

Single line working on double line

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- Working in absolute block system
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Conditions

1. For long duration
2. For regular maintenance
3. During obstruction

Absolute Block System

- For long duration

□Steps

- Sr. DOM informs Sr. DST about the requirement of temporary single line (TSL) working on double line (in between the stations having crossover facility)
- Sr. DST provides block instrument of single line at station A and station D .i.e., the stations which have crossover facility and between whom single line working is to be initiated.
- Closure of working of any IBP, C-Class station or non- crossover station from operations point of view lying in between these two stations, A and D.
- Station master of the IBP sets the point to main line.
- Reception of track safe certificate from SSE (P-way).
- TSL working introduced by wrong direction trains.

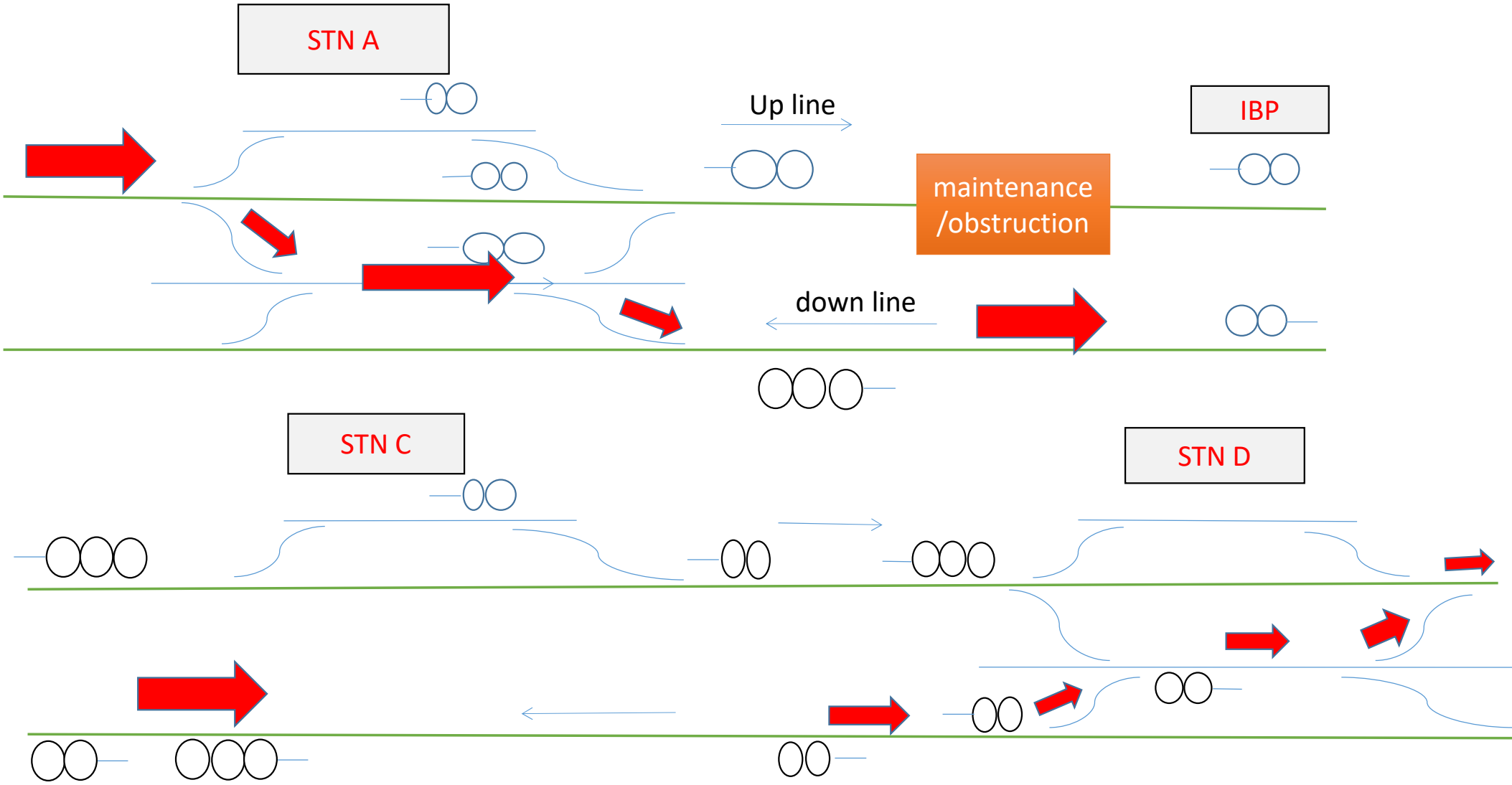
Absolute Block System

- For regular maintenance (during allotted blocks)

□Steps

- TSL is introduced by the Station Masters of the nearest stations having crossover facility at the ends of that section.

