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54699 SCR-PCOM0RULE(MNLS)/2/2020-RULES SECTION

Date:14 .06.2024.

DRMs/SC, BZA, GTL, HYB, GNT & NED.

विषय/Sub: Amendment Slip no. 16 to SCR G&SR - 2020.

Following amendments to SCR G&SR 2020 have been given for implementation.

Item No	SR No	Existing Rule	Rule amended/added
1 of AS16	3.68.1	Defective signals shall be lighted as usual. However, if the arm of the signal cannot be kept in the 'on' position, the light of the signal shall be kept extinguished.	Signals in station limits under following circumstances shall be treated as a defective signal... (a) Under conditions enumerated in GR 3.74 and SRs thereunder. (b) A signal unable to be taken OFF even when all the conditions for clearing such signal are fulfilled. (c) A signal stuck up in OFF position.
2 of AS16	3.68.3	Before, however, the work of attending to the reported defect is undertaken, the Signal Inspector or the ESM must issue a Disconnection Notice, where necessary and obtain the acknowledgement of the Station Master and take such other precautions as may be necessary in terms of G.R. 3.51 and 15.08 and the SRs there under, to ensure that while the reported defect is being attended to, no movement can take place over the affected portion without taking the precautions made in SR. 3.51.1, 2 and 3.	On receipt of information regarding the failure from the Station Master, the ESM/JE/SSE (sig) shall attend to the reported defects and issue disconnection notice in form T-351 where necessary and obtain acknowledgement from the Station Master and take such other precautions as may be necessary in terms of G.R. 3.51 and 15.08 and the SRs there under before carrying out the work. No further movement shall take place over the affected portion, while the defect is being attended to, except as authorised under SRs 3.51.7.1, 3.51.7.2 and 3.51.7.3.

Item No	SR No	Existing Rule	Rule amended/added
3 of AS16	3.68.5	If at an interlocked station, a signal which detects points is defective, all the points detected by such a signal shall be treated as non-interlocked. The Station Master on duty shall be responsible for satisfying himself by personal inspection that such points are correctly set, clamped and padlocked before authorising movement of any train over them. He should not delegate this responsibility to any other member of the staff.	If at an interlocked station, a signal which detects points / protects LC gate is defective, all the points detected / LC gate protected by such a signal shall be treated as non-interlocked. The Station Master on duty shall be responsible for satisfying himself by personal inspection that such points are correctly set, clamped and padlocked and the Station Master shall ensure that LC gate is closed under exchange of PN before authorising movement of any train over them. He should not delegate this responsibility to any other member of the staff.
4 of AS16	3.68.6	A blank signal under complete power off situation is to be treated as defective signal and instructions contained in G.R. 3.68, 3.69 and 3.70 should also be made applicable to the blank signal. Note: See SR 3.49.1 and 2.	Deleted (Since included in 3.68.1)
5 of AS16	3.68.7	As soon as the Station Master becomes aware that the Stop signal (Reception/ Departure) got stuck up in 'off' position, he shall immediately do everything to put it back to 'on' position. When he fails to put it back to 'on' position, he shall report to SI / ESM, Station Master of rear station and Section Controller and an entry shall be made in the S&T failure register.	<i>Renumbered as 3.68.6</i> As soon as the Station Master becomes aware that the Stop signal (Reception/ Departure) got stuck up in 'off' position, he/she shall attempt to put it back to 'on' position by operating the panel and report the same to ESM/JE/SSE (sig) concerned . When he/she fails to put it back to 'on' position, he/she shall report to ESM/JE/SSE (sig) concerned , Station Master of rear station and Section Controller and an entry shall be made in the S&T failure register.
6 of AS16	Inserted as 3.68.7		The light of the signal that got stuck up in 'off' position within station limits shall be extinguished, if necessary by pasting paper on the glass of the signal or putting a cross. Station Master shall depute a competent railway servant in uniform to show stop hand signal at the foot of the signal that stuck up in "off" position.

