

Addendum & Corrigendum No. 5 to Block Working Manual 2008
of S.E.C Railway

In Block Working Manual edition 2008 –

With the approval of the competent authority (PCOM/SECR), followings rules are revised as follows:-

1. In Rule no. 6.23 under head (a) at controlling station Para nos. (IV), (V) & (VI) and under head (b) at controlled station Para nos. (iii), (iv) & (v) the sentence "except that in lieu of T/369(3b), written authority in the prescribed form T/A 912 and T/511 shall be issued" is revised as **"and written authority on the prescribed form no. T/369(3b) shall be issued"**.

2. Existing Rule no. 6.25 is revised as under:-

6.25 – Method of working trains during suspension of panel working:-

During the period of suspension of Panel, trains shall be worked between stations in accordance with the rules contained under USR 9.12/4, SR 9.12/5 & SR 9.12/6 as the situation may demand. But before such procedure is adopted the Station Master at either end of the concerned block section shall ensure by exchange of messages supported by Private numbers that the block section is clear of Up/Down train(s).

3. Form No. T/375 is deleted.

4. A new form T/E 912 has been introduced.

5. In Appendix – "B" of Block Working Manual is revised as follows:-

REVISED APPENDIX – "B"

The books and forms used in SEC 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

Cont...(2)

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 Loco Pilot to Proceed to next Station from Mid Section.	T/609	20
21	Shunting Order	T/ 806	21
22	Authority to Pass Automatic/Semi Automatic/ Manual Stop Signal/Gate Stop Signals.	T/A 912	22
23	Authority for working of trains during total interruption of communication/obstruction on line in Automatic Block System.	T/B 912	23
24	Authority to Proceed for Relief Engine / Train into an Automatic Block Signalling Section.	T/C 912	24
25	Authority for working of trains during prolonged signal failure in Automatic Block System.	T/D 912	25
26	Authority for Temporary Single Line working on Double Line in Automatic Block System.	T/E 912	26
27	Train Intact Arrival Register.	T/ 1410	27
28	Line Clear Inquiry and Reply Message Book (for Train Despatching Station).	T/A 1425	28
29	Line Clear Inquiry and Reply Message Book (for Train Receiving Station).	T/B 1425	29

Cont...(3)

30	Paper Line Clear Ticket (Up).	T/C 1425	30
31	Paper Line Clear Ticket (Dn).	T/D 1425	31
32	Trolley Lorry / OHE Ladder Trolley Notice.	T/1518	32
33	Motor Trolley Permit.	T/1525	33
34	Competency Certificate for Working Points and Signals at Station.	OP/T 1/A	34
35	Certificate for Competency for Working Block Instruments.	OP/T 1/B	35
36	Competency Certificate for Working Points & Signals at Station provided with PI/EI/RI/SSI.	OP/T 1C	36
37	Controller's Train Control Order Register	OP/T 456	37
38	Train Signal cum Log Register	OP/T 28	38
39	Token Register	SI/14	39
40	Disconnection/Reconnection memo for Block Instrument.	SI/16	40

(Shailesh Toppo)

Dy.Chief Operation Manager/Plg. & Safety-II
For Principal Chief Operations Manager
SECR/Bilaspur

No. SEC/OPTG/425/24

Dt. 28.08.2024

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.

Dy.Chief Operation Manager/ Plg. & Safety-II

**AUTHORITY FOR WORKING OF TRAINS
DURING PROLONGED SIGNAL FAILURE IN AUTOMATIC BLOCK SYSTEM
(Loco Pilot / Train Manager / Station Master's Record)**

Station _____
Date _____

Time: _____ hours _____ mins

To _____
The Motorman / Loco Pilot of Engine / Train / Unit No. _____ UP / DOWN.

AUTHORITY TO PROCEED

1. All signals between _____ station and _____ station have failed.
2. Line clear has been received from _____ station under his Private No. (in words) _____ (in figures) _____.
3. You are authorized to work your Engine / Train / Unit No. _____ up to the Semi-Automatic/ Manual First Reception Stop Signal of _____ station and thereafter be guided by the aspect of the Semi-Automatic / Manual First Reception Stop Signal or the instructions from the Station Master of the _____ station.

