

When the operating handle is turned to the left or 'Train On Line' position, the TCF dial at 'Y' and the TGT dial at 'X' will indicate 'Train On Line'.

The operating handle is free to be turned from 'Line closed' to either 'Line clear' or 'Train On Line' and also from 'Line clear' to 'Line closed' position. However, when turned to the 'Train On Line' from 'Line Clear' position, the handle gets locked in this position until the train has arrived inside the Last Vehicle Track Circuit and Home signal has been put back to 'ON'.

(d) Bell plunger:

The bell plunger is used to give bell signals to the station at the other end of the block section. Each time the plunger is pressed the bell or gong of the corresponding instrument at the other end of the block section will give a single beat. The bell plunger in its normal position locks the 'Operating Handle' in any of its three positions. The plunger should, therefore, be pressed before the handle is turned.

(e) Bell:

The bell is intended to receive bell signals from 'Y', the station at the other end of the block section. Each time the bell plunger is pressed at the other station, the bell will respond once.

(f) Telephone:

A telephone is provided along with each instrument for communication with the station at the other end of the block section.

1.4. Indoor Apparatus:

a) Electric Lock on the Last Stop Signal:

An electric lock locks the Last Stop Signal in the normal position and is released only when 'Line clear' has been obtained from the block station in advance.

(b) Last Stop Signal lever (Shunt) key:

A mechanical key, if provided for the Last Stop Signal lever, locks the lever in the normal position, and when extracted, the key is used for shunt movements past the Last Stop Signal. The station code and the line, 'UP' or 'DOWN' to which it applies are inscribed on the respective keys.

Note: *Where there is no provision of mechanical key lock for the Last Stop Signal lever, the Last Stop Signal has to be passed for shunting purposes on a written authority in the prescribed form T.806. The key should be extracted for shunting purposes when the instrument shows TOL indication and the instrument should be normalized only after the shunt key is restored.*

1.5. Home signal contacts:

- a) The electrical contacts on the Home signal are provided for the release of the lock on the 'Operating handle' after the arrival of the train.
- b) The Home signal which has been operated for the reception of a train, should be put back to normal only after the train has passed the Last Vehicle Track Circuit. The replacement of the Home signal to normal together with the operation of the LVT releases the lock on the 'Operating handle'.

Note: *The Home signal lever/knob/button should be reversed/operated for the reception of a train even if the signal has failed.*

1.6. Outdoor Apparatus:

a) First Vehicle Track Circuit:

This is fixed slightly in advance of the Last Stop Signal. As soon as the engine or first vehicle of a train travelling away from the station passes over the First Vehicle Track Circuit, the Last Stop Signal is replaced to 'ON' automatically.

b) Electric signal reverser on Last Stop Signal:

This is controlled by the First Vehicle Track Circuit and replaces the Last Stop Signal, at the station from which the train starts, to 'ON' immediately the engine or first vehicle of the train starting from the station passes over the First Vehicle Track Circuit.