Item No	SR No	Existing Rule	Rule amended/added
7 of AS16	3.68.8	The Station Master shall take action as per the rules laid down in SR 3.69 and SR 3.70 as the case may be	<p>Whenever a signal becomes defective due to failure of axle counter and it becomes necessary to operate the axle counter reset device in station section, it shall be done by station master on duty along with one operating / S&T staff with the key provided separately for the purpose after physically ensuring the concerned axle counter section, is clear of obstruction.</p> <p>In case of failure of axle counters in Block section / IBS / Automatic signalling, the SM of train despatching station shall positively verify the clearance of block section with SM of receiving station. On ensuring that block section is clear of vehicles SMs shall exchange PN and record the same in TSR in red ink by both stations. Then, reset operation shall be initiated by cooperative efforts of despatching and receiving station masters.</p> <p>The procedure for verifying concerned axle counter section is free from vehicles, initiating resetting and despatching of first train after reset shall be clearly mentioned in Station working rules.</p>
8 of AS16	3.69.1	The procedure laid down in the Station Working Rules for reception of trains should, rigidly, be complied with even during failure of signals, if interlocking permits.	Deleted
9 of AS16	3.69.2.1	The station in rear or the nominated station in rear shall on being advised of a defective signal, notify the Loco Pilots by issuing T/369(1). The description of the signal such as first loop Home, second loop Home, main Home etc., should be clearly indicated.	<p><i>Renumbered as 3.69.1</i></p> <p>The station master of the station in rear shall on being advised through a message of the defective signal, notify the Loco Pilots by issuing T/369(1). The number and description of the signal and the line on which the train is being received should be clearly indicated.</p>

Item No	SR No	Existing Rule	Rule amended/added
10 of AS16	3.69.2.2		<i>Renumbered as 3.69.3</i>
11 of AS16	3.69.3	In the two aspect signalling territory, the Loco Pilot of a train, when notified of a defective Home signal by the station in rear, or the nominated station in rear may pass the Outer signal taken 'off' in conjunction with one of the Home signals in working order, at a restricted speed of 15 KMPH.	Deleted
12 of AS16	3.69.4	When the Outer signal is defective, the railway servant deputed at the foot of the Outer signal shall not deliver the written authority for passing the signal at 'on' or exhibit the PHS to the Loco Pilot, unless the relevant Home signal has been taken off' correctly. If the correct Home signal is not taken off', he should exhibit a Stop hand signal to the approaching train and stop the train at the Outer signal.	Deleted
13 of AS16	3.69.5	Resetting button for axle counters: (1) Once the axle counter has failed and is showing fault condition and when the train is being received on loop line, the axle counter shall be reset only after ensuring that the monitored portion is vacant. (2) The reset device should be operated by a key which should be kept locked in a separate box in Station Master's office. (3) Whenever it becomes necessary to operate the reset device, it should be done by the Station Master on duty along with one operating / S&T staff.	Deleted (Amended and Renumbered as 3.68.8)

Item No	SR No	Existing Rule	Rule amended/added
14 of AS16	3.69.6	As soon as Station Master becomes aware that the reception Stop signal got stuck up in 'off' position, he shall immediately do everything to put it back to on' position. When he fails to put it back to 'on' position, he shall report to SI / ESM, Station Master of rear station and Section Controller and an entry shall be made in the S&T failure register.	Deleted (Merged into 3.68.6)
15 of AS16	3.69.7	The light of the signal shall be extinguished, if necessary by pasting paper on the glass of the signal or putting a cross.	Deleted (Amended and merged into 3.68.7)
16 of AS16	3.69.8	Station Master shall depute a competent railway servant in uniform to show Stop hand signal at the foot of the signal that stuck up in 'off' position. Note: The Stop signal stuck up in off' position shall be treated as to be at on' position because of: (a) The light of the signal is extinguished, or (b) Paper is pasted / cross is put on glass of the signal, and (c) Stop (red) hand signal shall be exhibited at the foot of the signal.	Deleted (Amended and merged into 3.68.7)
17 of AS16	3.69.9	Before granting Line Clear, conditions for granting Line Clear and conditions for taking 'off' signal that stuck up in 'off' position should be fulfilled.	<i>Renumbered as 3.69.4</i> The Station Master of the station where the approach stop signal has stuck up in OFF position shall, before granting line clear, ensure that the conditions for granting line clear and for taking 'off' that signal have been fulfilled; and SR 3.68.5 is complied with.
18 of AS16	3.69.10	For receiving the train, relevant points must be set, clamped and padlocked.	Deleted (As included in 3.69.4)

