



क्षेत्रीय रेल प्रशिक्षण संस्थान, भूली
ZONAL RAILWAY TRAINING INSTITUTE, BHULI



OPERATING AND NON **OPERATING FORMS**

OPERATING AND NON OPERATING FORMS

S & T - T/351:- DISCONNECTION/RECONNECTION NOTICE

- 1) This Authority consists of three parts**
 - a. Record Copy**
 - b. Disconnection Copy**
 - c. Reconnection Copy**
- 2) This authority is filled up by the S & T staffs and handed over to the SM when it is necessary to overhaul (repair) the signal gears or other signal equipments.**
- 3) The SM shall permit the S & T staffs for disconnection on receipt of this authority on personal verification of the situation and with the permission of the Section Controller. After obtaining the permission from the SM the S & T staff shall hand over the Disconnection Copy to the SM which the SM shall paste on the Disconnection & Reconnection Register.**

OPERATING AND NON OPERATING FORMS

- 4) On completion of the overhauling of the signals, the S & T staff shall inform the same to the SM by giving him the Reconnection Memo. Before giving his signature on the Reconnection Memo, the SM shall ensure himself that the gears and other equipments are working in proper order and then shall receive the Reconnection Memo.**
- 5) The time of disconnection and reconnection shall be mentioned by the SM on the record copy and will be duly signed by him.**
- 6) All the descriptions shall be entered in the Disconnection and Reconnection Register.**

OPERATING AND NON OPERATING FORMS

T/369 (1):- ADVANCE AUTHORITY TO PASS DEFECTIVE APPROACH SIGNAL

- 1. It consists of two copies**
 - a. Loco Pilot**
 - b. Record**
- 2. This Authority is issued to the LP to pass the Approach signals of a station in defective condition and issued to the LP by the SM of the station in rear.**
- 3. It shall be issued from the immediate station in rear or from a station where the train has a halt.**

OPERATING AND NON OPERATING FORMS

T/369 (1):- ADVANCE AUTHORITY TO PASS DEFECTIVE APPROACH SIGNAL

- 4. It consists the name of the issuing station, date & time of issue, train No., descriptions of the defective signal, the descriptions of the station of which the signal is defective, signature of the issuing SM, station stamp etc..**
- 5. On receipt of this authority, the LP shall pass the signal at ON, only when All-right signal shall be shown by a pointsman in uniform at the foot of the signal.**

OPERATING AND NON OPERATING FORMS

T/369 (3b):- AUTHORITY TO PASS THE STOP SIGNAL AT ON-

- 1. It consists of two copies**
 - a. Loco Pilot**
 - b. Record**
- 2. This authority is issued to the LP by the SM to pass any STOP SIGNAL at ON.**
- 3. It consists of the name of the train, date & time of issue, description of the defective signal, name of the station, signature of the SM, station stamp etc..**
- 4. If this Authority is issued to pass the Last Stop Signal of the station at ON, on double line, the private number received on getting line clear from the station in advance, is written on this authority.**

OPERATING AND NON OPERATING FORMS

T/369 (3b):- AUTHORITY TO PASS THE STOP SIGNAL AT ON-

- 5. These Authorities are issued separately for the Approaching and Departure signals to pass them at ON.**
- 6. The speed of the train shall not exceed the limit of 15 KMPH while passing any signal at its ON position. If there are no points beyond the Advance Starter Signal, the observance of the above speed restriction is dispensed with.**
- 7. Before issuing this authority, the SM shall thoroughly ensure himself that all the points are correctly set and the facing points are clamped and pad locked.**

OPERATING AND NON OPERATING FORMS

T/409:- CAUTION ORDER

- 1. It consists of three copies**
 - a. Loco Pilot**
 - b. Guard**
 - c. Record**
- 2) The Caution Orders are issued to the LP and Guard for the information and observance of temporary speed restrictions imposed in the section.**
- 3) This is issued from the Caution Notice Station to all the LP and Guards of the trains stopping there. It can be issued from any station as and when necessary.**

