

14.09. Loco Pilot to examine authority to proceed.—

- (1) The Loco Pilot shall ensure that the authority to proceed given to him is the proper authority under the system of working and refers to the block section he is about to enter, and if the said authority is in writing that it is complete and duly signed in full and in ink.**
- (2) If the conditions mentioned in sub-rule (1) are not complied with, the Loco Pilot shall not take his train past or start from the station until the mistake or the omission is rectified.**

14.10. Conditions for closing the block section.—

- (1) When the block section has been cleared by the arrival of the train or by the removal of the cause of blocking, the block section shall be closed by the block station in advance by giving the prescribed bell code signal.**
- (2) Before such signal is given, the Station Master shall satisfy himself as per the prescribed special instructions —**
 - (a) that the train has arrived complete or the cause of blocking the section has been removed, and**
 - (b) that the conditions under which Line Clear can be given, are complied with.**
- (3) The provision of clause (b) of sub-rule (2) may be relaxed at class ‘A’ single line crossing stations. In such cases, the Station Master shall satisfy himself that the train is standing at its Starter clear of the line on which the second train is to run.**
- (4) Where in a section, a block proving axle counter or continuous track circuiting between block stations and complete track circuiting of station section excluding non-running lines of the receiving station is installed and is functioning and there is a clear indication of clearance of block section as well as complete arrival of the train as per indication given, it would be taken as assurance for complete arrival of the train to the Station Master.**

S.R.14.10.1. – Except where the block proving axle counter or continuous track circuiting between block stations and complete track circuiting of station section, excluding non-running lines of the receiving station, is provided and functioning; and there is a clear indication of clearance of block section as well as complete arrival of the train, for all run through trains and for other trains which usually come to a stop at a place from which the tail-lamp/tail board can conveniently be observed, the responsibility for ensuring that the train is complete devolves on the Station Master.

S.R.14.10.2. – At all other stations or yards where BPACs are not provided / not functioning, the Guard of the train after ensuring that his train has arrived complete and standing within the fouling mark, shall call the SM on duty of that station on Walkie-talkie. After clearly mentioning the identity of the Guard and Station Master along with station name / train No, line No. to each other, the Guard shall give Private Number to SM on duty, in support of having ensured complete arrival of train within the fouling mark. The SM will receive the PN and in turn issue a PN to the Guard that the relevant block section will be cleared. The Station Master on duty shall record the PN given by the Guard and name of the Guard in the remarks column of the Train Signal Register against the entry of the train. The Guard shall record the PN received from SM on duty in his rough journal. The SM shall not give ‘Train out of Block Section’ signal to the Station Master in rear until he receives the Private Number from the Guard.