Item No	SR No	Existing Rule	Rule amended/added
19 of AS16	3.69.11	The Station Master of rear station shall give PLCT (T/C.1425 (Up) or T/D. 1425 (Dn) and T/369(1) for passing Stop signal of the station in advance, which stuck up in 'off' position.	<i>Renumbered as 3.69.5</i>
20 of AS16	3.69.12	The Loco Pilot shall stop at the signal and pass it duly observing the Proceed hand signal shown at the foot of the signal	<i>Renumbered as 3.69.2</i> The Loco Pilot issued with T/369(1) shall pass the defective signal only on observing the Proceed hand signal by a competent railway servant in uniform at the foot of the signal. In the absence of PHS, the Loco Pilot shall stop at the signal.
21 of AS16	3.69.13	The competent railway servant shall continue to show Stop hand signal at the foot of the signal till the signal is brought back to 'on' position.	<i>Renumbered as 3.69.6</i> After the train had passed the signal, the competent railway servant shall continue to show Stop hand signal at the foot of the signal till the signal is brought back to 'on' position.
22 of AS16	3.69.14	Reception of a train passed a reception signal at 'On': (i) Whenever a train passes a reception signal at 'on', partly/completely, without proper authority and comes to stop short of usual berthing place, all the gears that are detected by such signal shall be treated as non-interlocked. (ii) The Station Master after satisfying himself that everything is safe, shall issue a 'Restart Memo' and T/369-(3b) to the Loco-pilot authorising him to restart and draw the train up to next Stop Signal or where the train is expected to stop. (iii) Before authorising the train to restart, the Station Master shall ensure that all the points in the route are set correctly, clamped and padlocked and any LC gate, in between, is closed under	<i>Renumbered as 3.69.7</i> Procedure to be followed for dealing a train that has passed a reception signal at 'On': (i) Whenever a train passes a reception signal at 'on', partly/completely, without proper authority and comes to stop short of usual berthing place, all the gears that are detected by such signal shall be treated as non-interlocked. (ii) The Station Master after satisfying himself that everything is safe, shall issue a 'Restart Memo' counter signed by guard along with T/369-(3b) to the Loco-pilot authorising him to restart and draw the train up to next Stop Signal or where the train is required to come to a stand. (iii) Before authorising the train to restart, the Station Master shall ensure that all the points in the route are set correctly, clamped and padlocked and any LC gate, in between, is closed under exchange of PN.

22 of AS16 contd	3.69.14	<p>exchange of PN.</p> <p>(iv) Competent Railway servant shall be deputed at the first facing point, which the train is going to encounter, for exhibiting Proceed Hand Signals.</p> <p><i>Note:</i> The above procedure shall also be followed when a train passes an approach stop signal at 'On', partly/completely, due to the signal assuming 'On' aspect in the face of approaching train.</p>	<p>(iv) Competent Railway servant shall be deputed at the first facing point, which the train is going to encounter, for exhibiting Proceed Hand Signals.</p> <p><i>Note:</i> The above procedure shall also be followed when a train passes an approach stop signal at 'On', partly/completely, due to the signal assuming 'On' aspect in the face of approaching train.</p>
23 of AS16	3.70.1	<p>If the Last Stop signal is also the Outer for the station in advance, the written authority T/369 (3b) shall be issued by the Station Master only after personally satisfying himself that Line Clear has been obtained from the station in advance. The Station Master shall obtain permission of the Station Master at the other end, supported by a Private Number, to the effect that the train may be allowed to proceed to his station although the signal is not taken 'off'.</p>	<p>The Station Master of the station, where the departure signal has become defective, shall before authorising a train to pass the defective signal, ensure that the conditions for taking 'off' that signal have been fulfilled including compliance of SR 3.68.5.</p> <p>In the event of starter / intermediate starter becoming defective and Advanced starter signal is working, the Loco pilot shall be authorised to pass such defective signals through T/369(3b) and PHS at the foot of the defective signal detecting points.</p> <p>In the event of starter / intermediate starter along with Advanced starter becoming defective, the Loco pilot shall be authorised to pass such defective signals through the combined authority in the form of PLCT (T/C 1425 or T/D 1425) and PHS at the foot of the defective signal detecting points.</p> <p>In the event of Advanced starter / LSS becoming defective, the Loco pilot shall be authorised to pass such defective signal through the combined authority in the form of PLCT (T/C 1425 or T/D 1425). If the signal is detecting points, PHS to be exhibited at the foot of the signal.</p>

