

CHAPTER IV
SINGLE LINE
TOKEN BLOCK INSTRUMENTS

4.1 Type of Token Block Instruments in Use.- The following Token Block Instruments are in use on sections of the Single Line, where trains are worked on Tokens-

- (i) Neale's Ball Token instrument.
- (ii) Neale's Tablet Token instrument.

4.2 Authority to Proceed:-

- (i) The Token is the "Authority to Proceed" given to the Loco Pilot of a Train to enter the Block Section with his Train when Token Block Instrument working is in force.
- (ii) The Loco Pilot shall ensure that the Token is not damaged and refers to the Block Section he is going to enter.
- (iii) The Loco Pilot shall not accept a damaged Token as the "Authority to Proceed". A damaged Token is a Token which cannot be readily inserted into or extracted from the Block Instrument or the Station Code initials, Class and Number engraved on the Token have been defaced beyond recognition.
- (iv) When Block Instruments are failed or suspended or where there is no Electric Block Instrument "Line Clear Ticket" shall be issued.
- (v) The currency of the "Authority to Proceed" ceases when the train, to which it is issued, clears the Block Section at the either end.
- (vi) When one Token has been taken out at station 'X' another token can not be taken out at 'X' or 'Y' until the token previously taken out has been inserted in the instrument at 'X' or 'Y'.
- (vii) 36 Tokens in Ball Token Instrument and 40 Tokens in Tablet Token Instrument shall normally be provided in the Block Instruments controlling a Block Section. Only one Token can be taken out at any one time.
- (viii) A token shall not be inserted in either instrument, at any time without communication being made with the station at the other end of the Block Section.

- (ix) The deflection of galvanometer needle shall be carefully watched before attempting to extract the token. If the needle points to right no attempt shall be made to extract the token but the “Signal Given in Error” Signal shall be given to the Block Station ahead.

4.3 Rules for handing over of Token to Loco Pilots :-

- (i) The Token shall be secured properly in the pouch.
- (ii) Station code initials shall be visible through the opening.
- (iii) The Token shall be handed over just before starting, when train stops for more than 5 minutes.
- (iv) In the case of trains having shunting, the Token shall be handed over after shunting and when the train is ready to start. If a shunt metal Token has been issued to the Loco Pilot, it shall be recovered before handing over the “Authority to Proceed”.
- (v) For trains booked to stop for less than 5 minutes, the Token shall be handed over in front of the Station Master office or at the place at which the train is required to come to a stand.
- (vi) When a pouch with hoop is not available or defective for delivery of the Token the Station Master is authorized to hand over the naked Token to the Loco Pilot either personally or through Competent Railway Servant, Trains shall be stopped out of course for this purpose.
- (vii) One Token only shall be sent at a time through the same person when there is more than one train to start. In such cases, the Station Master shall ensure that the correct Token is delivered to each train.

4.4 Delivery of Token by Loco Pilot at station :-

- (i) The Loco Pilot shall drop the incoming Token opposite to the Station Master’s office or at a place specially mentioned otherwise.
- (ii) The Station Master shall himself pick up or arrange a competent Railway servant to pick up the incoming Token immediately.
- (iii) If the incoming Token is without a pouch, it shall not be dropped but shall be handed over personally to the Station Master or to a competent railway servant, non - stopping trains being stopped out of course at the station for this purpose.

4.5 Token not to be transferred from one train to another :- The Token of the incoming train shall not , under any circumstances, be handed over directly to the another out going train.

4.6 Delivery of Token to the Loco Pilot of a stopping train :-

- (i) The Station Master shall deliver the Token personally to the Loco Pilot or if it is not possible for any reason, the Token may be delivered to the Loco Pilot through a competent railway servant..
- (ii) The Station Master shall ensure that the correct Token is delivered to the Loco Pilot and the Loco Pilot shall ensure that he has received the correct Token for the train.
- (iii) The out going Token shall be handed over to the Loco Pilot only after he delivers the incoming Token.

4.7 Delivery of Token to the Loco Pilot of a non-stopping train:-

- (i) The Token shall be delivered to the Loco Pilot opposite to the Station Master office or at the nominated pickup points. The Token shall be delivered to the Loco Pilot either directly through pouch or through the Token pick up apparatus wherever provided.
- (ii) At night, a lighted torch shall be exhibited to enable the Loco Pilot to pick up the Token. If for any reason, a torch cannot be used, a bright white light shall be shown.
- (iii) At station where the Station Master's Office is located at one end of the platform the outgoing Token may be delivered to the Loco Pilot and the incoming Token dropped by the Loco Pilot at the place fixed by the Divisional Railway Manager which shall be stipulated in the respective Station Working Rules. A Token Exchange Board shall be provided at such a place. Reference to the provision of such boards shall be made in the Station Working Rules.
- (iv) At stations where the Token pick up apparatus is in use Loco Pilot of trains shall drop the incoming Token and pick up the outgoing Token by means of the Token pick-up apparatus. The Station Master on duty shall be present on the platform and shall depute a competent Railway servant to remain at the Token pick-up apparatus. At night the latter shall exhibit a white light or torch to indicate to the Loco Pilot that the Token is ready for picking up.

