होने पर गति 10 कि.मी.प्र.घं. से अधिक न रखें बशर्ते कि लगाए गए गति प्रतिबंध और सम्मुख कांटे पर 15 कि.मी.प्र.घं. तक प्रतिबंधित गति का पालन करे. Speed must not exceed 25 KMPH over the straight with clear view and 10 KMPH when approaching or passing any portion of the line where the view ahead is not clear due to curve, obstruction, rain, fog or any other cause subject to the observance of speed restriction imposed and speed over facing points restricted to 15 KMPH.

2. दिन और रात के समय ड्राइवर को किसी सुरंग में तब तक नहीं घुसना चाहिए जब तक कि ड्राइवर यह जान न ले कि सुरंग क्लियर है। यदि कोई शंका हो तो, गाड़ी को एक रेल कर्मचारी द्वारा जो हथ-सिगनलों और पटाखों से सुसज्जित हो, मार्ग दर्शित किया जाना चाहिए. Both by day or night at tunnel must not be entered until the Driver has ascertained that it is clear. Should there be any doubt on this point, the train should be piloted by a Railway Employee equipped with lighted hand signals and detonators.

3. हर समय बाहर की ओर कड़ी निगरानी रखी जानी चाहिए और ड्राइवर प्रत्यक्ष या रेलपथ पर अचानक होने वाले किसी भी अवरोध से पहले रूकने के लिए अवश्य तेयार रहें। इंजन की सीटी का निर्बाध रूप से अवश्य इस्तेमाल किया जाए. A sharp look out must be kept at all times and Driver must be prepared to stop clear and short of any obstruction which may exist or crop up on the road. Engine whistle must be freely used.

4. आगे नामित कांटे पर पहुंचते समय ड्राइवर अपनी गाड़ी / इंजन को अवश्य खड़ा करेंगे ओर एक लम्बी सीटी बजाए और सक्षम प्राधिकारी के अनुदेशो का पालन करें. When approaching the nominated station ahead, the Driver must bring his train/engine to stand and sound one long whistle and act to the instructions of the competent authority.

5. प्राधिकृत यात्रा की समाप्ति पर नामित स्टेशन के स्टेशन मास्टर को यह फॅार्म रिकार्ड के लिए सौप देना चाहिए. The form should be handed over to the Station Master of the nominated station at the end of the authorized journey for record.

Annexure 25

फॉर्म नं. टी/डी 912 Form No. T/D 912

क्रम सं. Sr. No. _____

_____ 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/ रिकार्ड Loco Pilot / Record)

Station_____ स्टेशन दिनांक Date_____20____

समय Time _____बजकर hours____ मिनट minutes

ई एम यू/इंजन गाड़ी * सं._____ विवरण_____ अप/डाउन * के मोटर मैन/ड्राइवर को.

To The Motorman/Loco Pilot * of EMU/Engine/Train * No._____ Description_____ Up/Down *

_____स्टेशन और_____स्टेशन के बीच सभी सिगनल खराब हो गए हैं। अपने प्राइवेट नं. (शब्दों में) _____ (अंको 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 अप/डाउन * लाइन पर_____ स्टेशन से_____ स्टेशन तक 25 कि.मी.प्र.घ. 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 रूकना 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

मैने 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 Loco Pilot _____ दिनांक Date____समय Time___बजकर Hours.___ मिनट Minutes.

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

Annexure 26

फॉर्म सं. टी/1410 Form No. T/1410

_____ रेलवे RAILWAY

क्रम. सं. Sr. No._____ Station_____ स्टेशन

गाड़ी का संपूर्ण आगमन रजिस्टर TRAIN INTACT ARRIVAL REGISTER

क्रम. 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					

Annexure 27

Form No. T/A 1425
Sr. No.....

Line Clear Inquiry and Reply Message Book in the event of Failure/Suspension/Non-provision of Block Instruments

Train Despatching Station

Line Clear Inquiry

A.

1. Date ..... Mode of communication .....
2. From Station Master .....(Name of SM) of ..... (Station)
   To Station Master .....(Name of SM) of ..... (Station)
3. Train No. .....Up/Dn.
4. Line Clear asked at .....hrs. and reply received from .....station at ..... hrs.
5. Last Train No..... .....Up/Dn left ..... station at ..... .hrs.
   and arrived at ..... station at.....hrs.
6. Private Number received (in figures and words).....