OPERATING AND NON OPERATING FORMS

T/409:- CAUTION ORDER

- 4) The name of the issuing station, name of the section, total number of speed restrictions, Kilometer Number of the place, names of the stations between which the speed restriction is imposed, speed limit, cause of imposition of speed restriction, etc.. are written in the caution order.**
- 5) The SM shall sign on it and station stamp is sealed.**

OPERATING AND NON OPERATING FORMS

T/409:- CAUTION ORDER

- 5) They are arranged in geographical order.**
- 6) The names of the stations should be written in full instead of code.**
- 7) If there are a number of speed restrictions and they do not come in a single page, the rest of the speed restrictions shall be written on the next page and the pages are numbered in sequence.**

OPERATING AND NON OPERATING FORMS

T/409:- CAUTION ORDER

- 8) The record copies of the Caution Order kept under custody for 6 months.**
- 9) Over writing is not permitted on the Caution Order. Rather it should be cancelled and issued in fresh.**

OPERATING AND NON OPERATING FORMS

T/A 409 - NIL CAUTION ORDER-

- 1. It consists of three copies**
 - a. Loco Pilot**
 - b. Guard**
 - c. Record**
- 2. If there are no temporary speed restrictions between two caution notice stations, Nil Caution Order is issued to the LP and Guard.**
- 3. The name of the issuing station, date & time of issue, train No., signature of the SM and seal of the station is mentioned in the nil caution order.**

OPERATING AND NON OPERATING FORMS

T/B 409 – REMINDER CAUTION ORDER

- 1. It consists of two copies**
 - a. Loco Pilot**
 - b. Record**
- 2. This Reminder Caution Order is issued to the LP for all scheduled stopping trains from just rear station.**
- 3. This is not issued in suburban section for suburban trains.**

OPERATING AND NON OPERATING FORMS

T/431 – TRAIN EXAMINATION REPORT

- 1) This is in the form of a book and kept in SM's office or YM's office.**
- 2) It has three parts i.e. A,B,C.**
- 3) This authority is used to the TXR by the SM/YM for examination of the trains.**
- 4) Details like the train No. to be examined, the line on which the train is standing, departure time of that train, date & time of issue, are mentioned in the part A, B, C and signed by the SM/YM and sent to the TXR.**

OPERATING AND NON OPERATING FORMS

T/431 – TRAIN EXAMINATION REPORT

- 5) The TXR shall keep the part B and C with him and sign the part A as his acknowledgement and send back to the SM/YM.**
- 6) After complete examination of the train the TXR shall send the part B and C to the SM/YM.**
- 7) The SM shall keep the part C and sign on the part B and send it to the TXR. This part will be kept with the TXR as record.**

OPERATING AND NON OPERATING FORMS

T/509 – AUTHORITY FOR RECEIVING TRAIN ON AN OBSTRUCTED LINE

- 1) It consists of two copies**
 - a. Loco Pilot**
 - b. Record**
- 2) This Authority issued to the LP only in case his train is received in an obstructed line.**
- 3) The name of the issuing station, date & time of issue, train No., details of the line obstructed, details of the signals to be passed at ON, signature of the SM and seals of the station etc. are written in this authority.**

OPERATING AND NON OPERATING FORMS

T/509 – AUTHORITY FOR RECEIVING TRAIN ON AN OBSTRUCTED LINE

- 4) Before issuing this Authority, the SM shall ensure himself that all the points are set correct and the facing points are set, clamped and pad locked.**
- 5) The train will be piloted-in up to the first facing point of the concerned line.**

OPERATING AND NON OPERATING FORMS

T/511 – AUTHORITY TO START THE TRAIN FROM A NON-SIGNALED LINE :-

- 1) It consists of two copies**
 - a. Loco Pilot**
 - b. Record**
- 2) If the train is to start from a line which is not provided with a Starter Signal, this authority is issued to the LP by the SM.**

