पूर्व रेलवे

Eastern Railway.

No. TG.202/CS/G&SR/Pt. XVII.

Kolkata, Dated: 23.08.2024.

Divisional Railway Manager,
Eastern Railway,
Howrah, Sealdah, Asansol, Malda.

Sub: 19th Addendum and Corrigendum (Revised and Reprinted 2020) / 49th Addendum and Corrigendum (Revised and Reprinted 2012) to the General & Subsidiary Rules' Book.

****

Please find enclosed. 01 (One) copy of 19th Addendum and Corrigendum (Revised and Reprinted 2020) / 49th Addendum and Corrigendum (Revised and Reprinted 2012) to the General & Subsidiary Rules' Book along with Notification of Even Number and dated on the captioned subject is attached for kind information and appropriate action on the same.

Note: Addendum and Corrigendum of even number to the General and Subsidiary Rules' Book dated 20.08.24 has been withdrawn on 22.08.24.

D.A.: As Above.

23.08.2024

(Sachin Kumar Mishra)
Dy. Chief Operations Manager (Gen)
for Principal Chief Operations Manager.

Copy for information to:

1. Principal Executive Director (Safety)/Rly. Board/New Delhi.
2. Commissioner of Railway Safety/EC/Kolkata.
3. PCOMs/All Zonal Railway.
4. CAO/Con/ER, PCE/ER, PCSO/ER, PCSTE/ER, PCEE/ER, PCME/ER.
5. DRM/ER-Howrah, sealdah, Asansol, Malda
6. CSE/ER, CFTM/ER,COM(G), CPTM/ER, CTPM/ER, CELE/ER, CSTE/Con/ER.
7. Dy.COM (Goods)/ER, Dy.COM(G)/ER, Dy.COM (Chg)/ER, Dy.COM/HQ cum Secy. to PCOM/ER, Dy.COM (Planning)/ER, Dy.CSO (Operating)/ER.
8. Principal MDZTI/Bhuli/DHN.
9. Sr. DOM/ER- Howrah, Sealdah, Malda, Asansol.
10. Sr. DSTE/DSTE- Howrah, Sealdah, Asansol, Malda.
11. Sr.DEN/Cord- Howrah, Sealdah, Malda, Asansol.
12. Sr. DSO/DSO/ER- Howrah, Sealdah, Malda, Asansol.
13. Sr. DEE (OP)- Howrah, Sealdah, Asansol, MLDT.

23.08.2024

(Sachin Kumar Mishra)
Dy. Chief Operations Manager (Gen)
for Principal Chief Operations Manager.

पूर्व रेलवे

Eastern Railway.

No. TG.202/CS/G&SR/Pt.XVII. Kolkata, Dated: 23.08.2024.

अधिसूचना

NOTIFICATION.

****

Sub: 19th Addendum and Corrigendum (Revised and Reprinted 2020) / 49th Addendum and Corrigendum (Revised and Reprinted 2012) to the General & Subsidiary Rules' Book.

****

19th Addendum and Corrigendum (Revised and Reprinted 2020) / 49th Addendum and Corrigendum (Revised and Reprinted 2012) to the General and Subsidiary Rules Book is approved and signed by Principal Chief Operations Manager/ER on 20/08/2024, shall be brought into in force over Eastern Railway System with immediate effect.

All concerned Staff, Supervisor of all disciplines, In-charge of Crew Booking Lobby, Depot - in - Charge, Running Staff, concerned staff of Engg, S&T, Electrical, Operating etc should carefully note and act accordingly. Thorough counsel by arranging adequate safety seminars should be carried out on the above subject matter by Divisions to all concerned Operating Staff, Supervisors, Crew Controlling Staff, Crew & Running Staff, Safety Category Staff & others staff rigidly. Frequent counseling of staff should be conducted by All Divisional Branch officers. Acknowledge of counseling should also be recorded.

23.08.2024

(Sachin Kumar Mishra)
Dy. Chief Operations Manager (Gen)
for Principal Chief Operations Manager.

19th Addendum and Corrigendum (Revised and Reprinted 2020) / 49th Addendum and Corrigendum (Revised and Reprinted 2012) to the General and Subsidiary Rules' Book.

****

1. **Delete existing Note under SR 9.11.**

2. **Incorporate the enclosed Unified Subsidiary Rules as SR 9.12 under GR 9.12 as well as the following Unified Subsidiary Rules will also substitute the existing Special Instructions for working trains during failure of automatic signalling under Appendix-E .**

3. **Appendix 'D'- I should be substituted by the enclosed Appendix 'D'- I.**

(Authority: Railway Board's letter no. 2024/TT-IV/12/10, dated 16.08.24).

Note: Addendum and Corrigendum of even number to the General and Subsidiary Rules' Book dated 20.08.24 has been withdrawn on 22.08.24.

Kolkata **(Saumitra Biswas)**

Dated:- 23 / 08 /2024. **Principal Chief Operations Manager.**

APPENDIX 'D' - I
List of Standardisation of Operating Forms

S.No.	Description	Form No.	Font Colour
1.	Telecommunication Disconnection / Reconnection Notice	S&TDN [T/351]	Black
2.	Advance Authority to Pass Defective Signals	T/369(1)	Blue
3.	Authority to Pass Signals in 'ON' or Defective Position	T/369 (3b)	Blue
4.	Caution Order	T/409	Green
5.	'NIL' Caution Order	T/A 409	Green
6.	Reminder Caution Order	T/B 409	Green
7.	Train Examination Advise/Report	T/431	Black
8.	Authority to Receive a Train on a Obstructed Line	T/509	Blue
9.	Authority to receive A Train On a Non Signalled Line	T/510	--
10.	Authority to Start from a Non Signalled Line	T/511	Blue
11.	Authority To Start From A Line With Common Starter Signal	T/512	Blue
12.	Authority To Proceed For Relief Engine/Train Into An Occupied Block Section	T/A 602	Red
13.	Authority For Opening Communication During Total Interruption Of Communication On Single Line Section	T/B 602	Red
14.	Authority for Working of Trains during Total Interruption of Communication on Double Line Section	T/C 602	Red
15.	Authority for Temporary Single Line Working on Double Line Section	T/D 602	Red
16.	Line Clear Enquiry Message asking Line Clear for Despatch of Trains during Total Failure of Communication on Single Line Section.	T/E 602	Red
17.	Conditional Line Clear Message	T/F 602	Red
18.	Conditional Line Clear Ticket [Up]	T/G 602	Red
19.	Conditional Line Clear Ticket [Down]	T/H 602	Red
20.	Message on Restoration	T/I 602	Black
21.	Written Permission by Guard to Loco Pilot to Proceed to next Station from Mid Section	T/609	Blue
22.	Shunting Order	T/806	Blue

23.	Authority to Pass Automatic/Semi Automatic/Manual Stop Signal/Gate Stop Signals	T/A 912	Blue
24.	Authority For Working Of Trains During Total Interruption Of Communication / Obstruction On Line In Automatic Block System	T/B 912	Red
25.	Authority To Proceed For Relief Engine/Train Into An Automatic Block Signalling Section	T/C 912	Red
26.	Authority For Working Of Trains During Prolonged Signal Failure In Automatic Block System	T/D 912	Red
27.	Authority For Temporary Single Line Working On Double Line Automatic Block System	T/E 912	--
28.	Train Intact Arrival Register	T/1410	Black
29.	Line Clear Inquiry and Reply Message Book in the event of Failure/Suspension/ Non-provision of Block instruments **Train Despatching Station**	T/A 1425	Black
30.	Line Clear Inquiry and Reply Message Book in the event of Failure/Suspension/ Non-provision of Block Instruments **Train Receiving Station**	T/B 1425	Black
31.	Paper Line Clear Ticket (Up)	T/C 1425	Blue
32.	Paper Line Clear Ticket (Down)	T/D 1425	Blue
33.	Trolley/Lorry/OHE Ladder Trolley Notice	T/1518	Black
34.	Motor Trolley Permit	T/1525	Blue

(Authority: Railway Board's letter no. 2024/TT-IV/12/10, dated 16.08.24)

Kolkata

Dated:- 23/ 08 /2024.

(Saumitra Biswas)
23/8/24
Principal Chief Operations Manager.

Unified Subsidiary Rules for General Rules 9.12

9.12 Procedure during failure of Automatic Signalling: - When a failure of automatic signalling is likely to last for some time or cause serious delay, trains shall be worked from station-to-station over the section or sections concerned under special instructions.

S.R. 9.12/1:- In case of failure of signal or signals between two or more block stations in Automatic block system;

The train working should normally be done in accordance with the provisions of Rule 9.02 or 9.07 as the case may be.

S.R. 9.12/2:-

S.R. 9.12/2 (A) Failure of signal/s between two or more block stations in Automatic block system likely to last for some time or cause serious delay when means of communications are available:-

In the event of conditions mentioned in sub-para (i) or (ii) below, the decision whether to consider a failure of signal/s as a prolonged failure should be taken by Sr. Divisional Operations Manager / Divisional Operations Manager (in-charge).

i. Failure of signal/s occurring in an area consisting of two or more block stations worked under Automatic Block system which is likely to last for some time as advised in writing by the officials of S&T department, with the approval of Sr. DSTE/ DSTE concerned, to the section controller of the division; or

ii. In case of the failure of signal/s causing or expected to cause serious delay in train operations on account of working during such failure in accordance with rule 9.12/1.

