

CHAPTER II

GENERAL

2.01. A train message :—Train message is a message transmitted over the electrical communication instrument purporting to be :—

- (i) an application for "Line Clear" for a train/Motor trolley etc. (called a Line Clear Enquiry message), or
- (ii) a reply to the application for "Line Clear" for a train/motor trolley, etc. (called a "Line Clear Reply" message), or
- (iii) a refusal to grant "Line Clear" in reply to an application for "Line Clear" for a train/motor trolley, etc. (called "Obstruction Danger" signal), or
- (iv) a cancellation of a "Line Clear Enquiry" message or a "Line Clear Reply" message already despatched, or
- (v) a departure report of a train/motor trolley, etc. (called "Out Report"), or
- (vi) an arrival report of a train / Motor trolley (called "Train out of block section" signal or "In Report").

2.02. Private Numbers :—

(1) The Station Master of every block station as well as well as others to whom the specific responsibilities for use of

Private Numbers have been laid down under the relevant rules prescribed in G & SR, other Manuals and working rules shall be provided with books bearing a series of Private Numbers. These books shall be supplied by the Divisional Operations Manager. The books which are not in use shall be kept under the safe custody of the official-in-charge to whom the books are supplied. The book in use shall be kept in the safe custody of the staff on duty who is entrusted with the responsibility for its use during the course of his duties. On being relieved, he shall hand it over to the person relieving him.

(2) Each Private Number consists of two digits. Such numbers are not printed in consecutive order but in random series. The numbers shall be allotted in the order printed in the book.

(3) When a Private Number has been used, the figures to be scored out by drawing in ink a diagonal line through them, care being taken that the number thus scored out is not obscured or obliterated. The train number and/or the purpose for which a private number is allotted shall be entered against it.

(4) Should it occur from any cause (such as a misprint including obscured, illegible or the changing from one page to another) that a Private Number is the same as the last one issued, the person issuing the Private Number shall cancel this number with the remark "Same as last Private Number", sign it and issue the next different number. Should the

message have been completed before the duplication of numbers is discovered, it shall be cancelled entirely and rewritten with a fresh and different Private Number.

(5) When changing duties, a line shall be drawn horizontally below the last Private Number used by the person relieved and initialled by the person going "off duty" and the person coming "on duty".

(6) At mid night a line shall be drawn in red Ink horizontally below the last Private Number used on the previous day and the date being written below the horizontal line.

(7) The Divisional Operations Manager shall issue to SM/CHC/SSE (P.Way) /SSE (OHE)/CTPC and other officials concerned in the first instance, adequate number of Private Number books as may be necessary taking into consideration the frequency of train service, the number of cabins, level crossing etc., who in turn shall issue a Private Number book to the concerned railway servant to whom specific responsibilities have been laid down for its use under the relevant rules in the G & SR, other manuals and working rules. As soon as a book is exhausted, it shall be sent in a sealed cover to the DOM by the official-in-charge to whom it was issued when it shall be replaced by another. The Station Master and other official-in-charge shall be responsible to ensure that sufficient spare books are on hand.

(8) Inspecting officials while inspecting stations/cabins/level crossing gates shall check and compare a few Private

Numbers exchanged and take up instances when the numbers do not match. Similar countercheck shall be made by Station Masters in course of their daily check of train passing records.

(9) In the Line Clear message, Private Numbers are to be written out in numerals and words.

(10) When Private Numbers are transmitted over the telephone it shall be given and acknowledged in two different ways e.g. "Thirty six"—"Three six". In addition, when possible shall be given in the regional language as well.

(11) A Private Number allotted and used for one purpose shall not be re-used for another purpose.

2.03. Incorrect Authority to Proceed :—

The loco pilot should thoroughly check the correctness of authority. If the loco pilot finds the Line Clear Ticket with wrong date, wrong train number or other error on it or without Private Number or with the Private Number not written both in words and figures or without ID numbers, it should be returned to the SM who shall issue correct Line Clear Ticket. Under no circumstances the Loco Pilot shall take his train into the block section with incorrect Line Clear Ticket. In case of a wrong token, it shall be returned to the Station Master who shall issue a written memo to the Loco Pilot on receipt of the said Token. All cases of incorrect "Authority to Proceed" shall be reported at the end of journey to the crew controller where the loco pilot signs off who shall send a special report to the concerned Divisional Operations Manager.