OPERATING AND NON OPERATING FORMS

T/511 – AUTHORITY TO START THE TRAIN FROM A NON-SIGNALED LINE :-

- 3) Details like Name of the issuing station, date & time of issue, train No., Line No., signature of the SM etc. are mentioned in this authority.**
- 4) If any tokens or paper line clear tickets are issued to the LP , its details are mentioned in this authority T/511.**

OPERATING AND NON OPERATING FORMS

T/512 – AUTHORITY TO START FROM A LINE PROVIDED WITH COMMON STARTER :-

- 1) It consists of two copies**
 - a. Loco Pilot**
 - b. Record**
- 2) If the train is to start from a line provided with a common starter signal, the SM issues this authority (T/512) to the LP and takes OFF the common starter signal.**

OPERATING AND NON OPERATING FORMS

T/512 – AUTHORITY TO START FROM A LINE PROVIDED WITH COMMON STARTER :-

- 3) **The details like name of the station, date & time, train No., description of the line from which the train is to start, details of the any other Authority to Proceed, signature of the SM, seal of the station etc. are mentioned in this authority.**

OPERATING AND NON OPERATING FORMS

T/A 602 -AUTHORITY TO SEND ASSISTING ENGINE/ TRAIN TO THE OBSTRUCTED BLOCK SECTION ON ABSOLUTE BLOCK SECTION :-

- 1) It consists of three copies**
 - a. Loco Pilot**
 - b. Guard**
 - c. Record**
- 2) This Authority has three parts**
 - a. Block Ticket to Proceed without line clear,**
 - b. Authority to pass the signals at ON,**
 - c. Caution Order.**

OPERATING AND NON OPERATING FORMS

T/A 602 -AUTHORITY TO SEND ASSISTING ENGINE/ TRAIN TO THE OBSTRUCTED BLOCK SECTION ON ABSOLUTE BLOCK SECTION :-

- 3) The details like name of the issuing station, date & time, train No., name of the obstructed block section, KM No. of obstruction, details of the signals to be passed at ON and speed restriction if any etc. are mentioned in this authority.**

OPERATING AND NON OPERATING FORMS

**T/B 602 – AUTHORITY ISSUED FOR OPENING OF
COMMUNICATION DURING TFC ON SINGLE LINE IN
ABSOLUTE BLOCK SYSTEM:-**

- 1) It consists of two copies**
 - a. Loco Pilot**
 - b. Record**
- 2) This authority consists of five parts:**
 - a. Authority to proceed without line clear.**
 - b. Authority to pass signals in ON position.**
 - c. Caution Order.**
 - d. Line clear enquiry message.**
 - e. Conditional line clear message**

OPERATING AND NON OPERATING FORMS

T/B 602 – AUTHORITY ISSUED FOR OPENING OF COMMUNICATION DURING TFC ON SINGLE LINE IN ABSOLUTE BLOCK SYSTEM:-

- 3) Name of the issuing station, time, date, detail of engine /self-propelled vehicle, name of the station in advance, detail of the signals to be passed at ON, caution order, name of the train for which line clear is to be enquired, private number for conditional line clear message and speed restriction are mentioned in this authority.**

OPERATING AND NON OPERATING FORMS

T/C 602 – AUTHORITY FOR WORKING OF TRAIN DURING TFC IN DOUBLE LINE SECTION ON ABSOLUTE BLOCK SYSTEM:-

- 1) It consists of two copies**
 - a. Loco Pilot**
 - b. Record**
- 2) This Authority consists of three parts**
 - a. Authority to proceed without line clear,**
 - b. Authority to pass the signals at their ON position,**
 - c. Caution Order.**

OPERATING AND NON OPERATING FORMS

T/C 602 – AUTHORITY FOR WORKING OF TRAIN DURING TFC IN DOUBLE LINE SECTION ON ABSOLUTE BLOCK SYSTEM:-

- 3) The details like name of the issuing station, date & time, train No., name of the station in advance, speed restrictions (if any), description of the signals to be passed at ON., and signature of the SM etc.. are mentioned in this authority.**

