

CHAPTER IX

FOLLOW UP ACTION TO BE TAKEN DURING FAILURES OF BLOCK INSTRUMENT

9.1 Block Instruments Failure Record.

A record of the failures of Block Instruments/Signals, and other gear connected with working of signals shall be maintained in the S & T Failure Register at the station.

9.2 Transmission of reports.

- (i) 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 Registers immediately below the entries for the last train, showing the date and time from which block working was suspended and the cause of suspension, if known. Both the Station Masters shall then advise each other, and SE/JE/Signals by telephone of the suspension and the cause thereof, if known, the cause of the failure being given only by the Station Master who first suspends the block working. A copy of this message shall be sent to the Divisional Railway Manager under cover and the Controller on duty shall be advised on the controlled sections by the Station Masters at 'X' and 'Y'.
- (ii) The Mechanical Signal Maintainer and Technician Electrical Signals shall also be advised when there is a failure of the Last Stop Signal after 'Line Clear' has been obtained from the Station ahead.

Example

Date : _____ Time. _____
From : Station Master/X to Station Master/Y Copy SE/JE/S.

Block Failure between station X-Y (the actual cause as observed by the Station Master).

Date : _____ Signature _____
Time. _____

From : Station Master/Y to Station Master/X Copy SE/JE/S.

Under stood Block Failure between X-Y (the actual cause as observed by the Station Master).

9.3 Train Signalling during interruption or suspension of Block Working :

- (1) In the event of failure or suspension of Block Instrument, '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 Instruments.
 - (ii) Station to Station fixed telephone wherever available
 - (iii) Fixed Telephone such as Railway autophones & BSNLPhones.
 - (iv) Control telephone.
 - (v) V.H.F. Sets.
- (2) 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 in accordance with SR 6.02.
- (3) Before signalling a train through any one of the alternative means, the Station Master at X and Y shall at once exchange messages through such communication and record message in the Train Signal Register.
- (4) (a)Whenever trains between 'X' and 'Y' are signalled through Block Telephone or Control as the case may be, they shall be dealt with in all respects in accordance with the following procedure.
 - (b)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.
 - (c)The Station Master shall record in the Train Signal Register, the means of communication through which Line Clear messages are exchanged for obtaining/granting Line Clear.

(d) The Private Number of the Line Clear Ticket issued for each train shall be recorded in the Remarks Column of the Train Signal Register against the train entry.

9.4 Procedure to be adopted when the ‘Train Entering Block Section’ signal cannot be given owing to the Token Instrument having failed after the departure of the train or before clearing the Block Section for the train.

(a) If, after the departure of a train the ‘Train Entering Block Section’ signal for the train cannot be given to the station ‘Y’ owing to the Token instrument having failed, ‘X’ shall enter the time of departure in the Train Signal Register in red ink and send the following message by the telephone to the Station Master at ‘Y’ :-

No.....

Token Instrument failed. Train (No. and description).....left my station at.....hrs.....mts.

The Station Master at ‘Y’ shall record the departure time in his Train Signal Register in red ink and then acknowledge the message as under :-

No.....

Your No.....Understand Token Instrument failed and that train (No. & description).....left your station at.....hrs.....mts.

(b) Whenever Token working is suspended before the block section has been cleared on the Token Instrument for the train which last occupied the Block Section, the Station Master at ‘Y’ shall, on arrival of the train, enter the time of arrival, in the Train Signal Register in red ink and send the following message, by telephone to the Station Master at ‘X’ :-

No.....

Train (No. and description).....arrived here complete athrs.....mts.

The Station Master at ‘X’ shall record the time of arrival in his Train Signal Register in red ink and then acknowledge the message as under :-

No.....

Your No.....Understand the train (No. and description).....arrived at your station complete at.....hrs.....mts.

9.5 Procedure to be adopted when the ‘Train Entering Block Section’ signal cannot be given or ‘Train On Line’ indication not displayed owing to the failure of the Block Instrument after the departure of the train or before clearing the section for the train.

- (a) If after the departure of a train the ‘Train Entering Block Section’ signal cannot be given in case of Handle Type Tokenless Block Instruments or the ‘Train On Line’ indication is not displayed in case of Push Button Tokenless Block Instrument or owing to the Failure of the Instrument, X shall fill in the column ‘Train Left at’ in the Train Signal Register in red ink and send the following messages by Telephone to Y.

No.....

Block Instrument Failed. Train (No. and description).....left my station at.....hrs.....mts.

Y shall record the departure time in his Train Signal Register, in red ink, and then acknowledge.

No.....