4.8 Securing of Token for delivery. -

- (i) The Station Master shall see that the Token extracted for a train is placed in the pouch provided for the purpose and that it is kept in his personal custody until it is delivered to the Loco Pilot.

- (ii) If the pouch for the Token is provided with openings, the Station Master shall also ensure that the Token is placed in the pouch in such a manner that the station names engraved on it are visible through the openings.
- (iii) It shall be ensured that the pouch is in good condition.

4.9 Two engines on one train: - If there are two engines on one train the Token shall be handed over to the Loco Pilot of the leading engine.

4.10 Insertion of Token in the Block Instrument :-

- (i) Before the Station Master insert the incoming Token in the Block Instrument, he shall
 - (a) Satisfy himself that the train has arrived complete
 - (b) Ensure that all the reception signals taken 'OFF' for the said train are put back to 'ON'
 - (c) Ensure that the Token is correct in all respect and not damaged in any way
 - (d) Remove dirt if any from the Token
- (ii) The Station Master shall then insert the Token in the concerned instrument and clear the section as detailed for each instrument.

4.11 Balancing of Token in Token Block Instruments :-

- (i) The Station Master shall record in the remarks column of the Train Signal Register the total number of Tokens relating to each instrument, after insertion or extraction of every Token into or from the instrument.
- (ii) At "00.00" hours daily the Station Master at either end of the Block Section shall verify the entries regarding the Token and tally it with the total number of Tokens provided for the Block Section.
- (iii) The Station Masters shall inform the concerned Technician Electrical Signals when Token balance in their instrument falls to six and is expected to be exhausted. The Technician Electrical Signals shall proceed by first available means and balance the Tokens. While balancing, Tokens shall be taken out of the Block Instruments in the "Line closed" position.
- (iv) The individual number of each Token removed by the Technician Electrical Signals and the time at which the transactions take place shall be recorded by him in the Train Signal Register on the line

immediately below the entries for the last train which will be counter signed by Station Master on duty. These entries shall be signed by the Technician Electrical Signals. The Technician Electrical Signals shall retain in his possession all the Tokens he has withdrawn until he deposits them in the instrument at the other end of the Block Section.

- (v) The Technician Electrical Signals shall make a note in Train Signal Register of the individual number of each Token deposited in the instrument of the other end of the Block Section and sign with time and date.

4.12 Removal of defective Token (s) or provision of new Token (s) :-

When a defective Token is removed from or a new Token is inserted into an instrument, an entry shall be made in the Train Signal Register showing the class and number of the Token removed or inserted , the reasons therefore and the date and time at which it is carried out, these entries shall be signed by the Technician Electrical Signals and counter signed by the Station Master.

4.13 Replacement of Token Instruments :-

- (i) Whenever a Token instrument in use at a station is replaced by another of the same type and class, the Station Master shall satisfy himself that all the Tokens which were in the old instrument are transferred to the new instrument.
- (ii) An entry shall be made by the Technician Electrical Signals in the Train Signal Register giving the time and date at which the change of instruments is effected, with the individual number of each Token transferred and signed by him. The entry shall be countersigned by the Station Master with a further remark regarding the testing of the instruments made by him and the result of the same.
- (iii) Whenever an instrument in use at a station is replaced, an entry must be made in Train Signal Register as well as in S & T history book by the Technician Electrical Signals specifying the number, class and type of the instruments removed or replaced with the individual numbers of the Token in each instrument. Whenever an instrument in use at a station is replaced by an instrument of a different type, an Officer of the Signal and Telecommunication department shall also be present.

4.14 Loss of Token :-

- (i) When a Token is lost, the Station Master shall immediately inform the concerned officials of the Signal and Telecommunication department and suspend the Block Instrument. If, subsequent to the issue of message, the Token is found, the Station Master shall not insert the Token into the instrument but shall keep it in safe custody and hand it over to the SSE/SE/JE/Technician Electrical/Signals.
- (ii) The SSE/SE/JE/Technician Electrical/Signal shall proceed to the stations concerned without delay. If the Token has since been found he shall, if the Token is in good condition, insert it into the Block Instrument and authorize resumption of Token working . If the Token is still not found or if Token is not in good condition, he shall authorize resumption of Token working after phasing and testing the instrument. The Station Masters shall then resume Token working. Entries shall be made by the Station Masters in the Train Signal Registers at both stations in red ink about the lost Token, suspension and resumption of Token working after phasing and testing the instruments.
- (iii) The SSE/SE/JE/Technician Electrical/Signal shall advise the Station Masters concerned, CCRC/SSE Traction/SSE/C&W and SSE/P.way about the loss of Token. The loss of token message shall be notified to all staff concerned by the concerned supervisor. This Token shall not be accepted as an authority and the engineering staff will be on the look out for this Token. In case the Token is found, it shall be handed over to the nearest Station Master.
- (iv) A Token found after restoration of the Token working shall not be inserted by the Station Master, but shall be kept by him. He shall advise the fact immediately to the SSE/SE/JE/Technician Electrical/Signal who shall insert the Token in the instrument if the Token is in good condition and advise all officials who were advised earlier about the restoration of the Token.
- (v) If after a thorough search, a Token which has been lost cannot be found, a joint certificate to this effect shall be given to the Divisional Signal and Telecommunication Engineer and the Divisional Safety Officer, to all officials concerned giving full particulars of the lost Token and canceling the same, in addition the particulars of the Lost Token should be published in the Railway Gazette.
- (vi) The particulars of Lost Token shall be conspicuously exhibited by the SSE/SE/JE/Signal near the relevant instrument for the information of the operating staff.

