CHAPTER - IX
THE AUTOMATIC BLOCK SYSTEM

A. Rules applicable to Double Line

9.01. Essentials of the Automatic Block System on double line: —

(1) Where trains on a double line are worked on the Automatic Block system -

(a) The line shall be provided with continuous track circuiting or axle counters,

(b) The line between two adjacent block stations may, when required, be divided into a series of automatic block signalling sections, each of which is the portion of the running line between two consecutive Stop signals, and the entry into each of which is governed by a Stop signal, and

(c) The track circuits or axle counters shall so control the Stop signal governing the entry into an automatic block signalling section that -

(i) The signal shall not assume an 'OFF' aspect unless the line is clear not only up to the next Stop signal in advance but also for an adequate distance beyond it, and

(ii) The signal is automatically placed to 'ON' as soon as it is passed by the train.

(2) Unless otherwise directed by approved special instructions, the adequate distance referred to in sub-clause (i) of clause (c) of sub-rule (1) shall not be less than 120 metres.

(3) (a) Under special instruction, one of the automatic stop signal between two stations in the automatic block signaling territory in each direction may be made as modified Semi-Automatic stop signal;

(b) The mid-section modified Semi-Automatic stop signal so provided shall be interlocked with the signals of the station ahead through track circuits or axle counters or both and shall be controlled by the Station Master of the station ahead, the relevant indications whether the signal is in normal automatic mode or modified Semi-Automatic mode shall be available to the Station Masters at both the ends;

(c) Advanced Starter signal of the Station in rear shall be interlocked with the mid-section modified Semi-Automatic stop signal in such a way that when working with 'A' sign extinguished, the Advanced Starter shall assume 'OFF' aspect or be taken 'OFF' only when the line is clear upto an adequate distance beyond the mid-section modified Semi-Automatic stop signal; similarly the mid-section modified Semi-Automatic stop signal shall assume 'OFF' aspect automatically or be taken 'OFF' only when the line is clear upto an adequate distance beyond the Home signal of the station ahead;

(d) During abnormal conditions like fog, bad weather impairing visibility, the mid-section, modified Semi-Automatic stop signal may be worked by extinguishing 'A' marker in the manner prescribed under special instructions and this action shall also ensure that the 'A' marker of the Advanced starter signal of the station in rear and Home signal of the station in advance shall also be extinguished.

(e) The adequate distance mentioned under clause (c) shall not be less then as prescribed under sub-rule (2);

(f) During normal conditions, mid-section modified Semi-Automatic stop signal shall work as normal automatic stop signal.

(4) (a) when the Loco Pilot finds mid-section modified Semi-Automatic stop signal with 'A' marker extinguished in 'ON' position, he shall stop his train in the rear of the signal and inform this fact to the Station Master of the station ahead on approved means of communication as prescribed under special instructions;

(b) The Station Master of the station ahead may authorize the Loco Pilot to pass the mid-section modified Semi-Automatic stop signal working with 'A' marker extinguished in 'ON' position through approved means of communication after ensuring conditions and procedure prescribed under special instructions;

(c) In case the Loco Pilot is unable to contact the Station Master of station ahead, he shall pass the signal at 'ON' after waiting for five minutes at the signal and proceed cautiously and be prepared to stop short of any obstruction, at a speed not exceeding 10 kilometers an hour upto the next Signal and act as per aspect of this signal; and

(d) The Loco Pilot shall report the failure of mid-section modified semi- automatic stop signal to the Station Master of the station ahead.

S.R.9.01 (1) Each Signal is control by track circuit/axle counters between the Signals and the next signal ahead plus track circuit/axle counters in the overlap. The overlap track circuit/axle counter shall in no case be less than 120 metres beyond the signal. When a train is occupying the controlling track circuit/axle counters of a signal, that signal is held automatically at "ON" (Danger)

(2) The Automatic Block System in double line is in force between Bengaluru city (SBC) and Whitefield (WFD) **(CM No 56 dated 08.08.2018)**

(3) A TSR shall be maintained by the Station Master of each block station and detailed timings of all the trains dealt with shall be recorded therein instantly. Detailed procedure for advising the block station regarding the train number, private number for scheduled / unscheduled trains and the timings of arrival, departure and clearance of trains shall be entered in Train Signal Register (TSR).

(4) Principal /MDRTI/DWR & Director STC/SBC is authorized to issue competency certificate whenever Loco Pilots, Motormen, Assistant Loco Pilots, Guards and Drivers of Tower Wagons/Track Machines attend Initial/Refresher training course at MDRTI/DWR & STC/SBC**. (CM No 59 dated 12.10.2018)**

(5) When the original Competency Certificate is lost, Principal/ MDRTI/DWR and Director/STC/SBC shall issue duplicate Competency Certificate with validity date of original certificate. However, in the meanwhile officers of the concerned Department of the Division is authorized to issue a "Provisional Competency Certificate" after satisfying himself about the Competency of the employee. This certificate is valid for 10 days. Within this 10 days period the Duplicate Competency Certificate shall be issued. Loco Pilot/ Asst. Loco Pilots/Motor man/Guards and Drivers of Tower Wagons and Track Machines shall not be allowed to work on such sections unless they are in possession of the Competency Certificate/ Duplicate Competency Certificate/ Provisional Competency Certificate.

The competency Certificates shall be renewed after conducting systematic checks by Loco Inspector/ Transportation Inspector at an interval not exceeding 6 months**. (CM No 59 dated 12.10.2018)**

If for any reason, the Competency certificate has not been renewed by the Loco Inspector/Transportation Inspector within a period of 6 months, the certificates shall be renewed for a further period of 6 months by Sr.DEE, DEE, AEE (OP), Sr.DME, DME, AME in case of LPs/ALPs Motorman/ Drivers of Tower Wagons and Track Machines and by DOM or AOM or any other officer of Traffic TransportationDepartment of the Division concerned only in the case of Guards, after testing their knowledge. Such renewals can be made till the employee attends the next refresher course. Records regarding the validity of Competency Certificates to work in Automatic Block System of Loco Pilot, Asst.Loco Pilot, Motorman, Guard and Drivers of Tower Wagon/Track Machines shall be maintained by concerned Department/Depot official in-charge. **(CM No 59 dated 12.10.2018)**

9.02. Duties of Loco Pilot and Guard when an Automatic Stop signal on double line is to be passed at 'ON': —

(1) When a Loco Pilot finds an Automatic Stop signal with an `A` maker at 'ON', he shall bring his train to a stop in the rear of the signal. After bringing his train to a stop in the rear of the signal, the Loco Pilot shall wait there for one minute by day and two minutes by night. If, after waiting for this period, the signal continues to remain at 'ON', he shall give the prescribed code of whistle and exchange signals with the Guard and then proceed ahead, as far as the line is clear, towards the next Stop signal in advance exercising great caution so as to stop short of any obstruction.

