

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.

- c) If the Station Master at 'X' cannot obtain 'Line Clear' from the Station Master at 'Y' through any one of the above means in the order of priority, the block section shall be considered to be totally interrupted and trains worked in accordance with the rules and regulations for working of traffic during total interruption of communications on single line in accordance with SR 6.02.4.
- d) Before actually signalling a train through any one of the alternative means the Station Masters at 'X' and 'Y' shall at once exchange messages in the following proforma and record in TSR in red ink.

Proforma of message from station 'X'

No..... Date and time
(Station code/Month/Serial number, eg., BZA/11/21)

Block instrument working is suspended between
 and Stations. Train signalling shall be done
 through ***Telephone attached to Block Instrument/ Station to
 Station fixed telephone /Fixed telephone such as Railway auto-
 phone and BSNL phone / Control telephone / VHF set .**

*Strike out whichever is not applicable

Signature of the SM

Proforma of message of acknowledgement from station 'Y'

No..... Date and time

(Station code/Month/Serial number, eg., BZA/11/21A) Refer your
 message No.....

Understood Block instrument working is suspended between
 and Stations. Train signalling shall be done
 through ***Telephone attached to Block Instrument/ Station to
 Station fixed telephone/Fixed telephone such as railway auto-
 phone and BSNL phone / Control telephone / VHF set.**

*Strike out whichever is not applicable

Signature of the SM

- e) i) Whenever trains between 'X' and 'Y' are signaled through block telephone or control phone etc., as the case may be, they shall be dealt with in all respects in accordance with the procedure laid down in Annexure of Block Working Manuals except as otherwise specially provided for.

ii) The number, description and the arrival and departure time of each train dealt with between 'X' and 'Y', with the Private Number, shall be recorded in red ink, then and there, in the Train Signal Register.

iii) The Station Master shall record the means of communication through which Line Clear was asked for or given, in T/A.1425 – outward and T/B.1425-inward as the case may be.

iv) The progressive number of the PLCT issued for each train shall be recorded in the Remarks Column of the Train Signal Register against the entry for the train.

8.6. Procedure to be adopted when the 'Train entering block section' signal cannot be given owing to the Block Instrument having failed after the departure of the train or before clearing the block section for the train:

- a) If, after the departure of a train the 'Train entering block section' signal or 'Train out of block section' signal for the train cannot be given to the station 'Y' owing to the block instrument having failed, 'X' shall enter the time of departure/arrival in the Train Signal Register in red ink and communicate to 'Y' or 'X' by alternative means of communication and exchange messages as per para (d) of 8.5.above.
- b) Whenever token working is suspended before the block section has been cleared on the token instrument for the train which last occupied the block section, the Station Master at 'Y' shall, on arrival of the train, enter the time of arrival in the Train Signal Register in red ink and send the following message by telephone to the Station Master at 'X'.

<p>No.</p> <p>Train (number and description) arrived here complete athrs.</p> <p style="text-align: right;">Station Master.....</p>
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The Station Master at 'X' shall record the time of arrival in his Train Signal Register in red ink and then acknowledge the message as under: