

## 507 Signal &amp; Telecommunication (Points &amp; Signals)

Name of the Station/ Cabin .....			
Particulars of damage	Weather Rod worked or D.W. worked or power operated	Weather fitted with key lock or E.F.P.L	Weather fitted with lock bar or provided with track circuit
1	2	3	4
Weather fitted with linear detector or rotary detector (direct) or rotary detector (indirect) or Elec. Detector.	Position of levers of points and/ or detector	Noted dimensions of point switch and lock slides	Last movement done over the points just before the accident and weather signaled or un-signalled.
5	6	7	8
Position of Signal arm and aspect displayed by signals concerned	Position of lock plunger whether fully plunged or otherwise with dimensions.	Position of lock bar with reference to rail table, with dimensions of clearances etc.,	Damage of lock bar with reference to rail table, with dimensions of clearance etc.,
9	10	11	12
Damaged to stretcher bar/ lockbar/ detector rods etc., with sketches of components affected.	Any other abnormal features of the components or assembly of points noticed with details of abnormal clearances. (If any)	Any other abnormal features of the signal fittings and components noticed with details.	Remarks
13	14	15	16

To be jointly signed by (All the pages to be jointly signed)			
SSE/SE (S&T)	TI/SS (Traffic)	SSE/SE (P.way)	

**507.1 Signal and Telecommunication (Block)**

Name of the Station/ Cabin:.....			
Block section	System of Train working	Position of block instrument/ commutator/slide at both stations.	Weather TSR taken into custody or not.
1	2	3	4

Recorded entries in TSR of previous three movements in either directions	Any discrepancies or over writing noticed in TSR	Whether last stop signal inter-locked with block. If so, any defect noticed.	Whether ESR or MSR provided & whether it was working satisfactorily.
5	6	7	8

Person who manipulated block instruments B.S. Man or S.M. or any unauthorised person	On single line, token number and train number involved, number of tokens in use on the section	Any other irregularity of block working noticed 62B	Remarks
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To be jointly signed by		
SSE/SE (S&T)	TI/SS (Traffic)	SSE/SE (P.way)

**Note:** The measurements indicated in the above pro-forma are only indicative and not exhaustive. In some accidents where the cause is not readily apparent, then more measurements may have to be taken from loco/coach/wagon/track/ S&T gear etc. The decision of Sr.DSO and DRM will be final in this matter.

**Suggestion:-** The minimum and maximum parameter of each item pertaining to Pway, Loco and Rolling stock may be added in above forms for ready reference for non-technical staff.