(2) The Guard shall show a Stop hand signal towards the rear when the train has been so stopped at an Automatic Stop signal, except as provided for in sub-rule (4)

(3) Where owing to the curvature of the line, fog, rain, dust storm, engine working the train pushing it or other causes, the line ahead cannot be seen clearly, the Loco Pilot shall proceed at a very slow speed, which shall under no circumstances exceed 10 Kilometres an hour. Under these circumstances, the Loco Pilot, when not accompanied by an assistant Loco Pilot, and if he considers necessary, may seek the assistance of the Guard by giving the prescribed code of whistle.

(4) When so sent for by the Loco Pilot, the Guard shall accompany him on the engine cab, before he moves forward, to assist the Loco Pilot in keeping a sharp look-out.

(5) When an Automatic Stop signal has been passed at 'ON', the Loco Pilot shall proceed with great caution until the next Stop signal is reached. Even if this signal is 'OFF', the Loco Pilot shall continue to look out for any possible obstruction short of the same. He shall proceed cautiously up to that signal and shall act upon its indication only after he has reached it.

S.R. 9.02. (1) The 'ON' position of an Automatic Stop signal may be due to the presence of a train in the automatic signalling section ahead including the adequate distance beyond it or due to an obstruction on the track or any other cause.

(2) When it becomes necessary to stop a train in rear of an Automatic Stop signal at 'ON' it shall be brought to a stop as close as possible in rear of that Automatic Stopsignal so as to provide the maximum possible margin for the Loco Pilot of a following train to stop clear of the train ahead.

(3) When a Loco Pilot passes an Automatic Stop signal at 'ON'. He shall proceed at a speed not exceeding 15 kmph, to enable him to stop short of any obstruction. He shall continue to drive cautiously at 15 kmph, until he passes the next Automatic Stop Signal, even if that automatic signal is at 'OFF' position.

(i) For maximum speed of train during dense fog in Automatic Block System, refer S.R.3.61 (i) (i).

(4) The indication of an Automatic Stop signal applies only to the track beyond the signal and there is a possibility of a train or obstruction standing in rear of the signal while it is showing 'OFF'. A Loco Pilot having passed an Automatic Stop signal at 'ON' shall not, therefore, act on the indication of the signal ahead until he has actually reached it.

(5) After passing an Automatic Stop signal at 'ON' the Guard of a train shall watch that the Loco Pilot does not exceed the speed prescribed in S.R. 9.02.3. If the Loco Pilot exceeds the speed prescribed, the Guard shall take action as per S.R. 4.45. (i).

(6) In case of bobbing / flickering of signals, SR 3.74 shall be followed.

(7) Distance between two trains in Automatic signalling territories after passing an Automatic Stop signal at 'ON'-

(i) After passing an Automatic Stop signal at 'ON', the Loco Pilot of the following train hauled by any locomotive, shall ensure a minimum distance of 150 metresor two clear OHE masts (on electrified sections) is maintained between his train and the preceding train or any obstruction on the line.

(ii) However, the above distance may be reduced to 75 metres or one clear OHE mast in case of EMU train following.

(iii) In special circumstances like floods etc., or during dense fog, after passing an automatic stop signal at 'ON' (red), the loco pilot/motor man of the train hauled by any locomotive including EMU train shell, while moving at a speed not exceeding 8 kmph, should ensure that he maintains reasonable distance at which he is able to observe the flashing tail lamp of the train ahead or the obstruction, as the case may be. The Loco Pilot shall control the speed of the train so as to be able to stop adequately short of the train or obstruction.

(8) In case a train has come to an out of course halt in automatic signalling territory between two stations and is not in a position to move ahead and requires a relief engine, the Guard of the train shall guide the crew of a relief engine when it is to come to pick up the train, except in sub urban section.

B. Rules applicable to Single Line

9.03. Essentials of the Automatic Block System on single line: —

(1) Where trains on a single line are worked on the Automatic Block System, -

(a) The line shall be provided with continuous track circuiting or axle counters,

(b) The direction of traffic shall be established only after Line Clear has been obtained from the block station in advance,

(c) A train shall be started from one block station to another only after the direction of traffic has been established,

(d) It shall not be possible to obtain Line Clear unless the line is clear, at the block station from which Line Clear is obtained, not only up to the first Stop signal but also for an adequate distance beyond it,

(e) The line between two adjacent block stations may, where required, be divided into two or more automatic block signalling sections by provision of Stop signals,

(f) After the direction of traffic has been established, movement oftrains into, through and out of each automatic block signallingsection shall be controlled by the concerned Automatic Stop signaland the said Automatic Stop signal shall not assume 'OFF' positionunless the line is clear up to the next Automatic Stop signal: Provided further that where the next Stop signal is a Manual Stopsignal, the line is clear for an adequate distance beyond it, and

(g) All Stop signals against the direction of traffic shall be at 'ON'.

(2) Unless otherwise directed by approved special instructions, the adequate distance referred to in clauses (d) and (f) of sub-rule (1) shall not be less than 180 metres.

(3)(a) Under special instruction, one of the Automatic Stop signal between two stations in the automatic block signaling territory in each direction may be made as modified Semi-Automatic stop signal;

(b) The mid-section modified Semi-Automatic stop signal so provided shall be interlocked with the signals of the station ahead through track circuits or axle counters or both and shall be controlled by the Station Master of the station ahead, the relevant indications whether the signal is in normal automatic mode or modified Semi- Automatic mode shall be available to the Station Masters at both the ends;

(c) Advanced Starter signal of the top signal in such a way that when working with 'A' sign extinguished, the Advanced starter shall assume 'OFF' aspect or be taken 'OFF' only when the line is clear upto an adequate distance beyond the mid-section modified Semi-Automatic stop signal; similarly the mid-section modified Semi-Automatic stop signal shall assume 'OFF' aspect automatically or be taken 'OFF' only when the line is clear upto an adequate distance beyond the Home signal of the station ahead;

(d) During abnormal conditions like fog, bad weather impairing visibility, the mid-section modified Semi-Automatic stop signal may be worked by extinguishing 'A' marker in the manner prescribed under special instructions and this action shall also ensure that the 'A' marker of the Advanced starter signal of the station in rear and Home signal of the station in advance shall also be extinguished;

(e) The adequate distance mentioned under clause (c) shall not be less then as prescribed under sub-rule (2);

(f) During normal conditions, mid-section modified Semi-Automatic stop signal shall work as normal automatic stop signal.

