

- 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.

- d) Before actually signalling a train through any one of the alternative means of communications, the Station Masters at 'X' and 'Y' shall at once exchange messages in the following proforma and record in the TSR in red ink.
- 

**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 Instrum Station to Station fixed telephone/Fixed telephone such as Railway auto-pho and BSNL phones / 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-phones and BSNL phones / 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 Signalling Register against the entry for the train.
- (h) 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 / 'Train out of block section signal' for the train cannot be given to the station 'Y' or 'X' 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) above.

**(AS-1/Item No.2/Rule No.8.6.1 is replaced with 8.7)**

**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.

**(AS-2, dt.30.06.06/Item No.1/Rule No.8.7 (b) is amended)**

- 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 / Control 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 inquiry and reply forms T/A 1425 and T/B 1425 respectively.(Item No.3 of AS-6 Dt:18.06.24)
- 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.