OPERATING AND NON OPERATING FORMS

T/D 602 – AUTHORITY FOR TEMPORARY SINGLE LINE WORKING ON DOUBLE LINE IN ABSOLUTE BLOCK SYSTEM

- 1) **It consists of three copies**
 - a. **Loco Pilot**
 - b. **Guard**
 - c. **Record**
- 2) **This authority is issued by SM to the LP and Guard during Temporary S/L working on double line.**
- 3) **It has three parts**
 - a. **Line Clear Ticket,**
 - b. **Authority to pass the signals at their ON position,**
 - c. **Caution Order.**

OPERATING AND NON OPERATING FORMS

T/D 602 – AUTHORITY FOR TEMPORARY SINGLE LINE WORKING ON DOUBLE LINE IN ABSOLUTE BLOCK SYSTEM

- 4) The caution order consists of the details like the line which is to be used during SL working, KM No. of obstruction, speed restrictions of 25/KMPH for the first train subjected to other speed restriction. Warning to observe neutral section if proceeding in wrong line, information of the trap points/clamping of trap points and caution order in force etc.

OPERATING AND NON OPERATING FORMS

T/D 602 – AUTHORITY FOR TEMPORARY SINGLE LINE WORKING ON DOUBLE LINE IN ABSOLUTE BLOCK SYSTEM

- 5) The details like name of the issuing station, date & time, train No., name of the station in advance, private number received on obtaining line clear, speed restrictions (if any), description of the signals to be passed at ON., name of the IBS or "C" Class Stations (if any) which are out of use, and signature of the SM etc.. are mentioned in this authority.

OPERATING AND NON OPERATING FORMS

T/D 602 – AUTHORITY FOR TEMPORARY SINGLE LINE WORKING ON DOUBLE LINE IN ABSOLUTE BLOCK SYSTEM

- 6) Some important information are issued which are to be strictly observed by the LP i.e. the speed of the first train during should not exceed 25 KMPH, direction to inform the gang man, gate man etc. about the introduction of temporary SL working.**

OPERATING AND NON OPERATING FORMS

T/E 602 – LINE CLEAR ENQUIRY MESSAGE DURING TFC ON SINGLE LINE-

- 1) It consists of two copies**
 - a. Loco Pilot**
 - b. Record**
- 2) Whenever it is necessary to ask line clear for trains during TFC on single line, this authority is issued to ask line clear for following trains.**
- 3) Name of the issuing station, date & time of issue, name of the station in advance, descriptions of the trains for which line clear is being asked, signature of the SM, station's seal etc. are mentioned in this authority.**

OPERATING AND NON OPERATING FORMS

T/F 602 – CONDITIONAL LINE CLEAR MESSAGE

- 1) **It consists of two copies**
 - a. Loco Pilot**
 - b. Record**
- 2) **This is an authority issued as an answer to the Line Clear Enquiry Message (T/E 602) sent by the SM to another SM.**
- 3) **Name of the issuing station, name of the station asking line clear, date & time of issue, name and number of the trains, Pvt. No. issued for line clear both in words and digits, signature of the SM and seal of the station etc. are mentioned.**

OPERATING AND NON OPERATING FORMS

T/G 602 (UP), T/H 602 (DN) – CONDITIONAL LINE CLEAR TICKET

- 1) **It consists of two copies**
 - a. **Loco Pilot**
 - b. **Record**

- 2) **During TFC on single line, after receiving Line Clear as an answer to the conditional line clear enquiry message of the SM to whom line clear was asked, this authority is issued to the LP as the authority to proceed.**

OPERATING AND NON OPERATING FORMS

T/G 602 (UP), T/H 602 (DN) – CONDITIONAL LINE CLEAR TICKET

- 3) **Name of the issuing station, name of the station in advance, date & time, Pvt. No. received on line clear both in word and digit, train No., signature of the SM etc. are mentioned in this authority.**
- 4) **If Line Clear has been received for more than one train, this authority is also issued to the LP of the train which has to be dispatched after 30 minutes. The speed of the train in this case shall not exceed 25/10 KMPH. The descriptions of the train preceding 30 minutes before and the trains following 30 minutes after shall also be mentioned in this authority.**

OPERATING AND NON OPERATING FORMS

T/I - 602 MESSAGE ON RESTORATION OF ANY ONE OF THE MEANS OF COMMUNICATION

- 1) It consists of only one copy
 - a. Record copy
- 2) When any one of the means of communication is restored to its normal functioning after TFC on S/L or D/L, this authority is filled up by SMs of the stations at both ends.
- 3) The details of movements of train during ACF are exchanged between the SMs and descriptions of the last train leaving their station is also communicated to each other with exchange of private number.

