

BLOCK WORKING

A . General provisions

14.01. Means of granting or obtaining Line Clear : -

The running of every train shall, in its progress from one block station to another, be regulated by means of or a combination of the following -

- (a) electrical block instruments of token or tokenless type,**
- (b) track circuits,**
- (c) axle counters, or**
- (d) electrical communication instruments.**

SR 14.01 The following electrical communication instruments are the authorized alternative means of communications to be used in the order of priority indicated below :-

- (i) Block instruments
- (ii) Telephone attached to Block instruments
- (iii) Station to station fixed telephone wherever available
- (iv) Fixed telephone such as Railway auto phones and BSNL telephone
- (v) Control telephone
- (vi) VHF Sets

Note: In all cases where Line Clear is obtained / granted by a means of communication other than Block instrument / Track circuit /Axle counter or telephone attached to Block instrument, the system of calling station name, followed by establishing identity of the Station Master on duty by either cross checking Private Numbers given for Line Clear to preceding three trains or Identification Number Sheet should be used.

14.02. Provision of instruments : -

(1) Electrical communication instruments shall be provided at every station except at Class 'D' stations where they may be provided under special instructions.

(2) (a) The electrical block instruments, where provided, and electrical Communication instruments at any station shall be of a type approved by the Commissioner of Railway Safety and shall not be brought into use in the first instance unless they have been passed by him.

(b) The person in - charge of the maintenance of electrical block instruments or electrical communication instruments shall not without the approval of the Commissioner of Railway Safety, permit the substitution, for the instruments and installation brought into use in the first instance, of any instruments or installation which do or does not satisfy the conditions prescribed in clause (a).

S.R.14.02 (i) Token/tokenless block territory indication Boards : -

To remind the Loco Pilots that they should be in possession of token boards with the legend "Token Territory ahead"

are provided on the First Stop Signal of the Station where token working commences, similarly boards with the legend, "Tokenless Territory ahead" are provided on the First Stop Signal of the station where Tokenless working commences. At junction stations where token and tokenless territories meet, the First Stop Signal of each direction shall carry the appropriate legend with added information "towards..." whenever a change from token to tokenless territory or vice-versa is involved. The section of the line provided with different types of block instruments are notified in the Working Time Table.

(ii) System of Working/System of Signalling Indication Boards :-

To serve as guidance to the Loco Pilots that they are passing from one system of Working to another, an indication Board with suitable legend shall be provided on the appropriate Stop signal. Indication Boards with suitable legend shall also be provided on the appropriate Stop signal to guide the Loco Pilots that they are passing from one type of signalling to another (From Two Aspect Signalling to Multiple Aspect Signalling etc.,)

14.03. Consent required before interfering with Block working equipment :-

No Railway servant shall interfere with the block working equipment, or their fitting for the purpose of effecting repairs, or for any other purpose, except with the previous consent of the Station Master.

**B . Block Stations at which Electrical Block Instruments,
Track Circuits or Axle Counters are provided**

14.04. Certificate of competency :-

(1) No person shall operate the electrical block instruments until he has passed a test in the operation of block instruments and unless he holds a certificate of competency granted by a Railway servant appointed in this behalf by the Railway Administration.

(2) The certificate of competency referred to in sub - rule (1) shall be valid for a period of three years or such longer period as may be laid down by special instructions.

S.R.14.04 The Principal, Zonal Railway Training Centre, is responsible for proper training and issue of Block Competency Certificates to staff connected with block working, attending initial/promotional/refresher course and other special courses after necessary tests are conducted by him. Such certificates shall be valid only for a period of 3 years from the date of issue upto the last day of the month in which the BCC is due for any work it can be revalidated only once for six more months by Sr. Divisional Operations Manager / Divisional Operations Manager. In such cases, the holder of the Block Competency Certificate shall advice the Sr.Divisional Operations Manager / Divisional Operations Manager in writing through the Station Master not less than 15 days in advance of the date of expiry of Block Competency Certificate. Sr.Divisional Operations Manager / Divisional Operations Manager shall renew the same after conducting necessary test. A record of such test with its result shall be made at the back of the original Block Competency Certificate. **(CM No.71 Dated 08.10.2020)**

The Block Competency Certificate shall be in the personal custody of the staff while on duty, to whom it is issued (except when it is submitted for renewal) and it shall be promptly produced when demanded by inspecting Officials of the Operating and Signal Departments.