LOST TOKEN NOTICE

Token No.....pertaining to the Block Section from.....Station to.....Station has been lost. If handed over to the Station Master at either end of the Block Section, it shall not be used but kept in the safe custody by the Station Master who shall advise me forth-with.

Date.....

SSE/SE/JE/Signal

- (vii) If the Token is not found for six months, it shall be replaced with a Token of the next higher number in continuation of the series in use on the section. The lost Token, if found subsequently shall not be inserted into the instruments but shall be broken and returned to stores by the SSE/SE/JE/Signal.

4.15 Last Stop Signal Control Key :-

This key when provided can be extracted when the operating handle is in “ Train Going To” position and is used to unlock the Last Stop signal lever to take OFF Last of Stop Signal.

4.16 Last Stop Signal Control :-

- (1) The provision of Last Stop Signal Control may be-
 - (i) with the internal electrical contact arrangement in the Instrument itself, or
 - (ii) with mechanically interlocked Control key kept on the instrument.
- (2) In the case of electrical control, the turning of the operating handle to the “Train Going To” position and the operation by the Station Master of the Last Stop signal slide or the lever in the control frame allows the taking “OFF” of the Last Stop signal from the Cabin or Lever frame. On the train passes the Last Stop signal, the Control Slide or Lever shall be restored to normal.
- (3) In the case of mechanical control, the Control Key is kept in a lock fitted up on the left hand side of the Instrument. It can be extracted from the lock only when “Line Clear” has been received and the Operating handle has been turned to “Train Going To” position. This Control key, on such extraction, is to be used to

unlock the Last Stop signal control on the Station Master's control frame, where provided, or inserted directly on the lever of the Last Stop signal itself for taking "OFF" the Last Stop Signal. The withdrawal of this Control key from the Instrument mechanically locks the Operating Handle in the "Train Going To" position.

- (4) As soon as the train has passed the Last Stop Signal, the Control Slide or lever or signal lever as the case may be, shall be restored to normal and the Control Key extracted thereafter from the Control frame or Signal lever, and inserted back into the Instrument.
- (5) If the Control Key is lost, the Operating handle, turned to the "Train Going To" position for the extraction of the Control Key, would remain locked in that position. The loss of the Control Key shall be promptly reported to the concerned Signal and Telecommunication department Official for necessary action.
- (6) When Token Working be interrupted in any way after the Last Stop signal control has been given or is free to be given by means of Control Key or electrically, the Last Stop signal shall be considered defective and trains shall pass it at "ON" in accordance with G.R.3.70. The Last Stop signal Control Key shall not be used for releasing the control on the signal but shall be kept in the safe custody of the Station Master until Token Working is resumed.

4.17 Procedure to be followed when the Last Stop Signal control key is required by the Signal and Telecommunication department official for testing :-

An authorized official of the Signal and Telecommunication department shall give a written requisition to the Station Master. On receipt of requisition, the Station Master shall obtain Line Clear in the usual manner. The Token if any shall be immediately inserted back into the instrument. The Control Key of the Last Stop Signal shall be given to the Signal and Telecommunication department officials for testing. When the key is returned after testing the Station Master shall ensure that the Last Stop Signal is at "ON" and the Last Stop Signal lever/knob is normal and the Last Stop Signal key is in good condition, he shall then insert the key into the instrument. The Station Master then cancel the Line Clear in the normal manner. Entries shall be made in red ink by both the Station Masters in the Train Signal Register regarding the above. This shall contain at the station where the Last Stop Signal control key is extracted the Date, Token number, Time of Last Stop Signal control key has been extracted as

well as the time when the Block Instrument has been normalized at the station giving line clear, the purpose for which Line Clear is given, the time at which Line Clear is given, as well as the time when Block Instrument has been normalized. All the Technician Electrical Signals and officials of Signal and Telecommunication department are authorized to test the Last Stop Signal as described above.

4.18 Missing of Token by Loco Pilot of run through trains :-

On occasions where the Loco Pilot enters a block section without the Token.(i.e. leaving the Token behind at the Station) and proceeds onwards without the Token, Block working should be suspended. In the case of trains passing through the Station while picking up the token if it is missed, the Loco Pilot should stop the train immediately and the missed Token is redelivered to him, there is no need to suspend block working.

4.19 Shunting outside the first stop signal :-

- (i) Station Master shall obtain line clear as usual
- (ii) The reasons shall be given and both the Station Masters shall record in the Train Signal Register.
- (iii) Form T/806 will be handed over to Loco Pilot authorizing the Loco Pilot to proceed outside the first stop signal. The original documents shall be handed over along with the section token/authority to proceed to the Loco Pilot after obtaining Guard's signature in both the copies.
- (iv) Despatch signals except Last Stop Signal if any shall be taken off
- (v) On completion of shunting, Station Master shall recover the token/authority to proceed and the memo. He shall cancel the memo and return the same to the Loco Pilot .
- (vi) Line clear shall be cancelled as usual.

