

- ii) Motor trollies, lorries and trollies entering the block section on line clear.
- iii) Testing signals are exchanged.
- iv) Block working is interrupted.
- v) Trollies movements, as mentioned in SR 15.26.2.1 and lorries movements, as mentioned in SR 15.27.6.1
- vi) Notice of obstruction of up/down lines (Line block) received from the engineering branch.
- vii) Any other special occurrence in connection with block working.
- viii) Whenever a running line at a station is blocked by stabled vehicle/ train.

2.7. Station Masters handing over/ taking over charge:

- a) The Station Master who makes an entry for a train in the Train Signal Register shall continue to be on duty till all entries pertaining to that train are completed. By this it is meant that the Station Master who asks for 'Line clear' for a train to enter a block section shall remain on duty till the 'Train out of block section' signal is received and acknowledged and the Station Master who gives 'Line clear' for a train to enter a block section shall remain on duty till the train has arrived and the 'Train out of block section' signal is given and acknowledged.
- b) Line shall be drawn across the Train Signal Register whenever Station Masters change duty. The Station Master who is going off duty shall sign and enter the time above the line and the Station Master coming on duty shall sign and enter the time below the line.
- c) In the case of a train in the block section, clause (a) need not be observed but the entry in the Train Signal Register so far made shall be initialled by both the Station Masters. An entry, as under, shall be made immediately below the entry for the train and above the line
{see Clause (b)}.

"Block section is still occupied by Train number _____ and description_____".

Both the Station Masters shall sign this entry as required in clause (b) above. An entry to this effect shall also be made in the Station Diary and initialled by both the Station Masters.

- d) The procedure detailed in clause (c) above shall also be applicable in cases of accidents, engine failures, O.H.E.failures etc.,when there is a Likelihood of trains getting abnormally delayed and it is not possible for the same person/persons to continue to remain on duty to complete all the transactions for a train for which he/they had granted/obtained 'Line clear'.