

any account to the Loco Pilot of a train as 'Authority to proceed'. The Station Master shall hand over the token to the Signal Inspector and obtain his acknowledgement in the Train Signal Register. The Signal Inspector shall insert the token in the block instrument if it is in good condition and phase the block instrument. He shall, thereafter, advise both the Station Masters, Chief Crew Controller /Crew Controller, Train Examiner and DRM/T and S&T. The Lost Token Notice pasted in the Loco shed shall be removed and the official of the Loco shed shall notify the Loco Pilots accordingly.

- g) If the lost token is not found, arrangements shall be made to replace it after a period of six months. A new token should bear the consecutive number next to the highest number in use on the block section. The replacement of the lost token may be done under the orders of the DRM/T and S&T. In case the lost token is found after indenting for a new token, it shall not be inserted in the instrument but shall be broken by the Signal Inspector and returned to the Stores.

Note: *In case the token which was notified as lost has actually been over carried beyond the block section either in the same jurisdiction of the Signal Inspector or beyond his jurisdiction the token should be handed over to the nearest Station Master. The Station Master should keep it in safe custody and advise the Signal Inspector of the section, sending a copy to the Signal Inspector of the section to which the token pertains. The Signal Inspector should take over the token from the Station Master of his jurisdiction and forward it to the Signal Inspector concerned for necessary action.*

8.3. Block Instruments Failure Record:

A record of the failures of Block Instruments/Signals, and other gear connected with working of signals shall be maintained in the S & T Failure Register at the station.

Note : Block instrument failure either at station 'X' or station 'Y' shall be recorded by both Station Masters of X' and 'Y' in their S&T failure registers.

8.4. Reports to be sent:

- a) When block working is suspended, the Station Masters at both ends of the block section shall at once make entries in red ink in the Train Signal Register immediately below the entries for the last train, showing the date and time from which block working was suspended and the cause of suspension, if known. Both the

Station Masters shall then advise each other and Signal Inspector/ Signal maintainer by telephone of the suspension and the cause thereof, if known, the cause of the failure being given only by the Station Master who first suspends the block working. A copy of this message shall also be sent to the DRM/T and S&T. The Controller on duty shall be advised on the controlled sections by the Station Masters at X and Y.

- b) The Signal maintainer shall also be advised when there is a failure of the Last Stop Signal after 'line clear' has been obtained from the station ahead.
- c) Whenever any failure is reported to the Government Telegraph Department, owing to line faults, GTD advised shall be added at the end of the message by the Station Master who first suspends the block working.

(AS-1, dt.01.06.06)/Item No.1/Rule No.8.5(a)/(b)/(d) & (e) (i) are amended)

8.5 Train Signalling during interruption or suspension of Block Working:

- a) If 'X' cannot obtain 'Y's attention after calling him for five minutes on the Block Instrument, 'X' shall ask 'Y' in the order of priority through
 - i) Telephone attached to Block instrument
 - ii) Station to Station fixed telephones wherever available
 - iii) Fixed telephone such as Railway auto-phone and BSNL phone
 - iv) Control telephone and
 - v) VHF set,to attend to the Block Instrument.
- b) In the event of failure or suspension of Block instrument, Track circuiting or Axle counters, 'Line clear' shall be obtained by any one of the alternative means of communications in the order of priority indicated below:-
 - (i) Telephone attached to Block Instrument.
 - (ii) Station to station fixed telephones wherever available.
 - (iii) Fixed telephone such as Railway auto-phone and BSNL phone.
 - (iv) Control telephone and
 - (v) VHF set.