4.20 Outlying Sidings controlled by the Token of the Block Section (G. R. 3.35):-

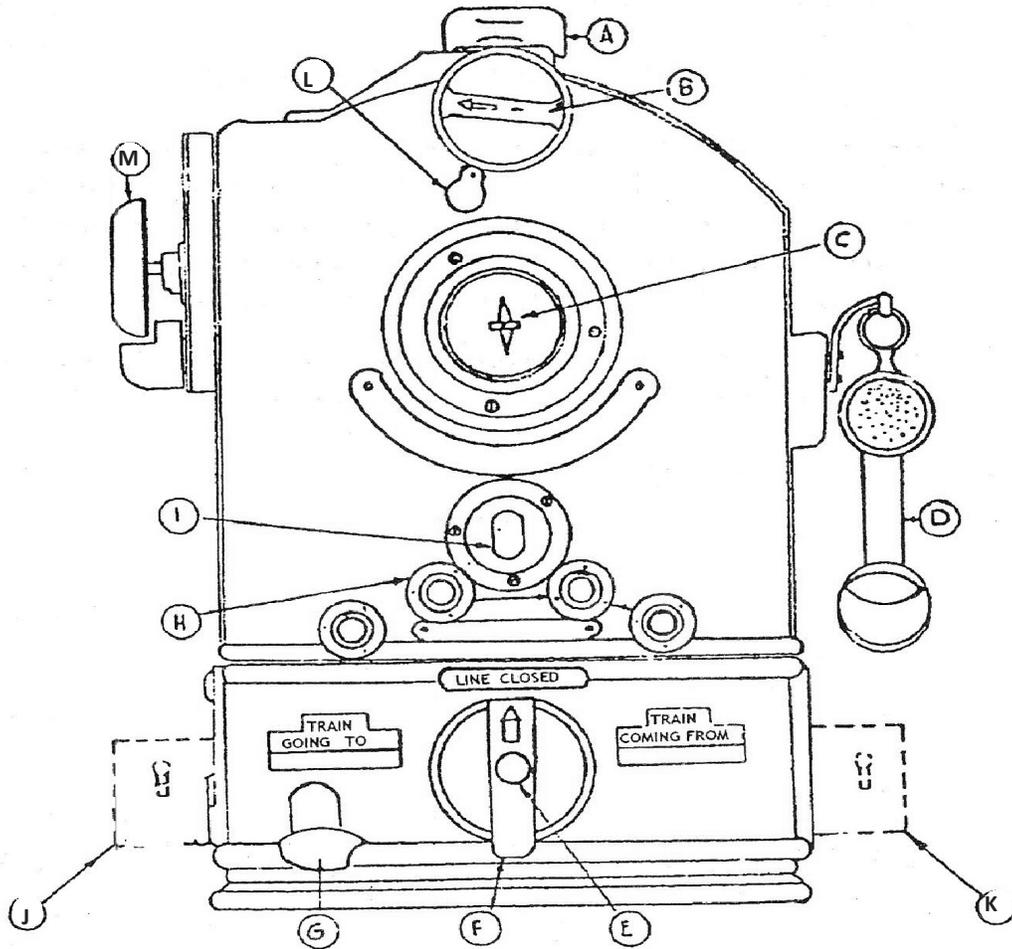
- (i) Outlying sidings, taking off the running line, are provided on certain block sections. The points taking off the running line to such sidings are provided with locking arrangements, the siding lock being controlled and operated by the Token of the block section.
- (ii) On the sections worked with Neale's (Ball or Tablet) Token Instruments where such Tokens cannot be directly inserted into the siding locks a Token key exchanger (siding key apparatus) is

provided at the siding. (The Ball or the Tablet) shall be inserted into the apparatus to release the siding key which shall, in turn, be inserted into the siding lock and unlocked for performing shunting into and out of the siding.

- (iii) On busy sections where the regular train services are not to 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, auxiliary Token (occupation block) instruments are provided, one instrument at one of the two adjacent block stations and the other at the siding itself. With this arrangement it is possible, after shunting the train into the siding to set and lock the points for the main line and clear the block section maintaining the main line train services.
- (iv) Detailed instructions for working the sidings shall be incorporated in the Station Working Rules of the stations concerned.