Absolute block system



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 has been 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.

For right direction trains

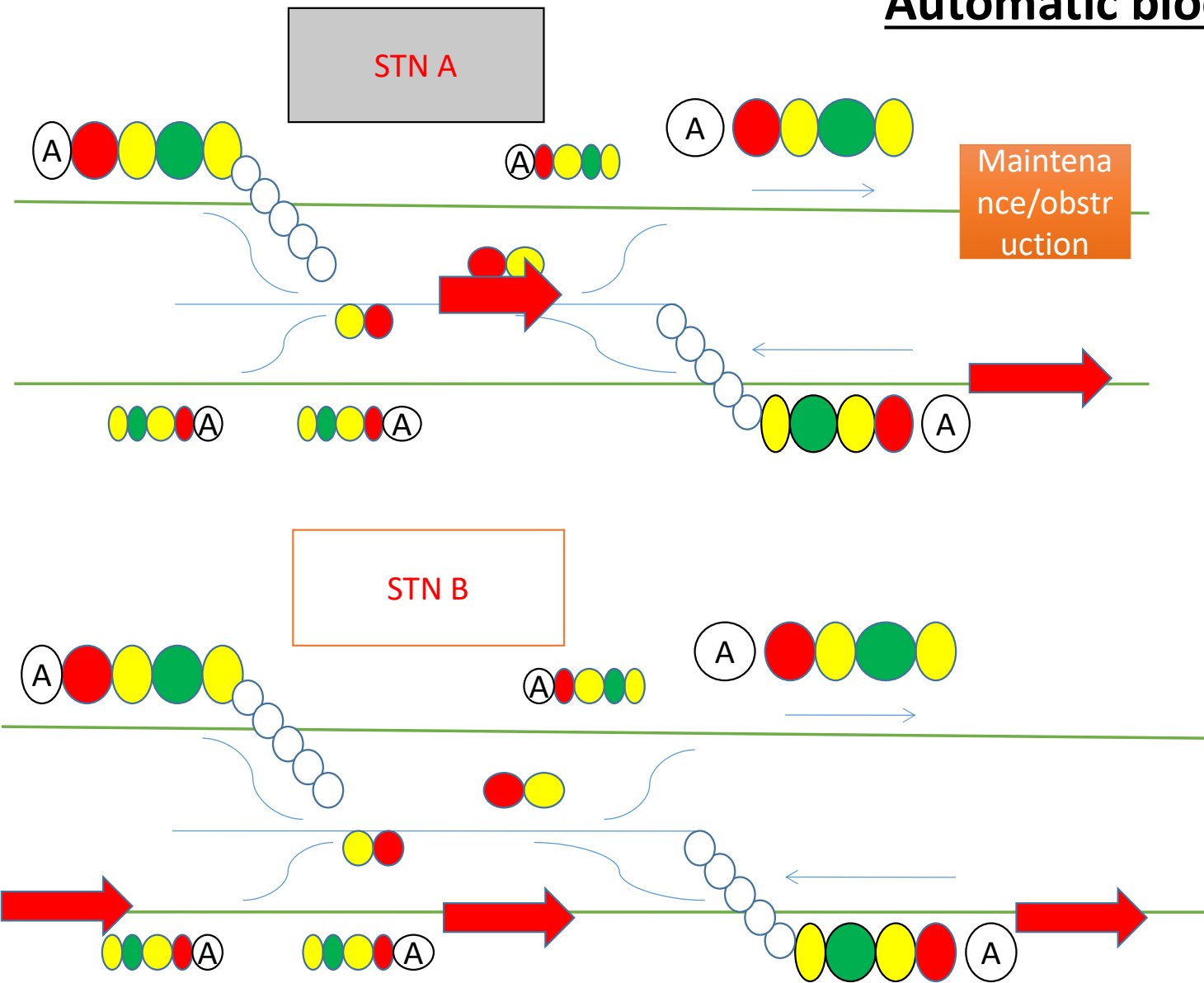
- Only T/D 602 is required.
- No requirement of T-511 and T-510, as the train is moving in the right direction.

