

**Interaction of interlocking apparatus in traffic bureau and signal box in Austrian stations**

No.	Actor	Operating sequence for a train movement	Traffic bureau			Signal box					
			Route lever	Ba block instrument	Fa block instrument	Points levers**	Route lever	Ff block instrument	Be block instrument	Ts block instrument <sup>#</sup>	signal lever
1.		Normal position		unblocked	blocked	arbitrary**		unblocked	blocked	blocked	stop
2.	traffic director	The traffic director selects a route via the route lever (which prevents setup of conflicting routes) ...	/	unblocked					blocked		
3.		... and blocks the Ba ("unlock signal") block instrument. This unblocks the corresponding Be block instrument at the signal box, which has the meaning of an "order" given to the signalman to set up the selected route.		blocked					unblocked		
4.		For the indicated route, the signalman aligns the points and FPLs, sets derails and moves necessary shunt signals to the stop position.				aligned for selected route					
5.	signalman	He locks all these elements mechanically with his route lever (reversible) ...			blocked		/	unblocked			
6.		... and then locks the route lever electrically with the route locking block instrument (Ff). This cannot be reversed at the signal box.			unblocked			blocked			stop
7.		The signal is now unlocked, and the signalman can reverse the signal lever <sup>+</sup> .								blocked	clear
8.	train	Via a short track circuit, the train unblocks the button lock (Ts), which allows blocking of the adjacent Be block instrument.								unblocked	clear
9.	signalman	The signalman, after checking the train's tail lamp, returns the signals to their stop position and ...		blocked					unblocked	unblocked	stop
10.		... can now "return the order" by blocking back the Be block instrument. At the same time, the button lock is also blocked to its locking position.		unblocked	unblocked			blocked	blocked	blocked	
11.	traffic director	The traffic director releases the route lock by blocking the route releasing block instrument (Fa) and ...	/		blocked			unblocked			
12., 13.		... moves his route lever to the normal position. He can now set up and "command" other routes to his signal boxes.					/				
14. = 1.	signalman	The signalman can now also return his route lever to the normal position, which finally ....				aligned for selected route					
		... unlocks the locked points, FPL, derail, and shunt signal levers that can now be used freely again.				arbitrary**					

+ It is always possible to return the signal to its stop position.

\* also FPLs, derails, and shunting signals.

# called "button lock" by

\*\* By rule, points and derails must be in their normal position unless reverse position is needed for shunting or some other purpose.

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