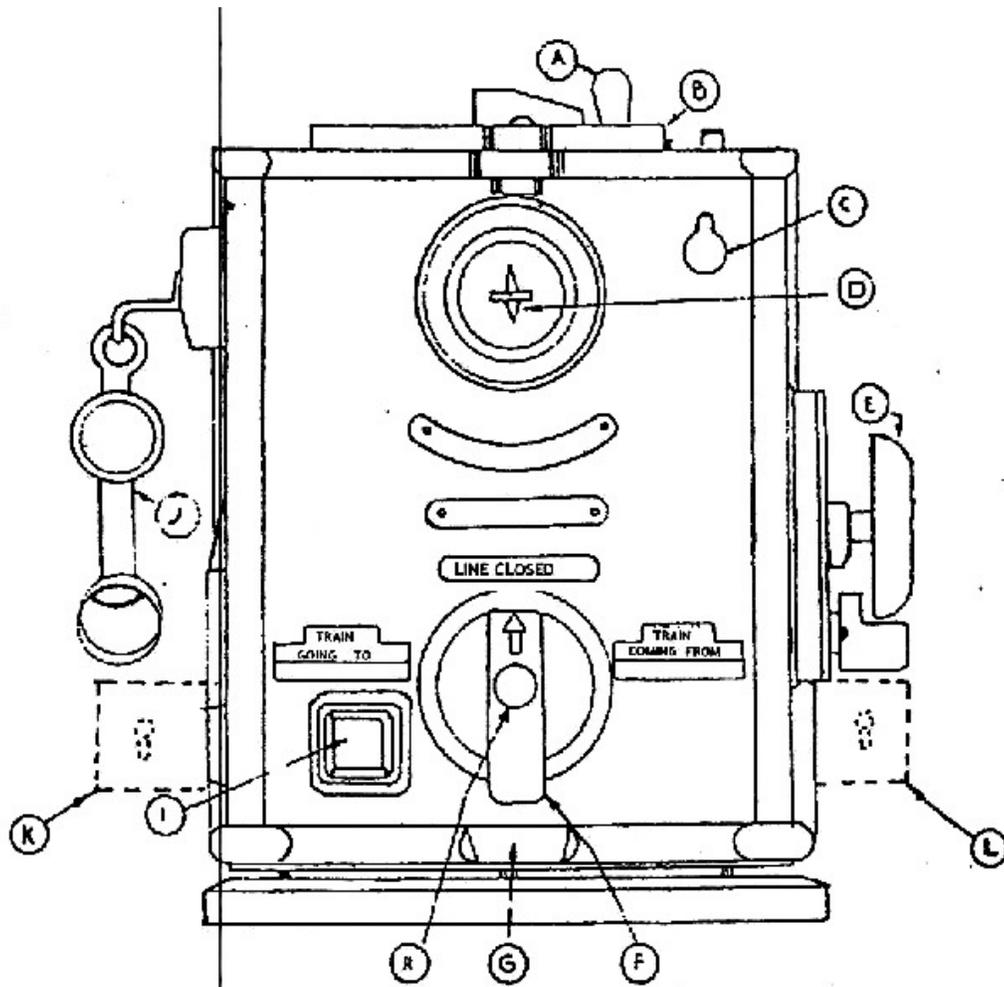
4.21 Description of Neale's Token Instrument :

4.21 (i) Diagram of NEALE'S BALL TOKEN Instrument



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|---|--|
| <p>A. Token Receiver Cover
 B. Token Receiver Handle
 C. Galvanometer
 D. Telephone
 E. Plunger
 F. Operating Handle
 G. Token Exit
 H. Token Windows</p> | <p>I. Token Indicator
 J. 'E' Type lock with key in 'TGT' Position.
 K. 'E' Type lock with key in 'TCF' Position.
 L. SM's Key
 M. Bell</p> |
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4.21 (ii) NEALE'S TABLET TOKEN INSTRUMENT



- A. Token Slide Handle
- B. Token Slide
- C. S.M. 's Key
- D. Galvanometer
- E. Bell
- F. Operating Handle
- G. Token Exit

- H. Plunger.
- I. Token Window
- J. Telephone
- K. 'E' Type lock with key in 'TGT' Position.
- L. 'E' Type lock with key 'TCF' Position.

4.22 (i) Description of Neale's Ball Token Instrument

A) Token receiver cover	The Token receiver cover should be lifted for inserting the Token into the instrument.
(B) Token Receiver handle.	This should be turned for a Token to be deposited in the instrument.
(C) Galvanometer.	This indicates the flow of current from one instrument to another.
(D) Telephone	This is provided in conjunction with the instrument for communication with the station at the other end of the block section.
(E) Plunger	This is pressed for giving bell signals and for releasing the operating handle of the instrument at the station at the other end of the Block Section.
(F) Operating Handle	This can be set at 'Line Closed' or 'Train Going To' or 'Train Coming From' positions depending upon the position of the Block Instrument at the other end. It can be turned to any one of these positions, when a prolonged beat is received from the station at the other end of the Block section.
(G) Token Exit	A Token comes out through this exit when the Operating Handle is turned to the 'Train Going To' position.
(H) Token Windows	This indicates the availability of Tokens in the instrument.
(I) Token Indicator	The indicator shows a green disc if there is a Token and a red disc if there is no Token in the instrument.
(J) Bell.	This responds to Bell Code signals given by the station at the other end of the block section. At stations provided with more than one instrument different bells or gongs with distinctive sounds are fitted up to identify the individual instrument
(K) 'E' type lock with key in 'Train Going To' Position	This is provided where the last stop signal is controlled mechanically through block instruments. This can be released only when

	the Operating handle is in the 'Train Going To' position and is used for controlling the last stop signal lever. This key can be used for controlling slip siding points also.
(L) 'E' type lock with key in 'Train Coming From Position	This can be released only when the Operating handle is in the 'Train Coming From' position and is used for controlling the slip siding/catch siding points.
(M) Station Master's key	When the key is taken out, it locks the instrument in the last operated position and it will not prevent the incoming beats and telephone working. This key should be kept in the personal custody of the Station Master when it is not required for operating the instrument.