AUTHORITY TO PASS SIGNALS IN 'ON' POSITION

You are also authorized to pass

1. Departure signals and all intervening Automatic signals between _____ station and _____ station at "ON".
2. Starter / Manual Stop Signal / Gate stop signals on being hand signalled past such signals by a railway servant in uniform.
3. You shall cautiously pass level crossing gates only after ensuring that the gates are closed.
4. Here indicated distinguishing numbers of all signals to be thus passed _____

CAUTION ORDER

Your train is the First train to pass over the UP / DOWN line during prolonged failure of Automatic signaling from _____ station to _____ station. **Speed shall be restricted to 25 kmph when the view is clear and 10 kmph when view ahead is impaired subject to other speed restrictions.**

Your train is NOT the First and is authorized to pass over the UP / DOWN line from _____ station to _____ station with the **Sectional speed subject to other speed restrictions.**

The speed over facing points, if any, being restricted to 15kmph.

*Strike out whichever is not applicable.

Signature and Stamp of Station Master

I have understood the contents of this authority

Signature of Train Manager _____ Date: _____ Time: _____ hours _____ mins

Signature of Loco Pilot / Motorman _____ Date: _____ Time: _____ hours _____ mins

**AUTHORITY FOR WORKING OF TRAINS DURING TOTAL INTERRUPTION OF
COMMUNICATION / OBSTRUCTION ON LINE IN AUTOMATIC BLOCK SYSTEM**
(Loco Pilot / Train Manager / Station Master's Record)

Station _____ Date _____ Time: _____ hours _____ mins

To
The Motorman / Loco Pilot of Engine / Train / Unit No. _____ UP/ DOWN.

AUTHORITY TO PROCEED WITHOUT LINE CLEAR

1. You are hereby authorised to proceed cautiously without line clear from _____ station to _____ station on UP / DOWN* Line.
2. You shall bring your Engine / Train / Unit No. _____ to stand outside (i) Semi-Automatic / Manual First Reception Stop Signal pertaining to right line OR (ii) Semi-Automatic / Manual Last Despatch Stop Signal pertaining to wrong line* of _____ station and thereafter be guided by the instructions from the Station Master of _____ station.
3. Train No. _____ was the last train over the section. It left / arrived* here at _____ hours _____ mins.

CIRCUMSTANCES UNDER WHICH THIS AUTHORITY IS GIVEN

- *(A) Failure of signals and communications.
- *(B) Blocking of line / obstruction on line at km _____ between _____ station and _____ station and failure of means of communication.
- *(C) _____ (any other) _____
- *Strike out whichever is not applicable.**

AUTHORITY TO PASS SIGNALS IN 'ON' POSITION

1. You are also authorized to pass Departure signals and all intervening Automatic signals between _____ station and _____ station at "ON" on this authority.
2. In addition, you are also authorized to pass Starter / Manual Stop Signal / Gate stop signals on being hand signalled past such signals by a railway servant in uniform.
3. You shall cautiously pass the level crossing only after ensuring that the gates are closed.
4. Here indicate distinguishing numbers of all signals to be thus passed _____

CAUTION ORDER

You are permitted to run your Engine / Train / Unit No. from _____ station to _____ station with **speed not exceeding 15 kmph when the view is clear and 10 kmph when view ahead is impaired** subject to other speed restrictions.

The speed over facing points, if any, being restricted to 15 kmph.

Trains starting on wrong line shall be piloted out of the station after all concerning points are correctly set and locked.

Signature and Stamp of Station Master

I have understood the contents of this authority.

Signature of Train Manager _____

Date: _____ Time: _____ hours _____ mins

Signature of Loco Pilot / Motorman _____

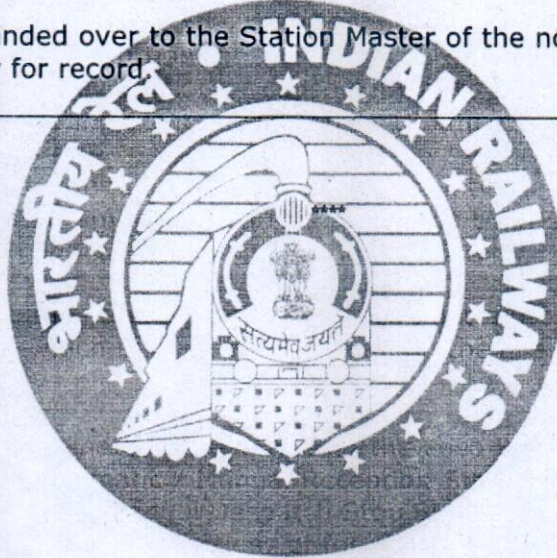
Date: _____ Time: _____ hours _____ mins

Loco Pilot / Motorman / Train Manager proceeding on this authority must observe instructions mentioned at the back of this form.

