

SOUTH WESTERN RAILWAY

Headquarters Office,
Safety Department,
Hubli - 580 020.
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No.T.157/Safety Circulars

DRM/UBL, SBC & MYS.

SAFETY CIRCULAR NO.3.

Sub: Working of trains during block failure.

In the wake of a very bad collision accident on Northern Railway recently the detailed procedure for working of trains during Block failures are reiterated for ensuring safe running of trains. Certain directives issued by the Railway Board have also been incorporated.

I. Clear instructions are already available in GRS/BWM regarding the normal working of trains under Line Clear. Line Clear is granted/obtained through the following means under normal circumstances.

- a) Electrical block instruments of token/tokenless type.
- b) Track circuits
- c) Axle counters
- d) Electrical communication instruments.

During block failure, the line clear is granted/obtained through the following means in the order of priority.

- a) Block telephones attached to block instrument
- b) Control telephone/VHF sets supported by ID numbers
- c) The control telephone/VHF sets not supported by ID number

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II. (a) Procedure to be followed if a station fails to get the adjacent station's attention on the block instruments.

If a Station Master fails to get attention of the Station Master of the adjacent station on the block instrument even after calling for 5 minutes, he shall then try to advise him to attend the block instrument through Control telephone or VHF set.

Following alternative means of communication in the order of priority shall be used for obtaining Line Clear.

- (i) Telephone attached to block instrument
- (ii) Control telephone
- (iii) VHF sets

Out of the above, item No. (i) Telephone attached to block instrument is direct means of communication whereas the other two namely (ii) Control Telephone and (iii) VHF sets are the indirect means of communication.

In all cases when line clear is obtained through any of the above Line Clear Ticket in the case of single line and Partial Interruption Certificate in the case of double line shall be issued as an authority to proceed (i.e. Paper Line Clear).

When line clear is obtained through indirect means of communication not supported by ID numbers, a speed restriction shall be imposed as follows vide item No. (11) of S.R.4.09 (i).

(1) When line clear is obtained through control telephone/VHF set not supported by ID numbers a caution order should be issued with a speed restriction as follows:-

S.No.	Occasion	Speed
1	On single line during day	15 Kmph
2	On double line during day	25 Kmph
3	On single line and double line during night and when view ahead is not clear during day.	10 Kmph

(2) On twin single line sections when line clear has been obtained through control or VHF sets supported by ID numbers, the first train entering the block section shall be issued with a caution order with a speed restriction of 25 Kmph subject to other speed restrictions in force.

(24)

(b) Instructions for signaling trains through block telephone:

When the block instrument alone has failed and communication is available through block telephone, the following procedures should be adopted. (Ref: Para 5.1:8 of BWM).

The Station Master suspending the Block Instrument working in a Block Section shall send a message to the other Station Master through Block Telephone as under before starting train working under the authority of paper line clear.

No..... Block Instrument working suspended betweenstation and station. Train signaling shall be done through Block Telephone.

The Station Master at the other end shall acknowledge as under:-

No..... Your No..... understand Block Instrument working is suspended betweenstation and station. Train signaling shall be done through Block Telephone.

(c) Instructions for signaling trains through control telephone/VHF sets:

When block instrument and block telephone working are suspended between stations, but control telephone or VHF sets are in operation, the following procedure should be adopted. (Ref: Para 5.1.9 of BWM).

Station Master, suspending the block instrument and block telephone shall send a message through control telephone or VHF sets to the other station as under before starting train working under the authority of paper line clear.

No..... Block Instrument and Block Telephone working suspended between station andstation. Train signaling shall be done through Control Telephone or VHF set.

The Station Master at the other end shall acknowledge as under:-

No..... You No..... understand Block Instrument and Block Telephone working suspended between Station and station. Train signaling shall be done through Control Telephone or VHF set.

III. Duties of SMs.

1. In the event of failure of block instrument the SM shall advise the SM at the other end indicating time, date and probable cause of failure, if known. They shall make red ink entries in Train Signal register when the block instrument has failed or is suspended.
2. The SM at each end shall immediately advise the concerned Authorized S&T official, Section Controller and DRM (T) through Control Telephone or VHF.
3. SM shall ensure the following before dispatch of a train.
 - (i) All entries in the TSR pertaining to the previous train are complete.
 - (ii) No line clear has been obtained or given for any other train by any other means in the section concerned.
 - (iii) Private Number has been obtained from the Block Station in advance for train is to be dispatched.
 - (iv) Preparation of LCT in conjunction with line clear Inquiry Message.
 - (v) Correct setting, locking of points and closure of LCs if any, for the dispatch of the train.
 - (vi) If Starter is not interlocked with the Advanced Starter, Starter can be taken 'OFF' for the dispatch of the train duly handing over the Paper Line Clear to the Driver under acknowledgement.
 - (vii) If Starter is interlocked with the Advanced Starter, Starter cannot be taken 'OFF' for the train. If Calling on Signal is provided below the starter Calling on signal can be taken 'OFF'. If not SM shall arrange for 'Proceed Hand Signal' at the foot of the signal after handing over the authority [T 369-3(b)], to the driver of the train to pass the Starter at 'ON'.

IV. Instructions regarding the usage of Identification Sheets:

Regarding the usage of identification number sheets detailed instructions are already issued vide T.157/Ptg. Of ID sheets/Vol.I dated 04.08.1990.

However, when identification numbers are exchanged by SMs through VHF sets for the purpose of granting/obtaining line clear the presence of the Controller is not warranted and hence, no speed restriction is required for the train (vide No.T.157/Printing of I.D. sheets dated 24.06.2003).

A register shall be maintained at all stations for the ID sheets with following details:-

S.No.	Section	Cover No.	Sheet No.	Date of Receipt	Date of Usage	Date of sending for replacement	Sig. of the SM

V. Recording of Failure and Restoration Messages:

The failure, restoration and joint restoration messages shall be properly documented. The failure shall be recorded at both the stations in the respective signal failure registers. However, the restoration/joint restoration message shall be recorded at the station where the failure has been rectified. During HOC/TOC, the details of failure of lock instrument shall also be recorded in the TSR and Station Diary.

VI. Restoration of Failures:

Restoration of Failure shall be done only by the Authorized S&T official holding special permit signed by the Sr.DSTE/DSTE/ASTE. The special permit will specially authorize the holder by name to open the block instrument during such abnormal conditions also.

VII. Prolonged Failures:

In case the failure of signaling and interlocking equipment is not rectified within 12 hours. It shall be promptly reported to the DRM. Further, if the failure continues beyond 24 hours the same shall be reported to GM. All such cases exceeding 24 hours should receive attention like an accident. An officer of S&T department should proceed to the failure site immediately for quick restoration of normal working and should be provided with all the necessary support from other departments as required.

C/ COM , CSTE , CME , PCE , CEE
Principal DTTC/ DWR , S
Sr. DSO/ UBL , SBC
DSO/ MYS


(RADHACHARAN)
CSO/SWR/UBL.