Note : *The number of the Token and the code initials of the two stations at each end of the block section to which the Token applies are engraved on each Token. Tokens are provided with grooves of a different pattern for different sections. Ball/Tablet Tokens are provided in 4 different classes viz., A class, B Class, C class and D class for different block sections.*

4.22 Description of Neale's Tablet Token Instrument:

The instrument is almost similar to Neale's Ball Token Instrument except the following differences:-

- (a) **Token slide with Handle** :- A Token slide is provided at the top of the instrument instead of a Token Receiver cover. A tablet Token is inserted into the instrument by pushing back the slide.
- (b) The Neale's Tablet Token Instrument are provided with Tablet windows instead of Token indicators.

4.23 Testing before taking over charge:

- (i) The station master shall try to turn the operating handle to the "Train Going To" and "Train Coming From" position without the co-operation of Station Master at the other end. If the handle cannot be turned to the two positions the instrument shall be considered to be in order.
- (ii) He shall also satisfy himself that the deflection in the galvanoscope and the bell signals are correct.
- (iii) If the test conditions detailed above are not satisfied the instrument shall be considered defective and token working is suspended.
- (iv) Whenever a token can be extracted during such test, without the co-operation of the Station Master at the other end token working shall be suspended immediately and the token so extracted shall be secured under lock and key and delivered to the SSE/SE/JE/S, Tech. ES on arrival.
- (v) The Station Master after testing the Block Instrument shall record the result then and there in the Train Signal Register

4.24 Precautions to be taken before asking 'Is Line Clear' :-

- (i) Before Station Master 'X' asks Station Master 'Y' for Line Clear, he shall examine his Train Signal Register, in order to ascertain:-
 - (a) That the 'Train Out of Block Section' or 'Obstruction Removed' signal has been received and entered in his Train Signal Register for the previous train that has passed over the 'X' – 'Y' Block section and also that the Block section is clear.
 - (b) That "Line Clear" has not been obtained from/given to Station Master 'Y' for any other train and by any other means.

- (i) The Operating Handle is in the “Line Closed” position.
- (ii) A Private Number has been obtained for the train
- (iii) The last stop signal control key if provided, is in the Token instrument and the reception signal is in ‘ON’ position.

4.25 Precaution before giving ‘line clear’:-

- (i) Before ‘Y’ gives line clear to ‘X’ he shall examine his train Signal Register in order to ascertain -
 - (a) That the ‘Train Out of Block Section’ or ‘ Obstruction Removed’ signal has been received and entered in his Train Signal Register for the previous train that has passed over the X-Y block section and also that the block section is clear.
 - (b) Line clear has not been given to/obtained from ‘X’ for any other train.
- (ii) A private number has been given for the train
- (iii) The Operating Handle is in the Line Closed position
- (iv) The Last Stop Signal Control key if provided is available in the Token instrument and all the reception signals are at ‘ON’

4.26 ‘Train Entering Block Section’ Signal :-

- (a) On the departure of a train from a block station the “Train Entering Block Section” signal shall be sent to the block station in advance, and be duly acknowledged.
- (b) When so acknowledged the Block Section shall be deemed to be blocked against any other train.

4.27 Condition for closing the block section (GR 14.10) :-

- (i) the Station Master shall satisfy himself:-
 - (a) Ensure that the train has arrived complete
 - (b) Ensure that all the reception signals has been put back to ‘ON’.
 - (c) Ensure that the token is correct in all respects and not damaged in any way and dirt is removed.
- (ii) Call “Attention” on the instrument and get acknowledgement. The Station Master shall then insert the token into the instrument and close the Block Section as detailed by giving “Train out of Block Section” signal.

4.28 (i) Signalling a train from one block station to another Block Station.

Sending Station 'X'	Receiving Station 'Y'
(1) Insert Station Master's key and turn	
(2) Give 'Call attention' signal	
	(3) Insert Station Master's key and turn. Acknowledge. Attend telephone and call out station name.
(4) On receipt of acknowledgement, attend telephone. call out station name.	
(5) Ensure that correct station has responded and enquire on telephone 'Is Line Clear' for..... Train.	
	(6) Ensure correctness of station to which 'Line Clear' is required to be given. If line is clear and conditions for granting 'Line Clear' are complied with, inform 'Line is clear' for.....train and give Private Number..... (Repeat individual digit - e.g. 24-two four).
(7) Repeat the Private Number received	
(8) Give 'Call Attention' signal.	(9) Acknowledge. 'Attention' signal.
(10) Give 'Is Line Clear' signal. Prolong the last beat.	
	(11) Turn the Operating Handle to "Train \Coming From" position acknowledge "Is Line Clear" signal. Prolong the last beat till the needle of galvanometer jerks,

(12) Turn the Operating Handle to 'Train Going To' position. A Token comes out.	(13)After seeing the needle jerking (indicating the extraction of the Token at the other end) release the plunger.
(14) Give 'Call Attention' signal.	(15) Acknowledge and attend telephone.
(16) Give Token number with class.	(17) Repeat Token No. with class.
(18) (a) Take 'off' Last Stop signal if any. (b) Hand over Token to Loco Pilot. (c) On train entering the block section put back the Last Stop signal, if any, to 'ON'.	
(19) Send 'Call Attention' signal.	(20) Acknowledge.
(21) Give 'Train Entering Block Section' Signal.	(22) Acknowledge.
	(23) (a) Take 'off' reception signals. (b) Ensure that the train has arrived complete. (c) Put back reception signals to 'ON'. (d)Obtain the Token from the Loco Pilot and ensure its correctness.
	(24) Give 'Call Attention' signal.
(25) Acknowledge.	(26) (a) For Neale's Ball Token instruments :- Insert Token into Token Receiver and turn Token receiver handle. (b) For Neale's Tablet Token Block Instruments:- Draw out the Token slide keep the tablet in the space provided and push back the Token slide.
	(27)Give 'Train out of Block Section' signal. Prolong the last beat.
(28) Turn the Operating Handle to 'Line Closed' position. Acknowledge the 'Train out of Block Section' signal. Prolong the last beat.	(29) Turn the Operating Handle to 'Line Closed' position. Lock the instrument keep the key in the personal custody of SM on duty.

