

Addendum & Corrigendum No. 57 to General and Subsidiary Rule Book
2013 of S. E. C. Railway.

In the General & Subsidiary Rule Book/SECR edition 2013 –

The following new SR is added with the approval of the Competent Authority (PCOM/SECR):-

(1) New SR 17.08.04 is added as follows:-

- (i) No Tower Car/Wagon shall be brought on a running line from the siding/shed without the written permission of the SM on duty on form T/806.
- (ii) When the Tower Car/Wagon is required to move from one Block Station to another Block Station, the Tower Car/Wagon Driver run with the proper authority to proceed.
- (iii) The following procedure shall be observed for working of Tower Car/Wagon between two block stations:-
 - (iv) The Tower Car/Wagon shall work under line block. The SSE/JE (TRD) in-charge of Tower Car/Wagon shall give the Block Requisition Notice (As per format Annex.-I) for Power block in duplicate to SM on duty, indicating the specific location of work with elementary section, the duration of block required, between station etc. and also mention whether the Tower Car/Wagon will proceed to the next station or return back to the starting station after completion of the work. The SM on duty shall then contact the Section Controller and ascertain the movement of trains before granting power block.
 - (v) After granting power block by Section Controller, SM on duty shall exchange Private Number with Section Controller, TPC, adjacent SM (if required) & end Cabin SM (if available). SM also fill the details in Power Block register and then issue Power Block permit to the SSE/JE(TRD) of Tower Car/Wagon (As per format Annex.-II) with proper authority to proceed, if any required.

(a) Single line section:-

(i) Work and proceed

SM will obtain line clear from Station in advance on Block Telephone/VHF set/Control Phone and issue Power Block permit duly filled to work within the block section which will be handed over to the SSE/JE (TRD) and take 'off' Last Stop signal for Tower Car (8 wheeler) and T/369(3b) shall be given to 4 wheeler Tower Wagon only.

On completion of the work, Tower Car/Wagon will be received by taking 'off' reception signals at Station in advance.

On reaching the Station in advance, the SSE/JE (TRD) will hand over Power Block Permit to the Station Master on duty. SM on duty shall inform Section Controller about arrival of Tower Car/Wagon. SM on duty shall resume normal working duly exchange of Private Number with Section Controller/TPC/SM with concerned station after receiving cancellation of Power Block message from Section Controller.

(ii) Work and return

SM will Block back the section, take off the shunting key, issue Power Block Permit indicating the Tower Car/Wagon permitted to work within the Block Section, Elementary section, Station where they will return etc. which will be handed over to SSE/JE(TRD) along with the shunting key. In addition, T/369-(3b) will also be issued to pass the last stop signal at 'On' position.

On completion of the work, the Tower Car/Wagon will be received by taking 'off' reception signals.

SSE/JE(TRD) shall hand-over the shunting key as well as the Power Block Permit to the SM on-duty. Then only SM will remove the 'Block Back'. SM on duty shall resume normal working duly exchange of Private Number with Section Controller/TPC/SM with concerned station after receiving cancellation of Power Block message from Section controller.

Cont...(2)

(b) Double line section – work and proceed:-**(i) Via right direction**

SM will obtain line clear from Station in advance on Block Telephone/VHF set/Control Phone and issue Power Block permit duly filled to work within the block section which will be signed by the SSE/JE(TRD) and take 'off' Last Stop signal for Tower Car (8 wheeler) and T/369(3b) shall be given to 4 wheeler Tower Wagon Driver only.

On completion of work, Tower Car/Wagon will be received by taking 'off' reception signals at Station in advance.

On reaching the Station in advance, the SSE/JE (TRD) will hand over Power Block Permit to the Station Master on duty. SM on duty shall inform Section Controller about arrival of Tower Car/Wagon. SM on duty shall resume normal working duly exchange of Private Number with Section Controller/TPC/SM with concerned station after receiving cancellation of Power Block message from Section controller.

(ii) Via Wrong Direction

SM will take line clear from station in rear on Block Telephone/VHF set/Control Phone and issue Paper Line Clear Ticket (UP or DN as the case may be) and Power Block permit duly filled to work within the block section which will be signed by the SSE/JE(TRD). The Tower Car/Wagon shall be piloted out from the station on a written authority issued by SM after all the facing points & trailing points have been correctly set and locked over which the Tower Car/Wagon will pass.