IMPORTANT INSTRUCTIONS

Motorman / Loco Pilot / Train Manager proceeding on this authority must observe the following precautions

1. Speed must not exceed 15 kmph over the straight line with clear view and 10 kmph when approaching or passing any portion of the line where the view ahead is not clear due to curve, obstruction, rain, fog or any other cause subject to the observance of speed restriction imposed and speed over facing points restricted to 15 kmph.
2. Both by day and by night, tunnel must not be entered until the Loco Pilot has ascertained that it is clear. Should there be any doubt on this point, the train should be piloted by a Railway Employee equipped with lighted hand signals and detonators.
3. A sharp look out must be kept at all times and Loco Pilot must be prepared to stop clear and short of any obstruction which may exist or crop up on the line. Engine whistle must be freely used.
4. When approaching the nominated station ahead, the Loco Pilot must bring his train engine to stand outside the Semi-Automatic / Manual Reception Stop Signal pertaining to right line and outside the Semi-Automatic / Manual Despatch Stop Signal pertaining to wrong line and sound one long whistle and act to the instructions of the Station Master.
5. The form should be handed over to the Station Master of the nominated station at the end of the authorized journey for record.



AUTHORITY FOR TEMPORARY SINGLE LINE WORKING ON DOUBLE LINE AUTOMATIC BLOCK SYSTEM

(Loco Pilot / Train Manager / Station Master's Record)

Station _____

Date _____

Time: _____ hours _____ mins

To _____

The Motorman / Loco Pilot of Engine / Train / Unit No. _____ UP / DOWN.

The obstruction exists at km _____.

****LINE CLEAR TICKET**

1. Due to _____ single line working is introduced on _____ line between _____ and _____ stations.
2. Line clear has been received from _____ station under his Private No. (in words) _____ (in figures) _____.
3. You shall bring your Train/ Engine/ Unit No. _____ to stand outside first Stop Signal / Last Stop Signal pertaining to wrong line* of the station and thereafter be guided by the instructions from the Station Master of _____ station.

***AUTHORITY TO PASS SIGNALS IN 'ON' POSITION ON WRONG LINE WITH CAUTION ORDER**

On wrong line- When running in wrong line the train shall be piloted out of the station after all the concerning points have been correctly set and locked. The loco pilot/ motorman shall ascertain:

- (i) That points of outlying sidings, where provided, are correctly set and locked and/ or the level crossing gate No.s _____ are closed and;
- (ii) Hand signals are displayed by the railway servant in uniform at the points, level crossing gates before passing them. You shall cautiously pass the level crossing only after ensuring that the gates are closed.

Here indicate distinguishing Nos. of all Non-governing signals to be thus passed: _____

*Your Train is First Train going on Wrong line to pass over the Temporary Single Line. **Speed shall be restricted to 25 kmph subject to observance of other speed restriction in force.** Loco Pilot should switch "ON" the flasher light of the train engine and inform all Gatemen and Gangmen.

*Your Train is NOT the First train on Wrong line to pass over the Temporary Single Line. **Train is permitted to work at sectional speed, subject to other speed restriction in force.**

Following are the additional Caution Orders in force in Block Section (For trains going in wrong line)

SN	Station between		Kilometer		Speed (kmph)	Cause/ Remarks
	From	To	From	To		
1.						
2.						

***AUTHORITY TO PASS SIGNALS IN 'ON' POSITION ON RIGHT LINE WITH CAUTION ORDER**

*First train on right line - You are, hereby authorized to pass Departure signals and all intervening Automatic signals between _____ station and _____ station at "ON" on this authority. In addition, you are also authorized to pass Semi-Automatic / Manual Stop Signal / gate stop signals on being hand signalled past such signals by a railway servant in uniform. You shall cautiously pass the level crossing only after ensuring that the gates are closed.

Speed shall be restricted to 25 kmph subject to observance of other speed restriction in force.

Here indicate distinguishing Nos of all signals to be thus passed: _____

*Subsequent trains following First train on right line - You are, hereby authorized to pass Departure signals No. _____ of _____ station at "ON" on this authority and thereafter be guided by the aspect of the intervening signals. **Train is permitted to work at sectional speed, subject to other speed restriction in force.**

Signature and Stamp of Station Master

I have understood the contents of this authority.