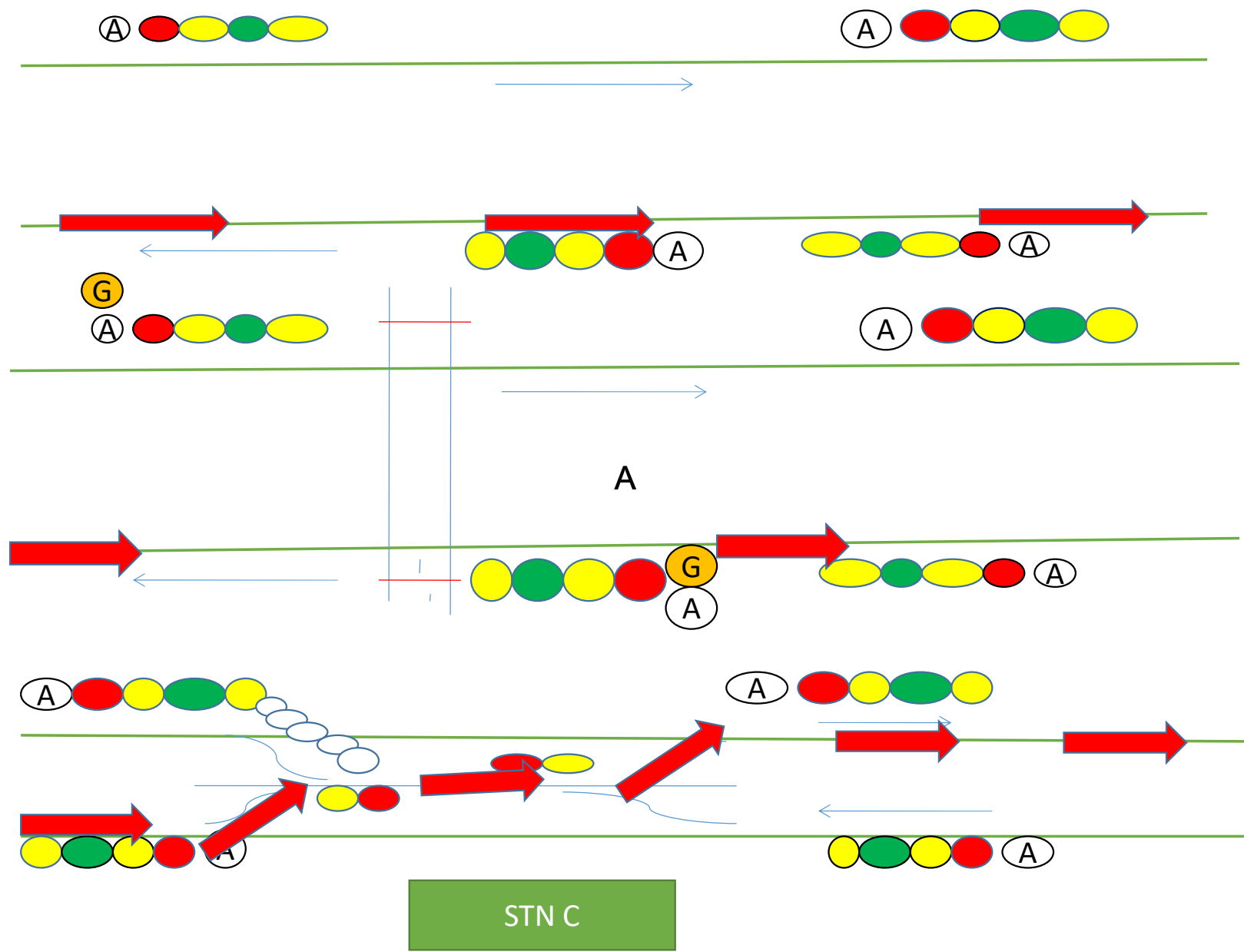
Automatic Block System

□Steps

- 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.

Automatic block system





Automatic Block System

For right direction trains

- It starts after the movement of all wrong direction trains has been completed.
- Authorities required;
 - a) for the **first train in right direction.**
 - Memo + PLCT + T/A 912 + Caution order @ 25 KMPH
 - b) For running of 2nd and subsequent train
 - Memo + PLCT + T/A 912 + Caution order @ normal speed.
- At next station, reception is on Home signal.

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!