Train Entering Section

B*

7. Train No. .....Up/Dn left at .....hrs.
8. Train entering section report given to.....station and acknowledged at..... ... hrs.

Train Out of Section

*

9. Train No. .....Up/Dn arrived at .....station at..... hrs
10. Train Out of Section report received from.....station and acknowledged at ..... hrs.

Line Clear Cancellation

D* 11. Line Clear Cancelled at .....hrs. Reasons for cancellation .....

Signature of Station Master

- Strikeout whichever is not applicable.
- Separate Books to be maintained for each block section.

फार्म सं. टी/ए 1425

क्रम सं.----------

ब्लाक उपकरणों में खराबी होने/रुक जाने/उपलब्ध न होने की स्थिति में लाइन क्लीयर पूछताछ एवं उत्तर संदेश पुस्तिका

गाड़ी भेजने वाला स्टेशन

लाइन क्लीयर पूछताछ के संबंध में

1. दिनांक---------- संचार का माध्यम----------
2. ----------स्टेशन के स्टेशन मास्टर----------(स्टेशन मास्टर का नाम) द्वारा
   ----------स्टेशन के स्टेशन मास्टर----------(स्टेशन मास्टर का नाम) के लिए
3. गाड़ी सं.----------अप/डाउन.

क 4. लाइन क्लीयर ----------बजे पूछा गया और----------स्टेशन से ---------बजे उत्तर प्राप्त हुआ

5. अंतिम गाड़ी सं.----------अप/डाउन---------- स्टेशन से ---------बजे रवाना हुई और---------- स्टेशन पर----------बजे पहुंची
6. प्राप्त किया गया प्राइवेट नम्बर (अंकों एवं शब्दों में)----------

गाड़ी का सेक्शन में प्रवेश करना

ख* 7. गाड़ी सं ----------अप/डाउन----------बजे रवाना हुई

8. गाड़ी के सेक्शन में प्रवेश करने के संबंध में----------स्टेशन को -------बजे रिपोर्ट भेजी गई और पावती प्राप्त हुई

गाड़ी का सेक्शन से बाहर जाना

ग* 9. गाड़ी सं.----------अप/डाउन----------स्टेशन पर----------बजे पहुंची

10. ----------स्टेशन से ट्रेन आऊट ऑफ सेक्शन रिपोर्ट-------बजे प्राप्त हुई

लाइन क्लीयर रद्दीकरण

घ* 11. लाइन क्लीयर ----------बजे रद्द की गई. रद्द करने के कारण----------

*जो लागू न हो उसे काट दें

स्टेशन मास्टर के हस्ताक्षर

नोट:- प्रत्येक ब्लॉक सेक्शन के लिए अलग-अलग किताबे उपयोग की जाए.

Annexure 28

Form No. T/B 1425
Sr. No.....

Line Clear Inquiry and Reply Message Book in the event of Failure/Suspension/Non-provision of Block Instruments

Train Receiving Station

Line Clear Reply

A.
1. Date ..... Mode of communication .....
2. From Station Master .....(Name of SM) of .....(Station)
   To Station Master .....(Name of SM) of .....(Station)
3. Train No. .....Up/Dn.
4. Line Clear asked by .....station at .....hrs. and reply given at .....hrs.
5. Last Train No..... .....Up/Dn left ..... station at .....hrs.
   and arrived at ..... station at.....hrs.
6. Private Number given (in figures and words).....

Train Entering Section

B*
7. Train No. .....Up/Dn left ..... station at .....hrs.
8. Train entering section report received from.....station and acknowledged at .....hrs.

Train Out of Section

C*
9. Train No. .....Up/Dn arrived at .....hrs
10. Train Out of Section report given to.....station and acknowledged at ..... hrs.

Line Clear Cancellation

D* 11. Line Clear Cancelled at .....hrs. Reasons for cancellation .....

Signature of Station Master

- Strikeout whichever is not applicable.
- Separate Books to be maintained for each block section.