(4) (a) When the Loco Pilot finds mid-section modified Semi-Automatic stop signal with 'A' marker extinguished in 'ON' position, he shall stop his train in the rear of the signal and inform this fact to the Station Master of the station ahead on approved means of communication as prescribed under special instructions;

(b) The Station Master of the station ahead may authorize the Loco Pilot to pass the mid-section modified Semi-Automatic stop signal working with 'A' marker extinguished in 'ON' position through approved means of communication after ensuring conditions and procedure prescribed under special instructions;

(c) In case the Loco Pilot is unable to contact the Station Master of station ahead, he shall pass the signal at 'ON' after waiting for five minutes at the signal and proceed cautiously and be prepared to stop short of any obstruction, at a speed not exceeding ten kilometers an hour upto the next Signal and act as per aspect of this signal; and

(d) The Loco Pilot shall report the failure of mid-section modified Semi- Automatic stop signal to the Station Master of the station ahead.
(CM No. 56 dated 08.08.2018)

9.04 Minimum equipment of fixed signals in Automatic Block territory on single line–

The minimum equipment of fixed signals to be provided for each direction shall be as follows–

(a) Manual or Semi-Automatic Stop signals at a station – (CM No. 88, dated 22.04.2024)

(i) A Home,

(ii) A Starter,

(b) An Automatic Stop signal in rear of the Home signal of the station.

Note: – Under approved special Instructions, the Automatic Stop signalmay be dispensed with.

9.05 Additional fixed signals in Automatic Block territory on single line—

(1) Besides the minimum equipment prescribed in Rule 9.04, one or more additional Automatic Stop signals, as are considered necessary, in between block stations, may be provided.

(2) In addition, such other fixed signals as may be necessary for the safe working of trains may be provided.

9.06 Conditions for taking 'off' Manual Stop signal or Semi-Automatic Stop Signal, in Automatic Block territory on single line- (CM No. 88, dated 22.04.2024)

(1) Home signal-

When a train is approaching a Home signal, otherwise than at a terminal station, the signal shall not be taken 'off' unless the line is clear not only upto the Starter but also for an adequate distance beyond it and in addition for automatic working, direction of the block section ahead is not set in opposite.

(2) Last Stop signal-

The Last Stop Signal shall not be taken 'OFF' for a train unless the direction of traffic has been established and the line is clear upto the next Automatic Stop signal, or when the next Stop signal is a Manual or Semi Automatic Stop signal for an adequate distance beyond it.

(3) The adequate distance referred to in sub rules (1) & (2) shall never be less than 120 meters and 180 meters respectively unless otherwise directed by approved special instructions. A sand hump of approved design or subject to the sanction of the commissioner of Railway Safety, a derailing switch shall be deemed to be an efficient substitute for the adequate distance referred to in sub-rule (1).

(CM No 56 dated 08.08.2018)

9.07 Duties of Loco Pilot and Guard when an Automatic Stop signal on single line is to be passed at 'ON'—

(1) When a Loco Pilot finds an Automatic Stop signal with an 'A' marker at 'ON', he shall bring his train to a stop in rear of that signal and wait there for one minute by day and two minutes by night.

(2) If after waiting for this period, the signal continues to remain at 'ON' and if telephone communication is provided near the signal, the Loco Pilot shall contact the Station Master of the next block station or the Centralised Traffic Control Operator of the section where Centralised Traffic Control is provided, and obtain his instructions. The Station Master or the Centralised Traffic Control Operator, as the case may be, shall, after ascertaining that there is no train ahead upto the next signal and that it is otherwise safe for the Loco Pilot to proceed so far as is known, give permission to the Loco Pilot to pass the signal in the 'ON' position and proceed upto the next signal, as may be provided under special instructions.

(3) If no telephone communication is provided near the signal or if the telephone communication provided near the signal is out of order and cannot be made use of, the Loco Pilot shall give the prescribed code of whistle and exchange signals with the Guard and then proceed past the signal as far as the line is clear, upto the next Stop signal in advance, exercising great caution so as to stop short of any obstruction.

(4) The Guard shall show a Stop hand signal towards the rear when the train has been so stopped at an Automatic Stop signal, except as provided for under sub-rule (6).

(5) Where owing to the curvature of the line, fog, rain or dust storm, engine working the train pushing it, or other causes, the line ahead cannot be seen clearly, the Loco Pilot shall proceed at a very slow speed, which shall under no circumstances exceed 8 kilometres an hour. Under these circumstances, the Loco Pilot when not accompanied by Assistant Loco Pilot, and if he considers it necessary, may seek the assistance of the Guard by giving the prescribed code of whistle.

(6) When so sent for by the Loco Pilot, the Guard shall accompany him on the engine cab, before he moves forward, to assist the Loco Pilot in keeping a sharp look-out.

(7) When an Automatic Stop signal has been passed at 'ON', the Loco Pilot shall proceed with great caution until the next Stop signal is reached. Even if this signal is 'OFF', the Loco Pilot shall continue to look out for any possible obstruction short of the same. He shall proceed cautiously upto that signal and shall act upon its indication only after he has reached it.

9.08. Person in charge of working trains on Automatic Block System on single line. —

(1) Except where Centralised Traffic Control is in operation, the Station Master shall be responsible for the working of trains at and between stations.

(2) On a section where Centralised Traffic Control is in operation, the Centralised Traffic Control Operator shall be responsible for the working of trains on the entire section except as provided for in sub-rule (3).

(3) On a section where Centralised Traffic Control is in operation, the working of trains at a station or part of a station may be taken over by or handed over to the Station Master during emergency or as prescribed by special instructions. When such emergency control is transferred, the Station Master shall be the person in charge of working trains at the stationor part of the station and the station shall be worked in accordance with sub-rule (1).

C. Rules applicable to both Double and Single Lines

9.09. Working of trains on Centralised Traffic Control territory. —

On a section where Centralised Traffic Control is in operation, the working of trains shall be governed by Special Instructions.

9.10. Protection of a train stopped in an Automatic block signalling Section: –

(1) When a train is stopped in an Automatic block signalling section, the Guard shall immediately exhibit a Stop hand signal towards the rear and check up that the tail board or tail light is correctly exhibited.

(2) If the stoppage is on account of accident, failure, or obstruction and the train cannot proceed, the Loco Pilot shall sound the prescribed code of whistle and the train shall be protected immediately as per Rule 6.03 except that for the protection of the occupied line one detonator shall be placed at 90 metres from the train on the way out and similarly two detonators, 10 metres apart, not less than 180 metres from the train or at such distance as has been fixed by special instructions.

S.R. 9.10 (1) When a train is stopped in an automatic block signalling section between stations for any reason and the Loco Pilot finds that his train cannot proceed further and it is necessary to protect the train, the Loco Pilot shall give four short whistles repeatedly and switch on flasher light. He shall exchange hand danger signal with Guard or communicate using Walkie Talkie and by bell code in case of EMU/DMU trains.

(2) The Guard, during day, fix a red flag on the side light bracket of his brake-van or on the handle of the door or at such place on the brake-van which can be easily seen by the Loco Pilot and at night the Guard shall rotate the side lights of his brake-van to show red towards the engine, wherever provided. He shall also ensure that during day, the tail board is in position and at night that the tail lamp and side lights are burning brightly. Thereafter, the protection shall be done as under: -

(3) Protection on Double Line/Multiple Lines

The Guard shall first ensure the protection of adjacent line, in front by the Loco Pilot/ Assistant Loco Pilot as per Rule 6.03. The Guard shall proceed to protect his train in rear duly placing one detonator at 90 metres from the train onthe way out and similarly two detonators, 10 metres apart, not less than 180 metres from the train.