Item No	SR No	Existing Rule	Rule amended/added
24 of AS16	3.70.2	<p>When leaving a station, if a train is brought to a stand after passing, partly or completely, the Starter or Advanced Starter at 'on', the Guard shall inform the Station Master. The Station Master shall after satisfying himself that everything is safe for the train to leave, issue a memo (countersigned by the Guard) to the Loco Pilot authorizing him to restart observing the departure signal ahead and take 'off' the signal which has not been passed; if there is no departure signal ahead, the Station Master shall issue a memo (countersigned by the Guard) to the Loco Pilot authorizing him to restart. The Station Master shall also issue to the Loco Pilot form T/369(3b) for the Starter arranging PHS at the signal or form T/369(3b) for the Advanced Starter, as the case may be, which has been passed partly. The Guard shall then restart the train.</p> <p>Note: - See S.R. 3.68.5.</p>	<p>Procedure to be followed for dealing a train brought to a stand that has passed a departure signal at 'On':</p> <p>In the event, where a train is brought to a stand after passing, partly or completely, Starter or intermediate starter at 'on', and is required to be restarted, the Station Master, after satisfying himself that everything is safe for the train to leave and SR 3.68.5 is complied for the signal passed at 'on', shall authorize the Loco pilot to restart by issuing T/369(3b) with PHS at the foot of the defective signal detecting points and restart memo (countersigned by the Guard).</p> <p>In case of Advanced starter / LSS passed partly and stopped, the Station Master, after satisfying himself that everything is safe for the train to leave and SR 3.68.5 is complied for the signal passed at 'on', shall authorize the Loco pilot to restart by issuing combined authority in the form of PLCT (T/C1425 or T/D 1425) and 'restart-memo' (countersigned by the Guard).</p>
25 of AS16	3.70.3	<p>As soon as the Station Master becomes aware that the departure Stop signal got stuck up in 'off' position, he shall immediately do everything to put it back to 'on' position. When he fails to put it back to 'on' position, he shall report to SI / ESM, Station Master of advance station and Section Controller and an entry shall be made in the S&T failure register.</p>	<p>Deleted (Merged into 3.68.6)</p>
26 of AS16	3.70.4	<p>The light of the signal shall be extinguished, if necessary by pasting paper on glass of the signal or putting a cross.</p>	<p>Deleted (Amended and merged into 3.68.7)</p>
27 of AS16	3.70.5	<p>Station Master shall depute a competent railway servant in uniform to show Stop hand signal at the foot of the signal that stuck up in 'off' position.</p>	<p>Deleted (Amended and merged into 3.68.7)</p>

Item No	SR No	Existing Rule	Rule amended/added
28 of AS16	3.70.6	As far as possible, train shall be received other than the line for which departure signal got stuck up in 'off' position.	<p><i>Renumbered as 3.70.3 duly amending and merging 3.70.6, 3.70.7, 3.70.8, and 3.70.9.</i></p> <p><u>When a departure signal got stuck up in 'off' position</u></p> <p>At stations where the departure signal got stuck up in 'OFF' position, as far as possible, train shall be received other than the line for which departure signal got stuck up in 'off' position. If there is no other line to admit than the one, for which departure signal got stuck up in OFF position, then SM shall inform the Loco pilot through rear SM by caution order or shall admit the train indirectly after conveying the message to the Loco pilot, duly complying with SR 3.68.7.</p> <p>A departure signal that got stuck up in 'off' position shall be treated as defective. For dispatching a train from the line where departure signal got stuck up in 'off' position, Rules under SR 3.70.1 shall be complied with.</p>
29 of AS16	3.70.7	For dispatching a train from the line where departure signal got stuck up in 'off' position, relevant points must be correctly set, clamped and padlocked.	Deleted (Merged with 3.70.3)
30 of AS16	3.70.8	Conditions for taking 'off' departure signal shall be fulfilled. In case of LSS getting stuck up in 'off' position, LC shall be obtained.	Deleted (Merged with 3.70.3)
31 of AS16	3.70.9	The Station Master shall issue PLCT and T/369(3b) as necessary.	Deleted (Merged with 3.70.3)
32 of AS16	3.70.10	A competent railway servant shall show Proceed hand signal if the signal is detecting points.	Deleted (Merged with 3.70.1)