फार्म सं. टी/बी 1425

क्रम सं.----------

ब्लाक उपकरणों में ख़राबी होने/रुक जाने/उपलब्ध न होने की स्थिति में लाइन क्लीयर पूछताछ एवं उत्तर संदेश पुस्तिका

गाड़ी आगमन का स्टेशन

लाइन क्लीयर के संबंध में उत्तर

1. दिनांक---------- संचार का माध्यम----------
2. ----------स्टेशन के स्टेशन मास्टर----------(स्टेशन मास्टर का नाम)
   से----------स्टेशन के स्टेशन मास्टर----------(स्टेशन मास्टर का नाम) के लिए
3. गाड़ी सं.----------अप/डाउन.

क 4. लाइन क्लीयर ----------स्टेशन से ------बजे पूछा गया और---- ----------बजे उत्तर दिया ग

5. आखिरी गाड़ी सं.----------अप/डाउन---------- स्टेशन से ---------बजे रवाना हुई और------
   स्टेशन पर----------बजे पहुंची
6. दिया गया प्राइवेट नम्बर (अंकों एवं शब्दों में)----------

गाड़ी का सेक्शन में प्रवेश करना

ख* 7. गाड़ी सं ----------अप/डाउन----------स्टेशन से----------बजे रवाना हुई

8. गाड़ी के सेक्शन में प्रवेश करने के संबंध में स्टेशन से रिपोर्ट----------बजे प्राप्त हुई और पावती दी गई

गाड़ी का सेक्शन से बाहर जाना

ग* 9. गाड़ी सं.----------अप/डाउन----------बजे पहुंची

10. ट्रेन आऊट ऑफ सेक्शन के संबंध में स्टेशन को ---------बजे रिपोर्ट भेजी गई और पावती प्राप्त हुई

लाइन क्लीयर रद्दीकरण

घ* 11. लाइन क्लीयर ----------बजे रद्द की गई. रद्द करने के कारण----------

स्टेशन मास्टर के हस्ताक्षर

*जो लागू न हो उसे काट दें

नोट:- प्रत्येक ब्लॉक सेक्शन के लिए अलग-अलग किताबे उपयोग की जाए.

Annexure 29

फॉर्म सं. टी/सी 1425 Form No. T/C 1425

_____ रेलवे RAILWAY क्रम सं. Sr. No._____

पेपर लाइन क्लियर टिकट PAPER LINE CLEAR TICKET

अप Up (ड्राइवर/रिकार्ड Loco Pilot/Record)

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 Loco Pilot of Train No. गाड़ी सं._____ Up अप 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 मे In words)_____ (अंको में In figures)_____

'ऑन' स्थिति में सिगनल पार करने के लिए प्राधिकार AUTHORITY TO PASS SIGNAL AT ON POSITION

*आपको अन्तिम रोक सिगनल को खतरे में पार करने हेतु प्राधिकृत किया जाता है, जब सिगनल ब्लॉक उपकरण के साथ इंटरलाक्ड 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.

Annexure 30

फॉर्म सं. टी/डी 1425 Form No. T/D 1425

_____ रेलवे RAILWAY क्रम सं. Sr. No._____

पेपर लाइन क्लियर टिकट PAPER LINE CLEAR TICKET

डाउन Down (ड्राइवर/रिकार्ड Loco Pilot/Record)

गाड़ी सं. Number of Train_____ डाउन Down विवरण Description_____

दिनांक Date_____ समय Time_____ बजकर hrs._____ मिनट mins.

From Station Master _____ स्टेशन मास्टर से

To The Loco Pilot of Train No. गाड़ी सं._____ Down डाउन 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 मे In words)_____ (अंको में In figures)_____

'ऑन' स्थिति में सिगनल पार करने के लिए प्राधिकार AUTHORITY TO PASS SIGNAL AT ON POSITION

*आपको अन्तिम रोक सिगनल को खतरे में पार करने हेतु प्राधिकृत किया जाता है, जब सिगनल ब्लॉक उपकरण के साथ इंटरलाक्ड 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.