(4) Protection on Double Line during TSL working on wrong line

On a double line section, during TSL working, when the train is proceeding on wrong line, the protection shall be done as per Rule 6.03 by the Loco Pilot/Assistant Loco Pilot in the front and in rear by the Guard.

(5) Protection on Double Line during TSL working on right line

On a double line section, during TSL working, when a train is proceeding on right line, the protection in front shall be done as per Rule 6.03 by the Loco Pilot / Assistant Loco Pilot and in rear by the Guard duly placing one detonator at 90 metres from the train on the way out and similarly two detonators, 10 metres apart, not less than 180 metres from the train.

(6) Protection when relief Loco is sought

(a) When relief Loco is sought and expected from the station in advance during day, the protection in front need not be done. However, the Guard shall stand at an adequate distance from the point of obstruction and display Stop hand signal.

(b) During night, the front portion shall be protected as per Rule 6.03. After relief loco comes to a stop, the Guard shall remove three detonators and allow the intermediate detonator to explode, which will alert the Loco Pilot that he is approaching the obstruction.

(7) When the train is ready to leave, a long whistle shall be given to recall the Railway Servant deputed to protect the train in rear. The Railway Servant on hearing the long whistle shall proceed towards the train leaving the three detonators and picking up the intermediate detonator.

(8) In case of a train without a Guard, the duties of the Guard, as laid down shall devolve on the Loco Pilot or Assistant Loco Pilot. In the case of disability of a train running without Assistant Loco Pilot, the duties of Assistant Loco Pilot shall devolve on the Guard.

9.11. Loco Pilot to report failures. —

(1) When a Loco Pilot has to pass an Automatic Stop signal at 'ON', he shall stop his train at the next reporting station or cabin as prescribed by special instructions and report particulars of Automatic Stop signals passed at 'ON' by him.

(2) The Station Master or person in charge of the reporting station or cabin shall promptly report the fact to the signal and operating officials concerned.

S.R.9.11(1) An automatic Stop signal should be considered to have failed when –

(a) The signal exhibits no aspect at all, or

(b) The signal displays more than one aspect (bobbing / flickering) etc.

(2) Whenever failure of Automatic signal has taken place, the Loco Pilot shall, on approaching the next reporting station, sound the prescribed whistle code and inform the Station Master on duty of failure, giving the number of the signal that has failed and passed by him at 'ON'.

(3) For this purpose, the first Block Station in the direction of movement shall be reckoned as the Reporting Station. **(CM No. 90, dated 21.01.2025)**

(4) The Station Master on receipt of signal failure shall at once advise by telephone the Signal Maintainer concerned, the SCOR and the Station Master in rear, giving the correct number of the signal that has failed duly making suitable entry inthe S&T failure register.

(5) When the Signal Maintainer finds that the failure of signal / signals in the automatic section is likely to last for some time and cause serious delay to trains, he shall advise by telephone the Station Master at the station in rear, JE (Signals) and SCOR concerned.

(6) The Station Master of the block station in rear shall also make an entry regarding the failure/s in the S&T failure register that have been reported to him. **(CM No. 89, dated 29.08.2024)**

(7) After the failure has been rectified, the Signal Maintainer shall immediately advise the Station Master on duty at block station, who will inform the SCOR and the Station Master of the station at the other end giving the time at which the failure was rectified. **(CM No. 90, dated 21.01.2025)**

9.12 Procedure during failure of Automatic signalling. —
When a failure of automatic signalling is likely to last for some time and cause serious delay, trains shall be worked from station-to-station over the section or sections concerned under special instructions.

S.R. 9.12/1: In case of failure of signal or signals between two or more block stations in Automatic block system; **(CM No. 89, dated 29.08.2024)**

The train working should normally be done in accordance with the provisions of Rule 9.02 or 9.07 as the case may be.

S.R. 9.12/2: -

S.R. 9.12/2 (A): Failure of signal/s between two or more block stations in Automatic block system likely to last for some time or cause serious delay when means of communications are available: -

In the event of conditions mentioned in sub-para (i) or (ii) below, the decision whether to consider a failure of signal/s as a prolonged failure should be taken by Sr. Divisional Operations Manager / Divisional Operations Manager (in-charge).

i. Failure of signal/s occurring in an area consisting of two or more block stations worked under Automatic Block system which is likely to last for some time as advised in writing by the officials of S&T department, with the approval of Sr. DSTE/ DSTE concerned, to the section controller of the division; or

ii. In case of the failure of signal/s causing or expected to cause serious delay in train operations on account of working during such failure in accordance with rule 9.12/1.

The following procedure shall be adopted for train working in case of prolonged failure of signal/s.

1. (a) The intimation of prolonged failure shall be given to concerned duty station master by Section Controller under exchange of private number.

   (b) Before any train is allowed to enter the affected section, it shall be brought to a stand and the Loco Pilot/Motorman and Train Manager of the train shall be advised of the circumstances by the Station Master. Section Controller and Station Master concerned ahead of the affected section shall also be informed.

   (c) The section between the two block stations will be treated as a Single Block Section &train movement in Block Section shall be controlled by the Station Master of either side.

   (d) Before introduction of such working, it shall be ensured that all the trains dispatched in the affected section have completely arrived at the station in advance. Additionally, it shall be ensured that, the Semi-Automatic/Manual Despatch Stop Signal of all stations dispatching trains in the affected section and the Semi-Automatic/Manual Reception Stop Signals of all stations receiving trains in the affected section, shall be put in manual mode and in ON position initially.

   (e) The Station Master shall advise the Station Master at the other end regarding suspension of Automatic Working in the following Format.

From Station Master/X To Station Master/Y No. _____ Automatic Block working suspended between_____ and_____ stations at____ Hours _____minutes due to _____(Reasons) Train signaling shall be done through Station-to-Station fixed telephone /Railway Auto Phone/ BSNL phone/Fixed Telephone with CUG sim or Control Telephone/Very High Frequency set. Private Number (In figures) _____ (In words) _____
From Station Master/Y To Station Master/X No. _____ Your No._____ Understood that Automatic Block working suspended between_____ and _____stations at____ Hours _____minutes due to _____(Reasons) Train signaling shall be done through Station-to-Station fixed telephone /Railway Auto Phone/ BSNL phone/Fixed Telephone with CUG sim or Control Telephone/Very High Frequency set. Private Number (In figures) _____ (In words) _____

2. The Station Master on duty at the Station in rear of the affected section shall obtain 'Line Clear' for the train by one of the following means of communications viz.

(a) Station to Station fixed telephones wherever available.
(b) Fixed telephone such as Railway auto phone & BSNL/MTNL phone with caller ID.
(c) Control Telephone.
(d) VHF set under special instructions, but not as the sole means of communication on sections where passenger trains run.
(e) Fixed Telephone with CUG sim which have been provided to the station only for official use by the on-duty Station Master.