OPERATING AND NON OPERATING FORMS

**T/ 609 – WRITTEN PERMISSION BY GUARD TO LP
WHEN THE ENGINE OR PORTION OF A TRAIN IS
ALLOWED TO PROCEED TO THE NEXT STATION FROM
THE MID-SECTION.**

- 1) It consists of two copies
 - a. Loco Pilot
 - b. Guard
- 2) Whenever the engine fails to pull the train with whole of the load or it become necessary to detach the engine from the load for any reason or the other, the Guard shall authorize the LP by issuing this authority, to proceed to the next station with engine alone or with a part of load.

OPERATING AND NON OPERATING FORMS

T/ 609 – WRITTEN PERMISSION BY GUARD TO LP WHEN THE ENGINE OR PORTION OF A TRAIN IS ALLOWED TO PROCEED TO THE NEXT STATION FROM THE MID-SECTION.

- 3) **Train No., date & time of issue, number of vehicles attached to the engine, No. of the last vehicle attached to the first part, KM No. of the obstruction, descriptions of the token of paper line clear ticket with the driver (if any) (both will be kept with the Guard), signature of the Guard etc. are written on this authority.**
- 4) **If the same LP will go to bring the rest of the load from the block section, the second part of this authority shall be filled up by the SM and issued to the LP.**

OPERATING AND NON OPERATING FORMS

T/806 – SHUNTING ORDER

- 1) It consists of three copies**
 - a. Loco Pilot**
 - b. Guard**
 - c. Record**
- 2) This authority is issued for the purpose of shunting.**

OPERATING AND NON OPERATING FORMS

T/806 – SHUNTING ORDER

- 3) The SM shall give the Shunting Order on this authority which the Guard and LP shall go through thoroughly. Their signature shall be obtained on it as acknowledgement.**
- 4) The details like date & time, train no., engine no., description of shunting, descriptions of the signals to be passed during shunting, If shunting is to be performed in the block section the descriptions of the block forward or block back etc. are mentioned.**

OPERATING AND NON OPERATING FORMS

T/A 912 – AUTHORITY TO PASS AUTOMATIC/SEMI-AUTOMATIC/ MANUALLY OPERATED/ GATE STOP SIGNALS AT ON

- 1) It consists of two copies**
 - a. Loco Pilot**
 - b. Record**
- 2) This authority is issued to the LP when he has to pass the automatic/ semi-automatic, manually operated/gate stop signals at their ON position.**

OPERATING AND NON OPERATING FORMS

T/A 912 – AUTHORITY TO PASS AUTOMATIC/SEMI-AUTOMATIC / MANUALLY OPERATED/ GATE STOP SIGNALS AT ON

- 3) The following details are mentioned in this authority.**
 - a. Name of the station, date & time of issue,**
 - b. Name of train and its number,**
 - c. Name of the stations between which the signals are out of order.**
- 4) This authority is also issued to the LP while running on the wrong/right line during Temporary S/L working on double line and while sending assisting engine on obstructed section.**

OPERATING AND NON OPERATING FORMS

T/A 912 – AUTHORITY TO PASS AUTOMATIC/SEMI-AUTOMATIC / MANUALLY OPERATED/ GATE STOP SIGNALS AT ON

- 5) The LP shall not pass the automatic/ semi-automatic/ manually operated/ gate stop signals on the basis of this authority unless and until an employee with uniform shows alright signal from the foot of the signal.**

