



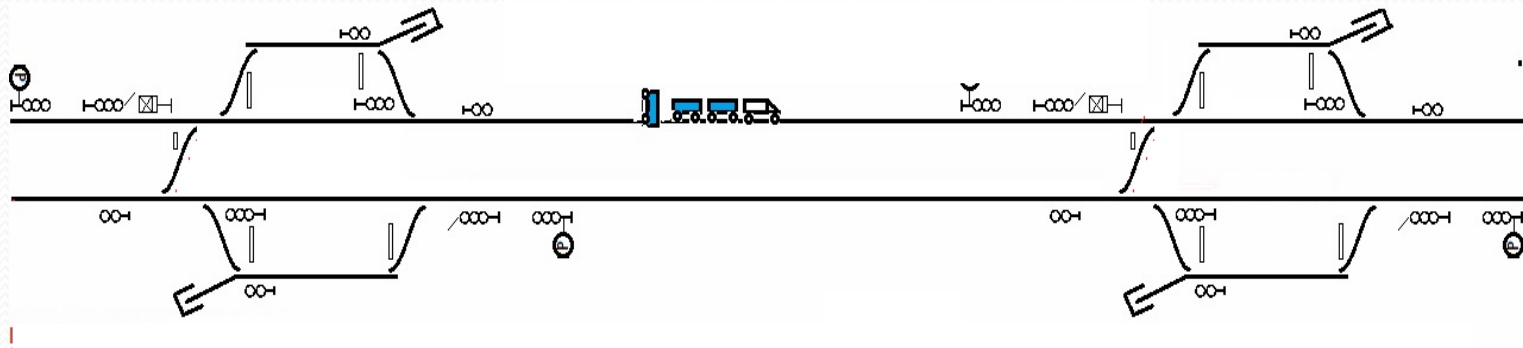
क्षेत्रीय रेल प्रशिक्षण संस्थान, भूली
ZONAL RAILWAY TRAINING INSTITUTE, BHULI



S/L working on Double line in Absolute Block System

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Whenever an accident to a train or track or other obstruction takes place on a double line, the traffic may temporarily worked under the following systems:

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- a) By obtaining 'line clear' on electric speaking instruments,
- b) By the installation of single line block instruments and SLB demarcating the block section in the wrong direction, if the affected line is likely to remain out of use for a substantial period.

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- On receipt of reliable information in writing that one line is clear, SM, in consultation with SCNL and the SM of the station at the other end of the section shall take steps to introduce S/L working.
- In case of doubt, Track Fit/Safe Certificate shall be obtained by the engineering Official not less than the rank of an Inspector.

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- SL working shall be introduced between the nearest stations provided with cross-over between Up and Down lines.
- IBS and other intervening stations shall be kept closed and the commutators of the related block instruments shall be locked in 'TOL' position.

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- SM proposing S/L working shall issue a message, to the SM at the other end of affected section, containing the following information (9 point message) under exchange of Private Numbers.

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9 POINT MESSAGE:

- 1. Cause of introduction of SL working.**
- 2. The line in which the SL working is proposed.**
- 3. Source of information that the said line is clear.**

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4. Place of obstruction.
5. Assurance that if the train is running on the right line, the last stop signal shall be kept in the ON position. In case the train is running on the wrong line, all fixed signals shall be kept in the ON position.
6. Speed restriction already imposed.

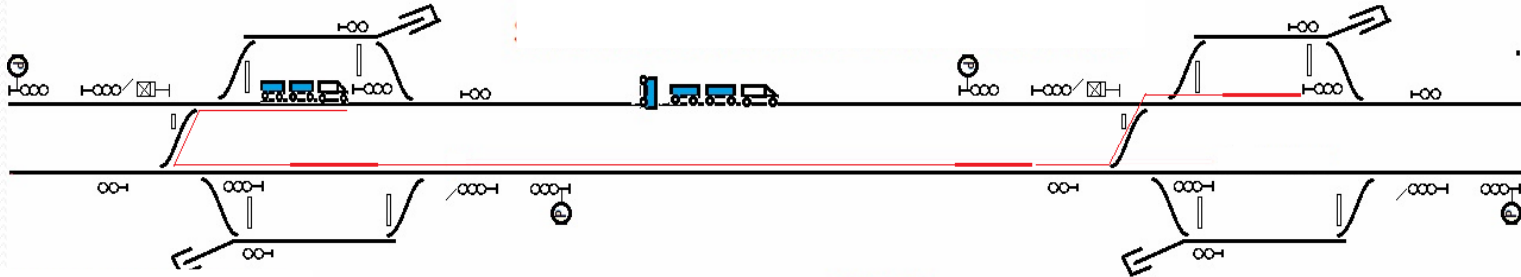
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- 7. Assurance that the trap points, if any have been spiked or clamped and padlocked.**
- 8. Names of intermediate stations if any, which would be out of use.**
- 9. Arrival and departure of last train.**

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- After exchanging of the above information, line clear shall be obtained through the available means of communication.