NOTE: - In all cases where line clear is obtained/granted by a means of communication other than Track circuit/Axle counter, the system of calling station name, followed by establishing identity of the Station Master on duty by cross checking Private numbers given for the last Preceding train shall be adopted.

3. The Station Master on duty at the station in advance shall not give such "Line Clear" unless: -

(i) The whole of the last preceding train has arrived complete.
(ii) The Semi-Automatic/Manual Reception Stop Signal has been put back to 'ON' behind the last preceding train.
(iii) The line is clear not only up to the Semi-Automatic/Manual Reception Stop Signal but also for the adequate distance beyond the Semi-Automatic/Manual Reception Stop signal.
(iv)The private number/s shall be exchanged with on duty gatemen, for closure of the level crossing gate/s under his control.
(v) The points of outlying sidings/ turnouts under his control are correctly set and locked.

4. (a) The Loco Pilot/Motorman of the first train entering the affected section on authority form T/D 912 as prescribed in SR 9.12/2 (A) (5) below shall proceed with utmost caution and must not run at a speed exceeding 25 KMPH under any circumstances, subject to other speed restrictions in force. If the view is restricted due to fog, curve or any other reason, speed shall not exceed 10 KMPH. The speed over facing points, if any, being restricted to 15 KMPH. The Loco Pilot/Motorman shall continue to look out for any obstruction until he reaches the station ahead.

(b) Before any train is allowed to enter the block section by handing over the authority T/D 912, the station master shall ensure that private number/s has been received from the gatemen for closure of the gate/s under his control. It shall also be ensured that all points under control of train dispatching station over which the train will pass are correctly set, Clamped and padlocked.

5. The Station Master shall give the Loco Pilot/Motorman and Train Manager of each train entering the affected section on Automatic block system, an Authority in form T/D 912, during prolonged failure of signals. Distinguishing numbers of departure, Automatic, Semi-Automatic/ Manual and Gate signal/signals required to be passed, shall also be indicated on the Authority authorising the Loco Pilot/Motorman to pass them at 'ON' position. For a Starter / Manual/ Midsection Gate signal, the Loco Pilot/Motorman shall pass the signal only when he receives a proceed hand signal from a railway servant in uniform. In the case of midsection gate signals the Loco Pilot/Motorman shall cautiously pass the level crossing only after ensuring that the gates are closed and locked for road traffic.
6. When approaching the train receiving Station, the Loco Pilot/Motorman of the train shall act upon the aspect of the Semi-Automatic/Manual Reception Stop Signal/Calling-on signal of the receiving station. In case the Semi-Automatic/Manual Reception Stop Signal/Calling-on signal is not in working condition then the Station Master shall depute a railway servant in proper uniform and issue authority on Form No. T/369(3b) for receiving the train, after ensuring that conditions to take OFF Semi-Automatic/Manual Reception Stop Signal have been fulfilled.
7. After ensuring that the first train has arrived safely at the station ahead of the affected section, the loco Pilots/Motorman of all subsequent trains may be permitted to run at their sectional speed **duly proceeding with great caution from one kilometre before the Semi-Automatic/ Manual First Reception Stop Signal,** subject to other speed restriction in force. The speed over facing points, if any, being restricted to 15 KMPH. **(CM No. 92, dated 07.05.2025)**
8. Clearance of the section by each train shall be intimated to the station in rear under exchange of Private Number. Train Signal Register shall be brought into use and all entries regarding train working recorded there-in. Section Controller shall be kept advised of all train movements taking place in the affected section.
9. As soon as the signals are put right by the S&T officials in writing, section controller's permission should be obtained for resuming normal working of trains on Automatic Block System. A message shall be exchanged with Private Numbers by the Station Master on duty concerned in Train Signal Register, assuring that the last train dispatched during the failure has arrived completely at the station in advance and the section is clear. Intimation of restoration shall be given to section controller under exchange of private number.

From To Station Master/X Station Master/Y No. _____Last Train (Number and description) _____ despatched during failure from your station at ___hours ___mins has arrived completely at my station at ___hours___ mins. Cancel the present method of working of trains. Private Number (In figures) _____ (In words) _____
From To Station Master/Y Station Master/X No. _____ Your No. _____understood Last Train (Number and description) _____ despatched during failure from my station at ____hours___ mins has arrived completely at your station at__ hours___ mins. Cancel the present method of working of trains. Private Number (In figures) _____ (In words) _____

10. All the records in connection with train working on this system shall be retained at the station and the Transportation Inspector of the section must scrutinize them and submit his report to the Sr. Divisional Operations Manager / Divisional Operations Manager (in-charge) within 7 days of the resumption of normal working.

S.R. 9.12/2 (B): Failure of all signals likely to last for some time and cause serious delay when no means of communications are available in Double line: -

In the event of failure of automatic signalling occurring in an area consisting of two or more stations in Automatic Block System and when line clear cannot be taken by any of the following means, viz.

(i) Track circuit and Axle counter where indication of the section between two stations is available on VDU panel.
(ii) Station to Station fixed telephone wherever available.
(iii) Fixed telephone such as Railway auto phone & BSNL/MTNL phone.
(iv) Control Telephone.
(v) VHF sets under special instructions, but not as the sole means of communication on sections where passenger trains run.
(vi) Fixed Telephone with CUG sim which have been provided to the station only for official use to the on-duty Station Master.

The following procedure shall be adopted for train working: -

(i) The movement between the two block stations shall be controlled by the Station Master of either side.
(ii) All the points over which the trains will run within the affected area shall be correctly set and locked before the movement of any train is authorized over them.
(iii) Before any train is allowed to leave the station as prescribed in S.R. 9.12/ 2(B), it shall be brought to a stand and the Loco Pilot/Motorman and the Train Manager of the train shall be advised of the circumstances by the Station Master.
(iv) The Station Master shall give the Loco Pilot/Motorman and Train Manager of each train: -

An Authority on form T/B 912 shall be handed over to the Loco Pilot/Motorman and Train Manager and record copy shall be retained by the Station Master as a record which shall consist of-

(a) An authority to proceed without line clear.

(b) An authority to the Loco Pilot/Motorman Indicating the distinguishing numbers of departure, Automatic, Semi-Automatic, Manual and Gate signal/signals required to be passed, shall also be indicated on the Authority authorising the Loco Pilot/Motorman to pass them at 'ON' position. For a Starter signal / Manual/ Midsection Gate signal, the Loco Pilot/Motorman shall pass the signal only when he receives a proceed hand signal from a railway servant in uniform. In the case of midsection gate signals the Loco Pilot/Motorman shall cautiously pass the level crossing only after ensuring that the gates are closed and locked for road traffic.

(c) A Caution Order restricting the speed to 15 Kmph over the straight line when view is clear and 10 kmph when approaching or passing any portion of the line where the view ahead is not clear due to curve, obstruction, rain, fog or any other cause subject to the observance of other speed restrictions imposed. Loco Pilot/Motorman must also ascertain that the points of the outlying siding/ turnouts, if any, are correctly set and locked before passing over them. Speed over facing points being restricted to 15 KMPH.

