

## CHAPTER VIII

### FAILURE OF TOKEN BLOCK INSTRUMENTS

#### 8.1. Failure of token Block Instrument (G.R. 14.13) :

The token block instrument shall be considered as interrupted and token working suspended in the following circumstances: -

- a) 'Call attention' cannot be obtained on the token block instrument.
- b) Bell Codes are received indistinctly or failed altogether.
- c) The galvanometer fails to move on bell codes being given or received or shows a wrong indication even after the 'Signal given in error' signal is given and acknowledged.
- d) The token cannot be taken out even after exchanging proper 'bell codes' and correct operation of the token block instrument.
- e) A token can be taken out without exchanging proper 'bell codes' and without correct operation of the Block instrument.
- f) A token is broken or damaged in any way during or after extraction

**Note:** *In case of items (e) & (f), the token shall be kept in the safe custody by the Station Master and handed over to the Signal Inspector or any other authorized official.*

- g) There is no token in the instrument at the station from where a train is waiting to start.

**Note:** *When a train is ready to start from the station at the other end of the Block Section, where all the tokens have accumulated, token working shall be resumed by the Station Masters themselves.*

- h) A token received cannot be inserted or jams on inserting into the instrument.
- i) There is reason to believe that there is contact between the block wire and any other circuit.

**Note:** *(a) If a contact exists between the block wire and any other circuit, there is a possibility of irregular beats on the bell. A contact between two block wires would*

*cause signals given on one block instrument to be repeated on the neighbouring block instrument.*

*(b) The telephone connected to the block instrument, for train signalling shall also be considered as having failed and working by means of the telephone should not be resumed until authorised by the Signal Inspector or any other authorised official.*

- j) The block instrument or its battery counter is found unlocked or the seal is broken.
- k) The FSS/LSS Key or LSS control key, which are interlocked with the block instrument at stations equipped with double wire signalling is lost or has become defective.

**Note:** *a) On recovering back the lost key, the Station Masters themselves shall resume block working if it is in good condition.*

*b) The defective key shall be kept in the safe custody of the Station Master and handed over to the Signal Inspector or any other authorised official.*

- l) A token extracted from the block instrument at a station or delivered to the Driver or dropped by the Driver of a train at a Station cannot be found.
- m) A token pertaining to the block section has been over carried to another station.
- n) The Driver of a train enters the block section without the token pertaining to the block section or with the token not properly obtained for the train.
- o) A train arrives at a station without the token pertaining to the block section or with the token not properly obtained for the train.

**Note:** *In case of items (m), (n) & (o), this occurrence shall be reported as an accident.*

- p) The glass front of the galvanometer is broken.
- q) The token indicator or the token window is broken in the case of Neale's ball or tablet token instruments.
- r) The operating handle cannot be turned after the correct operations.

- s) The operating handle can be turned to any of the positions without a prolonged beat from the station at the other end.
- t) If the Station Master's key of the token receiver drum or slide is lost or the lock is out of order.
- u) The Last Stop Signal lever/knob can be reversed without the operating handle in the Train Going To position , where the Last Stop Signal is provided with an electric lock interlocked with the block instrument.
- v) The Last Stop Signal control key, where provided on the instrument, is lost or has become defective.

**Note:** a) *On recovering back the lost key, the Station Masters themselves shall resume the token working if it is in good condition.*

b) *The defective key shall be kept in the safe custody of the Station Master and handed over to the Signal Inspector or any other authorized official*

w) 'Line clear' cannot be cancelled even after the correct operation of the block instrument.

x) A Material train / TTM is required to be taken into the block section on T.462 / T/A.462 and T.465 / T/ A.465 respectively after line block has been imposed.

*Note : Block working ( with line clear exchange by any means ) shall be suspended and the material train etc., started on T.462 or T/A.462. After the traffic block has been removed , the Station Masters themselves shall resume block working in accordance with para 8.9 below.*

y) A relief train / relief engine is dispatched on T/A 602 into the obstructed block section.

*Note : Block working ( with line clear exchange by any means ) shall be suspended and the trains, started in accordance with S.R.6.02. On the obstruction being removed , the Station Masters themselves shall resume block working in accordance with para 8.9 below.*

z) It is known that the token instrument is defective in any way other than those specified above.