- SR14.04 (a) The Principal MDRTI/ DWR or, The Principal/ Instructor Multi Disciplinary Railway Training Institute, Ashokapuram, Mysore (New Building) is responsible for proper training and issue of Competency Certificate to traffic yard staff, attending initial/promotional/refresher course and other special courses after necessary tests are conducted by him. Such certificates shall be valid only for a period of 3 years from the date of issue upto the last day of the month in which the Competency Certificate is due. It can be revalidated only once for two more months by Sr. Divisional Operations Manager/ Divisional Operations Manager. In such cases, the concerned Supervisor in - charge shall advise the Sr. Divisional Operations Manager/ Divisional Operations Manager in writing not less than 15 days in advance of the date of expiry of Competency Certificate.

Sr. Divisional Operations Manager/ Divisional Operations Manager shall renew the same after conducting necessary test. A record of such test with its result shall be made at the back of the original Competency Certificate.

The Competency Certificate shall be in the personal custody of the staff while on duty, to whom it is issued (except when it is submitted for renewal) and it shall be promptly produced when demanded by inspecting Officials of the Operating and Signal Departments.

BLANK

14.05. Bell Code :-

For the signalling of trains, the prescribed code of bell signals as detailed below, shall be used and a copy thereof shall be exhibited in each block station near the place of operation of the block working equipment –

Ref. No	INDICATION	CODE	HOW SIGNALLED	HOW ACKNOWLEDGED
1	CALL ATTENTION OR ATTEND	0	One stroke or beat	One stroke or beat
2	IS LINE CLEAR, OR LINE CLEAR ENQUIRY	00	Two	Two
3	TRAIN ENTERING BLOCK SECTION	000	Three	Three
4	(A) TRAIN OUT OF BLOCK SECTION (B) OBSTRUCTION REMOVED	0000	Four	Four
5	(A) CANCEL LAST SIGNAL (B) SIGNAL GIVEN IN ERROR	00000	Five	Five
6	(A) OBSTRUCTION DANGER SIGNAL (GENERAL)	000000	Six	Six
	(B) STOP AND EXMINE TRAIN	000000-0	Six pause one	Six pause one
	(C) TRAIN PASSED WITHOUT TAIL LAMP OR TRAIL BOARD	000000-00	Six pause two	Six pause two
	(D) TRAIN DIVIDED	000000-000	Six pause three	Six pause three
	(E) VEHICLES RUNNING AWAY IN WRONG DIRECTION ON DOUBLE LINE OR INTO THE BLOCK SECTION ON SINGLE LINE	000000-0000	Six pause four	Six pause four
	(F) VEHICLES RUNNING AWAY IN RIGHT DIRECTION ON DOUBLE LINE	000000-00000	Six pause five	Six pause five
7.	TESTING	00000000 00000000	Sixteen	Sixteen

Note: (1) '0' INDICATES A STROKE OR A BEAT AND '- ' INDICATES A PAUSE.

(2) EACH SIGNAL SHALL BE GIVEN SLOWLY AND DISTINCTLY.

(3) Exchange of bell codes under reference numbers 3 and 4 are not required in a section provided with block proving axle counter or track circuit having complete track circuiting of station yard excluding non running lines on either end.

S.R.14.05 In cases where block instruments are housed in signal cabins, the Cabin Station Master shall, whenever the bell codes are given or received to indicate the following, immediately advise the Station Master at the station :-

- (a) Stop and Examine Train.
- (b) Train passed without tail lamp or tail board.
- (c) Train divided.
- (d) Vehicles running away in wrong direction on Double line or into the block section on single line.
- (e) Vehicles running away in right direction on Double line.

