

## **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 afterwards 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 Clear 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:	} Example-(II)
SM - B		SM - A	

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:	} Example-III
SM - A		SM - B	

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

Private number .....

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

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.

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