

Addendum & Corrigendum No. 03 to Block Working Manual 2008
of S.E.C Railway

In Block Working Manual 2008-

1. The existing rule No. 3.01 (a) is revised as follows:-

3.01 Authority to proceed- (Ref. GR 14.23)

- (a) When block instrument fails but communication is available between stations on single line section, trains shall work on "Line Clear Ticket". This is the authority to proceed referred to under sub-rules (3) of GR 14.25. This shall be in form T/C 1425(Up) and T/D 1425(Down) respectively.

2. The existing rule No. 3.05 (a) (i), (ii) & (iii) (a) is revised as follows:-

3.05 Authorized forms for paper line clear working on single line and their descriptions:-

(a) The forms in use are:-

- (i) Form T/A 1425 & T/B 1425 Line clear Inquiry & Reply message book printed on white paper with black font separately for transactions of Train dispatching station & Train receiving station respectively. These forms are divided into four parts viz A, B, C & D which are defined vide para 3.16, 3.17, 3.18, 3.19 & 3.21.

- A - Line Clear Inquiry/Line Clear Reply with names of Station masters asking/granting Line Clear and Mode of Communication being used,
- B - Train entering section,
- C - Train out of section and
- D - Line Clear Cancellation.

- (ii) Separate form is used for 'Line Clear Ticket' both for Up and down direction.

Paper 'Line Clear Ticket' No. T/D 1425 or T/C 1425 as the case may be issued on completion of the line clear inquiry message is dispatched and line clear received transaction is completed. Paper line clear ticket no. T/D 1425 for Down train and T/C 1425 for Up train to be filled up with private no. received and issued to the driver of outgoing train duly signed and stamped. This should be prepared in carbon process and driver's foil to be handed over to the Driver keeping the record foil in the book.

- (iii)(a) The Dn paper line clear ticket No. T/D 1425 printed in white paper with black font having a water arrow mark in the middle of the form pointing downwards.

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(2)

3. In existing Rule no. 3.05(v) all the paras under head "Branch Lines Messages forms" is deleted.

4. The existing rule No. 3.06 (a) is revised as follows:-

3.06 Bringing a Train message book into use:-

(a) The Line Clear Inquiry & Reply message Book Form No. T/A 1425 & T/B 1425 are meant for transaction of Train Dispatching Station and Train Receiving Station respectively for trains between two adjacent block stations. The Station Master-in-Charge must see that sufficient numbers of books are always kept at his station.

These books contain 100 pages each for recording of line clear inquiry and reply message for Train Dispatching and Train Receiving separately.

5. The existing rule No.3.08 is revised as follows :

3.08 Dispatching and receiving of Train Messages:-

The issue of Line Clear Inquiry & Reply messages is restricted to the Station Master on duty.

6. The existing rule 3.11 is revised as follows:-

3.11 Exchange of Failure Message:-

Failure message should be exchanged between both stations supported by private number when block working is suspended and entries shall be made in TSR, Signal Failure Register and Station Master's diary in this regard.

7. The existing rule No.3.12 is revised as follows :

3.12 Private Numbers in Line Clear messages:-

Line clear reply message will be given with a private number by the Station Master who signs the entry in the reply (T/B 1425) form. Same private number should be entered by the Station Master who asks 'line clear' in inquiry (T/A 1425) from. This private number should be written in both figures and words. In addition to this ID number should also be exchanged and mentioned on 'Paper Line Clear Ticket'.

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8. The existing rule No.3.15 (a) is revised as follows :

3.15 Cancellation of Train messages, incorrectly recorded Train Messages etc.

- (a) Train messages may, if necessary, be cancelled, if occasion arises to cancel any one message on a page, the whole of such page or leaf, i.e. all the sections of it shall be marked "cancelled".

In case of cancellation of the Line Clear Inquiry and Reply message, the whole page (all the sections) T/A 1425 & T/B 1425 shall be cancelled except when the corresponding line clear ticket has already been issued and train left the station already.