The following procedure shall be adopted for train working in case of prolonged failure of signal/s.

1. (a) The intimation of prolonged failure shall be given to concerned duty station master by Section Controller under exchange of private number.

   (b) Before any train is allowed to enter the affected section, it shall be brought to a stand and the Loco Pilot/Motorman and Train Manager of the train shall be advised of the circumstances by the Station Master. Section Controller and Station Master concerned ahead of the affected section shall also be informed.

   (c) The section between the two block stations will be treated as a Single Block Section &train movement in Block Section shall be controlled by the Station Master of either side.

   (d) Before introduction of such working, it shall be ensured that all the trains dispatched in the affected section have completely arrived at the station in advance. Additionally, it shall be ensured that, the Semi-Automatic/Manual Despatch Stop Signal of all stations dispatching trains in the affected section and the Semi-Automatic/Manual Reception Stop Signals of all stations receiving trains in the affected section, shall be put in manual mode and in ON position initially.

   (e) The Station Master shall advise the Station Master at the other end regarding suspension of Automatic Working in the following Format.

From Station Master/X	To Station Master/Y
No. _____ Automatic Block working suspended between_____ and_____ stations at____ Hours _____minutes due to _____(Reasons) Train signaling shall be done through Station-to-Station fixed telephone /Railway Auto Phone/ BSNL phone/Fixed Telephone with CUG sim or Control Telephone/Very High Frequency set. Private Number (In figures)_____ (In words)_____	
From Station Master/Y	To Station Master/X
No. _____ Your No._____ Understood that Automatic Block working suspended between_____ and _____stations at____ Hours _____minutes due to _____(Reasons) Train signaling shall be done through Station-to-Station fixed telephone /Railway Auto Phone/ BSNL phone/Fixed Telephone with CUG sim or Control Telephone/Very High Frequency set. Private Number (In figures)_____ (In words)_____	

2. The Station Master on duty at the Station in rear of the affected section shall obtain 'Line Clear' for the train by one of the following means of communications viz.

(a) Station to Station fixed telephones wherever available.
(b) Fixed telephone such as Railway auto phone & BSNL/MTNL phone with caller ID.
(c) Control Telephone.
(d) VHF set under special instructions, but not as the sole means of communication on sections where passenger trains run.
(e) Fixed Telephone with CUG sim which have been provided to the station only for official use by the on-duty Station Master.

NOTE:- In all cases where line clear is obtained/granted by a means of communication other than Track circuit/Axle counter, the system of calling station name, followed by establishing identity of the Station Master on duty by cross checking Private numbers given for the last Preceding train shall be adopted.

3. The Station Master on duty at the station in advance shall not give such "Line Clear" unless:-
(i) The whole of the last preceding train has arrived complete.
(ii) The Semi-Automatic/Manual Reception Stop Signal has been put back to 'ON' behind the last preceding train.
(iii) The line is clear not only up to the Semi-Automatic/Manual Reception Stop Signal but also for the adequate distance beyond the Semi-Automatic/Manual Reception Stop signal.
(iv)The private number/s shall be exchanged with on duty gatemen, for closure of the level crossing gate/s under his control.
(v) The points of outlying sidings/ turnouts under his control are correctly set and locked.

4. (a) The Loco Pilot/Motorman of the first train entering the affected section on authority form T/D 912 as prescribed in SR 9.12/2 (A) (5) below shall proceed with utmost caution and must not run at a speed exceeding 25 KMPH under any circumstances, subject to other speed restrictions in force. If the view is restricted due to fog, curve or any other reason, speed shall not exceed 10 KMPH. The speed over facing points, if any, being restricted to 15 KMPH. The Loco Pilot/Motorman shall continue to look out for any obstruction until he reaches the station ahead.

(b) Before any train is allowed to enter the block section by handing over the authority T/D 912, the station master shall ensure that private number/s has been received from the gatemen for closure of the gate/s under his control. It shall also be ensured that all points under control of train dispatching station over which the train will pass are correctly set, Clamped and padlocked.

5. The Station Master shall give the Loco Pilot/Motorman and Train Manager of each train entering the affected section on Automatic block system, an Authority in form T/D 912, during prolonged failure of signals. Distinguishing numbers of departure, Automatic, Semi-Automatic/ Manual and Gate signal/signals required to be passed, shall also be indicated on the Authority authorising the Loco Pilot/Motorman to pass them at 'ON' position. For a Starter / Manual/ Midsection Gate signal, the Loco Pilot/Motorman shall pass the signal only when he receives a proceed hand signal from a railway servant in uniform. In the case of midsection gate signals the Loco Pilot/Motorman shall cautiously pass the level crossing only after ensuring that the gates are closed and locked for road traffic.

6. When approaching the train receiving Station, the Loco Pilot/Motorman of the train shall act upon the aspect of the Semi-Automatic/Manual Reception Stop Signal/Calling-on signal of the receiving station. In case the Semi-Automatic/Manual Reception Stop Signal/Calling-on signal is not in working condition then the Station Master shall depute a railway servant in proper uniform and issue authority on Form No. T/369(3b) for receiving the train, after ensuring that conditions to take OFF Semi-Automatic/Manual Reception Stop Signal have been fulfilled.

7. After ensuring that the first train has arrived safely at the station ahead of the affected section, the Loco Pilots/Motorman of all subsequent trains may be permitted to run at their sectional speed subject to other speed restrictions in force. The speed over facing points, if any, being restricted to 15 KMPH.

8. Clearance of the section by each train shall be intimated to the station in rear under exchange of Private Number. Train Signal Register shall be brought into use and all entries regarding train working recorded there-in. Section Controller shall be kept advised of all train movements taking place in the affected section.

9. As soon as the signals are put right by the S&T officials in writing, section controller's permission should be obtained for resuming normal working of trains on Automatic Block System. A message shall be exchanged with Private Numbers by the Station Master on duty concerned in Train Signal Register, assuring that the last train dispatched during the failure has arrived completely at the station in advance and the section is clear. Intimation of restoration shall be given to section controller under exchange of private number.

From Station Master/X	To Station Master/Y
No. _____Last Train (Number and description)_____ despatched during failure from your station at ____hours___mins has arrived completely at my station at ___hours___mins. Cancel the present method of working of trains. Private Number (In figures)_____ (In words)_____	
From Station Master/Y	To Station Master/X
No. _____ Your No. _____understood Last Train (Number and description)_____ despatched during failure from my station at ____hours___mins has arrived completely at your station at__hours___mins. Cancel the present method of working of trains. Private Number (In figures)_____ (In words)_____	

10. All the records in connection with train working on this system shall be retained at the station and the Transportation Inspector of the section must scrutinize them and submit his report to the Sr. Divisional Operations Manager / Divisional Operations Manager (in-charge) within 7 days of the resumption of normal working.

S.R. 9.12/2 (B): Failure of all signals likely to last for some time and cause serious delay when no means of communications are available in Double line:-

In the event of failure of automatic signalling occurring in an area consisting of two or more stations in Automatic Block System and when line clear cannot be taken by any of the following means, viz.

(i) Track circuit and Axle counter where indication of the section between two stations is available on VDU panel.
(ii) Station to Station fixed telephone wherever available.
(iii) Fixed telephone such as Railway auto phone & BSNL/MTNL phone.
(iv) Control Telephone.
(v) VHF sets under special instructions, but not as the sole means of communication on sections where passenger trains run.
(vi) Fixed Telephone with CUG sim which have been provided to the station only for official use to the on-duty Station Master.

The following procedure shall be adopted for train working:-

(i) The movement between the two block stations shall be controlled by the Station Master of either side.
(ii) All the points over which the trains will run within the affected area shall be correctly set and locked before the movement of any train is authorized over them.

(iii) Before any train is allowed to leave the station as prescribed in S.R. 9.12/ 2(B), it shall be brought to a stand and the Loco Pilot/Motorman and the Train Manager of the train shall be advised of the circumstances by the Station Master.

(iv) The Station Master shall give the Loco Pilot/Motorman and Train Manager of each train:-

An Authority on form T/B 912 shall be handed over to the Loco Pilot/Motorman and Train Manager and record copy shall be retained by the Station Master as a record which shall consist of-

(a) An authority to proceed without line clear.

(b) An authority to the Loco Pilot/Motorman Indicating the distinguishing numbers of departure, Automatic, Semi-Automatic, Manual and Gate signal/signals required to be passed, shall also be indicated on the Authority authorising the Loco Pilot/Motorman to pass them at 'ON' position. For a Starter signal / Manual/ Midsection Gate signal, the Loco Pilot/Motorman shall pass the signal only when he receives a proceed hand signal from a railway servant in uniform. In the case of midsection gate signals the Loco Pilot/Motorman shall cautiously pass the level crossing only after ensuring that the gates are closed and locked for road traffic.