14.06. Acknowledgment of Signals :-

- (1) Each signal received shall be acknowledged by sending its authorized acknowledgment.
- (2) No signal shall be acknowledged until it is clearly understood.
- (3) A signal shall not be deemed to be complete until it is acknowledged.
- (4) If the station to which a signal is sent does not reply, the signal shall be repeated at intervals of not less than 20 seconds until reply is received.

14.07. Train Signal Register :-

- (1) A Train Signal Register shall be kept by the Station Master or under his orders.
- (2) All signals received or sent on the electrical block instruments and the timings of receipt and despatch shall be entered therein, immediately after acknowledgment, by the person operating the block instrument.
- (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.
- (6) The person who keeps the register for the time being shall be responsible for all entries made therein and for correctly filling in each column thereof.

S.R.14.07 (i) The SM who makes an entry for a train in the TSR shall continue to be on duty till all entries pertaining to that train are completed. By this it is meant that the SM who asked for Line Clear for a train to enter the block section shall remain on duty till the “Train out of block section” signal is received and acknowledge; and the SM who gives Line Clear for train to enter a block section shall remain on duty till the train has arrived and the “Train out of block section” signal is given and acknowledged.

(ii) A line shall be drawn across the TSR whenever SMs change duty. The SM who is going off duty shall sign his name legibly and enter the time, above the line and the SM coming on duty shall sign legibly and enter the time below the line.

(iii) In the case of a train working on line, clause (i) need not be observed but the entry in the TSR, so far made, shall be initialed by both the SMs. An entry, as under, shall be made immediately below the entry for the train and above the line [clause - (ii)].

“Block section still occupied by train (number and description).....
working on line”

Both the SMs shall sign this entry as required in clause - (ii). An entry to this effect shall also be made in the Station Diary and initialed by the both SMs.

(iv) The procedure detailed in clause (iii) above shall also be applicable in case of accidents, engine failures, OHE failures, etc. When there is a likelihood of trains getting abnormally delayed and it is not possible for the same persons to continue to remain on duty to complete all the transactions for a train for which he/they had granted/obtained Line Clear.

14.08. Authority to proceed :-

The Loco Pilot shall not take his train from a block station unless he has been given an authority to proceed -

(a) on the double line, by the taking ‘OFF’ of the Last Stop Signal, and

(b) on the single line, either -

**(i) by a token for the block section, taken from an electrical block instrument,
or**

(ii) by a Line Clear Ticket duly signed by the Station Master or

(iii) by any document prescribed in this behalf by special instructions, or

(iv) by the taking ‘OFF’ the Last Stop Signal in lieu of tangible authority as mentioned in sub - clauses (i) to (iii) on sections provided with electrical block instruments of tokenless type or track circuits or axle counters.

S.R.14.08 (i) Special instructions for working trains on “Authority to proceed without Line Clear” Under abnormal conditions and emergencies :-

(1) Circumstances under which the “Authority to proceed without Line Clear” (T.1408) is to be issued -

(A) Single Line

(i) When the Station Master on duty becomes incapacitated and no relief can be had within a reasonable time, the Guard of the waiting train shall prepare an “Authority to proceed without Line Clear” (T.1408) for his train after verifying that the block section is clear of trains. He shall communicate with the Station Master at the other end, obtain a Private Number and enter the same in the “Authority to proceed without Line Clear” (T.1408). The Guard shall also issue an Authority to the Loco Pilot to pass the despatch signals, if any, at “ON”. He shall also issue Caution Order, if necessary. Before leaving the Station, the Guard shall make necessary entries in the Train Signal Register in red ink. He shall also secure the incoming token of the previous block section from the Loco Pilot and hand it over to the Station Master at the next block station.

If the Guard is not able to communicate with the Station Master at the other end and get a Private Number, he shall not start his train but make every endeavor to get in touch with the Divisional Operations Manager/Divisional Safety Officer for further orders.

