

**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.

- e) The train number in full, description, direction (UP/DN) and the departure / arrival timings of each train dealt with between 'X' and 'Y' and the Private Number obtained / issued shall be recorded in red ink then and there in the TSR by Station Masters at 'X' and 'Y'.
- f) The SMs at 'X' and 'Y' shall record the above details and the means of communication through which the line clear is obtained / granted in the document T/A .1425 (outward) /T/B 1425 (inward), as the case may be.
- g) After obtaining line clear from station 'Y', the Station Master at station 'X' shall prepare Paper Line Clear Ticket (T/C 1425 for UP or T/D 1425 for DN) in duplicate and arrange to deliver it to the Loco Pilot of the train after obtaining the acknowledgement in station copy of PLCT (T/C 1425 or T/D 1425). *(Item no. 15 of AS-6 Dt: 18.06.2024)*
- h) The progressive numbers of the PLCTs issued to each train shall be recorded in the remarks column of the TSR against the entry for the train.
- i) The SMs at 'X' and 'Y' shall communicate the timings of 'Train entering block section' and 'Train out of block section' **in full ( eg.1410 hrs.)** to each other and record the same in TSR in RED INK immediately after the departure/complete arrival of train at the respective stations and inform the SCOR. *(Item no. 16 of AS-6 Dt: 18.06.2024)*
- j) Whenever Line clear is cancelled, the Station Masters at 'X' and 'Y' stations shall record the same in the columns specified in T/A 1425 & T/B 1425 immediately. *(Item no. 17 of AS-6 Dt: 18.06.2024)*
- k) All trains shall be stopped for issuing PLCT.  
**(AS No.1/Item No.4/Rule No.8.8 is amended)**

**8.8. Procedure for obtaining/granting Line clear using ontrol Telephone 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) The Station Master at 'X' who intends to despatch a train shall first obtain the permission of SCOR. The SCOR shall call SM 'Y' on control telephone and establish communication between stations 'X' and 'Y' through control telephone.
- c) **(AS No.2/Item No.2/Rule No.8.8 (c), (d) and (e) are amended)**  
The Station Masters at stations 'X' and 'Y' shall, before obtaining/granting Line clear, call out their station name and identify each other with their full name. Then they shall repeat the arrival and departure timings of the last three preceding trains over the block section to the Section Controller, who shall cross check the correctness of the particulars of both the SMs with his Control Chart. Both SMs shall record these particulars in red ink in TSR.