(c) A Caution Order restricting the speed to 15 Kmph over the straight line when view is clear and 10 kmph when approaching or passing any portion of the line where the view ahead is not clear due to curve, obstruction, rain, fog or any other cause subject to the observance of other speed restrictions imposed. Loco Pilot/Motorman must also ascertain that the points of the outlying siding/ turnouts, if any, are correctly set and locked before passing over them. Speed over facing points being restricted to 15 KMPH.

(v) No train shall be allowed to enter an affected section unless there is a clear interval of 25 minutes between the train about to leave and the preceding train.

(vi) (a) In the event of a Loco Pilot/Motorman approaching or passing any portion of a line where view ahead is not clear, the Assistant Loco Pilot or the Train Manager with hand signals must be sent in advance to guide the further movement of the train. A sharp look out ahead should be kept and the engine whistle freely used.

(b) A tunnel shall be entered only after it has been ascertained that it is clear. If there is any doubt on this point, the train shall be piloted by a railway employee equipped with hand signals and detonators.

(vii) The Train Manager shall keep a sharp look out in the rear and be prepared to exhibit a danger signal to prevent the approach of a train from rear side and to protect it, if necessary, as per extant rules. Before entering a section where there are tunnels, he shall also switch on the side and tail lights/lamps on EMUs etc.

(viii) If the train is unable to move further due to any reason, then the train manager should protect the train in rear by placing one detonator at 250 meters from the train on the way out and 2 detonators, 10 meters apart, at 500 meters from the train.

(ix) When approaching the next station the Loco Pilot/Motorman shall bring his train to a stand outside the Semi-Automatic/Manual Reception Stop Signal and sound one long whistle. The Station Master will arrange to depute a railway servant in proper uniform and issue authority on form no. T/369 (3b) for receiving the train, after ensuring that conditions to take OFF Semi-Automatic/Manual

Reception Stop Signal have been fulfilled. On arrival, the Motorman/Loco Pilot of all trains shall make over the form T/B 912 to the Station Master of the receiving station.

(x) Trains must continue to work on this system until either the signals are put right or any one of the means of communications is restored by the S&T officials in writing.

(xi) As soon as the signals and communication are put right, normal working of trains shall be resumed.

(xii) However, where signals continue to remain in-operative but any of the means of communication is restored, the Station Masters at both end shall immediately exchange a message in the following format-

From Station Master/X	To Station Master/Y
No. _____Train (Number and description) _____arrived complete at ____hours. Last Train (Number and description)_____ despatched to your station at ____hours. Cancel the present method of working of trains. Line Clear shall be obtained by means of _____Acknowledge Private Number (In figures)_____ (In words)_____	
From Station Master/Y	To Station Master/X
No.._____ Your No. _____Understood that Train (Number and understand description)_____ which was the last train to leave my station has arrived complete at your station. Train No. _____which left your station has arrived complete at my station at_____ Hours/not arrived. Present system of train working is being/ shall be cancelled immediately after the complete arrival of train No ___Line Clear for the next train shall be obtained by means of _____ Private Number (In figures) _____(In words)_____	

(xiii) In case of any of the means of communication is restored as per condition in Para (xii) above, working shall be done in accordance with S.R. 9.12/2 (A). Line Clear shall not be obtained or given by any means of communications which has been restored until both the Station Masters are satisfied that all trains despatched from their stations have arrived complete at the other station. When the trains referred above arrived complete at the stations, their numbers and arrival time will be communicated to the other Station Master concerned under exchange of Private Numbers. There after intimation to this effect shall be given to the Section Controller.

(xiv) All the records in connection with train working on this system shall be retained at the station and the Transportation Inspector of the section must scrutinize them and submit his report to the Sr. Divisional Operations Manager / Divisional Operations Manager (in-charge) within 7 days of the resumption of normal working.

S.R. 9.12/3: Rules and Regulations for working of trains under the Automatic Block System during obstruction of one line when signals are operative and communication are available (on Double Line Sections):

1. When it is desired to introduce temporary single line working on double line on electric communication instruments, the Station Master at one end of the affected section shall on receipt of reliable information in writing that one line is clear, take steps to introduce temporary single line working on that line in consultation with the Section Controller and the Station Master of the station at the other end of the section. The decision to introduce temporary single line working should be taken by Sr. Divisional Operations Manager / Divisional Operations Manager (in-charge). Temporary Single Line Working shall be introduced between the nearest stations provided with cross-over between Up and Down lines on either side of obstructions. Nomination of stations at both the ends of such stations shall be done by Sr. Divisional Operations Manager / Divisional Operations Manager (in-charge) of the division as mentioned in above.

2. If there is reason to suspect that the line over which temporary single line working is to be introduced is also fouled or damaged, temporary single line working shall not be introduced until a responsible engineering official not below the rank of a SSE/JE (P.Way) has inspected that section and certified that the track is safe for the passage of trains.

3. The movement of trains on the affected section shall be controlled by such stations and on such lines as are nominated.

4. The Semi-Automatic/Manual Despatch Stop Signal of the Stations at both the ends of the section where temporary single line is being introduced shall be put in manual mode in ON condition for the entire duration of temporary single line working. The concerned Semi-Automatic/Manual Reception Stop Signals of the stations at both the ends shall also be put in manual mode and in ON position initially, before introduction of temporary single line working.

5. All trains running in the wrong line shall be worked in accordance with the rules for the use of electric communication instruments on single line. Line clear shall be obtained on the following:

(a) Station to Station fixed telephones wherever available.

(b) Fixed telephone such as Railway auto phone & BSNL/MTNL phone with caller ID.

(c) Control Telephone.

(d) VHF set under special instructions, but not as the sole means of communication on sections where passenger trains run.

(e) Fixed Telephone with CUG sim which have been provided to the station only for official use to the on-duty Station Master.

NOTE:- In all cases where line clear is obtained/granted by a means of communication other than Track circuit/Axle counter, the system of calling station name, followed by establishing identity of the Station Master on duty by cross checking Private numbers given for the last Preceding train shall be adopted.

6. Train Signal Register, shall be introduced at stations on affected section.

7. After ascertaining that one of the lines is clear for the passage of traffic, the Station Master proposing single line working shall issue a message under exchange of private Number, containing the following information, to the Station Master at the other end of the affected section :-

(a) Cause of introduction of single line working;

(b) Place of obstruction;

(c) The line by which single line working is proposed;

(d) The source of information that the said line is clear;

(e) Restriction of speed, if any, on the line;

(f) The number and timings of the last train which arrived/left the station nominated.

8. On receipt of acknowledgement from the Station Master at the other end and confirmed by a private number single line working may be introduced. Line clear shall be obtained on available means of communications as mentioned at para - 5 above.

9. The Station Master on duty at the station in advance shall not give such "Line Clear" unless:-

(a) The line is clear not only up to the Semi-Automatic/Manual Reception Stop Signal but also for the adequate distance beyond the Semi-Automatic/Manual Reception Stop signal.

(b) The private number/s has been exchanged with on duty gatemen, for closure of the level crossing gate/s under his control.

(c) The points of outlying sidings/ turnouts under his control are correctly set and locked.

(d) For each first train running in the wrong line, line clear shall neither be asked nor given unless the two Station Masters have assured under exchange of private numbers that all the trains running in the right line have already arrived completely at the Station in advance.

10. A written authority (form T/E 912) shall be given to Loco Pilot/Motorman and Train Manager of all trains in right and wrong line which includes.

a) A 'line clear ticket' on Automatic block system during temporary single line working on double line.

b) Distinguishing numbers of departure, Automatic, modified Semiautomatic/Semi-Automatic/ Manual and Gate stop signals required to be passed (including non-governing signals), shall also be indicated on the authority authorising the Loco Pilot/Motorman to pass them at 'ON' position. For a Starter/ Manual and gate stop signal, the Loco Pilot/Motorman shall pass the signal only when he receives proceed hand signal from a railway servant in uniform. In the case of midsection gate stop signals the Loco Pilot/Motorman shall cautiously pass the level crossing only after ensuring that the gates are closed and locked for road traffic.

c) A caution order which shall clearly state:-

(i) The line on which the train or light engine is to run;

(ii) The kilometers between which the obstruction exists.

(iii) Any restriction of speed which may have been imposed; and

(iv) The instruction that Automatic signals in the wrong line should be considered as out of use even though they may be showing 'Proceed' or 'Caution' aspect

(v) The train started on the wrong line shall be piloted out of the station after all the concerning points have been correctly set and locked.

(vi) Location of the Neutral section if any.

11. Before any train in the wrong line is allowed to enter the block section by handing over the authority T/E 912, the station master shall ensure that private number/s has been received from the gatemen for closure of the gate/s under his control. It shall also be ensured that all points under control of train dispatching station over which the train will pass are correctly set and locked.

12. For every first train in the right line the procedure laid down for the trains running in the wrong line shall be followed and the authority T/E 912 shall be issued.