(ii) When Line Clear Ticket (Form T/D 1425 or T/C 1425) or Conditional Line Clear Ticket (T/G 602, T/H 602) cannot be issued to a train at the starting end.

(iii) When a Station Master in advance is unable to give a Private Number at the time of giving Line Clear for a train.

(iv) When Accident Relief Train is required to enter a block section already occupied by a trolley on Form T/1518 with ‘line clear refused’ endorsement.

(B) On the double line -

(i) When the Station Master on duty becomes incapacitated and no relief can be had within a reasonable time, the Guard of the waiting train shall prepare an “Authority to proceed without Line Clear” for his train.

He shall carry out all the precautions envisaged under Single line before issuing “Authority to proceed without Line Clear” for his train.

(ii) When Line Clear Ticket (Form T/D 1425 or T/C 1425) or Conditional Line Clear Ticket (T/G 602, T/H 602) cannot be issued to a train at the starting end.

(iii) When the Station Master in advance is unable to give a Private Number at the time of giving Line Clear for a train.

- (iv) When Accident Relief Train is required to enter a block section already occupied by a trolley on Form T/1518 with 'line clear refused' endorsement.
- (2) Reason for issue of the "Authority to proceed without Line Clear" shall be mentioned on the face of the document.
- (3) Preparation of the "Authority to proceed without Line Clear" by the Station Master/Guard :-
- (a) Before preparing the "Authority to proceed without Line Clear", the Station Master/Guard shall examine the Train Signal Registers, Train Message books, Working Time Table, Train Notice Register and Caution Order advice; and also contact Control and the Station Master at the other end, whenever communication is available.
- (b) The "Authority to proceed without Line Clear" shall be prepared in duplicate (by carbon process) clearly and legibly. All the columns shall be completely and correctly filled in, without any alteration or mistake in any of the entries. It shall be signed in full by the Station Master/Guard. If a mistake is made in the "Authority to proceed without Line Clear" the word "cancelled" shall be written across it and a fresh "Authority to proceed without line clear" shall be prepared and issued, the cancelled Authority to proceed without line clear being retained in the book in its place or if already detached pasted on the back of the duplicate copy.
- (c) Whenever a Private Number cannot be obtained, either due to communication not being available or due to the Station Master at the other end of the section having lost or mislaid his Private Number book, the Station Master shall Write "not obtained" in the P.N. column.
- (4) Examination of the "Authority to proceed without Line Clear" by the Guard and Loco Pilot :-
- (a) The Guard and the Loco Pilot shall examine the "Authority to proceed without Line Clear" carefully and ensure that all the columns are completely filled in, without any mistake or alteration in any of the entries, that the date, station names and the number and description of the train are correct and that it is signed in full by the Station Master. If any mistake is detected, the "Authority to proceed without Line Clear" shall be returned to the Station Master and a fresh "Authority to proceed without Line Clear" shall be obtained, the cancelled "Authority to proceed without Line clear" being pasted on the back of the duplicate copy. The "Authority to proceed without Line Clear" shall be signed in full by the Loco Pilot and Guard in token of their having examined it and found it to be complete and correct.
- (b) All trains, including non - stopping trains, shall be stopped at the station for the issue of the "Authority to proceed without Line Clear" as well as at the other end for the Guard to sign the remarks column of the Train Signal Register.
- (5) Report to the Divisional Railway Manager:-
The Station Master who issues an "Authority to proceed without Line Clear" shall make a special report of the circumstances under which it was issued, to the Divisional Railway Manager.