Signature of Train Manager _____

Date _____ Time _____ Hours _____ min

Signature of Loco Pilot / Motorman _____

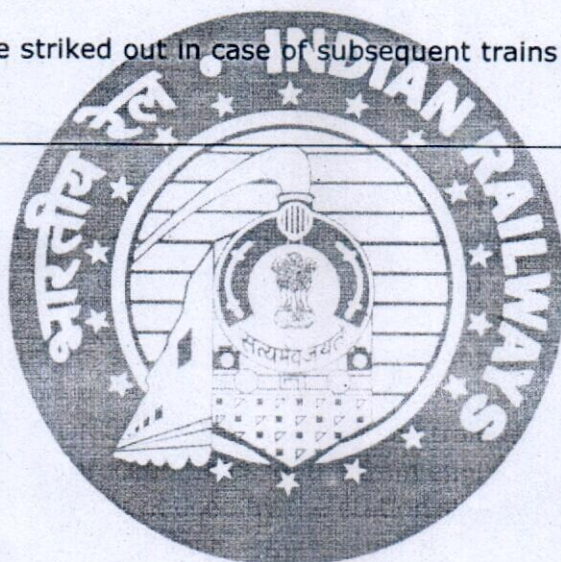
Date _____ Time _____ Hours _____ min

* Strike out whichever is not applicable. **Strike out whenever is not applicable

IMPORTANT INSTRUCTIONS

Motorman / Loco Pilot / Train Manager proceeding on this authority must observe the following precautions

1. You are expressly warned to observe "Neutral section" (only in Electrified section) if your Train is going on wrong line.
2. There are no Trap Points on the line in question / Trap points have been clamped / spiked.
3. The instruction that Automatic signals in the wrong line should be considered as out of use even though they may be showing "Proceed" or "Caution" aspect
4. The speed over facing points shall be restricted to 15 kmph.
5. Loco Pilot should switch "ON" the flasher light of the train engine while running on the wrong line on proper authority to proceed. In case, the train engine running on the wrong line without switching on the flasher light is noticed by the station staff, Gatemen and Gangmen they shall stop the train immediately.
6. Line clear ticket to be struck out in case of subsequent trains following the first train on the right line.



SEC RAILWAY

Form No. T/ A 912

Sr. No. _____

**AUTHORITY TO PASS AUTOMATIC/SEMI AUTOMATIC/MANUAL
STOP SIGNAL/GATE STOP SIGNALS**

(Loco Pilot / Train Manager / Station Master's Record)

Station _____

Time: _____ hours _____ mins

Date _____

To

The Motorman/ Loco Pilot of Engine/ Train/ Unit No. _____ UP/ DOWN.

(a) Automatic Signalling has failed and you are, hereby authorized to pass all Automatic signals between _____ station and _____ station. In addition, you are also authorized to pass Semi-Automatic / Manual Stop Signal / gate stop signals on being hand signalled past such signals by a railway servant in uniform, the hand signals being displayed except as provided for in clause 'b'.

(b) When running in wrong line (i) you must ascertain that points of outlying sidings, where provided, are correctly set and locked and/or the level crossing gates Nos. _____ are closed and (ii) hand signals are displayed by the railway servant in uniform at the points/level crossing gates before passing them.

Here indicate distinguishing Number of all signals to be thus passed _____

CAUTION ORDER

Your Train is going to pass signal/s at ON, speed shall be restricted to **25 kmph** when view is clear and **10 kmph** when approaching or passing any portion of the line where the view ahead is not clear due to curve, obstruction, rain, fog subject to observance of other speed restriction in force.

The speed over facing points, if any, being restricted to 15 kmph.

Signature and Stamp of Station Master

I have understood the contents of this authority.

Signature of Train Manager _____ Date: _____ Time _____ Hours _____ min

Signature of Loco Pilot / Motorman _____ Date: _____ Time _____ Hours _____ min

SEC RAILWAY

Form No. T/ C 912

Sr. No. _____

**AUTHORITY TO PROCEED FOR RELIEF ENGINE/TRAIN INTO AN
AUTOMATIC BLOCK SIGNALLING SECTION**
(Loco Pilot/ Train manager/ Station Master's Record)

Station _____

Date _____

Time: _____ hours
_____ minsTo _____
The Motorman/ Loco Pilot of Engine/ Train/ Unit No. _____ UP/ DOWN.**AUTHORITY TO PROCEED INTO OBSTRUCTED BLOCK SECTION**

You are hereby authorized to proceed cautiously without line clear from station to up to km _____ with your Relief Engine / Train on UP/DOWN Line. You shall bring your Relief Engine / Train to a stand at km _____ and thereafter be guided by the instructions from the Competent Authority.

