

## 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<br>62B | Remarks |
|  |  |  |         |

|                         |                 |                |
|-------------------------|-----------------|----------------|
| 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.