2.04. Delivery of Authority to Proceed :— (Refer GR 14.11)

(1) Exchange of Tokens between Loco Pilot and Station Master. —

- (a) For the purpose of exchanging Tokens at stations, leather pouches are provided. Care shall be taken when fastening the pouch that the Token is properly secured.
- (b) Line Clear hoops shall be attached to all pouches and carried by Loco Pilots from station to station. The Station Masters shall ensure that the hoop selected for making over the Token to the Loco Pilots is in good condition.
- (c) Immediately after a Token has been taken out from the instrument by the SM on duty, he shall check that the Token relates to the block section over which the train is to run, record the number of the token and place the same in the leather pouch provided for the purpose. The correctness of the token shall be checked by loco pilot as soon as it is received and shall hand over the pouch with the Token inside it to the Station Master, or other duly authorised person at the other end of the section. A Token must not under any circumstances be taken beyond the block station to which it refers. In case of caution order, the Loco Pilot shall remove the same and the

hoop thrown back on to the Token net or on platform at a place where no people are standing.

- (d) The Station Master on receiving the Token from the Loco Pilot shall check that the Token relates to the Block section over which the train has just travelled and after recording the number of the same in the Train Signal Register, place it in the concerned instrument provided the conditions prescribed under GR 14.10 are complied with.
- (e) In cases of trains (Mail, Express & Passenger) with short halts, the outgoing Token shall be handed over to the Loco Pilot as the engine passes the station office but not before he has made over the incoming Token provided there is no Caution Order is being issued for which signatures of the Guard & Loco Pilot are to be obtained. The Station Master shall be responsible in such cases to ensure that the starting signal(s) is/are not taken 'off' until it has come to a stand except as provided for in SR 3.36.04(c).
- (f) For other stopping trains the Station Master shall depute one of the qualified station staff to receive the Token from the Loco Pilot who shall immediately bring it to the Station Master. The Line Clear Authority may be handed over to the Loco Pilot by the SM, ASM or a station staff who is qualified to understand and read the code abbreviations of the adjacent block stations and

are thoroughly acquainted with the difference of tokens of Up and Down directions.

- (g) In case of a train having to cross another train already in the station or where special net for collecting the incoming token is not provided, the Token should be dropped by the Loco Pilot of incoming train opposite the station building. The Station Master shall post one of the qualified station staff to receive the Token so dropped.
- (h) In case of through trains passing over the main line, the Token shall be made over to the Loco Pilot through pick-up apparatus as mentioned in para 2 below.
- (i) At stations when the through trains are passed over the loop lines, the "Authority to Proceed" shall be made over opposite the station office/ cabin.
- (j) While passing through, Loco Pilot/Asstt. Loco Pilot shall drop the Token duly secured in pouch and hoop complete into the net where provided for the purpose. Where nets are not provided the Loco Pilot/Asstt. Loco Pilot shall drop the same off the engine opposite the station building where no people are standing in such a manner so that the station staff may find it easily. The Station Master shall depute a qualified station staff to recover the Token soon after it is dropped.

(2) Picking up 'Authority to Proceed'.—

- (a) At all stations on the single line the Token shall be handed over to the Loco Pilot/ Assistant Loco Pilot of a run through train by means of a Line Clear hoop by a member of the Station staff. Where token pickup apparatus is provided for fixing the line clear hoop in position for being picked up, the person deputed for this purpose must place it in position and remain there till the train has passed. At night or during fog impairing visibility a white light shall be displayed near the hoop to illuminate the area in order to indicate to the engine crew the position of the line clear hoop.
- (b) In case the Loco Pilot/Assistant Loco Pilot fails to pick up "Authority to Proceed" or the "Authority to Proceed" picked up is found incorrect, the Loco Pilot shall bring the train to a stop at once and sound, the engine whistle thus "0 – 0" immediately, the train must not be pushed back. If the "Authority to Proceed" could not be picked up, the Station Master shall arrange to send the same to the Loco Pilot by a member of the station staff with least possible delay.
- But in case of incorrect "Authority to Proceed", action shall be taken in terms of para 2.03.
- (c) All cases of trains being stopped owing to the "Authority to Proceed" not being in proper position

for picking up or due to incorrect "Authority to Proceed" or due to failure of the Loco Pilot/ Assistant Loco Pilot to pick up "Authority to Proceed" shall be reported by the Guard in his journal.

