

## **CHAPTER VIII**

### **FAILURE OF BLOCK INSTRUMENTS OR APPARATUS.**

#### **8.1. 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, 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 working shall be suspended.

#### **8.2. Failure of the operating handle lock.**

If the last vehicle of a train arriving at 'Y' fails to operate the LVT and release the operating handle lock, the following procedure shall be carried out:

- i) 'Y' shall satisfy himself that the train for which 'Line clear' has been given, has arrived complete by communicating with 'X' on telephone and ascertaining that there is no train in the section.
- ii) Block working shall be suspended and one train should be passed on Paper Line Clear Ticket after which normal working may be resumed.

#### **8.3. Failure of block instrument:**

**I) The block instrument shall be considered to have failed and block working suspended in the following circumstances:**

- a) When the indications on the TGT dial at 'X' do not correspond with the indications of the TCF dial at 'Y'.