Annexure 31

फॉर्म सं. टी/1518 Form No.T/1518.
क्रम सं. Sr. No._____
_____ रेलवे RAILWAY
ट्रॉली/लॉरी/ओ एच ई लैडर ट्रॉली नोटिस
TROLLEY/LORRY/OHE LADDER
TROLLEY NOTICE

क A

नोटिस सं. NoticeNo._____
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/1518 Form No.T/1518.
क्रम सं. Sr. No._____
_____ रेलवे RAILWAY
ट्रॉली/लॉरी/ओ एच ई 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

मैने 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 अवरूद्ध हो गई है और लॉरी/ट्राली/ओएचई लैडर ट्रॉली को हटाने संबंधी रिपोर्ट प्राप्त होने पर ही अवरूद्धता हटाई जाएगी। Station on UP/DOWN Line and block will be removed only on receipt of the removal report of Lorry/Trolly/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/1518 Form No.T/1518.
क्रम सं. Sr. No._____
_____ रेलवे RAILWAY
ट्रॉली/लॉरी/ओ एच ई लैडर ट्रॉली नोटिस
TROLLEY/LORRY/OHE LADDER
TROLLEY NOTICE

ग C

हटाने संबंधी रिपोर्ट (रिमुवल 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._____ arived at was removed from the track at _____ बजकर hours _____ minutes मिनट पर at km._____ 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

Annexure 32

फॉर्म सं. टी/1525 Form No.T/1525
क्रम सं. Sr. No._____

_____रेलवे RAILWAY

मोटर ट्राली परमिट MOTOR TROLLEY PERMIT

(मूल प्रति/दूसरी प्रति Original/Duplicate)

Station _____ स्टेशन दिनांक Date _____ 20 _____

Form 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 _____ minutes मिनट 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 सौप 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 whichever is not applicable

Annexure 33

Proforma for competency certificate for working points & signals

OP/TI/A

Competency certificate for working Points & Signals.
(Office Foil)

No ..... Date .....

Certified that Sri _____

Designation_____was examined on_____

found fit and qualified to perform the duties of__

_____at the following station/yard_____

siding_____ section _____

SS/CYM/SM/YM/DTI

(*_____)

Date_____

OP/TI/A

Competency certificate for working Points & Signals.
(Station Foil)

No ..... Date .....

Certified that Sri _____

Designation_____was examined on_____ and

and found fit and qualified to perform the duties of_____

_____ at the following station/yard._____

siding _____ section _____

SS/CYM/SM/YM/DTI

(*_____)

Date _____

'Write full name.

Note :-(i) The staff may be examined in the duties of more than one capacity (eg. a Pointsman as Shuntman, Shunting Jamadar etc.) and certified for the duties of different categories.

(ii) A staff may be examined in the working of more than one station/siding where he may be called upon to work and certified for all such stations/sidings.

(iii) In urgent cases the Station Master / AYM may examine the staff and if found competent, may temporarily put the staff to work in a particular capacity but he must be examined by the competent authority and certified fit within seven days. The SM/AYM must make a diary entry of his having examined such staff and found competent.

(iv) This certificate is valid for 3 years.

Annexure 34

ndVQ abd **OP/T1/B**

EAST COAST RAILWAY

j Ìr abd àéjU gñWZ

ZONAL RAILWAY TRAINING INSTITUTE

Sl. No. Batch No.....

Date.....

(Record Foil)
CERTIFICATE OF COMPETENCY FOR WORKING BLOCK INSTRUMENT (G&SR 14.04)

Certified that Sri .....

Designation ..... Stn.....Division.....

has been examined on ..... and found fit and fully

qualified to operate -

1. Single Line Neal's Ball Token "A", "B" & "J" type Block Instrument
2. Single Line Daido Type of Tokenless Block Instruments.
3. Double Line Siemens's, Podanur / SGE & GK Type of Block Instruments.

Place..... Principal,

Date :..... Zonal Rly. Training Institute

The validity of this certificate is extended after careful examination in the competency of the above named staff up to date.....

Place.....

Date..... DOM/AOM

Annexure 35

Proforma for competency certificate for working Panel/Route Relay /Electronic Interlocking (SSI)

OP/TI/C

Competency certificate for working Points & Signals at station provided with Panel/Route Relay / Electronic Interlocking (SSI)

(Station foil)

No ..... Date .....

Certified that Sri _____

Designation _____was examined on _____ and found fit and qualified to perform the duties in operation of Panel /Route Relay/ Electronic Inter locking (SSI) of_____station.