- (d) Line clear tickets and caution order for which Loco Pilot is not intimated earlier shall be handed over only after stopping the train.
- (e) A reminder caution order or any other advice as may be required to be delivered to a Loco Pilot of a through passing train may be delivered along with token.

2.05. Withdrawing an "Authority to Proceed".—

If for any reason a train has to be detained and the 'Authority to Proceed' already delivered to the Loco Pilot has to be taken back, the Station Master shall do so by a written memo vide SR. 3.36.02

2.06. Bell Code : (Refer GR 14.05) —The signals on the Bells must be made slowly and distinctly and the pauses between the sets of beats clearly marked. Bell plunger/Bell push button must be pressed into its full extent with a slight pause between each stroke or pressure. It must be ensured that the bell plunger resumes its normal position after each signal has been made.

2.07. Use of Bell codes for working trains—

- (1) **"Call attention" signal.**—The "Call attention" signal shall be given when it is necessary to direct

attention to the Block Instruments. The Station Master/Cabinmaster receiving the signal shall immediately acknowledge the same.

- (2) **"Attend Telephone" signal.**—In order to ascertain whether the correct block station/cabin is in contact and to convey the description and number of the train for which line clear is required as well as to ascertain whether the block station/cabin in advance is in a position to accept the "Is Line Clear" Signal the "Attend Telephone" signal is to be given.

Note : In case the block station/cabin in advance is unable to accept "Is Line Clear" signal, a reply shall be given expressing its inability stating the reasons thereof. The times of transaction of messages indicating the reasons shall be recorded in the Train Signal Register at both stations/cabins.

- (3) **"Is Line Clear" or "Line Clear Enquiry" signal, when to be sent.**
 - (a) The "Is Line Clear" or "Line Clear Enquiry" signals shall be sent only after it has been ascertained according to the procedure laid down in clause (2) above, that the station in advance is able to accept the signal.
 - (b) The "Is Line Clear" or "Line Clear Enquiry" signal shall not be given until the "Train out of Block Section" signal has been received for the last preceding train from the block station/cabin in advance.

- (c) The "Is Line Clear" or "Line Clear Enquiry" signal for a train shall not be given until the "Train Entering Block Section" signal for the train has been received from the block station/cabin in rear. But in cases where the booked run of the train is short and waiting for the "Train Entering Block Section" signal is likely to cause detention to the train, the "Is Line Clear" signal may be sent to the block station/cabin in advance immediately on sending the "Line Clear" signal to the block station in rear, provided the condition prescribed in sub-clause(b) above is complied with. In case of Terminal or Engine/Crew changing station, this signal shall not be sent more than fifteen minutes before the train is ready to start.
 - (d) Each line clear enquiry message as also the Line Clear Reply message shall clearly indicate the train number and when working the train in terms of SR 4.23.02 and SR 4.25.02, the last vehicle number also.
- (4) Acceptance of the "Is Line Clear" Or "Line Clear Enquiry" signal, and sending of a "Line Clear" signal.**
- (a) If, on the receipt of "Is Line Clear" signal, the conditions under which "Line Clear" can be given are complied with, the block station/ cabin in advance shall accept the signal by acknowledging the same to indicate "Line Clear" on the particular Block Instrument in use.

- (b) Except in case of failure of the block instruments, a train shall not be allowed to leave a block station unless the "Line Clear" signal has been received.
- (5) "Train Entering Block section" when to be sent.**
- (a) On Double Line section, the "Train Entering Block Section" signal shall not be sent to the block station/cabin in advance unless :
 - (i) The last vehicle of the train with the last vehicle indicator has passed the last stop signal, and
 - (ii) The train is running in a safe and proper order.