13. The subsequent trains running in the right line may be allowed to follow each other as per the signal aspect in Automatic Block System, provided that the station in rear has intimated the station in advance about the fact that he is permitting particular train/trains to follow and has ascertained the readiness of station in advance to receive, if following them. Private numbers shall be exchanged for every such movement.

The written authority (T/E 912) shall also be given to the subsequent trains following the first train running in the right line, after ensuring that the line is clear not only up to the first signaling section beyond the Semi-Automatic/Manual Despatch Stop Signal but also for an adequate distance beyond it. The station master shall however strike out the line clear ticket portion in the authority T/E 912.

14. An endorsement shall also be made on the form T/E 912 given to the Loco Pilot/Motorman of the first train introducing temporary single line working in the wrong line to stop and inform all Gatemen and Gangmen on the way about the introduction of temporary single line working. The line, on which the trains shall run, also be specified. The Loco Pilot should switch "ON" the flasher light of the train engine while running on the wrong line on proper authority to proceed. In case, the train engine running on the wrong line without switching on the flasher light is noticed by the station staff, Gatemen and Gangmen they shall stop the train immediately."

15.(a) The speed of every first train running in the wrong line shall not exceed 25 kmph subject to other speed restrictions. The subsequent trains in the wrong line, which would be dispatched on line clear, may be permitted to run on sectional speed subject to other speed restrictions.

(b) The speed of every first train running in the right line shall not exceed 25 kmph subject to other speed restrictions. The trains which are following the first train in the right line on the aspects of the signals may be permitted to run at sectional speed, subject to other speed restrictions in force. However, the speed over facing points, if any, being restricted to 15 KMPH.

16. (a) When approaching the next station nominated under S.R. 9.12/3, the Loco Pilot/Motorman of the train running in the wrong line shall bring his train to a stand before the point opposite the Semi-Automatic/Manual Reception Stop Signal pertaining to the correct line or the Semi-Automatic/Manual Despatch Stop Signal pertaining to the wrong line on which he is running or any Shunt signal protecting

the outermost Cross-over, whichever he comes across first, and sound one long whistle. The Station Master after satisfying himself that all points have been correctly set and locked, shall arrange for a man in uniform, to pilot the train from this signal, who shall obey hand signals, if any, relayed from the station platform. Manual/Semi-Automatic signals, if any, shall, however, be passed on a written authority on the prescribed form T/510 to be issued by the Station Master.

(b) When approaching the next station nominated under S.R. 9.12/3, the Loco Pilot/Motorman of all the trains running in the right line shall be guided by the aspect of the Semi-Automatic/Manual Reception Stop Signal of the receiving station. In case the Semi-Automatic/Manual Reception Stop Signal/Calling-On is not in working condition then the Station Master will arrange to depute a railway servant in proper uniform and issue authority on Form No. T /369 (3b) for receiving the train, after ensuring that conditions for taking OFF Semi-Automatic/Manual Reception Stop Signal have been fulfilled.

17. Resumption of normal working.

(a) On receipt of written certificate from a responsible engineering official that the obstruction on affected line is removed and obstructed line is free for passage of trains, the Station Master will issue a message to the other station/s, as the case may be under exchange of private numbers and decide, in consultation with Section Controller the train after the passage of which the normal working has to be introduced.

From Station Master/X	To Station Master/Y
No. _____ Last Train (Number and description)_____ which left from your station at ____hours arrived completely at my station at __ Hrs___ mins Cancel the present method of working of trains. Private Number (In figures)_____ (In words)_____	
From Station Master/Y	To Station Master/X
No._____ Your No. _____Understood, that Train No. _____which left my station has arrived complete at your station at _____ Hours. Present system of train working is cancelled Private Number (In figures) _____(In words)_____	

(b) An entry shall also be made in the Train Signal Register of all stations concerned showing the time at which double line working was suspended, single line working was introduced and the time at which normal working was resumed.

18. All the records in connection with the temporary single line working shall be retained at the station and the Transportation Inspector of the section must scrutinize them and submit his report to the Sr. Divisional Operations Manager / Divisional Operations Manager (in-charge) within seven days of the resumption of normal working.

S.R. 9.12/4 Rules and Regulations for Single line sections in Automatic Block System when no means of communications are available in case of failure of Automatic signalling.

(A) In the event of failure of all automatic signals occurring in an area consisting of two of more stations worked under Automatic Block System in single line and when line clear cannot be taken by any of the following means, viz.

(i) Track circuiting or Axle Counters;

(ii) Station to station fixed telephones wherever available;

(iii) Fixed telephone such as Railway Auto-phones & BSNL phones.

(iv) Control Telephone;

(v) VHF sets; (under special instructions, but not as the sole means of communication on section where passenger trains run).

(vi) Fixed Telephone with CUG sim which have been provided to the station only for official use to the on-duty Station Master.

(B) The Station Master who has a train to despatch through the affected section shall open communications by establishing contact with the Station Master of the block station at the other end of the affected section by sending an engine or self-propelled vehicle or any other vehicle, enumerated below, in the order of preference laid down: -

(a) Light engine;

(b) Train engine, after it is detached from the train by the Loco Pilot on instructions from the Station Master on duty;

(c) Motor Trolley/Tower Wagon/Trolley/Cycle Trolley/Moped Trolley duly accompanied by a Train Manager or by a Station Master other than the Station Master on duty;

(d) Diesel car/Rail Motor Car/EMU Rake after ensuring that all passengers have detrained.

(C) Before the Light Engine/Train Engine/Motor Trolley/Tower Wagon/ Trolley/ Cycle Trolley/Moped Trolley/Diesel Car/Rail Motor Car/EMU Rake is sent into the affected section to open communications, the Loco Pilot/Motorman/Train Manager/Station Master being sent to do so shall be advised by the Station Master on duty of the circumstances in which and the purpose for which he is being sent. The Station Master on duty shall also satisfy himself that the Loco Pilot/Motorman/Train Manager/Station Master being sent to open communications thoroughly understands the rules for working of trains during total failure of communications on the single line. If the Loco Pilot/Motorman/ Train Manager/ Station Master who is being sent to open communications, is not conversant with the Rules for working of trains during total failure of communications on single line, the Station Master on duty shall explain these rules to such staff. The Station Master on duty shall also obtain the signature of the Loco Pilot/Motorman/ Train Manager/Station Master on Form No. T/B 602 'Authority for opening communication during total interruption of communication on single line section', in token of such staff having fully understood the circumstances in which and the purposes for which he is being sent and the Rules for Working of Trains during total failure of communications on single line. The Authority T/A 912 to pass signals in 'ON' position as prescribed in the authority shall also be given to the Loco Pilot and Train Manager.

(D) (i) Before despatching the Light Engine/Train Engine / Motor Trolley / Tower Wagon/ Trolley/ Cycle Trolley/ Moped Trolley/ Diesel Car/ Rail Motor Car/ EMU Rake, the Station Master on duty shall hand over Authority T/A 912 to pass station dispatch stop signals as well as intervening Automatic/ Semi-Automatic/ Manual/ Gate stop signals in 'ON' position and form no. T/B 602 an 'Authority for opening of communication during total interruption of communication on single line section' to the Loco Pilot / Motorman / Train Manager/Station Master who is being sent to open communications, which includes:

(a) An 'Authority to Proceed Without Line Clear'.

(b) A Caution Order, specifying the speed up to which the engine or self-propelled vehicle or other vehicle referred to in para (B) above may run through the affected section.

(c) A Line Clear Enquiry Message addressed to the Station Master of the block station at the other end of the affected section asking for Line Clear for the train waiting to be despatched to his station.

(d) A Conditional Line Clear Message to the Station Master of the block station at the other end of the affected section permitting him –

(1) To return the Light Engine/Train Engine, either light or attached to a train waiting to be despatched from his station, or attached with another engine; or

(2) To return Tower Wagon/Diesel Car/Rail Motor Car/EMU Rake running by itself; or

(3) To return Motor Trolley/ Trolley/ Cycle Trolley/ Moped Trolley either running by itself or loaded in a train waiting to be despatched from his station.

(ii) The Loco Pilot/ Motorman/ Train Manager/ Station Master going to open communications shall, on receipt of form no. T/B 602 'Authority for opening communication during total interruption of communication on single line section and Authority T/A 912 to pass station dispatch stop signals as well as intervening Automatic/ Semi-Automatic/ Manual/ Gate stop signals in 'ON' position shall sign on its original and carbon copy in token of his having understood its contents.

(iii) In case a light engine or an engine and brake van is to be despatched to proceed to the next block station and then continue its journey onward after arrival at the next block station and is not meant for opening communications, the Loco Pilot/ Motorman of engine or the engine and brake van, shall be given the 'Authority for opening communication during total interruption of communication on single line section' and the items 'Line Clear Enquiry Message and Conditional Line Clear Message' for its return journey mentioned in para (i) (c) & (d) above, shall be struck out in form. Such engines or engine and brake van shall be issued only the 'Authority to Proceed Without Line Clear' and Caution Order referred to in para (i)(a) & (b) above where necessary. When it is necessary to despatch another light engine or another engine and brake van in the same direction, an interval of at least 30 minutes shall be allowed to elapse before it is despatched.