(6) Entries to be made in the Train Signal Register :-

- (a) All the entries relating to the train dealt with on an “Authority to proceed without Line Clear” shall be made in red ink, in the Train Signal Register.
- (b) (i) When a train arrives at a station with an “Authority to proceed without Line Clear”, the Station Master shall enter the number and description of the train and the time of its arrival in the Train Signal Register, obtain the signature of the Guard, or the Loco Pilot in the case of a light engine, against the entries for the train and then exchange the messages as per clause (iii) below, when communication is available.
 - (ii) If the train returns to the starting station, the Station Master shall comply with the provisions of clause (i) above and make the relevant entries in the Train Signal Register on the line referring to the train.
- (iii) For each train that clears the section at either end of a block section, the Station Master shall exchange the following messages :-

No.....
 My/Your Private Number..... Train No.....
 (Description)cleared section here at
hrs.....mts.

No.....
 Your/My Private Number.....Understand Train
 No.....
 (Description) cleared section at yours
 at.....hrs.....mts

Note :- Reference to Private Number shall be omitted when a Private Number has not been given.

- (7) Precautions to be observed by Loco Pilots when trains are run on “Authority to proceed without Line Clear” :-
 - (i) On Double line sections, the speed shall not exceed 25 kmph during day when the view ahead is clear and 10 kmph during night or when the view ahead is not clear during day.
 - (ii) On single line sections the speed shall not exceed 15 kmph by day when the view ahead is clear and 10 kmph during night or when the view ahead is not clear during day.
 - (iii) In thick or foggy or tempestuous weather or in dust storm, the Loco Pilot shall go at walking pace whistling repeatedly preceded at an adequate distance by one man on foot with hand signals on double line sections and by two men on foot, one displaying red light and the other carrying fog signals ready for immediate use on Single line sections.

- (iv) Both by day and by night, the train shall be piloted by a Railway employee equipped with hand signals and detonators through tunnels.
 - (v) During night, if the engine is not fitted with electric headlight or if the electric headlight is not in working order, the train or the light engine shall be preceded at an adequate distance by a Railway servant carrying detonators and exhibiting a red light ahead to stop any other approaching train.
 - (vi) A Sharp look - out shall be kept at all times and the Loco Pilot shall be prepared to stop short of any obstruction.
 - (vii) When approaching the Station ahead, the Loco Pilot shall bring his train to a stand outside the First Stop Signal and sound the whistle. If no one turns up from the station within 10 minutes, he shall send his Assistant immediately to the station or the cabin to inform the Station Master or Cabinman of the arrival of the train. The train may be received by taking "OFF" the reception signals.
- (8) Resumption of block working :-

The Working of trains on the "Authority to proceed without Line Clear" shall be discontinued and block working resumed when the cause for the issue of "Authority to proceed without Line Clear" no longer exists.

14.09. Loco Pilot to examine authority to proceed :-

- (1) The Loco Pilot shall ensure that the authority to proceed given to him is the proper authority under the system of working and refers to the block section he is about to enter, and if the said authority is in writing that it is complete and duly signed in full and in ink.**
- (2) If the conditions mentioned in sub - rule (1) are not complied with, the Loco Pilot shall not take his train past or start from the station until the mistake or the omission is rectified.**

S.R.14.09 (i) When a train clears the block section after entry at either end, the currency of the "authority to proceed" ceases. If a train is required to re - enter the block section, fresh Line Clear shall be obtained and fresh "authority to proceed" shall be given to the Loco Pilot.

14.10 Conditions for closing the block section: -

- (1) When the block section has been cleared by the arrival of the train or by the removal of the cause of blocking, the block section shall be closed by the block station in advance by giving the prescribed bell code signal.**

(2) Before such signal is given, the Station Master shall satisfy himself as per the prescribed special instruction.

(a) that the train has arrived complete, or the cause of blocking the section has been removed, and

(b) that the conditions under which line clear can be given are complied with.

(3) The provision of clause (b) of sub - rule (2) may be relaxed at Class 'A' single line crossing stations. In such cases, the Station Master shall satisfy himself that the train is standing at its Starter clear of the line on which the second train is to run.

(4) Where in a section, a block proving axle counter or continuous track circuiting between block stations and complete track circuiting of station section excluding non - running lines of the receiving station is installed and is functioning and there is a clear indication of clearance of block section as well as complete arrival of the train as per the indication given, it would be taken as assurance for complete arrival of the train to the Station Master.