Item No	SR No	Existing Rule	Rule amended/added
33 of AS16	3.70.11	The competent railway servant shall continue to show 'Stop hand signal' at the foot of the signal that stuck up in 'off' position, till the signal could be put back to 'on' position.	<i>Renumbered as 3.70.4</i> After the train had passed the signal, the competent railway servant shall continue to show Stop hand signal at the foot of the signal till the signal is brought back to 'on' position.
34 of AS16	3.75.1	The Loco Pilot of a train shall not pass an Intermediate Block Stop signal that refers to him when it is at 'on' or defective unless- (1) He is authorised to do so by a written authority (T/369(3b)) by the Station Master of the station in rear at the time of leaving that station, Or (2) He is authorised by the Station Master of the block station in rear on the telephone provided on the signal post	The Loco Pilot of a train shall not pass an Intermediate Block Stop signal that refers to him when it is at 'on' or defective unless- (1) authorised to do so by combined authority in the form of PLCT (T/C 1425 or T/D 1425) by the Station Master of the station in rear at the time of leaving that station, or (2) authorised by the Station Master of the block station in rear on the telephone provided on the signal post with PN obtained for line clear from station in advance.
35 of AS16	3.75.2	When the Station Master of the block station immediately in rear of an IBS Post is aware that the IBS signal is defective, he shall, before dispatching a train, obtain Line Clear from the block station in advance and then issue to the Loco Pilot, the PLCT (T/C.1425 (Up) or T.D.1425 (Dn) as authority to proceed and a written authority T/369(3b) to pass the IBS signal at 'on'. In case the IBS, which is interlocked with L.C. Gate, becomes defective, SM shall treat the LC Gate as non-interlocked and ensure that the LC Gate is closed by exchanging Private Numbers with Gateman before granting Line Clear / dispatching a train.	When the Station Master of the block station immediately in rear of an IBS Post is aware that the IBS signal is defective, he shall suspend IBS working and treat the entire block section as one , obtain Line Clear from the block station in advance and then issue to the Loco pilot, combined authority in the form of PLCT T/C 1425 (Up) or T/D 1425 (Dn) as authority to proceed and to pass the IBS signal at 'on'. In case the IBS, which is interlocked with L.C. Gate, becomes defective, SM shall treat the LC Gate as non-interlocked and ensure that the LC Gate is closed by exchanging Private Numbers with Gateman before granting Line Clear / dispatching a train. Such LC gate numbers along with closure PNs shall be recorded in T/A 1425 or T/B 1425 as the case may be.

Item No	SR No	Existing Rule	Rule amended/added
36 of AS16	Para 2 of 3.75.4	<p>If the telephone is out of order, the Loco Pilot shall, after waiting for 5 (five) minutes at the signal, pass it in the 'on' position and proceed cautiously at a speed not exceeding 15 KMPH when the view ahead is clear and at a speed not exceeding 8 KMPH when the view ahead is not clear. He shall proceed at 15 KMPH or 8 KMPH, as the case may be, up to the FSS of the station in advance even if that signal and the intervening signals, if any, display 'off' aspect and the Loco Pilot shall continue to look for any obstruction short of the FSS. The Loco Pilot shall act upon the aspect of the FSS of the station in advance only after he has reached the FSS. The Loco Pilot must report the failure to the Station Master at the block station in advance.</p>	<p>If the telephone is out of order, the Loco Pilot shall, after waiting for 5 (five) minutes at the signal, pass it in the 'on' position and in cases where IBS is interlocked with gate shall follow GR 3.73 and SRs there under and proceed further cautiously at a speed not exceeding 15 KMPH when the view ahead is clear and at a speed not exceeding 8 KMPH when the view ahead is not clear. He shall proceed at 15 KMPH or 8 KMPH, as the case may be, up to the FSS of the station in advance even if that signal and the intervening signals, if any, display 'off' aspect and the Loco Pilot shall continue to look for any obstruction short of the FSS.</p>
37 of AS16	3.75.5	<p>If the block instruments provided at the stations on either side of an IBS post, or the LSS of the station in rear of the IBS post, or the <i>track circuiting</i> or the <i>axle counters</i> beyond the LSS fails, the IBS shall be deemed to be defective and the procedure laid down in para 2 shall be adhered to.</p>	<p>If the block instruments provided at the stations on either side of an IBS post, or the <i>track circuiting</i> or the axle counters provided at either end of the block section beyond the LSS fails the IBS shall be deemed to be defective and the procedure laid down in SR 3.75.2 shall be adhered to.</p>