(v) No train shall be allowed to enter an affected section unless there is a clear interval of 25 minutes between the train about to leave and the preceding train.

(vi) (a) In the event of a Loco Pilot/Motorman approaching or passing any portion of a line where view ahead is not clear, the Assistant Loco Pilot or the Train Manager with hand signals must be sent in advance to guide the further movement of the train. A sharp look out ahead should be kept and the engine whistle freely used.

(b) 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 a railway employee equipped with hand signals and detonators.

(vii) The Train Manager shall keep a sharp look out in the rear and be prepared to exhibit a danger signal to prevent the approach of a train from rear side and to protect it, if necessary, as per extant rules. Before entering a section where there are tunnels, he shall also switch on the side and tail lights/lamps on EMUs etc.

(viii) If the train is unable to move further due to any reason, then the train manager should protect the train in rear by placing one detonator at 250 meters from the train on the way out and 2 detonators, 10 meters apart, at 500 meters from the train.

(ix) When approaching the next station the Loco Pilot/Motorman shall bring his train to a stand outside the Semi-Automatic/Manual Reception Stop Signal and sound one long whistle. The Station Master will arrange to depute a railway servant in proper uniform and issue authority on form no. T/369 (3b) for receiving the train, after ensuring that conditions to take OFF Semi-Automatic/Manual Reception Stop Signal have been fulfilled. On arrival, the Motorman/Loco Pilot of all trains shall make over the form T/B 912 to the Station Master of the receiving station.

(x) Trains must continue to work on this system until either the signals are put right or any one of the means of communications is restored by the S&T officials in writing.

(xi) As soon as the signals and communication are put right, normal working of trains shall be resumed.

(xii) However, where signals continue to remain in-operative but any of the means of communication is restored, the Station Masters at both end shall immediately exchange a message in the following format.

From To Station Master/X Station Master/Y No. _____Train (Number and description) _____arrived complete at ____hours. Last Train (Number and description) _____ despatched to your station at ____hours. Cancel the present method of working of trains. Line Clear shall be obtained by means of _____Acknowledge Private Number (In figures) _____ (In words) _____
From To Station Master/Y Station Master/X No._____ Your No. _____Understood that Train (Number and understand description) _____ which was the last train to leave my station has arrived complete at your station. Train No. _____which left your station has arrived complete at my station at_____ Hours/not arrived. Present system of train working is being/ shall be cancelled immediately after the complete arrival of train No ___Line Clear for the next train shall be obtained by means of _____ Private Number (In figures) _____ (In words) _____

(xiii) In case of any of the means of communication is restored as per condition in Para (xii) above, working shall be done in accordance with S.R. 9.12/2 (A). Line Clear shall not be obtained or given by any means of communications which has been restored until both the Station Masters are satisfied that all trains despatched from their stations have arrived complete at the other station. When the trains referred above arrived complete at the stations, their numbers and arrival time will be communicated to the other Station Master concerned under exchange of Private Numbers. There after intimation to this effect shall be given to the Section Controller.

(xiv) All the records in connection with train working on this system shall be retained at the station and the Transportation Inspector of the section must scrutinize them and submit his report to the Sr. Divisional Operations Manager / Divisional Operations Manager (in-charge) within 7 days of the resumption of normal working.

S.R. 9.12/3: Rules and Regulations for working of trains under the Automatic Block System during obstruction of one line when signals are operative and communication are available (on Double Line Sections):

1. When it is desired to introduce temporary single line working on double line on electric communication instruments, the Station Master at one end of the affected section shall on receipt of reliable information in writing that one line is clear, take steps to introduce temporary single line working on that line in consultation with the Section Controller and the Station Master of the station at the other end of the section. The decision to introduce temporary single line working should be taken by Sr. Divisional Operations Manager / Divisional Operations Manager (in-charge). Temporary Single Line Working shall be introduced between the nearest stations provided with cross-over between Up and Down lines on either side of obstructions. Nomination of stations at both the ends of such stations shall be done by Sr. Divisional Operations Manager / Divisional Operations Manager (in-charge) of the division as mentioned in above.

2. If there is reason to suspect that the line over which temporary single line working is to be introduced is also fouled or damaged, temporary single line working shall not be introduced until a responsible engineering official not below the rank of a SSE/JE (P.Way) has inspected that section and certified that the track is safe for the passage of trains.

3. The movement of trains on the affected section shall be controlled by such stations and on such lines as are nominated.

4. The Semi-Automatic/Manual Despatch Stop Signal of the Stations at both the ends of the section where temporary single line is being introduced shall be put in manual mode in ON condition for the entire duration of temporary single line working. The concerned Semi-Automatic/Manual Reception Stop Signals of the stations at both the ends shall also be put in manual mode and in ON position initially, before introduction of temporary single line working.

5. All trains running in the wrong line shall be worked in accordance with the rules for the use of electric communication instruments on single line. Line clear shall be obtained on the following:

(a) Station to Station fixed telephones wherever available.
(b) Fixed telephone such as Railway auto phone & BSNL/MTNL phone with caller ID.
(c) Control Telephone.
(d) VHF set under special instructions, but not as the sole means of communication on sections where passenger trains run.
(e) Fixed Telephone with CUG sim which have been provided to the station only for official use to the on-duty Station Master.

NOTE: - In all cases where line clear is obtained/granted by a means of communication other than Track circuit/Axle counter, the system of calling station name, followed by establishing identity of the Station Master on duty by cross checking Private numbers given for the last Preceding train shall be adopted.

6. Train Signal Register, shall be introduced at stations on affected section.

7. After ascertaining that one of the lines is clear for the passage of traffic, the Station Master proposing single line working shall issue a message under exchange of private Number, containing the following information, to the Station Master at the other end of the affected section: -
   (a) Cause of introduction of single line working;
   (b) Place of obstruction;
   (c) The line by which single line working is proposed;
   (d) The source of information that the said line is clear;
   (e) Restriction of speed, if any, on the line;
   (f) The number and timings of the last train which arrived/left the station nominated.

8. On receipt of acknowledgement from the Station Master at the other end and confirmed by a private number single line working may be introduced. Line clear shall be obtained on available means of communications as mentioned at para - 5 above.

9. The Station Master on duty at the station in advance shall not give such "Line Clear" unless: -

   (a) The line is clear not only up to the Semi-Automatic/Manual Reception Stop Signal but also for the adequate distance beyond the Semi-Automatic/Manual Reception Stop signal.

   (b) The private number/s has been exchanged with on duty gatemen, for closure of the level crossing gate/s under his control.

   (c) The points of outlying sidings/ turnouts under his control are correctly set and locked.

   (d) For each first train running in the wrong line, line clear shall neither be asked nor given unless the two Station Masters have assured under exchange of private numbers that all the trains running in the right line have already arrived completely at the Station in advance.