S.R.14.10 (i) For all run through trains and for other trains which usually come to a stop at a place from which the tail - lamp/tail board can conveniently be observed, the responsibility for ensuring that the train is complete, devolves on the SM.

(ii) Whenever the last vehicle of a train which has been received and berthed at the station is in such a position that the Station Master is not able to see the tail board or the tail lamp and satisfy himself that the train has arrived complete, the Guard of the train shall indicate to the Station Master that the train has arrived complete and berthed clear of the fouling marks by waving his arms four times overhead from side to side by day and by waving a white light in the same manner by night. This shall be acknowledged by the Station Master in the same manner.

(iii) (a) In the case of stations where block working is performed in the Station House, worked with two cabins, one at either end of the yard, the Cabinman shall indicate to the Station Master that the train has arrived complete and berthed clear of the fouling mark by giving a Private Number to him through telephone where provided or by waving a green flag four times over head from side to side by day and by waving a white light by night in the same manner (Where telephone is not provided or the telephone provided becomes defective). This shall be acknowledged by the Station Master in the same manner.

(b) The Guard of the train shall verify that the last vehicle is standing clear of the fouling mark or derauling switch/ lock bar, where provided and exhibit signal to the Cabinman/Leverman by waving his arm by day and a white light by night. If not, he will exhibit a red flag by day and a red light by night.

S.R.14.10 (iv) (a) At stations and yards where owing to the inconvenient location of the cabin or due to any other reason, if the Station Master in-charge of the block working cannot physically verify himself that the train has arrived complete, special instructions detailing the procedure of exchanging Private Numbers to ensure the complete arrival of the train shall be incorporated in the respective Station Working Rules.

(b) To facilitate, SM on duty and the Guard of the stopping train to exchange Private Numbers on walkie - talkie to ensure the complete arrival of the train the following arrangements have to be done by the divisions.(Sr.DOM/DOM)

- * All the trains must have a number and all the goods trains shall be serially numbered so that every train shall have a distinct number. The SMs of the train ordering stations, and the section controllers shall ensure the same.
- * The Guard of all the trains shall be supplied with walkie – talkie sets in good working condition and private number sheet (s) by depot in - charge SMs.
- * The list of the stations and the Reception lines at these stations, which require the exchange of Private Number by the Guard for this purpose with the SM shall be made out by the division and circulated to all concerned under acknowledgement.
- * The Station Working Rules of such stations shall be prepared/amended with the instructions for exchange of Private Numbers between Guards and Station Master for ensuring the complete arrival of the train.

S.R.14.10 (iv) (c)

- * At these stations, on complete arrival of the train within the relevant fouling mark, the Guard after satisfying himself will call the SM on duty of that station on walkie - talkie.
- * The Guard and the SM shall satisfy on the proper identity of each other by **calling out name, the train no. and the station name.** The Guard shall, thereafter, give Private Number to the SM on duty in support of ensuring complete arrival of the train within the fouling mark of the line in which his train has been parked. The SM will receive the PN and in turn issue a PN to the Guard that the relevant block section is going to be cleared.
- * **The Guard shall record the PN received from the concerned SM in his rough journal.** The Station Master in - charge of the block working shall record this Private Number and the name of the Guard in the remarks column of his Train Signal Register against the entry of the train and shall not give “Train out of block section signal” to the Station Master in rear until he receives the Private Number from the Guard.
- * During the failure of walkie - talkie/VHF sets and when the SM is not in a position to communicate with the Guard of the incoming train, he shall send the train intact arrival register (T.1410) to the Guard, through an **authorized Railway servant** duly entering the date and train number. The Guard after satisfying himself that the train has arrived.