(iv) The Semi-Automatic/Manual Despatch Stop Signal shall not be taken 'OFF', while permitting an engine or self-propelled vehicle or other vehicle to proceed to the next station on 'Authority for opening communication during total interruption of communication on single line section'.

(E) After an engine or self-propelled vehicle or other vehicle is despatched to the next station to open communications with Line Clear Enquiry Message and a Conditional Line Clear Message to the next station for the return journey of the engine or self-propelled vehicle or other vehicle, no other train or engine or self-propelled vehicle or other vehicle shall be allowed to leave the station and proceed in the same direction until the engine or self-propelled vehicle or other vehicle sent to open communications returns.

(F) (i) The engine or self-propelled vehicle or other vehicle proceeding on 'Authority for opening communication during total interruption of communication on single line section' shall switch on the Flasher light, wherever provided and shall proceed at a speed not exceeding 15 kilometers per hour by day when the view is clear and 10 kilometers per hour during night or when the view is obstructed, making free use of engine whistle or horn of the self-propelled vehicle, where provided.

In thick, foggy or tempestuous weather or in dust storm etc., when visibility is impaired, the engine or self propelled vehicle, or other vehicle proceeding on 'Authority for opening communication during total interruption of communication on single line section' shall proceed at walking pace only making repeated use of the engine whistle or horn of self propelled vehicle, where provided, preceded at an adequate distance by two men on foot, one displaying a red light and the other carrying fog signals ready for immediate use. Normally one of these men will be provided by the Station Master from pointsman/ gateman and the other from the crew of the engine or the person whose Motor Trolley/Trolley/Cycle Trolley/Moped Trolley is being used. In case of single manned self-propelled vehicle, both these men shall be provided by the Station Master. The Station Master on Duty shall explain to both of them their duties, in the presence of the Loco Pilot/ Motorman/ Train Manager/ Station Master in charge of the self-propelled vehicle or other vehicle being sent to the next station and satisfy himself that they understand the same.

(ii) Both by day and night, a tunnel must not be entered until the Loco Pilot/Motorman/Train Manager/ Station Master has ascertained that it is clear. Should there be any doubt on this point, the engine or other vehicle etc. should be piloted by a railway servant equipped with hand signal and detonators. Before entering the tunnel the headlights, side and tail lights and other lights (where provided) shall also be lit.

(iii) No obstruction of the line beyond the outermost facing points shall be allowed until the return of the Engine/ Tower Wagon/ Diesel Car/Rail Motor Car/ EMU Rake/ Motor Trolley/ Trolley/ Cycle Trolley/Moped Trolley.

(G) In the event of an engine/self-propelled vehicle/other vehicle, proceeding on 'Authority for opening communication during total interruption of communication on single line section' meeting in the midsection, an engine/self-propelled vehicle/other vehicle sent from the other end, the Loco Pilots/Motormen/Train Managers/Station Masters, as the case may be, shall, taking into consideration the importance of the train for which they are proceeding to get Line Clear, the distance from the nearest station, gradients to be encountered, the presence of catch sidings etc., decide to which of the two stations, the engines/self-

propelled vehicle/vehicles should proceed. Before proceeding, the engines or self-propelled vehicles shall, if possible, be coupled up. If the engines/self-propelled vehicles cannot be coupled up they should run at a safe speed and adequate distance apart. In the case of Motor Trolley/Push Trolley/Cycle Trolley/Moped Trolley, meeting an Engine and brake van/Diesel Car/Rail Motor Car/EMU Rake, the Motor Trolley/Push Trolley/Cycle Trolley/Moped Trolley shall, if possible, be loaded in the Brake Van/Diesel Car/ Rail Motor Car/EMU Rake.

(H) On sighting the station to which the engine/self-propelled vehicle/ other vehicle running by itself or with another similar unit coupled together or separately, to which it is/they are proceeding, the leading engine/self-propelled vehicle/other vehicle shall stop outside (i.e. In rear of) the Semi-Automatic/Manual Reception Stop Signal of the station. The engine or self-propelled vehicle or other vehicle following the leading engine/self-propelled vehicle/other vehicle, shall stop at a safe distance behind the leading engine/self-propelled vehicle/other vehicle. The Station Master shall be advised of the stoppage outside the Semi-Automatic/Manual Reception Stop Signal either by using the engine whistle/horn of the self-propelled vehicle, if provided, or by sending a man if necessary. They shall not enter the station till permitted by the Station Master to do so either by taking 'OFF' the relevant signals or otherwise.

(I) When the engine or engines/self-propelled vehicle or self-propelled vehicles/other vehicle or vehicles have been admitted into the Station, the 'Authority for opening communication during total interruption of communication on single line section' shall be delivered to the Station Master on duty, who shall keep this document in his safe custody and also post the Line Clear Enquiry Message and the Conditional Line Clear Message in his Line Clear Books. On the authority of the Conditional Line Clear Message for the return journey, the Station Master on duty shall make out a Conditional Line Clear Ticket on Form T/G 602(UP) or T/H 602(DOWN) as the case may be and hand over it to the Loco Pilot/Motorman/Train Manager/ Station Master to return to the block station from where he came with his engine either light or attached to a train or another engine or a self-propelled vehicle if one is waiting to proceed in that direction.

(J) In case of the engine or self-propelled vehicle or other vehicle returning to the station from which he was sent without reaching the next station, the 'Authority for opening communication during total interruption of communication on single line section' shall be taken back by the Station Master on duty of the station from which this was issued and cancelled. The original entries shall also be cancelled.

(K) Station Master on duty before despatching the engine either light or attached to a train/self-propelled vehicle/other vehicle, on the return journey shall hand over to the Loco Pilot/Motorman/ Train Manager/ Station Master, 'Conditional Line Clear Reply Message' on Form No. T/F 602 for the 'Line Clear Enquiry Message', giving Line Clear for the train waiting at the other station, thereby authorising the Station Master at that station to start the train waiting there on complete arrival of the engine, either light or attached to a train/self-propelled vehicle/other vehicle at his end. The Authority T/A 912 to pass signals in 'ON' position as prescribed in the authority shall also be given to the Loco Pilot and Train Manager.

(L) The particulars of the engine either returning light or attached to a train or attached to another Engine/ Tower Wagon/Diesel Car/Rail Motor Car/EMU Rake/Motor Trolley or Trolley/ Cycle Trolley or Moped Trolley

running by itself or loaded in a train as may be applicable shall be correctly filled in on Form No. T/F 602 'Conditional Line Clear Reply Message'.

(M) On the return journey, the engine either light or attached to a Train/ Diesel Car/Rail Motor Car/EMU Rake/Train loaded with Motor Trolley/Push Trolley/Cycle Trolley/Moped Trolley may run at sectional speed observing speed limits in the Working Time Table and other relevant rules. The Motor Trolley /Push Trolley/Cycle Trolley/Moped Trolley returning by itself may run at their normal speed observing the rules governing their running on Line Clear.

(N) On reaching the station, the engine either light or attached to a train/self-propelled vehicle/other vehicle shall again stop outside (i.e. in rear of) the Semi-Automatic/Manual Reception Stop Signal of the station and thereafter be guided by the instructions from the Station Master, who may arrange to receive it by taking 'OFF' the relevant signals or otherwise.

(O) On arrival at the station the 'Conditional Line Clear Reply Message' shall be handed over to the Station Master who shall record it in the Line Clear Message Book and on its authority issue a Conditional Line Clear Ticket on Form No. T/G 602 or T/H 602 (as the case may be) for the waiting train.

(P) If there be an even flow of trains in both directions, Line Clear Enquiry Message on Form No. T/E 602 and Conditional Line Clear Messages for each succeeding train may be sent through the Train Manager of the preceding train.

(Q) The arrival and departure time of all trains, engines, Trolleys etc. which are passed under the above rules must be carefully recorded in the Line Clear Enquiry and Reply Books and also in the record copy of the 'Authority for opening communication during total interruption of communication on single line section' and in the Train Signal Register.

(R) If the Station Master at one end of the interrupted section has more than one train to despatch in the same direction before another train is normally expected from the opposite direction, he shall, in such cases, send the first available engine of a train to obtain 'Line Clear' not only for that train but also for the following trains which may be waiting or expected at his station. In the Line Clear Enquiry Message, it shall be stated that these latter trains will be despatched after the first train at intervals of 30 minutes. After the Loco Pilot returns with the Line Clear for the required number of trains to the station at which he had left the train, the Station Master shall despatch the first train on the authority of the Line Clear for the trains and shall also endorse on that Line Clear that a particular train (giving its number and description in full) shall follow at a specified interval. The Station Master shall give similar information to the Train Manager also in writing. The Loco Pilots of the second and subsequent following trains shall be given a caution order restricting the speed to 25 kilometers per hour over the straight when the view ahead is clear and to 10 kilometers per hour when approaching or passing any portion of the line where the view ahead is not clear due to curve, obstruction, rain, fog, or any other cause. When despatching a second and subsequent trains, the particulars of the last preceding train along with its time of departure will be endorsed on the Line Clear as also the particulars of the train that would follow. The Line Clear for the last train of the series should be endorsed with the

particulars of the proceeding train together with its time of departure. While adopting this procedure, the Train Manager and the Loco Pilot should be instructed to keep a sharp look out and be prepared to stop short of any obstruction.

