

**DFCR Safety Bulletin No. 4/2021**

No. HQ/OP & Safety/ Safety Bulletin/2021

Dated: 05/02/2021

**CGM/Tundla/Jaipur/Ajmer**

**Sub: Precautions to be taken by Station Masters during power block.**

On 03/02/2021 in EDFC a goods train entered into block section during power block due to negligence of station master. This incident happened because station master has clearly violated Rule no 239 (d) in which it is clearly mentioned "The Station Master on duty when power block alone is given shall ensure that no electric rolling stock is permitted into or over sections of track for which work permit is issued and overhead lines are dead, and points and crossings are protected by means of stop callers in accordance with special instructions." Detailed instructions are available in appendix "G" of SWR.

In order to avoid repetition of such incidents in future, the precautions during power block is being reiterated.

**Precautions during power block.**

1. Obtain permission from OCC under exchange of pvt. number whenever a notice about power block is given. Ensure the following before allowing power block.
  - I. Confirm that there is no train in the section.
  - II. Block the last stop signal permitting entry into the concerned block section through VDU.
  - III. Block the concerned track section/points through VDU before allowing power block.
  - IV. Inform details about the block to the adjacent Station Master, i.e. km, speed restriction if any, nature of work etc. before allowing power block.
  - V. Record details of power block in red ink in TSR and station diary at both stations before exchanging private number regarding power block.
  - VI. Don't give receiving of block notice and permission to work unless all the work mentioned from (i) to (v) has been completed.
2. If power Block has been permitted in block section then receive incoming train in loop line by setting dead end if loop line is clear to check entry of train in section during power block.
3. If the power block has been permitted in station section then the signals of concerned lines/sidings must be blocked through VDU.

4. Station Master shall not exchange private number with the controller when previously sanctioned power block is being granted unless
  - a. The block section is clear.
  - b. The last stop signal provided for entry in the concerned block section has been blocked through VDU.
  - c. The concerned track section/point section is blocked.
  - d. Entry in TSR and station diary in red ink has been made.
5. Don't take off signals for direct reception of any electric engine or train if there is power block within the adequate distance of signals.
6. Don't send any maintenance vehicle (Tower wagon) in the blocked section unless mentioned in block notice and permission from OCC is obtained.
7. Don't allow movement of electric train in the block section unless written information/control message from OCC about removal of power block has been received.
8. Ensure that all power block has been cancelled before sending any train in the section when multiple power block has been allowed in one block section.
9. Ensure that during shunting operation, under no circumstances, the electric locomotive approaches near the traction structures limiting electrical sections over which the power blocks have been granted.

The copy of the above may be circulated to all stations, meetings to be held involving train passing staff, to educate the staff concerned on precaution to be taken during power block.

  
5.2.2021

**(Sudhir Chandra Kumar)**  
**General Manager/Traffic & Safety**

Copy to:

1. Secretary to MD for information of MD.
2. Director/OP&BD for kind information.
3. Director/Infra. & PP for kind information.
4. ED/EDFC & WDFC for kind information.
5. All GGMs/GMs for information & necessary action.