- * complete and the last vehicle of his train is standing clear of the fouling mark, record the arrival time with his full signature in the appropriate columns and returns the register to the relevant Station Master in - charge of the block working of the complete arrival of the train.
- * The Station Master in - charge of the block working shall record this in the remarks columns of his Train Signal Register against the entry of the train and shall not give “Train out of block section signal” to the Station Master in rear until he receives the register (T.1410) back with the Guard’s signature.

S.R.14.10 (v) The Station Working Rules of such stations shall also indicate the responsibility of ensuring complete arrival of run through trains.

(vi) The used “Train intact arrival” register shall be kept as a record for a period of six months.

(vii) At stations where Block Proving Axle Counter/ Continuous Track circuiting is provided and is functioning in terms of GR 14.10(4), the procedure for ensuring complete arrival of trains as per SR 14.10 (ii) to SR 14.10 (iv) (c) may be dispensed with whenever the Station Master is unable to see the Tail Board/ Tail Lamp. **(CM No. 60 dated 20.11.2018)**

14.11. Responsibility of Station Master as to authority to proceed :-

- (1) An authority to proceed shall not be given to the Loco Pilot until the procedure prescribed for the purpose, so far as it is applicable in the particular case, has been followed.**
- (2) An authority to proceed shall not be given to the Loco Pilot except by the Station Master or by some Railway servant appointed in this behalf by special instructions.**
- (3) The Station Master shall see that the authority to proceed given to a Loco Pilot is accurate and that, when it is in writing , it is complete and is signed in full and in ink.**
- (4) If the train stops at the station and is waiting to cross another train, the authority to proceed shall not be given to the Loco Pilot until the whole of the latter train has arrived and is clear of the running line for the former train.**
- (5) If two engines are coupled together or if one engine is in front and another in rear of the train, the authority to proceed shall be given to the Loco Pilot of the leading engine.**

14.12. Special responsibility as to electrical token instruments and to the token :-

(1) The Station Master shall be responsible to ensure that -

- (a) no one but himself operates the electrical block instruments,**
- (b) the procedure regarding bell signals and, in addition any communication made by electrical communication instruments including the use of a Private Number, as laid down under special instructions, is correctly carried out,**
- (c) in the case of stopping trains, the incoming token is surrendered by the Loco Pilot before an outgoing token is delivered to him,**
- (d) when he receives the token of an incoming train, it is put in the electrical block instrument immediately, and**
- (e) no one except the person authorized by special instructions opens the electrical block instruments.**

(2)(a) A token shall not be taken out of an electrical block instrument earlier than necessary and when taken out, its number shall be recorded in the Train Signal Register, and it shall be kept in the personal custody of the Station Master till issued to a Loco Pilot or returned to the instrument.

(b) On arrival of the train at the block station in advance, the Loco Pilot shall give up the token in accordance with special instructions, and this token shall then be placed in the electrical block instrument at that station.

(c) If the train has to return to the block station from which it started, the token shall, on such return, be replaced in the electrical block instrument from which it was extracted.

S.R.14.12 A damaged token shall not be accepted as an “authority to proceed”. A damaged token is a token which cannot be readily inserted into or extracted from the instrument or where the station code initials, class and number engraved on the token has been defaced beyond recognition.

14.13. Failure of electrical block instruments or track circuits or axle counters :-

(1) If the electrical block instrument, track circuits or axle counters or their electrical connections fail, Line Clear shall be obtained through the electrical communication instruments.

(2) When Line Clear has been so obtained, an entry to that effect shall be made in the Train Signal Register, and the train may be allowed to proceed on the issue of a written authority to proceed, which shall also bear a remark to that effect.

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S.R.14.13 On double line during the failure of Electrical Block instruments or track circuits or Axle Counters, Line Clear shall be obtained through the Block Telephone/ Station to Station fixed telephone/ Fixed telephone such as auto phones and BSNL phones/Control Telephone/ VHF sets and Line Clear Ticket in Form T/D 1425 or T/C1425 as the case may be, shall be issued as Authority to proceed.