(S) When a train is stopped in the affected section the Train Manager shall immediately exhibit a hand danger signal towards the rear and checkup that the tailboard or the taillight is correctly exhibited. If the stoppage is on account of accident, failure, obstructions or other exceptional cause and the train cannot proceed, the Loco Pilot shall sound the prescribed code of whistle to apprise the Train Manager of the fact, where upon the Train Manager shall protect the train by placing one detonator at 250 meters from the train on the way out and 2 detonators, 10 meters apart, at 500 meters from the train, irrespective of the gauge. When a train is detained outside signals and if the detention exceeds or is likely to exceed 10 minutes it shall also be protected accordingly. In the absence of the Train Manager, the duty of protecting the train shall devolve on the Loco Pilot.

(T) When trains follow one another, no train shall be backed. In exceptional circumstances when it may be unavoidable to back a train, the train shall be backed only after providing protection by placing one detonator at 250 meters and 2 detonators, 10 meters apart, at 500 meters from the point up to which the train is to be backed.

(U) Trains must continue to work on this system until anyone of the means of communications, mentioned in rule (4)(A) of SR 9.12 is restored by the S&T officials .

(V) As soon as anyone of the means of communications has been restored, the Station Master must send a message to the Station Master at the other end of the section, on the Form No. T/I 602. On receipt of the above message, the Station Master at the other end of the section must acknowledge in the Form No. T/I 602.

(W) Normal working shall not be restored, until both the Station Masters are satisfied that all trains and engines, etc. despatched from their stations have arrived complete at the other station. Even if the communication is restored immediately after the departure of the light engine/self-propelled vehicle/any other vehicle referred to in Rule (A) above, sent under 'Authority for opening communication during total interruption of communication on single line section', normal working should not be resumed until the light engine/self-propelled vehicle/any other vehicle reaches the next station and both the Station Masters are satisfied under exchange of Private Numbers that no light engine/self-propelled vehicle/any other vehicle is on the section. Thereafter intimation about this shall be given to Section Controller also, on controlled sections, if communication with Section Controller has also got restored and normal working resumed. If, however, communication with Section Controller has not got restored along with restoration of communication between two stations, the Section Controller shall be advised of the position immediately on restoration of communication with him.

(X) On the section where total interruption of communications occurs, the Transportation Inspector of the section, must scrutinize the train passing records of the station and submit his report to the Senior Divisional

Operations Manager/Divisional Operations Manager (incharge) within seven days of the resumption of communication.

S.R. 9.12/5 Rules and Regulations for single line working on double line sections in Automatic Block System due to obstruction of one line when no means of communications are available in case of failure of automatic signalling.

The following rules must, in addition to the rules prescribed in SR 9.12 (4), be observed by the staff.

(A) Whenever an accident to a train or track or other obstruction, precludes the use of one line on a double line section during total interruption of communications, single line working shall be introduced only after a responsible official of the Engineering Department, not less than SSE/JE(P.Way) in rank, has certified that the other line on which single line working is to be introduced is free and safe for passage of trains. Such engineering official shall give the certificate only to the Station Master of the station at that end of the affected section for which the unobstructed line shall be the right line for despatching trains. On receipt of this certificate only the Station Master at the end of the affected station for which the unobstructed line shall be the right line for dispatching trains will follow the rules prescribed in SR 9.12(4) for opening of communications.

(B) Loco Pilots of trains, including light engines, shall be given a Caution Order on which, and shall be stated clearly.

(i) The line on which the train is to run;
(ii) Location where the obstruction exists;
(iii) Any restriction of speed, which may be imposed by Way & Works Staff;
(iv) An assurance to the effect that any trap points on the line in question have been spiked and clamped.

(C) All the cross over points, over which the train shall proceed, while temporary single line working is in force, shall be clamped and padlocked.

(D) In the case of a train proceeding on the right line:

(i) The Semi-Automatic/Manual Despatch Stop Signal of the station in rear of the affected section may be passed in the 'ON' position in the prescribed form T/A 912 and hand signals shall also be shown at the foot of this signal.
(ii) The approach Stop signals, if any, of the station in advance of the affected section, may be taken 'OFF'.

(E) In the case of a train proceeding in the wrong line:

(i) The train shall be piloted out of the station on a written authority T/511 in addition to T/A 912 issued by the Station Master after all the facing points have been correctly set, clamped and pad locked and trailing points correctly set over which the train will pass.
(ii) On reaching the next station, the Loco Pilot shall bring his train to a stop opposite the first Stop signal pertaining to the right line or at the last Stop signal pertaining to the wrong line (on which his train is running), whichever he comes across first.
(iii) The Station Master of the station in advance shall depute a railway servant in uniform at the foot of the signal (whichever the train would encounter first) who shall stop the train on hand danger signal and thereafter pilot it into the station on a written authority T/ 510 issued by the Station Master.

(F) It will be the responsibility of the person in charge of the first engine or self-propelled vehicle or other vehicle, sent under 'Authority for Opening Communication during total interruption of communication on single line section' to inform all the Gatemen and Gangmen en-route about the introduction of temporary single line working as also the line on which it is proposed to run the train. This information shall be conveyed through the Loco Pilot of a subsequent train also, if necessary.

(G) Resumption of normal working: —

(i) If after the introduction of single line working, communications are restored between two affected stations, the trains will continue to run under special rules until action is taken in accordance with the instructions contained in these rules for the cancellation of the procedure. Thereafter, trains will be run in accordance with the instructions for the movement of traffic during temporary introduction of single line working on double line.

(ii) If, however, before communications are restored, the other line is released for the passage of traffic, trains shall be worked, in accordance with the instructions for running of trains on double line section during total interruption of communications.

S.R. 9.12/6: Rules and Regulations for Single line sections in Automatic Block System when means of communications are available but direction of traffic cannot be established.

In such cases the procedure laid down under SR 9.12/2 (A) shall be followed.

******

Authority: Railway Board's letter no. 2024/TT-IV/12/10, dated 16.08.24

Eastern RAILWAY

Form No. T/ D 912

Serial No. _____

AUTHORITY FOR WORKING OF TRAINS DURING PROLONGED SIGNAL FAILURE IN AUTOMATIC BLOCK SYSTEM

(Loco Pilot / Train Manager / Station Master's Record)

Station_____ Time:_____hours_____ mins

Date_____

To

The Motorman / Loco Pilot of Engine / Train / Unit No._____ UP / DOWN.

AUTHORITY TO PROCEED

1. All signals between _____ station and _____ station have failed.
2. Line clear has been received from _____ station under his Private No. (in words) _____ (in figures) _____.
3. You are authorized to work your Engine / Train / Unit No._____ up to the Semi–Automatic/ Manual First Reception Stop Signal of _____ station and thereafter be guided by the aspect of the Semi–Automatic / Manual First Reception Stop Signal or the instructions from the Station Master of the _____ station.

AUTHORITY TO PASS SIGNALS IN 'ON' POSITION

You are also authorized to pass

1. Departure signals and all intervening Automatic signals between_____station and_____station at "ON".
2. Starter / Manual Stop Signal / Gate stop signals on being hand signalled past such signals by a railway servant in uniform.
3. You shall cautiously pass level crossing gates only after ensuring that the gates are closed.
4. Here indicated distinguishing numbers of all signals to be thus passed _____ _____

CAUTION ORDER

Your train is the First train to pass over the UP / DOWN line during prolonged failure of Automatic signaling from_____station to_____station. **Speed shall be restricted to 25 kmph when the view is clear and 10 kmph when view ahead is impaired subject to other speed restrictions.**

Your train is NOT the First and is authorized to pass over the UP / DOWN line from _____station to_____station with the **Sectional speed subject to other speed restrictions.**

The speed over facing points, if any, being restricted to 15kmph.

*Strike out whichever is not applicable.

_____

Signature and Stamp of Station Master

I have understood the contents of this authority

Signature of Train Manager_____ Date: _____Time: _____hours _____ mins

Signature of Loco Pilot / Motorman_____ Date: _____Time: _____hours_____ mins

Authority: Railway Board's letter no. 2024/TT-IV/12/10, dated 16.08.24

Eastern RAILWAY **Form No. T/ B 912**

Serial No. _____

AUTHORITY FOR WORKING OF TRAINS DURING TOTAL INTERRUPTION OF COMMUNICATION / OBSTRUCTION ON LINE IN AUTOMATIC BLOCK SYSTEM

(Loco Pilot / Train Manager/ Station Master's Record)

Station_____ Date___ Time:_____hours_____mins

To

The Motorman / Loco Pilot of Engine / Train / Unit No._____UP/ DOWN.