Item No	SR No	Existing Rule	Rule amended/added
38 of AS16	14.25	<p>On double line and single line sections, when block instrument is interrupted or suspended, every train shall be stopped, run through trains being stopped out of course and the Station Master shall issue to the Loco Pilot of train a Paper Line Clear Ticket in the prescribed form which will be the Authority for the train to proceed.</p> <p>The prescribed Paper Line Clear form numbers are — (A) Line Clear Enquiry Message issued by train despatching station - T/A 1425 (B) Line Clear Reply Message issued by train receiving station T/B - 1425 (C) Paper Line Clear Ticket – UP T/C 1425 (D) Paper Line Clear Ticket – DN T/D 1425</p> <p>Note : On double line section between 'A' and 'B' block stations, in case of partial failure of the Block Instruments, if the Block Instrument is working in, say UP direction ('A' to 'B') the train will be dispatched after taking Line Clear on the Block Instrument from 'A' to 'B'. In the reverse direction ('B' to 'A') the train will be despatched on the authority of Paper Line Clear Ticket.</p>	<p><i>Renumbered as 14.25.1</i></p> <p>On Single line, Double line and Multi line sections, when block instrument is interrupted or suspended, every train shall be stopped, run through trains being stopped out of course and the Station Master shall issue to the Loco Pilot of train a Paper Line Clear Ticket in the prescribed form i.e. T/C 1425 or T/D 1425 which shall be the Combined Authority for the train to proceed and to pass interlocked departure signals / IBS or both at ON or in defective position.</p> <p>The prescribed Paper Line Clear form numbers are — (A) Line Clear Enquiry Message For use by train despatching station - T/A 1425 (B) Line Clear Reply Message For use by train receiving station T/B - 1425</p> <p>The prescribed Paper Line Clear ticket numbers are — (C) Paper Line Clear Ticket – UP T/C 1425 (D) Paper Line Clear Ticket – DN T/D 1425</p> <p>Note : On double line section between 'A' and 'B' block stations, in case of partial failure of the Block Instruments, if the Block Instrument is working in, say UP direction ('A' to 'B') the train will be dispatched after taking Line Clear on the Block Instrument from 'A' to 'B'. In the reverse direction ('B' to 'A') the train will be despatched on the authority of Paper Line Clear Ticket.</p>
39 of AS16	Inserted as 14.25.2		Under special instructions, the formats of Paper Line Clear forms and Paper Line Clear Ticket are as below...

SOUTH CENTRAL RAILWAY
Line Clear Inquiry and Reply Message Book
in the event of Failure/Suspension/Non-provision of Block Instruments

Train Despatching Station
Line Clear Inquiry

1. Date _____; Mode of communication _____
2. From Station Master _____ (Name of SM) of _____ (station)
 To Station Master _____ (Name of SM) of _____ (station)
3. Last train No. _____ Up/Dn left _____ station at _____ hrs. and
 arrived at _____ station at _____ hrs.
4. Is line clear for _____ Train proceeding in _____ direction? Asked at _____ hrs.
5. Line clear Reply received from _____ station at _____ hrs.
6. Private number received in support of Line clear (in figures and words) _____

- *7. The LC Gates interlocked with failed signals have become non-interlocked and closure
 ensured through Private Number.

LC Gate No.	Closure PN

Line Clear Cancellation

- *8. Line clear Cancelled at _____ hrs. Reasons for Cancellation _____

Signature of Station Master

***Strike out whichever is not applicable**

Note: Separate books to be maintained for each block section & for third line.

Sr.No. to be machine numbered.

This memo shall be printed in black.

SOUTH CENTRAL RAILWAY
Line Clear Inquiry and Reply Message Book
in the event of Failure/Suspension/Non-provision of Block Instruments

Train Receiving Station
Line Clear Reply

1. Date _____; Mode of communication _____
2. From Station Master _____ (Name of SM) of _____ (station)
 To Station Master _____ (Name of SM) of _____ (station)
3. Last train No. _____ Up/Dn left _____ station at _____ hrs.
 arrived at _____ station at _____ hrs.
4. Line clear sought for _____ Train Proceeding in _____ direction, asked at _____ hrs.
- *5. The LC Gates interlocked with failed signals have become non- interlocked and closure ensured through Private Number.

LC Gate No.	Closure PN

6. Private number given in support of Line clear (in figures and words) _____
 _____ at _____ hrs.

Line Clear Cancellation

- *7. Line clear Cancelled at _____ hrs. Reasons for Cancellation _____

Signature of Station Master

***Strike out whichever is not applicable**

Note: Separate books to be maintained for each block section & for third line.

Sr.No. to be machine numbered.

