

- n) The Section Controller shall co-ordinate between Station Masters 'X' and 'Y' for fulfilling the transactions mentioned under Rule No. 8.8 (a) to (f) & (k) and record the Private Number issued by Station Master 'Y' to Station Master 'X' in the control chart. Station Masters at 'X' and 'Y' shall record the name of Section Controller on duty in the Remarks column of TSR.
- o) The Section Controller shall ensure that the block section is clear of trains as per the chart before line clear is granted by Station Master 'Y'.

**(AS-1/Item No.4/Rule No.8.9/New item)**

**8.9. Procedure for obtaining/granting line clear using VHF sets as a means of communication between Stations 'X' and 'Y':**

- a) The Station Masters of X-Y block section shall contact each other on the \*common frequency / channel allotted in their VHF sets and switch over to the \*\*freezed channel/frequency as prescribed in the SWR for the purpose of obtaining/granting Line clear.

Channel	Frequency	To be used for
5	150.10	F1 for PLCT; 1 <sup>st</sup> block section of straight
6	150.150	F2 for PLCT; 2 <sup>nd</sup> block section of straight
7	159.60	F3 for PLCT; 3 <sup>rd</sup> block section of straight
15	146.20	Fj1 for PLCT; 1 <sup>st</sup> section (Jn. Stn.-Direction-1)
16	148.050	Fj2 for PLCT; 2 <sup>nd</sup> section (Jn. Stn.-Direction-1)
17	149.80	Fj3 for PLCT; 3 <sup>rd</sup> section (Jn. Stn.-Direction-2)
18	149.85	Fj4 for PLCT; 1 <sup>st</sup> section (Jn. Stn.-Direction-2)
19	151.40	Fj5 for PLCT; 2 <sup>nd</sup> section (Jn. Stn.-Direction-2)
20	151.45	Fj6 for PLCT; 3 <sup>rd</sup> section (Jn. Stn.-Direction-2)

**(AS No.2/Item No.3/Rule No.8.9 (b) is amended)**

- b) Station Masters at 'X' and 'Y' shall call out their station name and identify each other with their full name. Then they shall cross check private numbers given for line clear, for the last three preceding trains along with train numbers on the \*\*freezed channel/frequency and record these particulars in red ink in TSR. Then they shall exchange messages in the proforma given vide Rule No.8.5 (d) above (AS-2, dt.30.10.06)
- c) The SM at 'X' shall clearly mention to SM at 'Y', the Train No. **in full (two / three / four digits)**, description (Express, Passenger, Goods train), direction (Up/Dn) for which Line clear is required.

- 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