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**GOVERNMENT OF INDIA भारत सरकार**  
**MINISTRY OF RAILWAYS रेल मंत्रालय**  
**(RAILWAY BOARD) (रेलवे बोर्ड)**

No. 2017/Sig/WP/RE Works

New Delhi, Dated: 31.10.2018

PCSTEs,  
All Indian Railways

PCSTE,  
CORE (Allahabad).

**Sub: Replacement of Podanur type Tokenless Block Instruments with Handle Type Tokenless Block (Diado) Instruments on Single Line Section for 25 KV RE Fitness.**

**Ref: PCSTE/Core' letter no. CORE/S&T/S/211 Meeting dated 12.10.18.**

PCSTE/CORE vide his letter mentioned above has sought Railway Board's assistance to fast track execution and commissioning of S&T works to match the target of 6000+ RKM of electrification for the Financial Year 2018-19 and requested to issue suitable guidelines to Zonal Railways on the subject matter.

2. CORE has brought out that as per Para 22.9.1 & 22.9.9.3, SEM Pt-II, both FM Handle Type Tokenless (Diado) Block Instruments and Block working with Axle Counter (UFSBI with Block Panels) are suitable for RE area on Single Line Section. However, some Railways insist for provision of UFSBI with Block Panel only. The Railway Electrification target includes a large number of Single Line non-RE sections in D & E Routes. In many of these sections presently Podanpur Type Token Block Instruments exist which are required to be replaced with RE suitable block instruments.

3. CORE has further brought out that D & E Routes have maximum speed up to 110 Km and highest standard of interlocking generally up to Std-II R. Means for complete arrival of train i.e. Block Proving by Axle Counter is not required upto Std-II R (for minimum Block Working requirement as per A&C Slip No. 6 of SEM Pt-I).

4. The matter has been examined in Board's office and in terms of Board's Policy issued vide D.O. No. 2005/Sig/PLN/3/Pt dated 2.11.2005, all Stations where Central Panel have been provided will also be provided with Block Proving by Axle Counter (BPAC) for last vehicle check. For Single Line sections, even on D & E Routes and having standard of Interlocking up to Std II-R where Central Panel/EI are existing, BPAC for last vehicle check is a necessary requirement. Therefore, in such Stations wherever BPAC is neither existing nor sanctioned over Railway, CORE may plan Daido Block Instruments along with BPAC for last vehicle check. In case CORE is unable to take up BPAC work, commitment of funds to be made for Railways to take up and complete BPAC works in reasonable time.

5. In Single Line sections having standard of Interlocking up to Std II-R where Central Panel/EI is not existing, CORE may continue to provide FM Handle Type Tokenless (Diado) Block Instruments in replacement of Podanur Type Tokenless Block Instruments.



(P.K. Gupta)

Exe. Dir. Signal (Project)