9. The existing rule No.3.17 (a) is revised as follows :

- 3.17(a):-** The reply received by the Station Master at Layabad, from Malkera shall be entered by him in space 'A' word for word exactly as signalled to him by Malkera.

10. The existing rule No.3.17 (d)(i) (b) is revised as follows :

- 3.17(d)(i)(b):-** The station issuing this reply shall also quote in this message the time of arrival or departure of last train which entered the section, along with the private number in form no. T/B 1425.

11. The existing rule No.3.17 (d)(i) (c) is revised as follows :

- 3.17(d)(i) (c):-** On receipt of the reply, the station which asked for Line Clear shall write out the Line Clear Ticket for issue to the Loco Pilot of the train to be dispatched in form no. T/D 1425 or T/C 1425 for Dn or Up Train as the case may be.

12. The existing rule No.3.17 (d)(ii) (a) is revised as follows :

- 3.17 (d)(ii) (a):** In this case the line clear shall be refused and the reply would be entered in Form no. T/A 1425 & T/B 1425.

13. The existing rule No.3.17 (d)(ii) (b) is revised as follows :

- 3.17(d)(ii)(b):-** This message shall be written in space 'A' of the Line Clear Inquiry and Reply Message Book at Malkera and entered at Layabad in space 'A' of Line Clear Inquiry and Reply Message Book and the remaining unused spaces of the forms at both stations cancelled.

14. The existing rule no. 3.17 (d) (ii) (e) is revised as follows:

- 3.17(d)(ii)(e):** The Station Master, Malkera would then ask for "Line Clear" must not be entered in the same form. Another separate form is to be used.

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15. The existing rule No.3.17 (d)(iii) (a) is revised as follows :

3.17(d)(iii) (a):- In this case the reply would be given as in Form no. T/B 1425 according to the circumstances.

16.The existing rule No.3.18 is revised as follows:

3.18. "Out Report "dispatched:- (See BWM) 2.07(5)(b). After the train has actually left the station, the Station Master shall personally write out the departure notice in space 'B' enter on it the time, and sign it and dispatch it immediately. This shall include an intimation when a train is worked in terms of SR 4.24.01, GR 4.23 and SR 4.25.02.

17. The existing rule No.3.19 is revised as follows:

3.19 "In report" received:- The "in Report" is the message dispatched from the station at which a train has arrived, informing the station, from which the train has come, that it has arrived complete. The "In Report" must be entered in space 'C' as soon as received.(See BWM Rule 2.07(6) also).

18. The existing rule No. 3.22 is revised as follows:

3.22 The Book for Line Clear inquiry (Train dispatching station) and Reply Message Book (Train receiving station) are Form no. T/A 1425 and T/B 1425 respectively.

(a) The Station Master of sending station will write the message on the 'A' part of the line clear inquiry and reply message book (T/A 1425) as per the format and will signal the same to the Station Master of receiving station.

(b) The receiving Station master will write the message received from the Station Master of the station where a train is about to leave directly on the space 'A' of the line clear inquiry and reply message book (T/B 1425) as per the format.

19. In existing rule No.3.23 is revised as follows:

3.23 (a) The Station Master of the receiving station towards which the train is about to proceed shall write his reply in the space 'A' including the private number in the line clear inquiry and reply message book (T/B 1425) as per the format and will signal to the Station Master of the sending station. The Station Master will put the time on the space provided for the purpose.

(b) The sending Station Master who had dispatched the message asking line clear for a train to the Station Master at the other end, will receive the message in reply from the Station Master of the receiving Station directly on the space 'A' including the private number in the line clear inquiry and reply message book (T/A 1425) received from the Station Master of the receiving station. The Station Master will put the time on the space provided for the purpose.

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20. In existing rule No. 3.24 is revised as follows:

3.24 (a) The departure notice shall be sent by the Station Master on actual departure of the train from his station as per BWM para 2.07(5) and put the time in the space 'B' and signal to the Station Master of the station towards which the train is Proceeding.

