

- g) The train number in full, description, direction (UP/DN) and the arrival/departure timings of each train dealt with between 'X' and 'Y' and the Private Number obtained / issued shall be recorded in red ink then and there in the TSR by Station Masters at 'X' and 'Y'.
- h) The SMs at 'X' and 'Y' shall record the above details and the means of communication through which the line clear is obtained / granted in the document T/A.1425 (outward) /T/B.1425 (inward), as the case may be.
- i) After obtaining Line clear from station 'Y', the Station Master at station 'X' shall prepare Paper Line Clear Ticket (T/C.1425 for UP or T/D.1425 for DN) in duplicate and arrange to deliver it to the Loco Pilot of the train after obtaining the acknowledgement in Station copy of PLCT(T/C 1425 or T/D 1425). *.(Item No.18 of AS-6 Dt:18.06.24)*
- j) The serial numbers of the PLCTs issued to each train shall be recorded in the remarks column of the TSR against the entry for the train.
- k) The SMs at 'X' and 'Y' shall communicate the timings of 'Train entering block section' and 'Train out of block section' **in full (eg.1410 hrs.)** to each other and record the same in TSR in RED INK immediately after the departure/complete arrival of train at the respective stations and also inform the SCOR.
- l) Whenever the Line clear is cancelled, the Station Masters at 'X' and 'Y' stations shall record the same in the 'D' column of the T/A.1425 & T/B.1425 immediately and inform the section controller.
- m) All trains shall be stopped for issuing PLCT.
- n) The Section Controller shall co-ordinate between Station Masters 'X' and 'Y' for fulfilling the transactions mentioned under Rule No. 8.8 (a) to (f) & (k) and record the Private Number issued by Station Master 'Y' to Station Master 'X' in the control chart. Station Masters at 'X' and 'Y' shall record the name of Section Controller on duty in the Remarks column of TSR.
- o) The Section Controller shall ensure that the block section is clear of trains as per the chart before line clear is granted by Station Master 'Y'.

(AS No.1/Item No.4/Rule No.8.9 is a new item)

8.9 Procedure for obtaining/granting Line clear using VHF sets as a means of communication between Stations 'X' & 'Y':

(AS No.3/- Freezed channels on 25W VHF sets)

- a) The Station Masters of X-Y block section shall contact each other on the channel/frequency allotted in their VHF sets as given below for the purpose of obtaining/granting Line clear. These channels/frequencies shall be incorporated in the respective SWRs.

Channel	Frequency	To be used for
5	150.10	f1 for PLC; 1 st block section of straight section

6	150.150	F2 for PLC; 2nd block section of straight section
7	159.60	F3 for PLC; 3rd block section of straight section
15	146.20	Fj1 for PLC; 1 st section (Jn.Stn-Direction-1)
16	148.050	Fj2 for PLC; 2 nd section (Jn.Stn-Direction-1)
17	149.80	Fj3f or PLC; 3 rd section (Jn.Stn-Direction-1)
18	149.85	Fj4 for PLC; 1 st section (Jn.Stn-Direction-2)
19	151.40	Fj5 for PLC; 2 nd section (Jn.Stn-Direction-2)
20	151.45	Fj6 for PLC; 3 rd section (Jn.Stn-Direction-2)

b) **(AS-2,/Item No.3/Rule No.8.9 (b) is amended)**

Station Masters at stations 'X' and 'Y' shall call out their station name and identify each other with their full name. Then they shall cross check private numbers given for line clear, for the last three preceding trains along with train numbers on the **frozen channel/frequency and record these particulars in red ink in TSR. Then they shall exchange messages in the proforma given vide Rule No.8.5 (d) above.

- c) The SM at 'X' shall clearly mention to SM at 'Y', the Train No. **in full (two / three / four digits)**, description (Express, Passenger, Goods train), direction (Up/Dn) for which Line clear is required.
- d) The Station Master at 'Y', after complying with the conditions for granting Line clear shall grant Line clear supported by a Private Number.
- e) The train number in full, description, direction (UP/DN) and the arrival / departure timings of each train dealt with between 'X' and 'Y' and the Private Number obtained / issued shall be recorded in red ink then and there in the TSR by Station Masters at 'X' and 'Y'.
- f) The SMs at 'X' and 'Y' shall record the above details and the means of communication through which the line clear is obtained / granted in the document T/A.1425 (outward) /T/B 1425 (inward), as the case may be.
- g) After obtaining line clear from station 'Y', the Station Master at station 'X' shall prepare Paper Line Clear Ticket (T/C 1425 for UP or T/D 1425 for DN) and arrange to deliver it to the Loco Pilot of the train after obtaining the acknowledgement in T/A 1425.
- h) The serial numbers of the PLCTs issued to each train shall be recorded in the remarks column of the TSR against the entry for the train.
- i) The SMs at 'X' and 'Y' shall communicate the timings of 'Train entering block section' and 'Train out of block section' **in full (eg.1410 hrs.)** to each other and record the same in TSR and T/A 1425 or T/B 1425 document immediately after the departure/complete arrival at the respective stations.

- j) Whenever the line clear is cancelled, the Station Masters at 'X' and 'Y' stations shall record the same in the 'D' column of the T/A 1425 & T/B 1425 immediately.
- k) All trains shall be stopped for issuing PLCT.

(AS-2,/Item No.4/Note is added to Rule No.8.9)

Note:

- i) VHF sets for prolonged duration of three hours or more should be permitted only in the presence of supervisory staff.
- ii) VHF sets should not be used as the sole means of communication where passenger trains run. However VHF sets can be used as the only means of communication with the permission of Authorized Officer for specific sidings / sections where only freight trains run.
- iii) Wherever GSMR (Global Signal Mobile Receiver) (Cell phones) has been provided, the use of VHF sets should not be permitted.

(AS No.1/Item No.5/Renumber Rule No8.9 as 8.10 & 8.10 as 8.11)

8.10. Resumption of block working after interruption or suspension:

- a) i) When the block working has been suspended under items (g), (k), (v), (x) and (y) of para 8.1, block working may be resumed by the Station Masters themselves on the conditions laid down in the note under each item being fulfilled and in case of items (x) and (y) of para 8.1 after exchanging messages.
- ii) When the block working has been suspended under any of the other items except those mentioned in clause (a) above, the block working shall not be resumed by the Station Masters themselves until the instruments have been tested and certified by the Signal Inspector or any other authorised official and the messages exchanged.
- iii) In case of failures falling under items (r), (t) and (v) of para 8.1, the DSTE/ADSTE shall also be advised by first available means. The affected block instruments at both the stations shall not be handled by the Station Masters concerned until the instruments have been examined by the DSTE/ADSTE personally. The SIs are not authorised to open the instruments in such cases.
- b) Before resuming block working, the Station Masters at 'X' and 'Y' shall satisfy themselves that the Block Section is clear by exchanging messages, giving the time of arrival and departure of the last train at 'X' and 'Y'.
- c) When the block working is resumed, the Station Masters at 'X' and 'Y' shall advise each other, Signal Inspector and SCOR.

8.11. Rules and regulations for working of trains during total interruption of communications on single line section:

Refer S.R.6.02.4.