AUTHORITY TO PROCEED WITHOUT LINE CLEAR

1. You are hereby authorised to proceed cautiously without line clear from _____ station to _____ station on UP / DOWN* Line.
2. You shall bring your Engine / Train / Unit No._____to stand outside (i) Semi–Automatic / Manual First Reception Stop Signal pertaining to right line OR (ii) Semi-Automatic / Manual Last Despatch Stop Signal pertaining to wrong line* of _____ station and thereafter be guided by the instructions from the Station Master of _____ station.
3. Train No. _____ was the last train over the section. It left / arrived* here at _____ hours _____ mins.

CIRCUMSTANCES UNDER WHICH THIS AUTHORITY IS GIVEN

*(A) Failure of signals and communications.

*(B) Blocking of line / obstruction on line at km _____ between _____ station and _____ station and failure of means of communication.

*(C)_____(any other)

***Strike out whichever is not applicable.**

AUTHORITY TO PASS SIGNALS IN 'ON' POSITION

1. You are also authorized to pass Departure signals and all intervening Automatic signals between _____station and_____station at "ON" on this authority.
2. In addition, you are also authorized to pass Starter / Manual Stop Signal / Gate stop signals on being hand signalled past such signals by a railway servant in uniform.
3. You shall cautiously pass the level crossing only after ensuring that the gates are closed.
4. Here indicate distinguishing numbers of all signals to be thus passed _____ _____

CAUTION ORDER

You are permitted to run your Engine / Train / Unit No. from _____ station to _____ station with **speed not exceeding 15 kmph when the view is clear and 10 kmph when view ahead is impaired** subject to other speed restrictions.

The speed over facing points, if any, being restricted to 15 kmph.

Trains starting on wrong line shall be piloted out of the station after all concerning points are correctly set and locked.

_____

Signature and Stamp of Station Master

I have understood the contents of this authority.

Signature of Train Manager_____ Date:_____Time: _____hours _____mins

Signature of Loco Pilot / Motorman_____ Date:_____Time: _____hours _____mins

Loco Pilot / Motorman / Train Manager proceeding on this authority must observe instructions mentioned at the back of this form.

IMPORTANT INSTRUCTIONS

Motorman / Loco Pilot / Train Manager proceeding on this authority must observe the following precautions

1. Speed must not exceed 15 kmph over the straight line with clear view and 10 kmph when approaching or passing any portion of the line where the view ahead is not clear due to curve, obstruction, rain, fog or any other cause subject to the observance of speed restriction imposed and speed over facing points restricted to 15 kmph.

2. Both by day and by night, tunnel must not be entered until the Loco Pilot has ascertained that it is clear. Should there be any doubt on this point, the train should be piloted by a Railway Employee equipped with lighted hand signals and detonators.

3. A sharp look out must be kept at all times and Loco Pilot must be prepared to stop clear and short of any obstruction which may exist or crop up on the line. Engine whistle must be freely used.

4. When approaching the nominated station ahead, the Loco Pilot must bring his train engine to stand outside the Semi–Automatic / Manual Reception Stop Signal pertaining to right line and outside the Semi–Automatic / Manual Despatch Stop Signal pertaining to wrong line and sound one long whistle and act to the instructions of the Station Master.

5. The form should be handed over to the Station Master of the nominated station at the end of the authorized journey for record.

****

Authority: Railway Board's letter no. 2024/TT-IV/12/10, dated 16.08.24

Eastern RAILWAY

Form No. T/ E 912

Serial No. _____

AUTHORITY FOR TEMPORARY SINGLE LINE WORKING ON DOUBLE LINE AUTOMATIC BLOCK SYSTEM

(Loco Pilot / Train Manager/Station Master's Record)

Station_____ Time:_____hours_____mins

Date_____

To

The Motorman / Loco Pilot of Engine / Train / Unit No._____UP / DOWN.

The obstruction exists at km_____.

****LINE CLEAR TICKET**

1. Due to_____ single line working is introduced on _____ line between _____and_____stations.
2. Line clear has been received from_____station under his Private No. (in words)_____(in figures)_____.
3. You shall bring your Train/ Engine/ Unit No._____to stand outside first Stop Signal / Last Stop Signal pertaining to wrong line* of the station and thereafter be guided by the instructions from the Station Master of_____station.

***AUTHORITY TO PASS SIGNALS IN 'ON' POSITION ON WRONG LINE WITH CAUTION ORDER**

On wrong line- When running in wrong line the train shall be piloted out of the station after all the concerning points have been correctly set and locked. The loco pilot/ motorman shall ascertain:

(i) That points of outlying sidings, where provided, are correctly set and locked and/ or the level crossing gate No.s_____are closed and;

(ii) Hand signals are displayed by the railway servant in uniform at the points, level crossing gates before passing them. You shall cautiously pass the level crossing only after ensuring that the gates are closed.

Here indicate distinguishing Nos. of all Non-governing signals to be thus passed: _____

_____

*Your Train is First Train going on Wrong line to pass over the Temporary Single Line. **Speed shall be restricted to 25 kmph subject to observance of other speed restriction in force.** Loco Pilot should switch"ON" the flasher light of the train engine and inform all Gatemen and Gangmen.

*Your Train is NOT the First train on Wrong line to pass over the Temporary Single Line. **Train is permitted to work at sectional speed, subject to other speed restriction in force**.

Following are the additional Caution Orders in force in Block Section (For trains going in wrong line)

SN	Station between		Kilometer		Speed (kmph)	Cause/ Remarks
	From	To	From	To		
1.						
2.						

***AUTHORITY TO PASS SIGNALS IN 'ON' POSITION ON RIGHT LINE WITH CAUTION ORDER**

***First train on right line** - You are, hereby authorized to pass Departure signals and all intervening Automatic signals between_____station and_____station at "ON" on this authority. In addition, you are also authorized to pass Semi-Automatic / Manual Stop Signal / gate stop signals on being hand signalled past such signals by a railway servant in uniform. You shall cautiously pass the level crossing only after ensuring that the gates are closed.

Speed shall be restricted to 25 kmph subject to observance of other speed restriction in force.

Here indicate distinguishing Nos of all signals to be thus passed: _____

_____

***Subsequent trains following First train on right line** - You are, hereby authorized to pass Departure signals No._____of_____station at "ON" on this authority and thereafter be guided by the aspect of the intervening signals. **Train is permitted to work at sectional speed, subject to other speed restriction in force.**

_____

Signature and Stamp of Station Master

I have understood the contents of this authority.

Signature of Train Manager_____ Date_____Time_____Hours_____min

Signature of Loco Pilot / Motorman _____ Date_____Time_____Hours_____min

*** Strike out whichever is not applicable. **Strike out whenever is not applicable**

IMPORTANT INSTRUCTIONS

Motorman / Loco Pilot / Train Manager proceeding on this authority must observe the following precautions

1. You are expressly warned to observe "Neutral section" (only in Electrified section) if your Train is going on wrong line.

2. There are no Trap Points on the line in question / Trap points have been clamped / spiked.

3. The instruction that Automatic signals in the wrong line should be considered as out of use even though they may be showing "Proceed" or "Caution" aspect

4. The speed over facing points shall be restricted to 15 kmph.

5. Loco Pilot should switch "ON" the flasher light of the train engine while running on the wrong line on proper authority to proceed. In case, the train engine running on the wrong line without switching on the flasher light is noticed by the station staff, Gatemen and Gangmen they shall stop the train immediately.

6. Line clear ticket to be striked out in case of subsequent trains following the first train on the right line.

Authority: Railway Board's letter no. 2024/TT-IV/12/10, dated 16.08.24

Eastern **RAILWAY**

Form No. T/ A 912

Sr. No. _____

AUTHORITY TO PASS AUTOMATIC/SEMI AUTOMATIC/MANUAL STOP SIGNAL/GATE STOP SIGNALS

(Loco Pilot / Train Manager / Station Master's Record)

Station_____ Time:_____hours_____mins

Date_____

To

The Motorman/ Loco Pilot of Engine/ Train/ Unit No._____UP/ DOWN.

(a) Automatic Signalling has failed and you are, hereby authorized to pass all Automatic signals between_____station and_____station. In addition, you are also authorized to pass Semi-Automatic / Manual Stop Signal / gate stop signals on being hand signalled past such signals by a railway servant in uniform, the hand signals being displayed except as provided for in clause 'b'.

(b) When running in wrong line (i) you must ascertain that points of outlying sidings, where provided, are correctly set and locked and/or the level crossing gates Nos._____are closed and (ii) hand signals are displayed by the railway servant in uniform at the points/level crossing gates before passing them.

Here indicate distinguishing Number of all signals to be thus passed _____

_____

CAUTION ORDER

Your Train is going to pass signal/s at ON, **speed shall be restricted to 25 kmph when view is clear and 10 kmph when approaching or passing any portion of the line where the view ahead is not clear due to curve, obstruction, rain, fog subject to observance of other speed restriction in force.**

The speed over facing points, if any, being restricted to 15 kmph.

_____

Signature and Stamp of Station Master

I have understood the contents of this authority.