10. A written authority (form T/E 912) shall be given to Loco Pilot/Motorman and Train Manager of all trains in right and wrong line which includes.

   a) A 'line clear ticket' on Automatic block system during temporary single line working on double line.

   b) Distinguishing numbers of departure, Automatic, modified Semiautomatic/Semi-Automatic/ Manual and Gate stop signals required to be passed (including non-governing signals), shall also be indicated on the authority authorising the Loco Pilot/Motorman to pass them at 'ON' position. For a Starter/ Manual and gate stop signal, the Loco Pilot/Motorman shall pass the signal only when he receives proceed hand signal from a railway servant in uniform. In the case of midsection gate stop signals the Loco Pilot/Motorman shall cautiously pass the level crossing only after ensuring that the gates are closed and locked for road traffic.

   c) A caution order which shall clearly state: -

   (i) The line on which the train or light engine is to run;

   (ii) The kilometers between which the obstruction exists.

   (iii) Any restriction of speed which may have been imposed; and

   (iv) The instruction that Automatic signals in the wrong line should be considered as out of use even though they may be showing 'Proceed' or 'Caution' aspect

   (v) The train started on the wrong line shall be piloted out of the station after all the concerning points have been correctly set and locked.

   (vi) Location of the Neutral section if any.

11. Before any train in the wrong line is allowed to enter the block section by handing over the authority T/E 912, the station master shall ensure that private number/s has been received from the gatemen for closure of the gate/s under his control. It shall also be ensured that all points under control of train dispatching station over which the train will pass are correctly set and locked.

12. For every first train in the right line the procedure laid down for the trains running in the wrong line shall be followed and the authority T/E 912 shall be issued.

13. The subsequent trains running in the right line may be allowed to follow each other as per the signal aspect in Automatic Block System, provided that the station in rear has intimated the station in advance about the fact that he is permitting particular train/trains to follow and has ascertained the readiness of station in advance to receive, if following them. Private numbers shall be exchanged for every such movement.

The written authority (T/E 912) shall also be given to the subsequent trains following the first train running in the right line, after ensuring that the line is clear not only up to the first signaling section beyond the Semi-Automatic/Manual Despatch Stop Signal but also for an adequate distance beyond it. The station master shall however strike out the line clear ticket portion in the authority T/E 912.

14. An endorsement shall also be made on the form T/E 912 given to the Loco Pilot/Motorman of the first train introducing temporary single line working in the wrong line to stop and inform all Gatemen and Gangmen on the way about the introduction of temporary single line working. The line, on which the trains shall run, also be specified. The Loco Pilot should switch "ON" the flasher light of the train engine while running on the wrong line on proper authority to proceed. In case, the train engine running on the wrong line without switching on the flasher light is noticed by the station staff, Gatemen and Gangmen they shall stop the train immediately.

15. (a) The speed of every first train running in the wrong line shall not exceed 25 kmph subject to other speed restrictions. The subsequent trains in the wrong line, which would be dispatched on line clear, may be permitted to run on sectional speed subject to other speed restrictions.

(b) The speed of every first train running in the right line shall not exceed 25 kmph subject to other speed restrictions. The trains which are following the first train in the right line on the aspects of the signals may be permitted to run at sectional speed, subject to other speed restrictions in force. However, the speed over facing points, if any, being restricted to 15 KMPH.

16.(a) When approaching the next station nominated under S.R. 9.12/3, the Loco Pilot/Motorman of the train running in the wrong line shall bring his train to a stand before the point opposite the Semi-Automatic/Manual Reception Stop Signal pertaining to the correct line or the Semi-Automatic/Manual Despatch Stop Signal pertaining to the wrong line on which he is running or any Shunt signal protecting the outermost Cross-over, whichever he comes across first, and sound one long whistle. The Station Master after satisfying himself that all points have been correctly set and locked, shall arrange for a man in uniform, to pilot the train from this signal, who shall obey hand signals, if any, relayed from the station platform. Manual/Semi-Automatic signals, if any, shall, however, be passed on a written authority on the prescribed form T/510 to be issued by the Station Master.

(b) When approaching the next station nominated under S.R. 9.12/3, the Loco Pilot/Motorman of all the trains running in the right line shall be guided by the aspect of the Semi-Automatic/Manual Reception Stop Signal of the receiving station. In case the Semi-Automatic/Manual Reception Stop Signal/Calling-On is not in working condition then the Station Master will arrange to depute a railway servant in proper uniform and issue authority on Form No. T /369 (3b) for receiving the train, after ensuring that conditions for taking OFF Semi-Automatic/Manual Reception Stop Signal have been fulfilled.

17. Resumption of normal working.

(a) On receipt of written certificate from a responsible engineering official that the obstruction on affected line is removed and obstructed line is free for passage of trains, the Station Master will issue a message to the other station/s, as the case may be under exchange of private numbers and decide, in consultation with Section Controller the train after the passage of which the normal working has to be introduced.

From To Station Master/X Station Master/Y No. _____ Last Train (Number and description) _____ which left from your station at ____hours arrived completely at my station at __ Hrs___ mins. Cancel the present method of working of trains. Private Number (In figures) _____ (In words) _____
From To Station Master/Y Station Master/X No._____ Your No. _____Understood, that Train No. _____which left my station has arrived complete at your station at _____ Hours. Present system of train working is cancelled. Private Number (In figures) _____ (In words) _____

(b) An entry shall also be made in the Train Signal Register of all stations concerned showing the time at which double line working was suspended, single line working was introduced and the time at which normal working was resumed.

18. All the records in connection with the temporary single line working shall be retained at the station and the Transportation Inspector of the section must scrutinize them and submit his report to the Sr. Divisional Operations Manager / Divisional Operations Manager (in-charge) within seven days of the resumption of normal working.

S.R. 9.12/4: Rules and Regulations for Single line sections in Automatic Block System when no means of communications are available in case of failure of Automatic signalling.

(A) In the event of failure of all automatic signals occurring in an area consisting of two of more stations worked under Automatic Block System in single line and when line clear cannot be taken by any of the following means, viz.

(i) Track circuiting or Axle Counters;
(ii) Station to station fixed telephones wherever available;
(iii) Fixed telephone such as Railway Auto-phones & BSNL phones.
(iv) Control Telephone;
(v) VHF sets; (under special instructions, but not as the sole means of communication on section where passenger trains run).
(vi) Fixed Telephone with CUG sim which have been provided to the station only for official use to the on-duty Station Master.

(B) The Station Master who has a train to despatch through the affected section shall open communications by establishing contact with the Station Master of the block station at the other end of the affected section by sending an engine or self-propelled vehicle or any other vehicle, enumerated below, in the order of preference laid down: -

(a) Light engine;
(b) Train engine, after it is detached from the train by the Loco Pilot on instructions from the Station Master on duty;
(c) Motor Trolley/Tower Wagon/Trolley/Cycle Trolley/Moped Trolley duly accompanied by a Train Manager or by a Station Master other than the Station Master on duty;
(d) Diesel car/Rail Motor Car/EMU Rake after ensuring that all passengers have detrained.