Your No.....understand Block Instrument failed and that Train (No. description).....left your station at.....mts.

- (b) When Block working is suspended, in case of Handle Type Tokenless Block Instrument, before the Block section has been cleared on the instrument for the train which occupied by Block Section, Y shall on arrival of the train, fill in the column ‘Train arrived at’ in the Train Signal Register, in red ink and send the following message, by telephone to X

No.....

Train (No. and Description).....arrived here Complete.....

Hrs.....mts.

X shall record the arrival time in his Train Signal Register in red ink and acknowledge the message as under :

No.....

Your No.....understand that train (No. and description).....arrived at your station complete, at.....hrs.....mts.

- (c) When the 'Line Closed' indication is not displayed after complete arrival of the train in case of Push Button Token less Block Instrument owing to the failure of the instrument. Y shall on arrival of the train fill the column 'Train Arrived At' in the Train Signal Register in red ink and send the following message, by telephone to X———

No.....

Train (No. and description).....arrived here complete at.....hrs.....mts.

'X' shall record the arrival time in his Train Signal Register book in red ink and then acknowledge the message as under:-

No.....

Your No.....Understand that train (No. and description)arrived at your station complete at.....hrs.....mts.

9.6 Procedure for signaling trains between 'X' and 'Y' through Block Telephone.

- (a) If block working is suspended between the stations 'X' and 'Y' the Station Master at 'X' shall send a message through the Block Telephone to 'Y' as under :-

No.....

Block working is suspended. Train signalling shall be done through Block Telephone,

'Y' shall acknowledge it as under:-

YourNo.....understand Block working is suspended and train signalling shall be done through Block Telephone.

- (b) The Station Master at 'X' and 'Y' shall then signal all trains on the Block Telephone when 'Line Clear' is obtained through the Block Telephone, the Station Master shall write the words 'Block Telephone' after the words 'Line Clear obtained through' on the top of the Line Clear in the blank space provided for this purpose.
- (c) All trains shall be stopped at stations 'X' and 'Y' run through trains being stopped out of course for handing over line clear ticket. The signature of the Loco Pilot shall be obtained in the Line Clear Ticket.

9.7 Procedure for signalling trains between ‘X’ and ‘Y’ through Control.

- (a) If Block Telephone working is suspended between the stations ‘X’ and ‘Y’ on sections of the line, where Control working is in operation, the Station Master at ‘X’ shall send a message through the Control to ‘Y’ as under

No.....

Block Telephone Working suspended. Train signalling shall be done through Control.

The Controller on duty shall transmit the message to the Station Master at ‘Y’ who shall acknowledge it as under:-

No.....

Your No.....Understand Block Telephone Working suspended and Train signalling should be done through Control. The Controller on duty shall transmit the message to the Station Master at ‘X’.

- (b) The Station Master shall record his message and then repeat it to the Controller on duty who shall record it immediately in the Register specially provided for the purpose and then transmit it to the Station Master concerned. The Station Master shall record the message received immediately with the name of the Controller in the Train Signal Register.
- (c) The Station Master at ‘X’ and ‘Y’ shall before asking and giving ‘Line Clear’ repeat the arrival and departure timings of the last three preceding trains on the ‘X-Y’ block section. The Controller shall also check the correctness of the particulars to ensure that the correct stations are contacted. **(CM No.12 dated 10.03.2021)**
- (d) The Station Masters at ‘X’ and ‘Y’ shall then signal all trains through Control. When line clear is obtained through Control, the Station Master shall write the word ‘Control’ after the words ‘Line Clear obtained through’ on the top of the Line Clear ticket in the blank space provided for this purpose.
- (e) All trains shall be stopped at stations ‘X’ and ‘Y’ run through trains being stopped out or course for handing over line clear ticket. The signature of the Loco Pilot shall be obtained in the Line Clear Ticket.

(f) Whenever Line Clear message is exchanged through indirect means of communication, the system of calling station name, followed by establishing identity of the Station Master on duty by either cross checking Private numbers given for line clear to preceding three trains or identification number sheet should be used. **(CM No.12 dated 10.03.2021)**

(ii) Resumption of block working:-

1. In case where the Station Masters themselves are authorized to resume Block working in the aforesaid Rules they shall do so. In other cases, the Block Instrument shall be certified by the concerned Signal and Tele- communication department Official. In all cases the following precautions shall be taken before resumption.
 - (i) Satisfy Block Section is clear. Exchange messages with the Station Master at the other end of the Block Section.
 - (ii) On resumption of block working, send message to the concerned Signal and Telecommunication department official, Section controller and a copy to the Divisional Railway Manager.
