

*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 has been 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 causes thereof, if known, and also advise the ESM, SI and DRM/T and S&T.
- b) The ESM and the MSM 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. 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' 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. (AS-1, dt.01.06.06)
- b) In the event of failure or suspension of Block instrument, Line Clear shall be obtained through one of the alternative means of communications in the order of priority indicated in para 8.2 (a).
- 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 the TSR in red ink. (AS-1, dt.01.06.06)

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### 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

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### 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

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- e) 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.
- f) The Station Master shall record the means of communication through which 'Line Clear' was asked for or given in T/A. 1425 - outward/T/B.1425 - inward as the case may be.
- g) 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.