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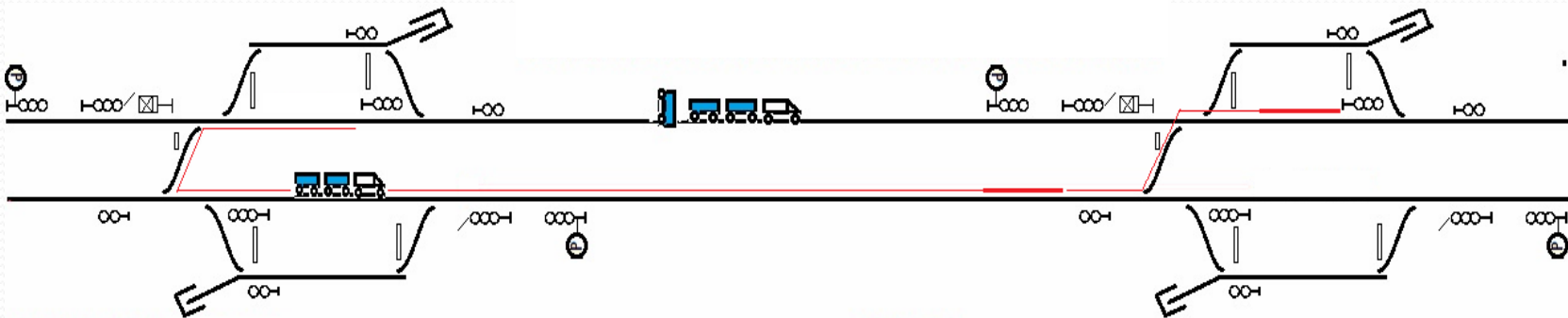


Authority:

Wrong line –

- i. T / 806 (shunting from right line to wrong line)

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Authority:

b. Wrong line –

ii. T / D 602 and

iii. T / 511 (Starting order from non signalled line)

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- Three parts of T / D 602 are as under:
 - a. Line clear ticket;
 - b. Authority to pass signals in ON position; and
 - c. Caution Order in which the following are mentioned –

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- i.** Line on which the train is going and place of obstruction,
- ii.** Speed of the first train shall be 25 km/h subject to observance of other speed restrictions in force,
- iii.** Warning to observe neutral section for the train going on wrong line in electrified section and clamping / spiking of trap points if any, and
- iv.** Other speed restrictions in force.
- v.** Information to gangman & gateman.

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- Loco Pilot of the first train shall inform all Gatemen and Gang men on the way about the introduction of SL working specifying the road on which the trains will run.
- The Loco Pilot of the train proceeding on the wrong line shall switch ON the flasher light and sound frequently short whistles.
- Second and subsequent trains may run at their booked speed subject to observance of other speed restrictions in force.

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➤ RECEPTION:

- Trains proceeding on the wrong line shall stop opposite the first stop signal of the right line or at the last stop signal of the wrong line whichever comes first.
- SM shall depute a railway servant with a written authority to stop the train on danger hand signal and thereafter pilot the train into the station.

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- **Authority:**
- **Right line –
T / D 602**
- **Three parts of T / D 602 are as under:**
 - a. Line clear ticket;**
 - b. Authority to pass signals in ON position; and**
 - c. Caution Order in which the following are mentioned –**

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- Loco Pilot of the first train shall inform all Gatemen and Gang men on the way about the introduction of SL working specifying the road on which the trains will run.
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➤ RECEPTION:

- Trains proceeding on the right line shall be received by taking 'Off' the approach stop signals.
- When a train is stopped between stations on account of accident, failure, obstruction or other exceptional cause and the Loco Pilot finds that it cannot proceed, it shall be protected as per GR 6.03.

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RESUMPTION OF NORMAL WORKING:

- On receipt of a written certificate from a responsible engineering 'Official that the obstructed track is free and safe for passage of trains, SM shall issue a message to the other station / stations under exchange of Private Number and in consultation with the SCOR, normal working shall be resumed.
- Block instruments and all fixed signals including those of IBH which were treated as closed shall be brought into use immediately.
- An entry shall also be made in the TSR of all stations concerned showing the time of suspension of double line working, introduction of single line working and resumption of normal working.

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- **Loco Pilot of the first train entering the section after resumption of normal working shall inform all Gatemen and Gang men on the way about the resumption of normal working.**
- **All the records in connection with the TSL working shall be retained at the station and the TI of the section must scrutinise and submit his report to the DRM within 7 days of the resumption of normal working.**



*Thank
you*

D.K.SINGH

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