_____

DTI

(* _____)

Hd. Quarter _____

SE/SSE (Signal)

(* _____)

Hd. Quarter _____

*Write full name

OP/TI/C

Competency certificate for Working Points & Signals at station provided with Panel/Route Relay / Electronic Interlocking (SSI)

(Office foil)

No ..... Date .....

Certified that Sri

_____

Designation _____was examined on _____ and found fit and qualified to perform the duties in operation of Panel /Route Relay/ Electronic Inter locking (SSI) of_____station.

_____

DTI

(* _____)

Hd. Quarter _____

SE/SSE (Signal)

(* _____)

Hd. Quarter _____

*Write full name

Annexure 36

OP/T469

EAST COAST RAILWAY

CAUTION ORDER REGISTER

Restrictions Imposed or Modified (A)				Restrictions Removed (B)			
Serial No.	From person	Particulars (copy of memo of message, etc.)	Marks as to modification, cancellation, etc. Serial No to be quoted.	Serial No.	From person	Particulars (copy of memo of message, etc.)	Marks as to modification, cancellation, etc. Serial No to be quoted

Signature of Station Master.....

1. Assistant Station Master.....
2. Assistant Station Master.....
3. Assistant Station Master.....

Signature of Station Master.....

1. Assistant Station Master.....
2. Assistant Station Master.....
3. Assistant Station Master.....

Annexure 37

OP/T456

EAST COAST RAILWAY

Controller's Train Control Order Register

Serial No.	Date	Names of Stations	Order issued to Stations	Time order despatched H	Time order despatched M	Time order repeated by Stations H	Time order repeated by Stations M	Controller's Initials

Annexure 38 OP/T48

EAST COAST RAILWAY

STATION MASTER'S DIARY FOR..... 20 .....

Date	Item No.	Particulars

Annexure 39

OP/T28(R)

डाउन/अप/Down/Up स्टेशन..... केबिन पर इकहरी/दोहरी लाइनों के लिये गाड़ी सिगनल (लाग सहित) रजिस्टर ओपी/टी 28 (संशोधित)/OP/T/28 (Rev.)
अगला स्टेशन/Station in advance..... Train Signal (cum Log) Register for Single/Double Line(s) at ..... Station/Cabin..... No. KGP.
सिगनल पाने का समय.....बजे/Time signal received at..... hrs. नियंत्रक के अनुसार समय..... बजे/Time as per control .....hrs.
स्टेशन की घड़ी के अनुसार समय.....बजे/Time as per Station clock...hrs. अन्तर..... मिनट/तेज/धीमा/Difference..... mts/fast/slow.....

1	तारीख /Date																				
2	गाड़ी सं०/Train No.																				
3	निर्बाधित और मार्ग सेट करने तथा ताला लगाने एवं स्लाट देना सुनिश्चित करने के लिये प्राप्त सूचना का "समय"/"Time" advice received to ensure clearance set and lock the route and give slot.																				
4	नामित लाइन/Line No. nominated																				
		समय Time	प्राइवेट सं० Pvt. No.	कालम३ के अनुपालन में स्टेशन मास्टर को दिया गया आश्वासन/ Assurance given to S.M. in compliance with Col. 3		लाइन क्लीयर प्राप्त करने और मार्ग सेट करने तथा लगाने और निर्बाधित सुनिश्चित करने के लिये स्टेशन मास्टर द्वारा दी गई सूचना/ Advice of S.M. to obtain Line Clear set & lock the route and to ensure clearance.												
		5(क/a)	5(ख/b)	6(क/a)	6(ख/b)	7	8	9	10	11	12(क/a)	12(ख/b)	13(क/a)	13(ख/b)	14(क/a)	14(ख/b)	15	16	17	18	19
						लाइन क्लीयर पूछने का समय/Time Line clear asked	लाइन क्लीयर प्राप्त होने का समय/Time Line clear received	प्राइवेट सं०/Private Number	पहचान सं०/Identification Number	टोकन सं०/Token Number	फाटक वाले को दी सूचना/ Information given to gate man		फाटक वाले की प्राप्ति स्वीकृति/ Gateman's acknowledgement		कालम 6 के अनुपालन में स्टेशन मास्टर को दिया गया आश्वासन/ Assurance given to S. M. in compliance with Col. 6.		अन्तिम रोक सिगनल को सामान्य स्थिति न करने के लिये स्टेशन मास्टर की प्राइवेट सं०/S. M.'s Private No. to take off Last Stop signal	गाड़ी छूटने का समय/Time Train started	अन्तिम रोक सिगनल क्लीयर हुई गाड़ी के लिये दी गयी प्राइवेट सं०/Private No. given for Train clearing the last Stop signal.	ब्लाक खण्ड सिगनल पर प्रवेश करती गाड़ी का भेजा गया समय/Time 'Train entering block Section' signal sent.	ब्लाक खण्ड सिगनल के बाहर गाड़ी को होने से संबंधित समय/Time 'Train out of block Section' signal received
20	स्टेशन मास्टर/स्विचमैन के हस्ताक्षर/Signature of S.M./Switchman																				
21	अभ्युक्तियां/REMARKS																				