After completion of the work, on approaching the next station, the Tower Car/Wagon Driver stop at first stop signal pertaining to the right line or at the last stop signal pertaining to the wrong line (on which they are running) whichever they come across first.

The SM at the other end of the block section shall depute a Railway servant in uniform at foot of the signal (whichever the Tower Car/Wagon would encounter first). The Tower Car/Wagon shall be piloted in at station on a written authority issued by SM after all the facing points & trailing points have been correctly set and locked over which the Tower Car/Wagon will pass.

One reaching the station at the other end of the block section, SSE/JE(TRD) will hand over Power Block permit to SM on duty. SM on duty shall resume normal working duly exchange of Private Number with Section Controller/TPC/SM with concerned station after receiving cancellation of Power Block message from Section controller.

(c) Double line section –work and return:-**(i) Via right direction**

SM will 'Block forward' the section & issue Power Block Permit indicating the Tower Car/Wagon permitted to work within the Block Section, which will be handed over to the SSE/JE(TRD). In addition, T/369-(3b) will also be issued to pass the last stop signal at 'On' position.

After completion of the work, Tower Car/Wagon Driver will return from site and stop at first stop signal pertaining to the right line or at the last stop signal pertaining to the wrong line (on which they are running) whichever they come across first. The Tower Car/Wagon shall be piloted in at station on a written authority issued by SM after all the facing points & trailing points have been correctly set and locked over which the Tower Car/Wagon will pass.

SSE/JE(TRD) shall hand-over the Power Block Permit to the SM on-duty. Then only SM will remove the 'Block forward'. SM on duty shall resume normal working duly exchange of Private Number with Section Controller/TPC/SM with concerned station after receiving cancellation of Power Block message from Section controller.

(ii) Via the wrong direction

SM will 'Block back' the section & issue Power Block Permit indicating the Tower Car/ Wagon permitted to work within the Block Section, which will be handed over to SSE/JE(TRD). The Tower Car/Wagon shall be piloted out from the station on a written authority issued by SM after all the facing points & trailing points have been correctly set and locked over which the Tower Car/Wagon will pass.

After completion of the work, Tower Car/Wagon will be received by taking 'off' reception signals at Station.

SSE/JE(TRD) shall hand-over the Power Block Permit to the SM on-duty. Then only SM will remove the 'Block Back'. SM on duty shall resume normal working duly exchange of Private Number with Section Controller/TPC/SM with concerned station after receiving cancellation of Power Block message from Section controller.

(d) Tower Car/Wagon working in Automatic signalling system:-

If a Tower Car/Wagon is required to work in automatic signaling System, the following procedure shall be followed:-

The Automatic signaling system between the stations where work is to be done shall be suspended by the SMs on duty under exchange of messages with private number ensuring the section concerned is clear of all trains and in consultation with the Section Controller. The section between the two stations will be treated as one block section as in the case of Absolute Block Section. The SM at dispatching end shall endorse in writing that the aspect of Automatic Signals between the two stations will be ignored by the Driver of the Tower Car/Wagon except that of protecting level crossing gates. The Driver of the Tower Car/Wagon before passing any LC gate(s) signal should ensure that the LC gate(s) is/are in closed condition. Station Master of both the stations shall also ensure that Semi Automatic Signals controlling the movement of the Tower Car/Wagon in the section is/are kept in manual mode.

(e) On Single Line section:-**(i) Work & proceed**

The SM on duty after establishing direction of traffic in the required direction shall obtain line clear from the station in advance by one of the following means of communication indicated below in order of preference:-

- (i) Station to station fixed telephone whether available.
- (ii) Fixed phone such as Railway auto phones & BSNL phone (with caller ID wherever feasible).
- (iii) Control Phone.
- (iv) VHF set.

Note: The granting of line clear shall be supported by the private no. & ID no.

After getting line clear the SM on duty will issue Paper Line Clear Ticket (UP or DN as the case may be) alongwith Power Block permit duly filled to work within the block section which will be handed over to the SSE/JE (TRD) and piloting out Last Stop signal.

On completion of the work, Tower Car/Wagon will be received by taking 'off' reception signals at Station in advance.