At stations where Block Instruments are installed in the Station Master's Office, the trailing end cabin shall, after satisfying himself with the conditions prescribed in sub-clauses (i) and (ii) above, advise the Station Master supported by a Private Number. The Station Master shall then send the "Train Entering Block Section" signal to the block station in advance.

- (b) On single line section, the procedure detailed in clause(a) above shall be followed. But at stations where last stop signal is not provided, the "Train Entering Block section" signal shall be sent after the train with last vehicle indicator has passed the —

- (i) outermost trailing points or shunting limit board where provided, in case of stations having Multiple Aspect or Modified Lower Quadrant Signals, or
 - (ii) outermost trailing points or opposite home signal, if any, or the shunting limit board where provided, in case of stations having Two Aspect signalling.
- (c) The Block Station/Cabin receiving the "Train Entering Block Section" signal shall at once acknowledge the same. When so acknowledged, the block section shall be deemed to be blocked against other train.
- (d) At Stations where considerable delay takes place in sending the "Train Entering Block Section" signal or acknowledgement thereof by the station ahead, the time of train entering the block section shall also be repeated on block-telephone and entry to this effect be made in the remarks column of the Train Signal Register.
- (e) Whenever a train is worked under the provisions of SR 4.23.02 or 4.25.02, the last vehicle number shall also be repeated over the block telephone in addition to the sending of "Train Entering Block Section" signal as provided for in clauses (a) or (b) above. Whenever such intimation is given or received an entry to this effect shall be made in the remarks column of the Train signal register at both stations.

(6) "Train Out of Block Section" signal, when to be sent :—

- (a) This signal shall not be sent to the block station/cabin in rear unless the conditions prescribed in GR 14.10 and SR 4.17.01 are complied with.
- (b) Whenever an intimation has been received under clause(e) of sub-rule 5 above, the last vehicle number shall also be repeated over the block telephone to the block station/cabin in rear in addition to the sending of "Train Out of Block Section" signal as mentioned in clause(a) above.

(7) "Obstruction Removed" signal, when to be sent :—

This signal shall be sent to the block station/cabin at the other end of the concerned block section. When the block section is cleared after the removal of the cause of blocking, such as block back or block forward, for which "Obstruction Danger" signal was sent, Private Numbers shall be exchanged whenever "Obstruction Removed" signal is sent and acknowledged.

(8) "Cancel last signal" or "Signal given in error", when to be sent :—

- (a) This signal cancels the last signal given from the block station from which it was sent.
- (b) Where an 'Is Line Clear' signal has been forwarded and it is afterwards found that train to which it refers has to be detained for shunting or other

purposes, or in case a train returns to the starting block station from which that signal was sent, the "Cancel last signal" shall be sent to the block station/cabin in advance, so that the previous signal may be cancelled.

(9) "Obstruction Danger" signal, when to be given : —

- (a) Whenever in consequence of any obstruction or other unusual circumstances it becomes necessary for a block station/cabin to refuse "Is Line Clear" signal for which permission has already been given over the block telephone, the station receiving "Is Line Clear" signal shall refuse it by sending "Obstruction danger" signal, or
- (b) If a block station/cabin is unable to accept a train for which "Line Clear" signal was sent earlier and the train is to be stopped at the block station in rear, "Obstruction danger" signal shall be sent by the block station/cabin in advance, or
- (c) Whenever a block station/cabin receives, information of an accident or disabled train, "Obstruction Danger" signal shall be sent to the block station/cabin at the other end.

Note : For sending "Obstruction Danger" signal "Call attention" signal need not be sent.

- (d) The block station receiving "Obstruction Danger" signal shall immediately replace the signal(s) governing the departure of the concerned train

into the block section concerned to 'ON' and then acknowledge the same. If the block station fails to stop the train, such block station shall at once advise the block station from where "Obstruction Danger" signal was received over the block telephone and then send the "Train Entering Block Section" signal.

