

SR 15.06.9. Shunting:

No shunt movement is permitted towards the block section, in which the material train / track machine / tower wagon are working under block.

SR 15.06.10. Reception:

On completion of the block, the units shall clear at their designated ends. All the units should start back at one time, duly maintaining the distance of 150 metres among the units.

1. Right Line: The first unit can be received on reception signals. The following units will be admitted on Calling-on signal or all the points over which the unit/s move shall be correctly set, clamped and padlocked and the units one after the other shall be received on a written authority (T/509) with proceed hand signals separately for each unit on the same line duly observing the precautions for reception on an obstructed line.
2. Wrong Line: They shall be brought to a stop at LSS of the wrong line and then give a continuous long whistle. The units one after the other shall be received on 'Pilot-in' memo separately for each unit on the same line after all the points over which the unit/s move shall be correctly set, clamped and padlocked.

SR 15.06.11. Resumption of normal working:

1. On completion of the work and after ensuring that the block section is free from Material Train/Track Machine/Tower Wagon, the respective officials-in-charge of various units who have carried out the works during block will hand over to the Station Master a 'Safety Certificate' in writing for resumption of normal traffic and specify therein whether any speed restriction is to be observed. On receipt of this certificate, the Station Master will advise the SCOR, the Station Master at the other end and all concerned.
2. Before cancelling the block and resuming normal working, Station Masters at both ends must scrutinise the TSR entries to satisfy themselves that the section is clear of all units such as Material Train/Track Machine/Tower Wagon. They shall exchange the messages to that extent supported with Private Numbers. Then the Line Blocked collars from the block instruments shall be removed and normal working can be resumed.

15.07. Work in thick, foggy or tempestuous weather impairing visibility.—

In thick, foggy or tempestuous weather impairing visibility, no rail shall be displaced and no other work which is likely to cause obstruction to the passage of trains shall be performed, except in case of emergency.

15.08. (1) Precautions before commencing operations which would obstruct the line.—

No person employed on the way or works shall change or turn a rail, disconnect points or signals, or commence any other operation which would obstruct the line until Stop signals have been exhibited and where prescribed detonators used; and if within station limits, he has also obtained the written permission of the Station Master and all necessary signals have been placed at 'on':

Provided that the exhibition of Stop signal may be dispensed with, if such operations are performed or carried out after the necessary signals, other than Automatic Stop signals, have, in addition to being placed in the 'on' position, been disconnected, so that such signals