This order is given due to obstruction on UP/DOWN line at km _____. But communication is available between _____ station and _____ station. Train No. _____ was the last train over the section. It left/arrived* here at _____ hours _____ min.
* Strike out whichever is not applicable.

CAUTION ORDER

You are permitted to run your Relief Engine Train from station to km with the **speed not exceeding 15 kmph over the straight with clear view and 10 kmph** when view ahead is impaired due to tunnel, curve, obstruction, rain, fog or any other cause.

Signature and Stamp of Station Master

I have understood the contents of this authority.

Signature of Train Manager _____

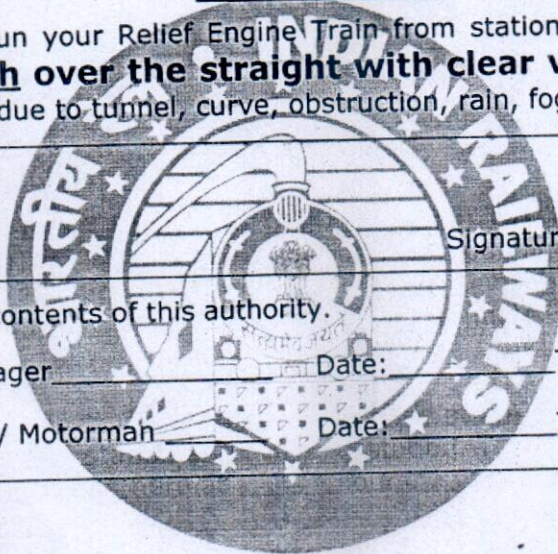
Date: _____

Time _____ Hours _____ min

Signature of Loco Pilot / Motorman _____

Date: _____

Time _____ Hours _____ min



SEC RAILWAY

Form No. T/ 369(3b)

Sr. No. _____

AUTHORITY TO PASS SIGNALS IN 'ON' OR DEFECTIVE POSITION

(Loco Pilot / Station Master's Record)

Time: _____ hours _____ mins

Station _____

Date _____

To _____ UP/ DOWN.
The Motorman/ Loco Pilot of Engine/ Train/ Unit No. _____

Description and Signal No. _____ of station is/are out of order.

You are hereby authorized to pass the defective Outer/Home/Inner Home/ Routing/ Starter/Intermediate Starter/ Advanced Starter / IBS signal / Manual stop signals in Automatic Block System / Semi-Automatic Signal (working as a Manual stop signal) in Automatic Block System at "ON" position at a **speed not exceeding 15 kmph.**

*The train will be admitted on line No. _____ (in words), and (figures) _____. In case of Routing / Inner Home / Home / Semi-Automatic Signal is defective.

*In case of failure of Advanced Starter Signal / Last Stop Signal in Double Line Absolute Block System Line clear has been obtained on Electrical Communication Instrument from _____ station.

Private No. received (in figures) _____ (in words) _____

*** Strike out whichever is not applicable.**

Signature and Stamp of Station Master

I have understood the contents of this authority.

Signature of Loco Pilot / Motorman _____ Date: _____ Time _____ Hours _____ min

IMPORTANT INSTRUCTIONS

1. For approach signal Loco Pilot is authorized to pass the defective signal at 'ON', on the Authority delivered through competent railway servant at the foot of the Defective signal.
2. For Starter Signal, The Loco Pilot to pass such signal on the Authority handed over at the station and in addition thereto, a competent railway servant shall show hand signals to departing train in accordance with the instructions of Station Master
3. In case of defective Advanced Starter Signal, hand signals may be dispensed with and Loco Pilot to pass such signal by a written authority handed over at the station. Except in case of an Advanced Starter Signal protects any points, hand signals shall not be dispensed with.

UP/ DOWN

SEC RAILWAY

Form No. T/ B 602

Sr.No _____

**AUTHORITY FOR OPENING COMMUNICATION DURING TOTAL INTERRUPTION
OF COMMUNICATION ON SINGLE LINE SECTION**

(Loco Pilot / Train manager / Station Master's Record)

Station _____

Time: _____ hours _____ mins

Date: _____

To

The Loco Pilot/Motorman of Engine/ Self propelled Vehicle _____

AUTHORITY TO PROCEED WITHOUT LINE CLEAR

1. You are hereby authorised to proceed cautiously without Line clear from station _____ to station _____ with your Engine / Self-propelled Vehicle.
2. You shall bring your Engine / Vehicle to a stand outside the first stop signal of the next block station thereafter be guided by the instructions from the Station Master of that Station.
3. Train No. _____ was the Last Train over the section. It left/ arrived* here at _____ hours _____ minutes.
4. This authority is given due to:
 - (a) Total interruption of communication with Station _____ from _____ hours _____ min of Date _____
 - (b) _____

*** AUTHORITY TO PASS SIGNALS IN 'ON' POSITION**

You are authorised to pass the Signal/s No & description _____ in "ON" position, **speed NOT exceeding 15 kmph** observing hand signals at the foot of the signal post/s, if it protects points.

