

- 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 departure / arrival 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) in duplicate and arrange to deliver it to the Loco Pilot of the train duly obtaining the acknowledgement in Station copy of PLCT (T/C 1425 or T/D 1425)..(Item No.4 of AS-6 Dt:18.06.24)
- h) The progressive 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 in RED INK immediately after the departure/complete arrival of train at the respective stations and also inform the SCOR..(Item No.5 of AS-6 Dt:18.06.24)
- j) Whenever 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. (Item No.6 of AS-6 Dt:18.06.24)
- k) All trains shall be stopped for issuing PLCT.

**(AS-1/Item No.3/Insert the following as 8.8)**

**8.8. Procedure for obtaining/granting Line clear using Control Telephone as a means of communication between stations 'X' and 'Y':**

- a) The Station Master at 'X' or 'Y', as the case may be, shall intimate the Section Controller and other all concerned officials through a message about the failure of Block instrument etc. The SCOR shall record the failure on his control chart. The SCORs shall acknowledge the block instrument failures while handing/taking over charge.
- b) The Station Master at 'X' who intends to despatch a train shall first obtain the permission of SCOR. The SCOR shall call SM 'Y' on control telephone and establish communication between stations 'X' and 'Y' through control telephone

c) **(AS-2/Item No.2/Rule No.8.8 (c), (d) and (e) are amended))**

The Station Masters at stations 'X' and 'Y' shall, before obtaining/granting Line clear, call out their station name and identify each other with their full name. Then they shall repeat the arrival and departure timings of the last three preceding trains over the block section to the Section Controller, who shall cross check the correctness of the particulars of both the SMs with his Control Chart. Both SMs shall record these particulars in red ink in TSR.

- d) Station Masters at 'X' and 'Y' shall exchange messages in the pro-forma given vide Rule No.8.5 (d).
- e) The SM at 'X' clearly mention the Train No. **in full**, description (Express/ Passenger/Goods train), direction (Up/Dn) for which Line clear is required.
- f) The Station Master at 'Y', after complying with the conditions for granting Line clear shall grant Line clear supported by a Private Number.
- 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 duly obtaining the acknowledgement in station copy of ( T/C 1425 or T/D 1425).(*Item No.7 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.(*Item No.8 of AS-6 Dt:18.06.24*)
- l) Whenever the Line clear is cancelled, the Station Masters at 'X' and 'Y' stations shall record the same in the 'D' columns specified in T/A 1425 & T/B 1425 immediately and inform the section controller.(*Item No.9 of AS-6 Dt:18.06.24*)
- 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-1/Item No.4/Rule No.8.9/New item)**

**8.9. Procedure for obtaining/granting line clear using VHF sets as a means of communication between Stations 'X' and 'Y':**

- a) The Station Masters of X-Y block section shall contact each other on the \*common frequency / channel allotted in their VHF sets and switch over to the \*\*freezed channel/frequency as prescribed in the SWR for the purpose of obtaining/granting Line clear.

Channel	Frequency	To be used for
5	150.10	F1 for PLCT; 1 <sup>st</sup> block section of straight
6	150.150	F2 for PLCT; 2 <sup>nd</sup> block section of straight
7	159.60	F3 for PLCT; 3 <sup>rd</sup> block section of straight
15	146.20	Fj1 for PLCT; 1 <sup>st</sup> section (Jn. Stn.-Direction-1)
16	148.050	Fj2 for PLCT; 2 <sup>nd</sup> section (Jn. Stn.-Direction-1)
17	149.80	Fj3 for PLCT; 3 <sup>rd</sup> section (Jn. Stn.-Direction-2)
18	149.85	Fj4 for PLCT; 1 <sup>st</sup> section (Jn. Stn.-Direction-2)
19	151.40	Fj5 for PLCT; 2 <sup>nd</sup> section (Jn. Stn.-Direction-2)
20	151.45	Fj6 for PLCT; 3 <sup>rd</sup> section (Jn. Stn.-Direction-2)

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

- b) Station Masters at '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 \*\*freezed 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 (AS-2, dt.30.10.06)
- 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.