This memo shall be printed in black.



South Central Railway
PAPER LINE CLEAR TICKET (UP)
(Loco Pilot Copy / Station Record)

Reason for issuing PLCT_____.

From
Station Master of _____ station.

To

The Loco Pilot of _____ Train Proceeding in UP direction.

“The Line is clear and you are authorized to proceed to _____ Station.”

Line clear obtained through *(strike out whichever is not applicable)*

- Block instrument
- Form No. T/A 1425 and PN received in support of line clear (in words and figures)

_____.

AUTHORITY TO PASS SIGNALS AT ON POSITION

You are authorised to pass the following signals at ON Position, speed not exceeding 15 kmph while passing over points. Observe hand signals at the foot of the defective signal/s, if it protects points.

Signal Description	Signal No.	Point Numbers Set, Clamped and Padlocked	Observe closure of Interlocked LC Gates number
*Starter			
*Intermediate starter			
*Advanced starter			
*IBS			

**Strike out whichever is not applicable*

Signature of Loco pilot
Date
Time

Signature of Station Master
Station Master Stamp
Date &Time

Note: Sr.no to be machine numbered.

Form shall be in duplicate – one station record and one Loco pilot copy.

This memo shall be printed in blue.



South Central Railway
PAPER LINE CLEAR TICKET (DOWN)
(Loco Pilot Copy / Station Record)

Reason for issuing PLCT _____.

From
Station Master of _____ station.

To

The Loco Pilot of _____ Train Proceeding in Down direction.

“The Line is clear and you are authorized to proceed to _____ Station.”

Line clear obtained through *(strike out whichever is not applicable)*

- Block instrument
- Form No. T/A 1425 and PN received in support of line clear (in words and figures)

_____.

AUTHORITY TO PASS SIGNALS AT ON POSITION

You are authorised to pass the following signals at ON Position, speed not exceeding 15 kmph while passing over points. Observe hand signals at the foot of the defective signal/s, if it protects points.

Signal Description	Signal No.	Point Numbers Set, Clamped and Padlocked	Observe closure of Interlocked LC Gates number
*Starter			
*Intermediate starter			
*Advanced starter			
*IBS			

**Strike out whichever is not applicable*

Signature of Loco pilot
Date
Time

Signature of Station Master
Station Master Stamp
Date &Time

Note: Sr.no to be machine numbered.

Form shall be in duplicate – one station record and one Loco pilot copy.

This memo shall be printed in blue.

The above 39 items (16 pages) are given for implementation.

Principal Chief Operations Manager

Copy to: General Managers, PCOMs & PCSOs/CR, ECR, ECoR, ER, NCR, NER, NWR, NFR, NR, SECR, SER, SWR, SR, WCR, WR, SCoR& Metro Rly/Kolkatta;
Secretary to GM for kind information to GM;
AGM, SDGM, DGM/G, CPRO;
PED/Safety (A&R); CRS/SCC/SC;
PCCM, CCO, CCM/PS, CCM/FM, CFTM, CPTM, CTPM,
PCE, CTE, CTE/TP, CBE, CGE,
CAO/C, CE/C-I, CE/C-II, CE/C-III, CE/C-IV & CE/C/V,
PCME, CWE, CMPE/Dsl, CRSE, CWM/WS,
PCEE, CEDE, CPM/RE, CEGE, CELE, CESE, CEE/RS, CEE/O & Plng;
PCSTE, CSE, CCE, CSTE/P, CSTE/C, Director, IRISSET/LGD;
PCSO, PCSC, PCPO, PFA, Principal Director/Audit, MRA;
Sr.DOMs & DOMs/ SC, BZA, GTL, GNT, HYB & NED;
Sr.DSOs/DSOs/SC, BZA, GTL, GNT, HYB & NED;
Sr.DEN (Co-ord)s/Sr.DENs/DENs/SC, BZA, GTL, GNT, HYB & NED;
Sr.DME/DMEs/DMEs (P)/ SC, BZA, GTL, GNT, HYB & NED;
Sr. DSTE/DSTES/ SC, BZA, GTL, GNT, HYB & NED;
Sr.DEE/Tr.D/ SC, BZA, GTL & GNT;
Sr.DEE/TRSO/ SC, BZA, GTL & GNT;
Principals/ZRTI/MLY, STTC/MLY, ETTC/BZA, STC/LGD & ZCETC/KCG;
Rajbhasha Adhikari for translation into Hindi.

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