

SOUTH CENTRAL RAILWAY

Safety.387/Fly Leaf/09/2014

Fly Leaf No. 09/2014

Attention... Operating & Engineering Officials

(KNOW ABOUT “**LINE BLOCK**” PROCEDURES – **SR 15.06**)

1. What is a ‘block’?

It is an arrangement of blocking of track against movement of traffic over a particular section duly allowing the required Material Train or Track Machines or Tower Wagons of Departments concerned for maintenance.

2. How many types of blocks are there and what are they?

Four types of blocks are in use and they are ‘line block’, ‘power block’, ‘integrated block’ and ‘shadow block’.

“Line Block”: Blocking the line for Engineering purposes and not permitting any train except Material Train and Track Machine.

“Power Block”: Blocking the movement of electric traction traffic and is exclusively used for maintenance of OHE.

“Integrated Block”: Blocking the portion of a line for maintenance work by more than one Department.

“Shadow Block”: It is a block which may or may not be an integrated block and Material Train / Track Machine/s / Tower Wagons may be permitted from either end of the block section simultaneously; for example changing of bridge girders, replacement of turnouts, changing of contact wire, etc.,

3. What is the procedure for obtaining ‘line block’?

- Authorised Engineering Official shall apply for ‘line block’ to the DRM.
- Engineering Branch along with Operating Branch to issue ‘Circular Notice’ which is valid for three months. DOM of the Division shall issue ‘all-concerned’ message two days in advance to the actual commencement of work to the Officials mentioned in the Circular Notice.
- Engineering Official shall arrange for protection of the work site as per SR 15.09.
- Slots for ‘integrated blocks’ are notified in the WTT.
- SCOR will advise the SMs on either side of block section.
- Engineering Official and SM shall ensure that Caution Order is imposed / written and given to the crew of trains entering into the block section.
- Immediately after blocking the line, SMs on either side of block section shall place ‘line block caps’ on the block instrument and red ink entry shall be made in TSR. On double line the block instrument shall be kept in ‘TOL’ and on single line token/tokenless section, ‘line blocked’ caps shall be placed on the block instrument handle.
- If Material train is permitted to enter into the section as per Circular Notice, it may be sent by issuing T/462 or T/A 462 and the train shall be piloted under the personal supervision of SE/JE-P.Way.
- When it is not possible to establish the communication with the SM of adjacent station, ‘line block’ shall not be permitted.
- On completion of the work, track ‘fit’ certificate shall be issued by the Engineering Branch.

4. Is blocking of line is permitted on field telephone?

Yes, it is permitted on special reasons by following a different procedure as laid down under SR 15.06.2.4.

5. What shall be done if extension of 'line block' is necessary?

Engineering Official shall intimate the SCOR and send a written message to one of the either side station SM who in turn advise the SM at the other end about the revised time of line block. Extended time shall be written in TSR and Station Diary at both the stations.

6. What authorities need to be given to the Material Train / Track Machine / Tower Wagon proceeding during 'line block' period?

- T.462 / T/A462 for Material Train returning back to the same station / clearing into next block station respectively.
- T.465 / T/A 465 for Track Machine returning to the same station / clearing into next block station respectively.
- T.1708 / T/A 1708 for Tower Wagon returning to the same station / clearing into next block station respectively.

7. When more than one Track Machine / Tower Wagons are programmed to work in the section, what authorities need to be given?

- If more than one Track Machine is programmed to go into the block section and returned back to the same station – first Track Machine will be given T.465 and succeeding one will be given Caution Orders; when T.465 is received back by the SM, it ensured that the block section is clear.
- If more than one Track Machine is programmed to go into the block section and clear into next station – first Track Machine will be given Caution Order and last one will be given T/A 465; when T/A 465 is received by the SM of the station ahead, it ensured that the block section is clear.
- If more than one Tower Wagon is programmed to go into the block section and returned back to the same station – first Tower Wagon will be given T.1708 and succeeding one will be given Caution Orders; when T.1708 is received back by the SM, it ensured that the block section is clear.
- If more than one Tower Wagon is programmed to go into the block section and clear into next station – first Tower Wagon will be given Caution Order and last one will be given T/A 1708; when T/A 1708 is received by the SM of the station ahead, it ensured that the block section is clear.

8. What shall be the speed of Track Machine / Tower Wagon when more than one is sent into the block section?

First one will be normal speed and following one shall proceed with 25 / 10 KMPH during day and when view ahead is clear / during night and when view ahead is not clear during day.

9. If it is necessary to despatch Material Train and/or Track Machine and/or Tower Wagon during 'integrated block', what authorities need to be given?

If they are programmed to come back to the same station, T.462, T.465 & T.1708 will be given and information in the Caution Order to be given regarding the number of Material Train / Track Machine / Tower Wagon permitted. A safety distance of 150 m shall be maintained in between two vehicles / trains and the speed permitted is restricted to 15 / 8 KMPH during day / night.

If they are programmed to clear into station ahead, T/A 462, T/A 465 & T/A1708 will be given and remaining precautions is similar to above Para.

10. If it is necessary to despatch Material Train and/or Track Machine and/or Tower Wagon during 'shadow block', what authorities need to be given?

If they are programmed to send Material Train and/or Track Machine and/or Tower Wagon - T.462, T.465 & T.1708 will be given and information in the Caution Order to be given regarding the number of Material Train / Track Machine / Tower Wagon permitted to precede / follow; and also look out for any obstruction in the opposite direction. A safety distance of 150 m shall be maintained in between two vehicles / trains and the speed permitted is restricted to 15 / 8 KMPH during day / night.

Only one Material Train is permitted and all the units shall return to the same station from where they started.

11. What is the brake power related instructions?

Driver of TTM and Tower Wagon are responsible to check the fitness of the unit and its brake power.

12. What procedure to be adopted when the units are permitted to enter into the block section from right line / wrong line?

Free Starter signals can be taken 'off', if the unit is sent from right line. If the unit is sent out from wrong line, the relevant points shall be correctly set, clamped and padlocked by the SM and the unit shall be 'piloted out' on a written memo.

13. What procedure to be adopted when the units are received into the station from right line / wrong line?

When the units are received on right line – First unit can be received by taking 'off' Home Signal and the following units on Calling-on signal.

When the units are received on wrong line – the unit in-charge / Driver shall ensure that the unit is stopped near the wrong line LSS. The SM of the station shall ensure correct setting, clamping and padlocking of points and 'pilot in' the train on a written memo.

14. What precautions to be followed for resumption of normal working?

On completion of the work, SMs shall ensure that the block section is clear of all units and a 'safety certificate' is writing is obtained from the respective in-charge. Advise the SM at the other end of the block section and SCOR. TSR entries shall be checked and confirmed that all units have arrived back into station and both SMs to exchange messages supported by PN.

**CHIEF SAFETY OFFICER
SAFETY ORGANISATION**

Attention SMs

Ensure that the Track Machines / Material Train / Tower Wagons are piloted out / piloted in when the units are despatched / received from wrong line.