

SECTION III.

REGULATIONS FOR WORKING TRAINS

BY THE

ABSOLUTE BLOCK TELEGRAPH SYSTEM.

Signalling Trains and obtaining Line Clear.

The "Block" or Signal Instruments are to be devoted exclusively to Signalling of Trains, and the authority to work them is entrusted solely to the Station Agent, without whose authority no Signal whatever is to be passed.

In order to make these Regulations more clearly intelligible, the Station from which a Train is to start is designated "Station A," the Station to which a Train is about to proceed "Station B."

1. (a.) Immediately previous to starting a Train at Station A, the needle must be moved steadily to and fro, so as to call the attention of Station B to which the Train is to proceed.

(b) Station B will repeat the signal to show that his attention has been obtained.

(c) Station A will then give three steady beats of his needle to the right, signifying, "Is Line Clear?"

(d) If Line is clear, Station B. will reply, "Yes, Clear," by repeating the same number of beats (three) also to the right.

(e) Station A will, on receiving the above reply, signal to Station B, "Train will start," by giving three steady distinct beats of his needle to the left, upon which Station B will place and block the needle opposite to the words on the dial, "Train on Line."

(In the case of a Train which is Timed to Pass Station A without stopping, care must be taken that "Line Clear" is not asked too soon; in order to prevent the line from being "Blocked" too many Stations in advance, by which practice frequent delays take place to other Trains in crossing.)

(f) Station A will start Train as soon as he perceives that Station B has blocked the needle in answer to the message, **“Train will start.”**

(g) Immediately on the arrival of the Train at Station B, the Peg is to be removed, and Station A is to be advised of it by giving four steady beats of the needle to the right, which station A will acknowledge to Station B in the same manner; but the peg must not be removed until Station B has ascertained from the Guard that the whole of his Train has arrived, and has also seen the White Target Signal by day, or the corresponding Red Tail signal lamp by night, on the incoming Train.

2. If, when the Signal is given from Station A **“Is Line clear?”** the Line should not be clear, the reply **“No, blocked,”** is to be immediately returned by Station B, by giving six distinct beats to the left, which signal (six beats) Station B will repeat.

3. On receiving the reply at Station A, **“No, blocked,”** it will be the duty of the person in charge of the Instrument at Station A to watch it,

until the "clear" signal of **four** beats to the right has been given and repeated twice, and then the question, "**Is Line Clear?**" must be repeated from A to B, and under no circumstances whatever, is the Train to be started until the reply is received at A "**Yes, Line Clear?**" and Station B has in reply to signal "**Train will start,**" blocked his needle over to "**Train on Line.**"

4. After the Signals "**Train will start,**" have been given from A to B, and Station B has pegged the needle to the left "**Train on Line,**" the Instrument is to be carefully watched until the needle is restored to its normal position.

5. Should anything occur at a Station by which the "**Line is blocked,**" so as to prevent or render dangerous the passing of a coming Train, the Stations on both sides are to be immediately advised thereof by first calling attention, and then giving **six distinct beats** of the needle **to the left**, which is to be repeated by the Station receiving it as soon as the obstruction is removed the "clear" signal of **four beats** is to be given and repeated twice.

6. The times at which "**Line Clear,**" is received "**Time of departure of Train,**" and time of receipt of signal "**Train has arrived**" are to be

carefully entered in "**Line Clear Book**," at the Stations, and the signature of Clerk placed opposite to the entries. The **Book** always to be left open in a convenient position near the Instrument.

7. The Station Agent at Station B must, at all times, before he replies, "**Yes, Line Clear**," satisfy himself it is free, not only from the ordinary Trains, but also from any special Trains, Ballast Trains, Trucks or other obstructions, he must also be sure that no Train has been divided and only part of it brought in to his Station, as may sometimes happen with heavy Goods Trains, (See Memorandum on Rules 1 and 7,) and that the points are in their proper position.

8. Should the block Telegraph be out of order, recourse must be had to the Single Needle Telegraph, and the following rules strictly observed:

When a Train is ready to leave Station A, the question is to be asked of Station B, "**Is Line Clear?**" Station B will reply (as the case may be) with "**Yes, Line Clear**," or "**No, blocked**," and the question and answer must be entered in the **Line Clear Book** at both Stations. If the answer has been received at Station A that the Line is blocked, the Train must not be started from that Station

until another message is received from Station B that **"Line is Clear."** Station A must then send message to Station B **"Train will start,"** and Station B must reply to Station A, as soon as it is ascertained that the whole of the Train has arrived, **"Train arrived."**

9. Every message affecting the working of the Line, such as crossing of Trains, &c. Obstruction Signals, is to be copied into the **"Line Clear Message Book,"** before it is despatched, and the receiving Station must repeat it to the forwarding Station as a proof of its receipt and correct transmission, and the time of such repetition is to be entered at the foot of both the forwarded and received form in the space provided for that purpose. Such messages and repeats are to bear the special prefix **"S R"** (repeated message) which will entitle them to take precedence of all others except **"D G's"** Station Agents are in all cases to see these messages transmitted, and must examine the repetition with original to prove its correct transmission.

Working Trains when both Telegraphs are out of order.

10. Should both Telegraphs be out of order, no Train shall be permitted to pass the

crossing places fixed by the Working Time Book until the Train it is appointed to meet shall arrive at such crossing place, or unless and until a message in writing, signed by the Station Agent, shall have been forwarded by special messenger from Station A to Station B to ascertain that the Line is clear, and a written answer has been received by Station A from Station B that the Line is clear, that it will be kept clear, and that the Train may proceed.

11. Should both Telegraphs be out of order, the Drivers of Trains be instructed to proceed with great caution.