

Works affecting running lines outside station limits which will or are likely to interfere with the normal train service and which require the imposition of Line Block.

17.6. Category (F)

1. Works inside or outside station limits which require the opening of temporary diversions or bridges and which require the issue of special instructions by DOM.
2. In case of works under the category C and D, the official responsible for carrying out the work shall send a 'circular notice' to the DOM at least 15 (fifteen) days before the work is due to commence, advising him when the work will be commenced and requesting him to issue special instructions for the working of traffic during the time the work is in progress. A copy of the 'circular notice' shall also be sent to the Station Master of the station at which the work has to be carried out. The DOM on receiving such 'circular notice' shall at once prepare special instructions and issue them to all concerned. Only after the issue of special instructions shall the work be commenced and the Station Master will be responsible for ensuring that all staff at the station responsible for the working of trains understand them and carry them out.

The date and time at which the work is actually commenced shall be communicated to the DOM by the official who sent the 'circular notice'.

3. As regards works under the Category E, the special instructions laid down in para 18 shall apply.
4. As regards works under the Category F, see para 12.
5. The DEN or the DSTE will be responsible for obtaining the sanction of the CRS, where necessary, and sending him the safety certificate on completion of the works.

18. Special instructions for Line Block –single and double lines (Rules 15.06 and 15.08):

- 18.1 When it is necessary to obstruct totally any portion of the running line outside the station limits for engineering purpose, the AEN or the PWI or any other official of the engineering branch specially authorized by the DEN should apply to the DRM for Line Block order.
- 18.2 The engineering branch will arrange with the operating branch for the issue of a 'circular notice'. The 'circular notice' shall be valid for a period of three months from the date of issue and the work notified should be taken on hand within three months. If the work cannot be commenced within three months, a fresh 'circular notice' shall be issued. Once the work is taken in hand, the 'circular notice', is effective as long as the work is in progress.
- 18.3. On receipt of the advice from the official in-charge of the work and before the work is taken on hand, the DOM will issue 'all concerned message' to the officials mentioned in the aforesaid 'circular notice' and arrange for the blocking of the line on the date and the time specified. The name of the engineering official in-charge of the work and the last train which may be allowed on the section before imposing the Line Block shall be specially mentioned in the 'all concerned message'. This message will be issued so as to give not less than two days clear notice.
- 18.4. In the case of daily work on relaying, the message may cover a period of seven days, on the expiry of which a fresh message shall be issued.
- 18.5. The work shall not be taken in hand until acknowledgements for the 'all concerned message' have been received from the Station Masters concerned, the SCOR, in case of controlled sections and the LF. If the acknowledgements are not received, the DOM will not allow the work to be taken in hand. The engineering official in-charge of

the work shall arrange for the protection of the affected area in accordance with Rules 15.08 and 15.09 before commencement of the work.

- 18.6. Caution Orders shall be issued by the Station Masters concerned to the Loco Pilots of all trains proceeding to the affected area.

- 18.7. Blocking the line on field telephone:-

When for any special reasons it is decided to permit blocking of the line on the field telephone, the following procedure shall be observed. This procedure is permissible only on controlled sections.

1. The name of the engineering official in-charge of the work, who shall not be below the rank of a PWI should be mentioned in the 'circular notice'. Except the railway official so mentioned, no other person, will be authorized to obtain blocks on the field telephone.
2. The 'all concerned message' issued by the DOM will mention the name of the engineering official in-charge of the work and the last train before permitting Line Block and will also state the Line Block will be allowed on advice from the section on the field telephone.
3. On application to the DRM, the official in-charge of the work will be issued a PN sheet to be used. On completion of the work, the PN sheet should be returned to the DRM.
4. Before leaving the station for the site of the work, the engineering official in-charge will consult the SCOR who will advise him the approximate time and the number and description of the last train after which the Line Block will be allowed.
5. After the passage of the nominated train, the engineering official in-charge will arrange to protect the place of obstruction in accordance with Rules 15.08 and 15.09 and after having satisfied himself that the obstructed area is properly protected, will call the SCOR on the field telephone give his name and designation and also reference number of the 'circular notice' under which the work is being carried out.
6. The SCOR will then call the Station Master at each end of the block section and ascertain from them if the block section is clear of all trains.
7. The Engineering official in-charge will then issue a message on the field telephone as follows:-

<p>Date:.....</p> <p>From: Engineering Official/SSE (P.Way)</p> <p>No..... Refer DRM message number</p> <p>dated</p> <p>Line (Up/Down/UD line in the case of Double/Triple line) between station X & Y will be blocked from.....Hrs toHrs. PN</p>	<p>TO: SCOR / SMs/ X & Y</p> <p>Name.....</p> <p>Designation.....</p>
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8. The SCOR will then issue a message to the SMs X and Y and also to the engineering official in-charge as follows:-