(b) The receiving Station Master will acknowledge the departure notice dispatched by the Station Master of the sending station directly to the space 'B'.

21. In existing rule No.3.25 is revised as follows:

3.25 (a) The arrival notice shall be sent by the Station Master of the receiving station on actual arrival of the train completely. Station Master shall verify the train to give line clear for a subsequent train as per BWM para 2.07(6) and GR 8.01. The Station Master then put the time of arrival at the space 'C' signal to the Station Master of the station from which the train has started and put the time and signature at the space provided for the purpose, in the line clear inquiry and reply message book.

(b) On receiving the message of arrival of the train which had left his station last from the Station Master of the receiving station will directly put the time in the space 'C' in the line clear inquiry and reply message book and put the time and signature at the space provided for the purpose.

N.B. All transaction time shall be recorded as per the times of the Station Clock of the station.

22. The existing rule No.3.26 is revised as follows:

3.26 Actual Time of Arrival & Departure:- Actual Time of Arrival & Departure of the train should be recorded in space 'C' & 'B' of Line Clear Inquiry and Reply Message Book (T/A 1425 & T/B 1425) as indicated by the station clock.

Note:- (1) Existing Operation Authority Form T/B 1425 (Paper Line Clear Ticket- Down) is revised as T/D 1425. Specimen copies of the revised T/A 1425 and T/B 1425 are enclosed.

(2) Revised Appendix "B" is enclosed (Books & Forms)

This has the approval of Chief Operations Manager/SECR.



(G.M.S.Naidu)

Dy. Chief Trans. Planning Manager
For Chief Operations Manager
SECR/ BSP

No. SEC/TRA/BWM/425/16

Dt. 28.07.16.

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Circulations:

1. DRM/BSP, R & NGP.
2. Sr. DSO, Sr. DSTE, Sr. DEN (Co-ord) /BSP, R & NGP.
3. Sr. DOM, Sr. DME, Sr. DEE (OP)/ BSP, R & NGP.
4. CFTM, CPTM, CTPM, CSO, CSTE, CEE, CE, CME, PCE/SECR/BSP.
5. Principal- ZRTI/SINI, MDTC/BSP, ELTC/USL, STC/BIA & DTTC/DGG.
6. Secy./SECR for kind information of GM.
7. Advisor (Safety)/ Rly. Bd., New Delhi



Dy. Chief Trans. Planning Manager
For Chief Operations Manager

Line Clear Inquiry and Reply Message Book in the event of Failure/Suspension/Non-provision of Block Instruments

Train Despatching Station

Line Clear Inquiry

- A. {
1. Date Mode of communication
 2. From Station Master (Name of SM) of (Station)
To Station Master (Name of SM) of (Station)
 3. Train No. Up/Dn.
 4. Line Clear asked at hrs. and reply received from station at hrs.
 5. Last Train No. Up/Dn left station at hrs.
and arrived at station at hrs.
 6. Private Number received (in figures and words)

Train Entering Section

- B* {
7. Train No. Up/Dn left at hrs.
 8. Train entering section report given to station and acknowledged at hrs.

Train Out of Section

- C* {
9. Train No. Up/Dn arrived at station at hrs
 10. Train Out of Section report received from station and acknowledged at hrs.

Line Clear Cancellation

- D* 11. Line Clear Cancelled at hrs. Reasons for cancellation

Signature of Station Master

- Strikeout whichever is not applicable.
- Separate Books to be maintained for each block section.

Line Clear Inquiry and Reply Message Book in the event of
Failure/Suspension/Non-provision of Block Instruments

Train Receiving Station

Line Clear Reply

- A. {
1. Date Mode of communication
 2. From Station Master (Name of SM) of (Station)
To Station Master (Name of SM) of (Station)
 3. Train No. Up/Dn.
 4. Line Clear asked by station at hrs. and reply given at hrs.
 5. Last Train No. Up/Dn left station at hrs.
and arrived at station at hrs.
 6. Private Number given (in figures and words)

Train Entering Section

- B* {
7. Train No. Up/Dn left station at hrs.
 8. Train entering section report received from station and acknowledged at hrs.

