

- 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) 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.10 of AS-6 Dt:18.06.24*)
- h) The serial number of the PLCT 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 at the respective stations and also inform the SCOR. (*Item No. 11 of AS-6 Dt:18.06.24*)
- j) Whenever the line clear is cancelled, the Station Masters at 'X' and 'Y' stations shall record the same in the columns specified of the T/A 1425 & T/B 1425 immediately. (*Item No. 12 of AS-6 Dt:18.06.24*)
- k) All trains shall be stopped for issuing PLCT.

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 phone) has been provided, the use of VHF sets should not be permitted.

## **8.10. Total interruption of communications on double line.**

See S.R.6.02.3