On reaching the Station in advance, the SSE/JE(TRD) will hand over Power Block Permit to the Station Master. SM on duty shall inform Section Controller about arrival of Tower Car/Wagon. SM on duty shall resume normal working duly exchange of Private Number with Section Controller/TPC/SM with concerned station after receiving cancellation of Power Block message from Section controller.

Cont....(4)

(ii) Work & return

SM will Block back the section, issue Power Block Permit indicating the Tower Car/Wagon permitted to work within the Block Section, Elementary section, Station where they will return etc. which will be handed over to SSE/JE(TRD) and piloting out Last Stop signal.

On completion of the work, the Tower Car/Wagon will be received by taking 'off' reception signals.

SSE/JE(TRD) shall hand-over the Power Block Permit to the SM on-duty. Then only SM will remove the 'Block Back'. SM on duty shall resume normal working duly exchange of Private Number with Section Controller/TPC/SM with concerned station after receiving cancellation of Power Block message from Section controller.

(f) On Double Line section - Work & proceed:-**(i) Via right direction**

The SM on duty shall obtain line clear from the station by one of the following means of communication indicated below in order of preference:

- (i) Station to station fixed telephone where available.
- (ii) Fixed phone such as Railway auto phones & BSNL phone (with caller ID wherever feasible).
- (iii) Control Phone.
- (iv) VHF set.

Note: The granting of line clear shall be supported by the private no. & ID no.

After getting line clear the SM on duty will issue a written authority in the form T/369(3b), to pass last stop signal in 'On' position and Power Block permit duly filled to work within the block section which will be handed over to the SSE/JE(TRD).

On completion of the work, Tower Car/Wagon will be received by taking 'off' reception signals at Station in advance.

On reaching the Station in advance, the SSE/JE (TRD) will hand over Power Block Permit to the Station Master on duty. SM on duty shall inform Section Controller about arrival of Tower Car/Wagon. SM on duty shall resume normal working duly exchange of Private Number with Section Controller/TPC/SM with concerned station after receiving cancellation of Power Block message from Section Controller.

(ii) Via wrong direction

The SM on duty shall obtain line clear from station in rear by one of the following means of communication indicated below in order of preference:

- (i) Station to station fixed telephone where available.
- (ii) Fixed phone such as Railway auto phones & BSNL phone (with caller ID wherever feasible).
- (iii) Control Phone.
- (iv) VHF set.

Note : The granting of line clear shall be supported by the private no. & ID no.

After getting line clear the SM on duty shall issue Paper Line Clear Ticket (UP or DN as the case may be) alongwith Power Block permit duly filled to work within the block section which will be handed over to SSE/JE(TRD). The Tower Car/Wagon shall be piloted out from the station on a written authority issued by SM after all the facing points & trailing points have been correctly set and locked over which the Tower Car/Wagon will pass.

Cont....(5)

After completion of the work, on approaching the next station, the Tower Car/Wagon Driver will stop at first stop signal pertaining to the right line or at the last stop signal pertaining to the wrong line (on which they are running) whichever they come across first.

The SM at the other end of the block section shall depute a Railway servant in uniform at the foot of the signal (whichever the Tower Car/Wagon would encounter first). The Tower Car/Wagon shall be piloted in at station on a written authority issued by the SM after all the facing points & trailing points have been correctly set and locked over which the Tower Car/Wagon will pass.

On reaching the station at the other end of the block section, SSE/JE(TRD) will hand over Power Block permit to SM on duty. SM on duty shall resume normal working duly exchange of Private Number with Section Controller/TPC/SM with concerned station after receiving cancellation of Power Block message from Section controller.

(g) Double Line section - Work & return:-

(i) Via right direction

SM will 'Block forward' the section & issue Power Block Permit indicating the Tower Wagon/Car permitted to work within the Block Section, which will be handed over to the SSE/JE(TRD). In addition, T/369-(3b) will also be issued for passing the last stop signal at 'On' position.

After completion of the work, Tower Car/Wagon Driver will return from site and stop at first stop signal pertaining to the right line or at the last stop signal pertaining to the wrong line (on which they are running) whichever they come across first.

The Tower Car/Wagon shall be piloted in at station on a written authority issued by the SM after all the facing points & trailing points have been correctly set and locked over which the Tower Car/Wagon will pass.