OPERATING AND NON OPERATING FORMS

T/A 912 – AUTHORITY TO PASS AUTOMATIC/SEMI-AUTOMATIC / MANUALLY OPERATED/ GATE STOP SIGNALS AT ON

- 5) The LP shall not pass the automatic/ semi-automatic/ manually operated/ gate stop signals on the basis of this authority unless and until an employee with uniform shows alright signal from the foot of the signal.**

OPERATING AND NON OPERATING FORMS

T/B 912 – AUTHORITY TO PROCEED WITHOUT LINE CLEAR ON AUTOMATIC BLOCK SIGNALLING TERRITORY

- 1) It consists of two copies**
 - a. Loco Pilot**
 - b. Record**
- 2) If all the signals between two stations in automatic signaling territories become defective and at the same time all the means of communications are out of order, this authority is issued to the LP.**

OPERATING AND NON OPERATING FORMS

T/B 912 – AUTHORITY TO PROCEED WITHOUT LINE CLEAR ON AUTOMATIC BLOCK SIGNALLING TERRITORY

- 3) **This Authority consists of the following facts.**
- a. Authority to proceed without line clear,**
 - b. Circumstances under which this authority is issued,**
 - c. Descriptions of the signals which has to be passed at ON,**
 - d. Caution order,**

OPERATING AND NON OPERATING FORMS

T/C 912 – AUTHORITY TO SEND RELIEF ENGINE/ TRAIN INTO AN AUTOMATIC SIGNALING SECTION

- 1) It consists of two copies**
 - a. Loco Pilot**
 - b. Record**
- 2) This authority is issued the LP of the assisting engine sent into the obstructed block section in automatic signaling territories.**

OPERATING AND NON OPERATING FORMS

T/C 912 – AUTHORITY TO SEND RELIEF ENGINE/TRAIN INTO AN AUTOMATIC SIGNALING SECTION

- 3) **Following details are filled in the authority.**
- a. Authority to proceed without line clear,**
 - b. Caution order,**
 - c. Descriptions of the line and KM No, of obstruction,**

OPERATING AND NON OPERATING FORMS

T/D 912 - AUTHORITY TO PROCEED ON AUTOMATIC BLOCK SYSTEM DURING PROLONGED FAILURE OF SIGNALS

- 1) It consists of two copies**
 - a. Loco Pilot**
 - b. Record**
- 2) This authority is issued to the LP in automatic section when all the signals fail for a substantial period.**

OPERATING AND NON OPERATING FORMS

T/D 912 - AUTHORITY TO PROCEED ON AUTOMATIC BLOCK SYSTEM DURING PROLONGED FAILURE OF SIGNALS

- 3) The following details are mentioned in this authority
- a. Name of the stations between which the signals are out of order and descriptions of the signals,
 - b. Pvt. No. received on line clear,
 - c. Caution order.

OPERATING AND NON OPERATING FORMS

T/1410 – TRAIN INTACT ARRIVAL REGISTER

- 1) If the station staffs are unable to ensure themselves of complete arrival of the train inside the fouling mark or a train without break van is received on a line for crossing or precedence, this authority is sent to the Guard for his signature.**
- 2) The Guard shall sign this register on when he ensure himself personally that the train has arrived completely inside the fouling mark.**

OPERATING AND NON OPERATING FORMS

T/1410 – TRAIN INTACT ARRIVAL REGISTER

- 3) After obtaining the signature of the Guard, the points man shall show alright signal to the SM. Then only the SM shall clear the rear block section.**
- 4) The following details are filled in this register.**
 - a. Name of the station,**
 - b. Date & time of issue,**
 - c. Time of arrival of the train,**
 - d. Line No and signature of the guard.**

OPERATING AND NON OPERATING FORMS

**T/A 1425 – LINE CLEAR ENQUIRY MESSAGE BOOK
IN THE EVENT OF FAILURE / SUSPENSION/ NON-
PROVISION OF BLOCK INSTRUMENT (TRAIN
DISPATCHING STATION)**