- (e) Once a block station acknowledges "Obstruction danger" signal, no train shall be allowed to proceed towards the block station from where "Obstruction Danger" signal was sent unless "Obstruction Removed" signal is signalled by such block station and acknowledged by the block station in rear and advance respectively.
- (f) Private Number shall be exchanged whenever "Obstruction Danger" signal is sent and acknowledged except in case of clause (c) above.

(10) "Stop and examine train" signal :—

- (a) The signal shall be sent to the block station/ cabin in advance in the event of the contingencies mentioned in SR 4.29.01 and sub-rule(d) of SR 4.42.02 or when passengers are observed raising signal of alarm. This signal shall also be sent to the block station in advance in case a train becomes divided while starting and the Loco Pilot runs forward with a portion of a train leaving the rear portion stationery at a station. The full particulars shall also be given over the block telephone.

- (b) The block station/cabin receiving the signal shall at once acknowledge the same and ensure that the signal(s) governing the departure of the train is/are at 'ON' and take all possible measures to stop the train. In case the cause of sending this signal is due to hot-axle or derailed vehicle/ dangerous condition of running gear of any vehicle, action shall also be taken by the block station/ cabin in terms of sub-rule (a) or (b) respectively of SR 4.29.03.
- (c) On double, triple or parallel single line section, the block station/cabin sending and acknowledging this signal shall permit train(s) to run over the adjacent line(s) only after serving a caution order to the train crew to keep a sharp look out after stopping the the train out of course.
- (d) If the cause of sending this signal is due to goods falling off or when passengers are observed raising signals of alarm, block station in rear shall also be advised while sending "Train out of block section" signal about the circumstances. A caution order with an endorsement to proceed with caution and be prepared to stop short of any possible obstruction and report the state of the concerned section to the Station Master at the other end of the section, shall be issued to the Loco Pilot of the first available train which is to run over the adjacent line or the same line.

(11) "Train passed without last vehicle Indicator" —

- (a) This signal is to be sent to the block station/ cabin ahead that an assurance is to be obtained from the Guard of the train which has passed without last vehicle indicator that his train is complete. If there is any doubt that the train which passed without last vehicle indicator is divided and a portion of the train is left in the block section in rear, "Train Divided" signal shall also be sent to the block station/cabin in rear.
- (b) The block station/cabin receiving the "Train passed without last vehicle indicator" signal shall take steps as indicated in sub-rule(c) of SR 4.17.02. But in case the block station/ cabin does not succeed in stopping the train, such station shall advise the next block station ahead in the similar manner.

(12) "Train Parting" :—

- (a) This signal shall be sent to the block station in advance in the event of a Station Master/ Cabinmaster observing that train has become parted and is running in two or more parts. If the train is running on a falling grade as on also a level grade but the section is short and the stoppage of the first part may cause a collision with the second part, the block station/cabin receiving the signal shall not show the signal to stop the first portion but shall exhibit the signal as illustrated under GR 3.55, provided :

- (i) the line on which the divided train is running clear ahead for it to run on; and,
 - (ii) on single line, line clear has not been given for a train to approach from the opposite direction.
- (b) as soon as a Loco Pilot and a Guard become aware that their train is divided, they shall act in the manner detailed in GR 6.08.
- (c) If the line is not clear upto the next station ahead, the block station receiving the "Train Parted" signal shall arrange to stop the approaching train. As soon as the first portion of the train stops, proper measures for dealing with the second portion be taken as the situation may warrant. Signals shall be given to the Guard to control the rear portion and detonators shall be placed on the rails to attract the attention of the Guard.
- (d) If the divided train is running on a rising grade, the block station/cabin receiving the signal shall stop the first portion, shunt the same into a siding or on any other available line as expeditiously as circumstances will permit, or otherwise dealt with as may be necessary to prevent the second portion coming in collision with it.
- (e) "Train Parted" signal shall be sent to the block station in rear when the Station Master/ Cabinmaster has reason to believe that a portion of the train, which has passed his station without

Last Vehicle Indicator, may be left in the section. The manner in which the signal shall be sent and further action to be taken by the Station Master/ Cabinmaster sending and receiving the signal shall be as follows :—