<p>From : SCOR</p> <p>T.N. number you are authorised to block the Line (Up/Down/UD line in the case of Double/Triple line) between stations X & Y from..... Hrs. to Hrs.</p>	<p>Date:</p> <p>To : SMs/X&Y</p> <p>Copy to: SSE/P.Way</p> <p>SCOR (Name) :</p>
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9. The Station Master concerned will acknowledge the SCOR message supported by a PN. The SCOR will make a note in his chart in the remarks column and record the name of the engineering official in-charge and the PN received from the engineering official and the Station Master.
10. On receipt of the above message from the SCOR, the Station Masters concerned will block the line in accordance with the rules and issue a message to the engineering official in-charge with copy to the SCOR on the telephone as follows :-

<p>From: SM</p> <p>Number:</p> <p>Line (Up/Down/UD line in the case of Double/Triple line) has been blocked from Hrs. to Hrs. PN</p>	<p>Date:</p> <p>To: SSE/P.Way.....</p> <p>Copy to SCOR</p> <p>Name:</p> <p>Designation : Station Master</p>
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11. The engineering official in-charge will then commence the work. He will keep himself in constant touch with the SCOR.
- 18.8. Blocking the line on Non-controlled sections:-
On non-controlled sections, before the line is blocked for the work to be commenced, the official in-charge of the work will consult the Station Master in regard to the movement of trains in the section and the Station Master after ensuring that the block section is clear of trains, will block the line and issue a written memo to the official in-charge of the work to the effect that the line has been blocked and specify therein the duration of the block. This procedure will also be observed on controlled sections when the control is interrupted or the control is not in operation.
- 18.9. Immediately after blocking the line, the Station Masters at both ends of the block section should place the Line Block cap on the plunger of the block instruments and 'line blocked collars' on the signal lever of the LSS. The 'line block cap' / 'line blocked collars', should be removed only when the normal working is resumed. Entries regarding the Line Block should be made in red ink in the TSR.

- 18.10. While the Line Block is in force, no traffic train shall be allowed to enter the obstructed section under any circumstances whatsoever. The Station Masters at both ends of the obstructed block section shall not ask for or give LC for any train to enter the section. A material lorry may be allowed to work in the block section but the engineering official in-charge should ensure that before the line is certified safe for resuming normal traffic, the lorry is removed off the track. Only when specially mentioned in the ‘circular notice’, a material train is allowed to work in the block section during the period of the Line Block. This train will be given an Authority to proceed to enter into an obstructed block section (T/A.602) and piloted by a responsible engineering official not below the rank of a PWI and the train will work under his personal supervision.
- 18.11. On completion of the work and after the track is made safe for the passage of trains, the engineering official in-charge will contact the SCOR on the field telephone on controlled sections again and advise him about the completion of the work. The SCOR will call the Station Masters at both ends of the block section and the engineering official in-charge will then issue a message in the following form:-

	Date:.....
From: SSE/P.Way	To: SMs/X and Y
	Copy - SCOR
No..... Your No.....	
Track is safe for traffic. Train working may now be resumed (speed restriction, if any, shall be mentioned). P.N.....	
	Name:.....
	Designation.....

On receipt of the above message the SCOR will issue a ‘train notice’ to the Station Masters concerned and authorize them to cancel the Line Block and resume normal working and obtain their acknowledgements.

- 18.12. On non-controlled sections after completion of the work, the official in-charge of the work will hand over to the Station Master a message as per para 18.11 above for resumption of normal traffic and specify therein whether any speed restriction is to be observed or Caution Order to be issued. On receipt of this certificate, the Station Master will advise all concerned specified in the ‘circular notice’ to cancel the Line Block and resume normal working. In addition, if necessary, the official in-charge will also hand over a certificate stating that the block section has been cleared of the material train.
- 18.13. If the Line Block is required to be extended beyond the time specified in the ‘circular notice’ and the ‘all concerned message’, the engineering official in-charge of the work shall intimate the SCOR on the controlled section contacting him on the field telephone and send the Station Master at one end of the block section a written message expeditiously notifying him the time upto which Line Block has been extended. The Station Master, who receives the written message, shall immediately advise the Station Master at the other end, of the revised time upto which the Line Block has been extended by the engineering branch.
- 18.14. The advice extending the time of the Line Block shall be recorded in the TSR and the train message book, where in use, at both ends of the block section and after the expiry of the extended time, traffic trains may resume running over the section as provided for in paras 18.11 and 18.12.