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PROLONG FAILURE OF
AUTOMATIC SIGNAL AND
COMMUNICATION
NOT AVAILABLE

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In the event of failure of all signals occurring in an area consisting of two or more station worked under Automatic Block System and when train cannot be worked by taking line clear by any one of the following means:-

- a. Station to Station fixed telephone.
- b. Railway Auto phone/BSNL/MTNL telephone.
- c. Control phone.
- d. VHF set.

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- 1) The movement of trains on the affected section shall be controlled by such stations and on such lines as are prescribed by special instructions.
- 2) All the points over which the train will run within the affected section shall be correctly set and facing points are locked before the movement of any train is authorized over them.
- 3) Whenever any power operated points have to be operated for diverting trains, this may be released and operated locally under the written instructions of the SM on duty by the signal maintainer at stations where the signal maintainers are available.
- 4) Before any train is allowed to leave the station, the LP/Motor man and the Guard of the train shall be advised of the circumstance by the SM.

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- 5) SM shall give the LP of each train T/B 912 which shall consist of three parts:-
- a) An authority to proceed without line clear.
 - b) A caution order restricting the speed of 25 KMPH over the straight path with clear view and 10 KMPH when approaching or passing any portion of line where the view ahead is not clear due to curve, obstructions, rain, fog or any other cause subjected to observance of other speed restrictions imposed and speed over facing points being restricted to 15 KMPH.
 - c) An authority authorizing the LP/Motor man to pass the automatic signals intervening the two nominated stations at ON, the semi-automatic signals and manually operated signals on being signaled pass by a points man any other railway servant in uniform deputed for the purpose and the gate signal cautiously up to the level crossing where he must ascertain that the gates are locked and the hand signals are displayed by the gate man before he proceed further.

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- 6) No train shall be allowed to enter an affected section until there is clear interval of 15 minutes between the train about to leave and the train which has immediately proceeded unless a shorter interval has been prescribed under special instructions.
- 7) Before entering a section where there are tunnels, the LP shall light the buffer lamp and the electric head lights. A tunnel shall be entered only after it has been ascertained that it is clear. If there is any doubt on this point, the train shall be piloted by ALP or Guard equipped with hand signal and detonators.
- 8) The Guard shall keep a sharp look out in the rear and be prepared to exhibit a danger signal to prevent the approach a train from the rear and to protect it, if the detention is likely to exceed 5 minutes.

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- 9) When approaching the next station the LP shall bring his train to a stand outside the first stop signal FSS and sound one continuous long whistle.
- 10) The SM after satisfying himself that all points have been correctly set and facing points are locked, shall arrange for a man in uniform to pilot the train from the signal.
- 11) The LPs of all train shall make over the authority to the SM of the nominated station at the end of the section.
- 12) A record of all trains passed during the course of total interruption of communication shall be maintained in the Train Signal Register.

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- 12) A record of all trains passed during the course of total interruption of communication shall be maintained in the Train Signal Register.
- 13) Trains must continue to work on this system until either the signals are put right or any one of the means of communication is restored by the competent authority.
- 14) As soon as the signals are put right, normal working of the trains shall be resumed.
- 15) All the records in connection with the train working on this system shall be retained at the station and the Transportation Inspector (TI) of the section must scrutinize them and submit his report to the DRM within 7 days of the resumption of normal working.



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