Note : Before turning the Operating Handle, it should be ensured that the Galvanometer is deflecting correctly as under :-

- (a) Both instruments of the Block Section are in 'Line Closed' position- Incoming and outgoing beats give clock-wise deflections.
- (b) Both instruments of the Block Section not in the 'Line Closed' position and a Token is out. Incoming and outgoing beats give anti-clockwise deflection.
- (c) One or both of the instruments of the Block Section, is not in the 'Line Closed' position, no Token is extracted outgoing and incoming beats give deflections in the opposite direction.

(ii) To cancel 'Line Clear' for Neale's Block Instruments

Sending Station 'X'	Receiving Station 'Y'
(1) Give 'Call attention' signal	(2) Acknowledge and attend telephone.
(3) On receipt of acknowledgement, attend telephone. Ask for consent by explaining the circumstances.	(4) Give consent.
(5) (a) For Neale's Ball Token instruments :- Insert Token into Token Receiver and turn Token Receiver Handle (b) For Neale's Tablet Token instruments Draw out the Token slide; keep the tablet Token in the space provided and push back the Token slide.	
(6) Send 'Cancel Last Signal'. Prolong the last beat.	(7) Turn Operating handle to 'Line Closed' position. Acknowledge "Cancel Last Signal". Prolong the last beat.
(8) Turn the Operating Handle to 'Line Closed' position.	(9) Lock the instrument Keep the key in the personal custody of SM on duty.

(iii) Procedure for testing the Block Instrument

Authorised S & T department official at 'X'	Station Master 'Y'
(1) Insert Station Master Key and give 'Testing signal' (16 bell beats)	(2) Insert Station Master key and acknowledge 'Testing Signal'. (16 bell beats)
(3) Give 'Is Line Clear' signal prolonging the last beat	(4) While receiving the prolonged beat turn the Operating Handle to right i.e. "Train Coming From" position and acknowledge 'IsLineClear' prolonging the last beat.
(5) While 'Y' is giving the prolonged beat turn the operating handle to left i.e. "Train Going To" position. After taking out a Token, note down the Token No. and class and give one beat.	(6) Watch the deflection of the galvanometer needle and acknowledge with one beat.
(7) Insert the token into the instrument and give the "Cancellation Signal" prolonging the last beat.	(8) While receiving the prolonged beat, watch the deflection on the galvanometer needle, turn the operating handle to the 'Line Closed Position' and acknowledge the "Cancellation Signal" prolonging the last beat.
(9) While receiving the prolonged beat turn the operating handle to 'Line Closed' position	(10) Lock the instrument, keep the key in the personal custody of SM on duty.

The operation shall be repeated in the reverse direction, the Station Master at 'Y' commencing with the "Testing Signal" and the S&T Department Official acknowledging and then the instrument shall be locked at both ends.

The authorized S&T department official at 'X' and the Station Master at 'Y' shall enter in red ink in Train Signal Register on the line immediately below the entries for the last train as follows : -

Time _____ of Exchanged “Testing Signal” with Station Master
_____ station / Authorised official of the Signal and Telecommunication Branch
. Extracted Token number _____ and restored it to the
instrument.

Authorised official of the
Signal and Telecommunication Branch.

Note: *The authorized official for the purpose of the above said rules are Sr.DSTE/
DSTE, ADSTE, SSE/SE/JE/Sig, Technician (Electrical Signals).*

4.29 Failure of Token Block Instrument (G. R. 14.13)

The Token Block Instrument shall be considered as interrupted and Token working suspended in the following circumstances :-

- (1) ‘Call Attention’ cannot be obtained on the Token Block Instrument.
- (2) Bell Codes are received indistinctly or failed altogether.
- (3) The Galvanometer fails to move on “Bell Codes” being given or received or shows a wrong indication even after the ‘Signal Given in Error’ signal is given and acknowledged.
- (4) The Token cannot be taken out even after exchanging proper ‘Bell Codes’ and correct operation of the Token Block Instrument.
- (5) A Token can be taken out without exchanging proper ‘Bell Codes’ and without correct operation of the Block Instrument.
- (6) A Token is broken or damaged in any way during or after extraction.

Note: *In case of items (5) & (6) the Token shall be kept in the safe custody by the Station Master and handed over to the SE/JE/Signals or any other authorised official.*

- (7) There is no Token in the instrument at the station from where a train is waiting to start.

Note : *When a train is ready to start from the station at the other end of the Block Section, where all the Tokens have accumulated, Token working shall be resumed by the Station Masters themselves.*

- (8) A Token received cannot be inserted or jams on inserting into the instrument.
- (9) There is reason to believe that there is contact between the block wire and any other circuit.