नोट :— जहां आवश्यक सं० 9, 10, 11, 12(क), 12(ख), 13(क), 13(ख), 15 एवं 17 को भरा जाय।
Note :— Column Nos. 9, 10, 11, 12(a), 12(b), 13(a), 13(b), 15 & 17 to be filled in where necessary.

Annexure 40

ndVQ abd

EAST COAST RAILWAY

अप/डाउन ट्रेन छोर केबिनों वाले लॉक व ब्लॉक उकरणों से युक्त दोहरी लाइन स्टेशनों पर गाड़ी लॉग-बुक ओ.पी./टी. 28 बी

Up/Down Train Train Log Book at Double Line Station with Lock & Block Instruments at end cabins. OP/T 28B

दिनांक/Date	गाड़ी संख्या/Train No.	लाइन क्लियर की मंजूरी देने की अनुमति समय Train permission asked to grant line clear	दी गई अनुमति Permission given		निर्धारित लाइन संख्या Line No. alloted	क्लियरेन्स तथा मार्ग सेड हेतु प्राप्त आश्वासन Assurance for clearance and route setting received				सिग्नलों को आफ करने के लिए दिया गया प्राइवेट नम्बर Private No. given to take 'off' reception signals.	गाड़ी के पहुचने का समय Time train arrived	गाड़ी के सम्पूर्ण रूप से आने के लिए सम्मुख केबिन का प्राइवेट नम्बर Private No. of Facing cabin for complete arrival of train	लाइन क्लियर लेने और मार्ग सेट करने के लिए अनुमुख छोर के केबिन को दी गई सूचना Trailing end cabin advised to take line clear and route setting		अनुमुख छोर के केबिन द्वारा लाइन क्लियर प्राप्त करने और मार्ग सेट करने तथा क्लियरेन्स का आश्वासन Assurance of Trailing end cabin for line clear received & route set and clearance		प्रस्थान सिग्नलों को आफ करने के लिए दिया गया प्राइवेट नम्बर Private No. given to taken 'off' departure signals	गाड़ी छुटने का समय Time train left	कुल अवरोधन total detention	अभ्युक्ति Remarks
			समय/Time	प्राइवेट नम्बर/Private No.		सम्मुख छोर के केबिन से From facing end cabin		अनुमुख छोर के केबिन से From trailing end cabin					समय/Time	प्राइवेट नम्बर/Private No.	समय/Time	प्राइवेट नम्बर/Private No.					
						समय/Time	प्राइवेट नम्बर/Private No.	समय/Time	प्राइवेट नम्बर/Private No.												
1	2	3	4(a)	4(b)	5	6 (a)	6 (b)	6 (c)	6 (d)	7	8	9	10(a)	10(b)	11(a)	11(b)	12	13	14	15	

Annexure 41

EAST CAOST RAILWAY T 98

SIDING KEY REGISTER

I

I have received ..... Key or keys for Sidings 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 .....M on .....(date).

.....

Station Stamp ..... Signature of Station Master

Date .....20..... .....Station

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 sidings must be made over by the SM on duty to the guard personally and these keys must be in the possession of the Guard from the time they are made over to him until returned by him to the Station Master. Under no circumstances should the keys be entrusted to any other person for any purpose whatever.