Strike out for Automatic Block Signaling*CAUTION ORDER**

1. You are permitted to run your Engine/ Self propelled Vehicle between Station _____ To _____ station _____ with **the speed of 15 kmph in day and when view ahead is clear and 10 kmph in night or when view ahead is not clear.**
2. You are expressly warned to observe every caution while approaching level crossing gate/ s situated between block section and whistle frequently.
3. In addition following caution orders are in force in block section:

Sr No	Station between		Kilometer		Speed kmph	Cause/ Remarks
	From	To	From	To		
1.						
2.						
3.						
4.						

LINE CLEAR ENQUIRY MESSAGE

To

The Station Master _____ Message No _____

On return of _____ will line be clear and kept clear for train nowaiting to proceed?

CONDITIONAL LINE CLEAR MESSAGE

To

The Station Master _____ Message No _____

On arrival of _____ train at your station, line will be clear and kept clear for Train Engine to return with / without attached to a Train or another Engine or Self Propelled Vehicle / Trolley etc (Complete particulars.)

Private Number (in words) _____ (in figures) _____

I have understood the contents of this. _____

Signature of Loco Pilot / Motorman _____

Signature of Train Manager _____

Signature & Stamp of Station Master _____

Time: _____ Hours _____ min

Instructions: 1. Strike out whichever is not applicable.

2. Loco Pilot proceeding on this Authority must observe instructions mentioned at the back of this form.

IMPORTANT INSTRUCTIONS

Loco Pilot / Motorman proceeding on this authority must observe the following instructions.

(1) Speed must not exceed a. Day b. Night or when view is obstructed c. In thick, foggy or tempestuous weather or dust storm.	Single Line 15 KMPH 10 KMPH Walking pace preceded by two men on foot with Red light and Fog Signals
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- (2) Both by day and night, a Tunnel must not be entered until the Loco Pilot has ascertained that it is clear. Should, there be any doubt on this point, the train should be piloted by a Railway Employee equipped with Hand Signals and Detonators.
- (3) During night if engine is not fitted with the Electric Head Light or if Electric Head Light is not in working order the Train or the Light Engine must be preceded at an adequate distance by a Railway Servant carrying Detonators and exhibiting Red Light ahead to Stop any other approaching train. The precautions must be taken in case of self-propelled vehicle/ other vehicle also.
- (4) A sharp look out must be kept at all times and the Loco Pilot must be prepared to Stop clear and short of any obstruction which may exist or crop up on the road.
- (5) When approaching the station ahead, Loco Pilot must Stop his train engine/ light engine/ trolley/ trolley wagon/ diesel rail car/ self-propelled vehicle/ other vehicle outside First Stop Signal and sound whistle continuously or by sounding the horn of self propelled vehicle, if provided, as per special instructions. If no one turns up from the station within 10 minutes, Assistant Loco Pilot / Station Master / Train Manager shall be immediately sent to the station to inform Station Master of the arrival of the train/ light engine/ self propelled vehicle/ other vehicle or make contact with Station Master through Signal Post Telephone, if provided or by other means of communications if provided.

SEC RAILWAY
AUTHORITY TO RECEIVE A TRAIN ON A NON SIGNALLED LINE

Form No. T/510
Sr. No. _____

(Record/Loco Pilot)

Station _____

Date _____

To _____

Time: _____ hours _____ min

The Loco Pilot/Motorman of Train No. _____

Description _____

Up/Down _____

You are authorised to enter cautiously **not exceeding 15 kmph** speed being piloted by the bearer of this Authority and you should bring your train to a stand at the facing points leading to Line No. (in words) _____ (in figures) _____ until Hand Signalled forward as you are being received on a non signalled line.

★ Signature and Stamp of Station Master

Signature of Loco Pilot/ Motorman _____

Date: _____

Time: _____

Hours _____

min