Note:(a) *If a contact exists between the block wire and any other circuit. there is a possibility of irregular beats on the bell. A contact between two block wires would cause signals given on one instrument to be repeated on the neighboring instrument.*

(b) *The telephone connected to the instrument, for train signalling shall also be considered as failed and working by means of the telephone should not be resumed until authorised by the SSE/SE/JE/Signals or any other authorised official.*

- (10) The battery counter of the block instrument is found unlocked.
- (11) The First or Last Stop Signal Key where interlocked with the Token Block Instrument at stations is lost or has become defective.
- (12) A Token extracted from the instrument at a station or delivered to the Loco Pilot or dropped by the Loco Pilot of a train at a Station cannot be found.
- (13) A Token pertaining to the Block Section has been over carried to another station.
- (14) The Loco Pilot of a train enters the Block Section without the Token pertaining to the Block Section or with the Token not properly obtained for the train.
- (15) A train arrives at a station without the Token pertaining to the Block Section or with the Token not properly obtained for the train.

Note : *In case of items, (13) (14) & (15) this occurrence shall be reported as an accident.*

- (16) The glass front of the galvanometer is broken.
- (17) The Token indicator or the Token window is broken in the case of Neale's Ball or Tablet Token Instrument.
- (18) The Operating Handle cannot be turned after the correct operations.
- (19) The Operating Handle can be turned to any of the positions without co operation of the station at the other end.
- (20) If the Station Master's key of the Token Receiver drum or slide is lost or the lock is out of order.
- (21) Where the Last Stop signal is provided with an electric control interlocked with the Block Instrument :-
If the Last Stop Signal can be taken 'OFF' without the Operating Handle in the 'Train Going To' position.

- (22) The 'Last Stop signal' control key, wherever provided on the instrument, is lost or has become defective.

Note:*(a) On recovering back the lost key, the Station Masters themselves shall resume to Token working, if it is in good condition.*

- (b) The defective key shall be kept in the safe custody of the Station Master and handed over to the SE/JE/Signals or any other authorised official.*

- (23) Line Clear cannot be cancelled even after the correct operation of the Block Instrument.

- (24) A Material train is required to be taken into the block section after Line Block has been imposed.

- (25) A train is required to enter the block Section which is obstructed due to an accident or any other cause.

Note:*A relief train shall be started with form T/A 602. On the obstruction being removed the Station Masters themselves shall resume 'Block Working'.*

- (26) It is known that the Token Instrument is defective in any way other than those specified above.

- (27) When a Motor trolley or motor lorry following a train under the specified conditions does not, for any reason, go through to the station at the other end and the key of the clamp is returned to the station in rear.

- (28) When a Station Master has lost or mislaid his Private Number book at the time of giving "Line Clear".

- (29) When an accident relief train is required to enter the Block Section which is already occupied by a trolley or lorry on form T/1518 with line clear refused endorsement.

4.30 Occasions when Station Masters themselves shall resume Token working without certification by the SE/JE/S & T, Tech.ES.

- (i) When there is no Token in the instrument at one end of the Block Section and when a train is ready to start from the station at the other end of the Block Section, where all the Tokens have accumulated.
- (ii) When a traffic train is ready to enter the Block Section after line block has been removed or Line Block period has expired and material train, Motor trollies, if any, in the section have cleared the section.
- (iii) When an accident relief train clears the Block Section occupied by a trolley on form No. T/1518 with line clear refused endorsement.

- (iv) When the key of the token clamp is handed over to the Station Master of the Block Section in rear by the official of the motor trolley following a train and when the key is sent by the next available train to the block station ahead.
- (v) When the SSE/SE/JE/S & T, Tech.ES returns the token to the Station Master after carrying out work at the outlying siding points.
- (vi) When the Station Master unable to give a Private Number for a train at the time of giving Line Clear due to Private Number book being lost or mislaid but the same is subsequently found before giving “Line Clear” to another train or when he has a train to be started from his end.
- (vii) If the ‘Last Stop signal’ control key, is lost and subsequently recovered in good condition.
- (viii) When the First Stop Signal control Key at stations equipped with double wire signalling is lost and subsequently recovered in good condition.
- (ix) When the Station Master key is lost but subsequently recovered in good condition
- (x) When a train is ready to enter the Block Section after the obstruction in the Block Section has been cleared and trains which previously entered the obstructed Block Section have cleared the section.

4.31 Occasions for keeping the token under safe custody by the Station Master and handing it over to the S&T department official on arrival during suspension of token working.

- (i) When a token can be taken out from the instrument without exchanging proper signals.
- (ii) When a token is broken or damaged in any way during or after extraction.
- (iii) When a token received from a train cannot be inserted.
- (iv) When a token is lost but subsequently found after suspension of token working.
- (v) When a token referring to the block section has been over carried to another station
- (vi) When a train arrives at a station with a token not properly obtained for the train.

4.32 Occasions for keeping the First / Last Stop Signal Control key under safe custody by the Station Master and handing it over to the S&T department official on arrival.

- (i) Whenever the First Stop Signal control Key at stations equipped with double wire signalling has become defective.
- (ii) Whenever last stop control key, where provided on the instrument has become defective.
