

II) 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 Registers 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 by telephone of the suspension of block working and the cause thereof, if known and also advise the Signal Inspector and DRM/T and S&T by telephone.
- b) The MSM, ESM and Signal Inspector shall also be advised when there is a failure of the Last Stop Signal after 'Line clear' has been obtained from the station ahead.

8.5. Paper line clear ticket (T/C.1425 -UP or T/D..1425-DOWN):

- a) When the Block Instrument is interrupted or suspended between 'X' and 'Y' every train shall be stopped before proceeding over the 'X-Y' Block section, run through trains being stopped out of course and the Station Master shall issue to the Driver a Paper Line Clear Ticket in the prescribed printed form.
- b) In case of partial failure of the block instruments ie., If the block instrument is working in UP direction ('X' to 'Y'), the train will be despatched after taking 'Line clear' on the block instrument from 'X' to 'Y' and Last stop signal taken 'OFF'. In the reverse direction ('Y' to 'X') where there is partial failure of the block instrument , the train will be despatched on the authority of Paper Line Clear Ticket.(S.R.14.25)
- c) From the time an interruption occurs until the block working on the instruments is resumed, no attempt shall be made to take 'off' the Last Stop Signal for a train entering the interrupted block section.

- d)** At stations where the Last Stop Signal of 'X' is also the First Stop Signal of 'Y', the Station Master at 'Y' shall treat the signal as defective. The Loco Pilot in possession of PLCT issued by 'X' shall stop at this signal until he is hand signalled past by a competent Railway servant on the written authority in the prescribed form issued to him by the SM at 'Y'.

(AS-1, dt.01.06.06/Item No.1/Rule No.8.6 (a), (b) and (d) are amended)

8.6. Working of trains during failure or suspension of Block Instrument:

- a)** If 'X' cannot obtain 'Y's attention after calling him for five minutes on the Block Instrument, 'X' shall ask 'Y' through
- i) Telephone attached to Block instrument,
 - ii) Station to Station fixed telephone 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 telephone wherever available
 - (iii) Fixed telephone such as Railway auto-phone and BSNL phone
 - (iv) Control telephone
 - (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 double line in accordance with SR 6.02.3.