

- xv) When the Bell Code signals are received indistinctly or are not received and
- xvi) If it is known that the block panel is defective in any way not specified above.

*Note: Whenever, a difficulty is faced to set the Block Panel to TGT or 'Line Closed', the Station Master shall verify from other end Station Master about the availability of SNK, SHK (IN), SCK (IN) indicators before treating the Block Panel as failed.*

**e. Failure of Last Stop Signal:**

In the following cases of failure of LSS, Block instrument shall not be suspended.

- 1. Where block instrument is interlocked with LSS and LSS cannot be taken off even though Line Clear has been obtained on block instrument
- 2. Where block instrument is interlocked with IBS, direction of traffic has been established and line clear has been obtained on block instrument, but LSS cannot be taken OFF despite the track circuiting provided beyond the LSS and the axle counters provided at either end of block section are in working condition.

In both the cases above, the Last stop signal shall be treated as defective and PLCT (T/C or T/D 1425) shall be issued to Loco pilot as authority to proceed duly mentioning that Line clear was obtained through Block instrument.

Where IBS is working, it can be taken OFF.

Note: when Line clear is obtained on block instrument, filling T/A 1425 and T/B 1425 shall be dispensed with.

**Failure of IBS:**

During all cases of IBS failure, Block instrument shall be suspended. (*Item No. 13 of AS-6 Dt: 18.06.24*)

*NOTE: Failure advice: In case of Block panel or Last stop signal failure the Station Master on duty shall promptly advise the concerned Electrical Signal Maintainer and the Signal Supervisor and issue failure memo for the rectification of the failure.*

**8.2. Alternative means of communication:**

- a) 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 and
- (v) VHF set.

- b) If all the above means of communications fail, the block section should be considered totally interrupted and trains shall be worked in accordance with the procedure laid down in S.R.6.02.4.

- c) All failures shall be reported promptly to all concerned.

**8.3. Block instrument failures record:**

A record of block instrument failures shall be maintained in the Signal and Block Inspection and Failures 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 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)