Signature of Train Manager_____ Date:_____Time_____Hours_____min

Signature of Loco Pilot / Motorman_____ Date:_____Time_____Hours_____min

Authority: Railway Board's letter no. 2024/TT-IV/12/10, dated 16.08.24

Eastern **RAILWAY** **Form No. T/ C 912**

Sr. No. _____

AUTHORITY TO PROCEED FOR RELIEF ENGINE/TRAIN INTO AN AUTOMATIC BLOCK SIGNALLING SECTION

(Loco Pilot/ Train manager/ Station Master's Record)

Station_____ Time:_____hours

Date_____ _____mins

To

The Motorman/ Loco Pilot of Engine/ Train/ Unit No._____UP/ DOWN.

AUTHORITY TO PROCEED INTO OBSTRUCTED BLOCK SECTION

You are here by authorized to proceed cautiously without line clear from station to up to km_____ with your Relief Engine / Train on UP/DOWN Line. You shall bring your Relief Engine / Train to a stand at km _____ and thereafter be guided by the instructions from the Competent Authority.

This order is given due to obstruction on UP/DOWN line at km _____. But communication is available between_____ station and _____station. Train No. _____ was the last train over the section. It left/arrived* here at _____hours _____ min.

*** Strike out whichever is not applicable.**

CAUTION ORDER

You are permitted to run your Relief Engine Train from station to km with the **speed not exceeding 15 kmph over the straight with clear view and 10 kmph** when view ahead is impaired due to tunnel, curve, obstruction, rain, fog or any other cause.

_____

Signature and Stamp of Station Master

I have understood the contents of this authority.

Signature of Train Manager_____ Date:_____Time_____Hours_____min

Signature of Loco Pilot / Motorman _____ Date:_____Time_____Hours_____min

Authority: Railway Board's letter no. 2024/TT-IV/12/10, dated 16.08.24

Eastern **RAILWAY** **Form No. T/ 369(3b)**

Sr. No. _____

AUTHORITY TO PASS SIGNALS IN 'ON' OR DEFECTIVE POSITION

(Loco Pilot / Station Master's Record)

Station_____ Time:_____hours_____mins

Date_____

To

The Motorman/ Loco Pilot of Engine/ Train/ Unit No._____UP/ DOWN.

Description and Signal No. _____of station is/are out of order.

You are hereby authorized to pass the defective Outer/Home/Inner Home/Routing/ Starter/Intermediate Starter/ Advanced Starter / IBS signal / Manual stop signals in Automatic Block System / Semi-Automatic Signal (working as a Manual stop signal) in Automatic Block System at "ON" position at a **speed not exceeding 15 kmph.**

*The train will be admitted on line No._____ (in words), and (figures)_____. In case of Routing / Inner Home / Home / Semi-Automatic Signal is defective.

*In case of failure of Advanced Starter Signal / Last Stop Signal in Double Line Absolute Block System Line clear has been obtained on Electrical Communication Instrument from _____station.

Private No. received (in figures)_____(in words)_____

*** Strike out whichever is not applicable.**

_____

Signature and Stamp of Station Master

I have understood the contents of this authority.

Signature of Loco Pilot / Motorman _____ Date:_____Time_____Hours_____min

IMPORTANT INSTRUCTIONS

1. For approach signal Loco Pilot is authorized to pass the defective signal at 'ON', on the Authority delivered through competent railway servant at the foot of the Defective signal.

2. For Starter Signal, The Loco Pilot to pass such signal on the Authority handed over at the station and in addition thereto, a competent railway servant shall show hand signals to departing train in accordance with the instructions of Station Master

3. In case of defective Advanced Starter Signal, hand signals may be dispensed with and Loco Pilot to pass such signal by a written authority handed over at the station. Except in case of an Advanced Starter Signal protects any points, hand signals shall not be dispensed with.

Authority: Railway Board's letter no. 2024/TT-IV/12/10, dated 16.08.24

UP/ DOWN **Eastern RAILWAY** **Form No. T/ B 602**

Sr.No_____

AUTHORITY FOR OPENING COMMUNICATION DURING TOTAL INTERRUPTION OF COMMUNICATION ON SINGLE LINE SECTION

(Loco Pilot / Train manager / Station Master's Record)

Station _____ Time:_____hours____mins
Date:_____
To
The Loco Pilot/Motorman of Engine/ Self propelled Vehicle_____

AUTHORITY TO PROCEED WITHOUT LINE CLEAR

1. You are hereby authorised to proceed cautiously without Line clear from station_____to station _____with your Engine / Self-propelled Vehicle.
2. You shall bring your Engine / Vehicle to a stand outside the first stop signal of the next block station thereafter be guided by the instructions from the Station Master of that Station.
3. Train No._____was the Last Train over the section. It left/ arrived* here at_____hours_____ minutes.
4. This authority is given due to:
   (a) Total interruption of communication with Station _____ from_____ hours _____ min of Date_____
   (b) _____

* AUTHORITY TO PASS SIGNALS IN 'ON' POSITION

You are authorised to pass the Signal/s No.& description_____in "ON" position, **speed NOT exceeding 15 kmph** observing hand signals at the foot of the signal post/s, if it protects points.

Strike out for Automatic Block Signaling

CAUTION ORDER

1. You are permitted to run your Engine/ Self propelled Vehicle between Station_____To _____station_____with **the speed of 15 kmph in day and when view ahead is clear and 10 kmph in night or when view ahead is not clear.**
2. You are expressly warned to observe every caution while approaching level crossing gate/ s situated between block section and whistle frequently.
3. In addition following caution orders are in force in block section:

Sr No	Station between		Kilometer		Speed kmph	Cause/ Remarks
	From	To	From	To		
1.						
2.						
3.						
4.						

LINE CLEAR ENQUIRY MESSAGE

To
The Station Master _____ Message No___
On return of _____ will line be clear and kept clear for train nowaiting to proceed?

CONDITIONAL LINE CLEAR MESSAGE

To
The Station Master _____ Message No___
On arrival of _____ train at your station, line will be clear and kept clear for Train Engine to return with / without attached to a Train or another Engine or Self Propelled Vehicle / Trolley etc (Complete particulars.)
Private Number (in words)_____(in figures)_____
I have understood the contents of this. _____

_____ _____ _____
Signature of Loco Pilot / Motorman Signature of Train Manager Signature & Stamp of Station Master

Time:_____Hours _____min

Instructions: 1. Strike out whichever is not applicable.
2. Loco Pilot proceeding on this Authority must observe instructions mentioned at the back of this form.

IMPORTANT INSTRUCTIONS

Loco Pilot / Motorman proceeding on this authority must observe the following instructions.

(1)	**Speed must not exceed**	**Single Line**
	a. Day	**15 KMPH**
	b. Night or when view is obstructed	**10 KMPH**
	c. In thick, foggy or tempestuous weather or dust storm.	**Walking pace preceded by two men on foot with Red light and Fog Signals**

(2) Both by day and night, a Tunnel must not be entered until the Loco Pilot has ascertained that it is clear. Should, there be any doubt on this point, the train should be piloted by a Railway Employee equipped with Hand Signals and Detonators.

(3) During night if engine is not fitted with the Electric Head Light or if Electric Head Light is not in working order the Train or the Light Engine must be preceded at an adequate distance by a Railway Servant carrying Detonators and exhibiting Red Light ahead to Stop any other approaching train. The precautions must be taken in case of self-propelled vehicle/ other vehicle also.

(4) A sharp look out must be kept at all times and the Loco Pilot must be prepared to Stop clear and short of any obstruction which may exist or crop up on the road.

(5) When approaching the station ahead, Loco Pilot must Stop his train engine/ light engine/ trolley/ tower wagon/ diesel rail car/ self-propelled vehicle/ other vehicle outside First Stop Signal and sound whistle continuously or by sounding the horn of self propelled vehicle, if provided, as per special instructions. If no one turns up from the station within 10 minutes, Assistant Loco Pilot / Station Master / Train Manager shall be immediately sent to the station to inform Station Master of the arrival of the train/ light engine/ self propelled vehicle/ other vehicle or make contact with Station Master through Signal Post Telephone, if provided or by other means of communications if provided.

Authority: Railway Board's letter no. 2024/TT-IV/12/10, dated 16.08.24

Form No. T/510

Sr. No. _____

Eastern RAILWAY

AUTHORITY TO RECEIVE A TRAIN ON A NON SIGNALLED LINE

(Record/Loco Pilot)

Time: _____hours_____min

Station_____

Date_____

To

The Loco Pilot/Motorman of Train No._____Description_____Up/Down.

You are authorised to enter cautiously **not exceeding 15 kmph** speed being piloted by the bearer of this Authority and you should bring your train to a stand at the facing points leading to Line No.(inwords) _____(in figures)_____, until Hand Signalled forward as you are being received on a non signalled line.

_____

Signature and Stamp of Station Master

Signature of Loco Pilot/ Motorman_____ Date: _____Time: _____Hours _____min

Authority: Railway Board's letter no. 2024/TT-IV/12/10, dated 16.08.24

Kolkata

Date 23/08/24

(Saumitra Biswas)

23/8/24

Principal Chief Operations Manager