SSE/JE(TRD) will hand-over the Power Block Permit to the SM on-duty. Then only SM will remove the 'Block forward'. SM on duty shall resume normal working duly exchange of Private Number with Section Controller/TPC/SM with concerned station after receiving cancellation of Power Block message from Section controller.

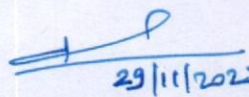
(ii) Via wrong direction

SM will 'Block back' the section & issue Power Block Permit indicating the Tower Car/ Wagon permitted to work within the Block Section, which will be handed over to the SSE/JE(TRD). The Tower Car/Wagon shall be piloted out from the station on a written authority issued by SM after all the facing points & trailing points have been correctly set and locked over which the Tower Car/Wagon will pass.

After completion of the work, Tower Car/Wagon will be received by taking 'off' reception signals at Station.

SSE/JE(TRD) will hand-over the Power Block Permit to the SM on-duty. Then only SM will remove the 'Block Back'. SM on duty shall resume normal working duly exchange of Private Number with Section Controller/TPC/SM with concerned station after receiving cancellation of Power Block message from Section controller.

Encl. (Annex. I & II Enclosed)


 29/11/2023
 (Ajay Francis Daniel)
 Dy. Chief Operation Manager/FOIS
 For Principal Chief Operations Manager
 SECR/Bilaspur

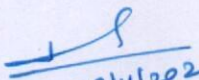
No. SEC/TRA/GSR/425/23

Dated: 29.11.23

Cont....(6)

Circulations:

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


29/11/2023.
Dy.Chief Operation Manager/ FOIS

BLOCK REQUISITION NOTICE (For Tower Wagon/Car movement)**(Tower Wagon/Car Driver & SM)**

From: JE/SSE(TRD) at station

TO

SM.....station

Notice No..... Date.....Time.....

The line.....(Up/Dn/Joint) between.....station and station, elementary section no.to.....is required to be blocked for the duration ofhours for working of Tower Wagon/Car.

Tower Wagon/Car will enter the Block section fromstation on Up/Dn/Joint line.....and clear at..... Station. (i) Work and Proceed/Return on Single Line (ii) Work and Proceed on Right line/Wrong Line on Double line (iii) Work and Return on Right/Wrong line on Double line. (Strike out whichever is not applicable).

Signature of JE/SSE(TRD)

Annexure-II

Sl.No.....

T/1708A

POWER BLOCK PERMIT (For Tower Wagon/Car movement)**(Tower Wagon/Car Driver & SM)**

To

JE/SSE(TRD)

You are hereby permitted to work as per following-

Power Block is permitted between station.....&.....at elementary section.....to elementary section..... on (Up/Dn/Joint)..... line for duration of hours;fromtohours for working of Tower Wagon/Car.

Tower Wagon/Car will enter the Block section from..... station on (Up/Dn/Joint)line and clear at..... station (i) Work and Proceed/Return on Single Line (ii) Work and Proceed on Right line/Wrong Line on Double line (iii) Work and Return on Right/Wrong line on Double line. (Strike out whichever is not applicable).

Private Number.....(in token of obtaining Line Clear/Block Back/Block forward) all the points in the concerned route are correctly set and locked and piloted out (for unsigaled/non sigaled movemet) You are hereby authorized to pass following signal(s) at 'On' condition (i) Starter.....(ii) Intermediate Starter.....(iii) Advance Starter.....(iv) Home Signal of 'C' class Station.....(v) IBS Signal.....(vi) Automatic Signal nos..... between station.....&.....

Caution Order

| SN | STATION BETWEEN | | KILOMETERAGE | | Speed kmph | Cause/Remark |
|----|-----------------|----|--------------|----|------------|--------------|
| | From | To | From | To | | |
| | | | | | | |

Signature of Station Master

Received.....

Signature of JE/SSE(TRD)

Date.....Time.....

Signature of Driver of Tower Wagon/Car.....

Signature of JE/SSE(TRD).....

It is the responsibility of JE/SSE(TRD) to apprise the Driver of (Tower Wagon/Car) regarding working of Tower Wagon/Car during the block and obtain the signature on his record copy.