14.14 Closing of Intermediate Block Post :-

If the electrical block instruments provided at the stations on either side of an Intermediate Block Post or the track circuiting provided beyond the Last Stop Signal, or the axle counters provided at either end of block section, fail, the Intermediate Block Stop signal shall be treated as defective and the Intermediate Block Post shall deemed to be closed and the section between the stations on either side of the Intermediate Block Post shall be treated as one block section.

C . Block Stations at which Electrical Block Instruments are not provided

14.15 Transmission of signals :-

For the working of trains at such stations where electrical block instruments are not provided, signals as prescribed under special instructions shall be transmitted, as occasion may require, on the electrical communication instruments.

14.16. Train Signal Register :-

The Train Signal Register referred to in Rule 14.07 shall also be maintained at block stations where block instruments are not provided.

14.17. Forms for messages and written authority to proceed :-

- (1) All messages despatched in connection with the working of trains, and all written authorities to proceed, shall be written on forms specially provided for the purpose by the Railway Administration.**
- (2) Such forms shall be bound up in books and kept at each block station by the Station Master, or by some Railway servant appointed in this behalf by special instructions.**

14.18. Distinction of messages :-

- (1) Every message despatch in connection with the working of a train shall distinctly describe the train to which it relates.**
- (2) For every train a separate Enquiry and reply shall be sent.**

14.19. Writing and signing of messages and written authorities to proceed :-

(1) All messages despatched in connection with the working of trains, and all written authorities to proceed, shall be written up in ink and signed by the person authorized to despatch or issue the same.

(2) No message or written authority to proceed shall be written out either, in full or in part, or signed, until necessary.

14.20. Completion of messages :-

No part of any message shall be despatched or acted upon until the whole message has been written out except with a view to the prevention of an accident, or in some other case of emergency.

14.21. Preservation of messages and written authorities to proceed :-

Messages and written authorities to proceed shall be destroyed at such time after issue as may be prescribed by special instructions :

Provided that no message or written authority to proceed shall be destroyed before one month after issue.

14.22. Cancellation of Line Clear :-

On a single line when a Line Clear has been cancelled, no train shall be allowed to leave in the opposite direction until a message has been received acknowledging such cancellation and stating that the train for which the Line Clear has been given is and shall be detained.

14.23. Loco Pilot to have authority to proceed :-

The Loco Pilot shall not take his train from a station unless he has in his possession, as his authority to proceed, a Line Clear Ticket duly signed by the Station Master.

14.24. Authority to proceed when to be given to Loco Pilot :-

An authority to proceed shall not be given to the Loco Pilot until the procedure prescribed for the purpose, so far as it is applicable in the particular case, has been followed.

D . Line Clear Tickets

14.25 Line Clear Tickets :-

- (1) When owing to failure or non - provision of electrical block instruments, the authority to proceed is a Line Clear Ticket, it shall, except under special instructions, be in Form T/D 1425 or T/C 1425.**
- (2) Each such ticket shall bear a serial No. which shall be recorded in the Train Signal Register, the numbers for the down direction being clearly distinguished from those for the Up direction.**
- (3) The ticket referred to in sub - rules (1) & (2) shall be printed on white paper with blue font. To distinguish Paper Line Clear Ticket for Up and Down directions, a water mark arrow pointing “Up” and “Down” shall be printed on the face of ticket.**

S.R.14.25 (i) Form T/D 1425 is the Line Clear Ticket for the Down direction and From T/C 1425 is the Line Clear Ticket for the Up direction.

- (ii)On double line sections, between A and B block stations, in case of partial failure of the block instruments if the block instrument is working, say Up direction (A to B) the train will be despatched after taking Line Clear on the Block Instrument from A to B. In the reverse direction (B to A), the train will be despatched on the Authority of Paper Line Clear Ticket. (CM No.76 dated 26.07.2021)**

E . Use and Operation of Block Working Equipment

14.26. Use and operation of block working equipment :-

The use and operation of electrical block instruments shall be governed by special instructions to be issued with the prior approval of the Railway Board.

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