- 1. Line clear enquiry register when block instrument is out of order on Single Line or is suspended or if there is no block instrument at all (for outward trains).**

OPERATING AND NON OPERATING FORMS

**T/B 1425 – LINE CLEAR REPLY MESSAGE BOOK IN
THE EVENT OF FAILURE / SUSPENSION/ NON-
PROVISION OF BLOCK INSTRUMENT (TRAIN
RECEIVING STATION)**

- 1. Line clear reply register when block instrument is out of order on Single Line or is suspended or if there is no block instrument at all (for inward trains).**

OPERATING AND NON OPERATING FORMS

**T/C 1425- PAPER LINE CLEAR TICKET (FOR UP TRAINS) &
T/D 1425- PAPER LINE CLEAR TICKET (FOR DOWN
TRAINS)**

- 1) **It consists of two copies**
 - a. **Loco Pilot**
 - b. **Record**
- 2) **The above two authorities are issued as an authority to proceed in the single line section in the following situation**
 - a. **Block instrument is out of order on single line section.,**
 - b. **Where no block instrument is provided at all,**

OPERATING AND NON OPERATING FORMS

**T/C 1425- PAPER LINE CLEAR TICKET (FOR UP TRAINS) &
T/D 1425- PAPER LINE CLEAR TICKET (FOR DOWN
TRAINS)**

- 3) The descriptions of passing the Last Stop Signal at ON is mentioned in this authority, so no separate T/369 (3b) is need to be issued with this authority.**
- 4) Train No, date & time, Pvt. No etc. are mentioned.**

OPERATING AND NON OPERATING FORMS

T/1518 – LORRY, TROLLEY, OHE LADDER TROLLEY NOTICE:-

- 1) It has one copy and three parts.**
- 2) This authority is issued to the LP of Lorry, Trolley, OHE trolley for enter into the section for maintenance or other purpose.**
- 3) The part A is filled up by the in-charge of the trolley and part B and C is filled by the SM.**
- 4) In the part A of this authority, permission is asked by the in-charge of trolley to enter into the Block section.**

OPERATING AND NON OPERATING FORMS

T/1518 – LORRY, TROLLEY, OHE LADDER TROLLEY NOTICE:-

- 5) Permission is granted by the SM in part A.**
- 6) Information regarding withdrawal of the Lorry/Trolley from the block section after completion of work is given to the SM in part C.**
- 7) Following details are filled in this authority.**
 - a. Name of the issuing station,**
 - b. Date & time of issue,**
 - c. Time of lorry entering into the section and withdrawal of the lorry from the section.**

OPERATING AND NON OPERATING FORMS

T/1525 – MOTOR TROLLEY PERMIT

- 1) It consists of two copies**
 - a. in-charge of the trolley**
 - b. Record**
- 2) This authority is issued by the SM to the in-charge of the motor trolley to permit him to enter into the block section.**

OPERATING AND NON OPERATING FORMS

1525 – MOTOR TROLLEY PERMIT

- 3) The following details are filled-**
- a. Name of the station, date & time,**
 - b. motor trolley No.,**
 - c. name of the station ahead,**
 - d. private number received on line clear from the station ahead,**
 - e. description of the signals which has to be passed at ON,**
 - f. signature of the SM and In-charge of the motor trolley, station's seal etc.**

OPERATING AND NON OPERATING FORMS

ENGINEERING FORMS

- 1) **ER 4 (Yellow):-** Block inside station limit.
- 2) **ER 4A (Red):-** Block outside station limit.
- 3) **ER 5 (White):-** work required speed restriction.

OPERATING AND NON OPERATING FORMS

TRD FORMS:-

- 1) **E-TRD-1:- Work outside station limit.**
- 2) **E-TRD-2:- Work inside station limit.**
- 3) **E-TRD-3:- work required speed restriction**

OPERATING AND NON OPERATING FORMS

- **E-223:-** Block requisition given by Guard for working of DMT
- **C-67:-** Certificate given by Guard that Main line is clear and free from obstruction.
- **Annexure -1 :-** Block requisition by incharge of track machine

