

**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:**

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 Rule 8.5 above

**(AS-1/Item No.3/Rule No.8.7 is amended)**

**8.7. Procedure for obtaining/granting Line clear-using telephone attached to Block Instrument, Station to Station fixed telephone, Fixed telephone such as Railway auto-phone and BSNL phone as a means of communication between stations 'X' and 'Y':**

- a) The Station Master at 'X' or 'Y' as the case may be shall intimate the Section Controller and other all concerned officials through a message about the failure of Block instrument etc. The SCOR shall record the failure on his control chart. The SCORs shall acknowledge the block instrument failures while handing/taking over charge.
- b) Before actually despatching a train using the Telephone attached to Block Instrument, Station to Station fixed telephone, Fixed telephone such as Railway auto-phone and BSNL phone / VHF set , the Station Masters at 'X' and 'Y' shall call out their station name and identify each other with their full name. Then they shall cross check private numbers given for line clear, for the last three preceding trains over the block section along with train numbers and their clearances duly circling the PNs with RED INK in TSR. After which, the Station Masters shall obtain/grant Line clear through established means of communication duly filling all the particulars in the Line clear enquiry and Reply Forms T/A 1425 and T/B 1425 respectively.
- c) The Station Master at 'X' who intends to despatch a train, shall first obtain the permission of SCOR. He shall then call SM at 'Y' through the means of communication recorded in the message under Rule No.8.5 (d) and establish the identity of both SMs on duty. The SM at 'X' clearly mention the Train No. in full (two/three/four digit), description (Express/ Passenger/ Goods train), direction (Up/Dn) for which Line clear is required.
- d) The Station Master at 'Y', after complying with the conditions for granting Line clear shall grant Line clear supported by a Private Number.