- (i) If a train from station 'W' passes station 'X' in the direction of 'Y' and 'X' has reason to think any portion of it is missing, he shall send the "Train Parted" signal to 'W'. Whenever this signal is used, the "Train passed without Last Vehicle Indicator" signal shall also be sent to station 'Y', if the front portion of the train has already passed beyond 'X'.
- (ii) On receipt of the "Train Parted" signal from station 'X', 'W shall acknowledge it by repeating it, and shall take immediate steps to ensure the safety of any portion of the train or vehicles which may be left behind. He shall not give "Line Clear" to the station in rear or if a train has already left the station in rear, he shall stop it outside the first stop signal and warn the Loco Pilot of the impending danger. The route shall be set to a clear line to catch the vehicles if they roll back unless the station section is protected by a catch siding.

- (iii) The train which is to run on the adjacent line between station 'X' and 'W' shall be stopped and a caution order be issued explaining the occurrence and instructing the Loco Pilot to find out the where-abouts of the missing vehicles and report at the next station.
 - (iv) When it is ensured that the line is clear and the obstruction, if any, removed, the "Train out of block section" or "Obstruction Removed" signal may be sent over the 'Y-X', and 'X-W' block sections and this will be an intimation that the block section is clear and free from obstruction.
- (13) "Vehicle running away into block section in single line".—**
- (a) This signal is to be sent from a block station/cabin say, 'X' to the block station/cabin, say, 'Y' in the direction of which any vehicle, train, engine or portion of a train is running away. In addition to sending "vehicle running away into block section on single line" signal, full particulars of the vehicles running away shall also be given over the telephone. (GR 6.11 and SR 6.11.01)
 - (b) Station 'Y' receiving this signal shall atonce acknowledge it and stop any train about to proceed into 'Y'-'X' block section and take appropriate measures that may be necessary to avert an accident such as diverting the run-away vehicle(s) on to a clear line or into a siding or to take action as specified in SR 6.11.01 (a). If line clear has

been given for any train from the block station at the other end i.e., 'Z' or if the 'Y'-'Z' block section is clear, "Obstruction danger" signal shall atonce be sent from block station 'Y' to 'Z'. If 'Y'-'Z' block section is clear, "Obstruction danger" signal shall atonce be sent from block station 'Y' to 'Z'. If 'Y' to 'Z' block section is occupied by a train moving towards station 'Z', station 'Y' shall atonce advise him of the impending danger whereupon station 'Z' shall arrange to receive the train with the quickest possible means. But should a train moving in the direction of 'Y' in the 'Z'-'Y' block section, station 'Y' shall stop the train at the first stop signal and warn the Loco Pilot of impending danger unless quick reception of such a train may avert an accident.

- (c) When the run away vehicle(s) has/have been stopped and adequately secured, the reporting block station should be promptly advised of the fact.
 - (d) If the vehicle do not arrive at the next station even after the lapse of reasonable time, arrangement should be made to clear the obstruction.
- (14) "Vehicle running away in wrong direction on double line".—**
- (a) This signal is to be sent from a block station/ cabin to the block station/cabin in rear in the event of any vehicle(s) or engine or a train or a portion on the wrong line towards the block station in

rear and in addition full particulars about the run away vehicle(s) or engine shall also be given over the telephone (GR 6.11 and SR 6.11.01).

- (b) The block station sending and receiving this signal shall act in the manner as detailed in sub-para (b) & (d) of para 13 above and, in addition, commutators of the block instruments at the either end of the section shall be turned so as to cause the block instrument to show "Train on line".
 - (c) No train shall be allowed to leave the block station sending this signal over the adjacent line in the proper direction of running until information has been received that the runaway engine or vehicle(s) has/have been brought to a stop and adequately secured or has/have arrived at the station at any one end of the section and it is ensured that the block section is clear and free from obstruction.
 - (d) If the run away vehicle(s) does/do not arrive at the next station after the lapse of reasonable time, arrangements shall be made to clear the obstruction and after the obstruction is removed and it is ensured that the concerned block section is clear, "Obstruction Removed" signal shall be sent and acknowledged and the commutators may then be turned to normal position.
- (15) "Vehicle running away in right direction on double line".—**
- (a) This signal is to be sent from a block station/cabin to a block station/cabin in advance in the

event of any vehicle(s) or engine or a train or a portion of a train be running away from a block station on the proper line towards the block station in advance and in addition full particulars about the run away vehicles shall also be given over the telephone (GR 6.11 and SR 6.11.01.)