Train Out of Section

- C* {
9. Train No. Up/Dn arrived at hrs.
 10. Train Out of Section report given to station and acknowledged at hrs.

Line Clear Cancellation

- D* 11. Line Clear Cancelled at hrs. Reasons for cancellation

Signature of Station Master

- Strikeout whichever is not applicable.
- Separate Books to be maintained for each block section.

REVISED APPENDIX – "B"

The books and forms used in SECR Rly. in connection with the movement of trains, specimen of each form is given in the annexure as follows:-

Sl. No.	Name of books/forms	Form no.	Anx. No.
1	Signal & Telecommunication Disconnection / Re-connection Notice.	S&T (T/351)	1
2	Advance Authority to Pass Defective Signals.	T/369(1)	2
3	Authority to Pass Signals in 'On' or Defective Position	T/369 (3b)	3
4	(a) Caution Order. (b) 'NIL' Caution Order. (c) 'Reminder' Caution Order.	T/ 409 T/A 409 T/B 409	4
5	Train Examination Advise/Report	T/431	5
6	Caution Order Register	T/469	6
7	Authority to Receive a Train on an Obstructed Line	T/509	7
8	Authority to Receive a Train on a Non Signaled Line	T/510	8
9	Authority to Start from a Non-Signaled Line.	T/511	9
10	Authority to Start from a Line with Common Starter Signal.	T/512	10
11	Authority to Proceed for Relief Engine/Train into an Occupied Block Section	T/A 602	11
12	Authority for Opening Communication during Total Interruption of Communication on Single Line Section.	T/B 602	12
13	Authority for Working of Trains during Total Interruption of Communication on Double Line Section.	T/C 602	13
14	Authority for Temporary Single Line Working on Double Line Section.	T/D 602	14
15	Line Clear Inquiry Message asking Line Clear for Despatch of Trains during Total Failure of Communication on Single Line Section.	T/E 602	15
16	Conditional Line Clear Message.	T/F 602	16
17	Conditional Line Clear Ticket (Up).	T/G 602	17
18	Conditional Line Clear Ticket (Dn).	T/H 602	18
19	Message on Restoration.	T/I 602	19
20	Written Permission by Guard to Driver to Proceed to next Station from Mid Section.	T/609	20
21	Shunting Order	T/ 806	21
22	Authority to Pass Automatic/Semi Automatic/Manually Operated/Gate Signals.	T/A 912	22
23	Authority to Proceed without Line Clear on Automatic Block Signalling Territory.	T/B 912	23
24	Authority to Proceed for Relief Engine / Train in to an Automatic Block Signalling Section.	T/C 912	24
25	Authority to Proceed on Automatic Block System during prolonged failure of Signals.	T/D 912	25
26	Train Intact Arrival Register.	T/ 1410	26
27	Line Clear Inquiry and Reply Message Book (for Train Despatching Station).	T/A 1425	27
28	Line Clear Inquiry and Reply Message Book (for Train Receiving Station).	T/B 1425	28
29	Paper Line Clear Ticket (Up).	T/C 1425	29
30	Paper Line Clear Ticket (Dn).	T/D 1425	30
31	Trolley Lorry / OHE Ladder Trolley Notice.	T/1518	31

32	Motor Trolley Permit.	T/1525	32
33	Competency Certificate for Working Points and Signals at Station	OP/T 1/A	33
34	Certificate for Competency for Working Block Instruments.	OP/T 1/B	34
35	Competency Certificate for Working Points & Signals at Station provided with PI/EI/RR/SSI.	OP/T 1C	35
36	Controller's Train Control Order Register	OP/T 456	36
37	Train Signal cum Log Register	OP/T 28	37
38	Token Register	SI/14	38
39	Disconnection/Reconnection memo for Neale's Blocks Instrument.	SI/16	39
