

Obstruction and obstruction on Double Line at a block station when train is approaching, obstruction on Double Line in block section

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Obstruction

Obstruction and its cognate expressions includes a train, vehicle or obstacle on or fouling a line, or any condition which is dangerous to trains

- While dispatching/receiving a train into/from block section, it is must to ensure that line is free from any condition that is unsafe for train.
- A section of track already occupied with a train, big stones on track, rail breakage, floods, trees fallen on track, level crossing gates in open condition etc., are some of the examples of obstructions.
- In such occasions, generally trains shall not be dispatched without extra precautions.

PLACING OF DETONATORS IN CASE OF OBSTRUCTION

- Whenever in consequence of an obstruction of a line, it is necessary for a railway servant to stop approaching trains, he shall proceed, plainly showing his Stop hand signal, to a point 400 metres from the obstruction and place on the line one detonator and then proceed to a point 800 metres from the obstruction and place on the line three detonators, about 10 metres apart, at such place:
- Provided that on the broad gauge the first detonator shall be placed at 600 metres and three detonators at 1200 metres from the obstruction about 10 metres apart from each other.
- If the said railway servant is recalled before the obstruction is removed, he shall leave down three detonators and, on his way back, pick up the intermediate detonator.

Obstruction on double line- 8.05

OBSTRUCTION ON DOUBLE LINE AT A BLOCK STATION WHEN A TRAIN IS APPROACHING :-

- CLASS 'A' STATION :- When Line Clear has been given, no obstruction shall be permitted outside the Home signal, or on the line on which it is intended to admit the train, up to the starter pertaining to the said line.
- CLASS 'B' STATION :- When Line Clear has been given, no obstruction shall be permitted outside the Station Section but shunting within the station section may go on continuously, provided the necessary signals are kept at 'ON'.
- When signals have been taken 'OFF' for an incoming train on to a line which is not isolated, no shunting movement shall be carried on towards the points over which the incoming train will pass.

OBSTRUCTION ON DOUBLE LINE IN THE BLOCK SECTION. 8.06

- When line Clear has been given, no obstruction shall be permitted in the block section in rear.
- Shunting or obstruction for any other purpose shall not be permitted in the block section in rear unless it is clear and is blocked back.
- Shunting or obstruction for any other purpose shall not be permitted in the block section in advance unless it is clear and is blocked forward.
- Provided that when the block section in advance is occupied by a train travelling away from the station, shunting or obstruction may be permitted behind the train under special instruction taking into consideration the speed, weight and brake power of train and the gradients on the section and as soon as intimation has been received that the train has arrived at the block station in advance, the line shall be blocked forward if it is still obstructed.

Obstruction of adjacent line on double line section

- LP stops the train and ON the Flasher light. The LP shall at once either himself proceed or send his Assistant LP or some competent person to protect the adjacent line in front. The guard send a competent person, if available, to protect the train in rear and shall himself proceed ahead immediately to assist and ensure protection of the adjacent line in front.
- Detonators are placed. One detonator at 600 m from the obstruction, another at 1200 m from obstruction and two more at 10 m distance.
- LP keeps the flasher light on, runs and informs the next SM.
- T/A.602 Authority for LP to enter obstructed block section is given by SM.

Temporary single line working

- Reason for introducing T.S.L to be known to concerned SMs at either end with the involvement of Control.
- Single line working shall be introduced between the nearest stations provided with cross overs between UP and DN line on either side of the obstruction.
- Place of obstruction if any to be made known to Loco Pilot.
- IBS or class C station,if any to be closed.
- Last train arrival/departure details to be mentioned.

Authorities required

For wrong direction trains

PLCT + Caution order + Track clearance certificate

Where, PLCT - Authority to proceed

Overall, a consolidated authority T/D 602 is issued along with T-511.

Where, T/D 602 is the authority to start a train during TSL working on double line. T/D 602 constitutes of:

1. PLCT- Paper line clear ticket
2. Caution order-
 - a) 25 KMPH for first train only. The second train will run at normal speed.
 - b) Endorsement for the first train to inform all gateman, gang man working in between the stations that TSL working habeen introduced.
 - c) Place of obstruction, any caution order or any other precautions necessary for the Loco Pilot.
 - d) Information about the closing of stations.
 - e) Authority to pass signal in ON position.
 - f) Neutral section.
3. T-511- Despatch of train from non- signal line.
4. T-510- Reception of train on wrong direction .i.e., non- signal line by piloting.

Automatic Block System

- Receive track safe certificate.
- TSL introduced by wrong direction train,
- Nomination of Station for TSL by Sr. DOM.
- **Authorities for wrong direction trains:**
 - Memo + PLCT + T/A912+caution order (25/10/15)+ endorsement for 1st train
 - Speed for all trains 25/10/15 KMPH
 - At next nominated station reception by piloting
 - After arrival of one train , line clear taken for 2nd train.

Resumption of working on double line

- Reception of track clearance certificate from SSE(P-way) that the maintenance is complete or obstruction is cleared.
- Station masters of the concerned stations communicate among themselves.
- Resumption of double line working.

Thank you