- (b) The block station/cabin sending and receiving this signal shall atonce turn the commutators of the block instruments so as to cause the block instruments to show "Train on line" and no train shall be allowed to move over the adjacent line from the block station/ cabin in the direction of which vehicle(s) has/ have escaped until information has been received that the run away vehicle(s) has/ have been brought to a stop and secured adequately or has/have arrived at the station at any one end of the section and it is ensured that the block section is clear and free from all obstructions.
 - (c) The block station/cabin receiving this signal shall also act in the manner as indicated in sub-para(b) of para 13 above.
 - (d) If the runaway vehicle(s) does/do not arrive at the next station after the obstruction is removed, action shall be taken as indicated in sub-para(d) of para 14 above.
- (16) "Testing" signal.—**
- (a) The testing signal shall be used only for the purpose of testing the insturments and shall only be given when the block instrument is in "Line

Closed" position. Whenever testing signal is sent and acknowledged proper entry shall be made in the Train Signal Register.

- (b) Authorised maintenance staff of the S & T Department may also send such signal in the presence of the persons on duty responsible for its operation so as to ascertain the proper working condition of the block instrument. The Station Master/Cabinmaster at the other end on receipt of this signal shall at once acknowledge it.

2.08 Acknowledgement of signals :—(Refer GR 14.06)

2.09 Train Signal Register Book :—

- (a) Detailed instructions for maintenance of Train Signal Register book are given under GR 14.07 and SR 14.07.01. At stations where block instrument are installed in the cabins, Train Signal Register book shall be under the custody of the person on duty responsible for operation of block instruments at the Cabin.
- (b) All entries in regard to blocking of running lines at a block station, block back, block forward, running of motor trollies, material trollies etc. shall be made in Red ink.
- (c) The specimen of Train Signal Register Form OP/T28 B and OP/T28 (Revised) is furnished in Annexure-39 and 40.
- (d) Whenever any correction is made as per sub-rule(5) of GR 14.07, it must be initialled by the person on duty carrying out the correction.

- (e) The Station Master in charge of a station shall scrutinise the Train Signal Register daily and certify its correctness by signing it. All irregularities noticed therein shall be reported to the Divisional Operations Manager.
- (f) Inspecting officials of Operating and S&T Department shall also check the Train Signal Register in course of their inspections at stations/ cabins and shall put his initials against such portions of the Register as he has examined.
- (g) The Train Signal Register shall on no account be taken out of the Block Cabin/Station. The only exception given to this rule is when an accident has occurred under which circumstances the register may be removed for safe custody by the Station Master in charge or by an Inspector/Officer of the Operating/Safety Department after a new register has been brought into use.

2.10. Reporting of failures :—

- (a) All failures of Electrical Block, Axle Counter, Track Circuit and Telephone attached to Block instrument shall be reported to the following officials :—
 - (1) Technicians of S&T deptt.
 - (2) JE/SE/SSE (Signal)
 - (3) Divisional Signal & Telecommunication Engineer,
 - (4) Divisional Transportation Inspector,
 - (5) Divisional Operations Manager,

- (6) Divisional Safety Officer,
 - (7) Section Controller,
 - (8) Station Master of the concerned Notice Station.
 - (9) Station Master at the other end of the block section,
- (b) The Station Master shall record details of failures in the Signal and Block Failure Register.
 - (c) Station Master should issue failure memo to the S&T staff to attend the failure.
 - (d) When the failure has been rectified, the authorised representative of the S&T Department who attended the failure, shall certify to that effect under his signature in the failure register.
 - (e) Departmentwise failure summary shall be prepared at the end of each month and year which should be counter signed by S&T officials.

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