(C) Before the Light Engine/Train Engine/Motor Trolley/Tower Wagon/ Trolley/ Cycle Trolley/Moped Trolley/Diesel Car/Rail Motor Car/EMU Rake is sent into the affected section to open communications, the Loco Pilot/Motorman/Train Manager/Station Master being sent to do so shall be advised by the Station Master on duty of the circumstances in which and the purpose for which he is being sent. The Station Master on duty shall also satisfy himself that the Loco Pilot/Motorman/Train Manager/Station Master being sent to open communications thoroughly understands the rules for working of trains during total failure of communications on the single line. If the Loco Pilot/Motorman/ Train Manager/ Station Master who is being sent to open communications, is not conversant with the Rules for working of trains during total failure of communications on single line, the Station Master on duty shall explain these rules to such staff. The Station Master on duty shall also obtain the signature of the Loco Pilot/Motorman/ Train Manager/Station Master on Form No. T/B 602 'Authority for opening communication during total interruption of communication on single line section', in token of such staff having fully understood the circumstances in which and the purposes for which he is being sent and the Rules for Working of Trains during total failure of communications on single line. The Authority T/A 912 to pass signals in 'ON' position as prescribed in the authority shall also be given to the Loco Pilot and Train Manager.

(D) (i) Before despatching the Light Engine/Train Engine / Motor Trolley / Tower Wagon/ Trolley/ Cycle Trolley/ Moped Trolley/ Diesel Car/ Rail Motor Car/ EMU Rake, the Station Master on duty shall hand over Authority T/A 912 to pass station dispatch stop signals as well as intervening Automatic/ Semi-Automatic/ Manual/ Gate stop signals in 'ON' position and form no. T/B 602 an 'Authority for opening of communication during total interruption of communication on single line section' to the Loco Pilot / Motorman/Train Manager/ Station Master who is being sent to open communications, which includes:
(a) An 'Authority to Proceed Without Line Clear'.
(b) A Caution Order, specifying the speed up to which the engine or self-propelled vehicle or other vehicle referred to in para (B) above may run through the affected section.
(c) A Line Clear Enquiry Message addressed to the Station Master of the block station at the other end of the affected section asking for Line Clear for the train waiting to be despatched to his station.

(d) A Conditional Line Clear Message to the Station Master of the block station at the other end of the affected section permitting him –

(1) To return the Light Engine/Train Engine, either light or attached to a train waiting to be despatched from his station, or attached with another engine; or

(2) To return Tower Wagon/Diesel Car/Rail Motor Car/EMU Rake running by itself; or

(3) To return Motor Trolley/ Trolley/ Cycle Trolley/ Moped Trolley either running by itself or loaded in a train waiting to be despatched from his station.

(ii) The Loco Pilot/ Motorman/ Train Manager/ Station Master going to open communications shall, on receipt of form no. T/B 602 'Authority for opening communication during total interruption of communication on single line section' and Authority T/A 912 to pass station dispatch stop signals as well as intervening Automatic/ Semi-Automatic/ Manual/ Gate stop signals in 'ON' position shall sign on its original and carbon copy in token of his having understood its contents.

(iii) In case a light engine or an engine and brake van is to be despatched to proceed to the next block station and then continue its journey onward after arrival at the next block station and is not meant for opening communications, the Loco Pilot/ Motorman of engine or the engine and brake van, shall be given the 'Authority for opening communication during total interruption of communication on single line section' and the items 'Line Clear Enquiry Message and Conditional Line Clear Message' for its return journey mentioned in para (i) (c) & (d) above, shall be struck out in form. Such engines or engine and brake van shall be issued only the 'Authority to Proceed Without Line Clear' and Caution Order referred to in para (i)(a) & (b) above where necessary. When it is necessary to despatch another light engine or another engine and brake van in the same direction, an interval of at least 30 minutes shall be allowed to elapse before it is despatched.

(iv) The Semi-Automatic/Manual Despatch Stop Signal shall not be taken 'OFF', while permitting an engine or self-propelled vehicle or other vehicle to proceed to the next station on 'Authority for opening communication during total interruption of communication on single line section'.

(E) After an engine or self-propelled vehicle or other vehicle is despatched to the next station to open communications with Line Clear Enquiry Message and a Conditional Line Clear Message to the next station for the return journey of the engine or self-propelled vehicle or other vehicle, no other train or engine or self-propelled vehicle or other vehicle shall be allowed to leave the station and proceed in the same direction until the engine or self-propelled vehicle or other vehicle sent to open communications returns.

(F) (i) The engine or self-propelled vehicle or other vehicle proceeding on 'Authority for opening communication during total interruption of communication on single line section' shall switch on the Flasher light, wherever provided and shall proceed at a speed not exceeding 15 kilometers per hour by day when the view is clear and 10 kilometers per hour during night or when the view is obstructed, making free use of engine whistle or horn of the self-propelled vehicle, where provided.

In thick, foggy or tempestuous weather or in dust storm etc., when visibility is impaired, the engine or self propelled vehicle, or other vehicle proceeding on 'Authority for opening communication during total interruption of communication on single line section' shall proceed at walking pace only making repeated use of the engine whistle or horn of self propelled vehicle, where provided, preceded at an adequate distance by two men on foot, one displaying a red light and the other carrying fog signals ready for immediate use. Normally one of these men will be provided by the Station Master from pointsman/ gateman and the other from the crew of the engine or the person whose Motor Trolley/Trolley/Cycle Trolley/Moped Trolley is being used. In case of single manned self-propelled vehicle, both these men shall be provided by the Station Master. The Station Master on Duty shall explain to both of them their duties, in the presence of the Loco Pilot/ Motorman/ Train Manager/ Station Master in charge of the self-propelled vehicle or other vehicle being sent to the next station and satisfy himself that they understand the same.

(ii) Both by day and night, a tunnel must not be entered until the Loco Pilot/Motorman/Train Manager/ Station Master has ascertained that it is clear. Should there be any doubt on this point, the engine or other vehicle etc. should be piloted by a railway servant equipped with hand signal and detonators. Before entering the tunnel the headlights, side and tail lights and other lights (where provided) shall also be lit.

(iii) No obstruction of the line beyond the outermost facing points shall be allowed until the return of the Engine/ Tower Wagon/ Diesel Car/Rail Motor Car/ EMU Rake/ Motor Trolley/ Trolley/ Cycle Trolley/Moped Trolley.

(G) In the event of an engine/self-propelled vehicle/other vehicle, proceeding on 'Authority for opening communication during total interruption of communication on single line section' meeting in the midsection, an engine/self-propelled vehicle/other vehicle sent from the other end, the Loco Pilots/Motormen/Train Managers/Station Masters, as the case may be, shall, taking into consideration the importance of the train for which they are proceeding to get Line Clear, the distance from the nearest station, gradients to be encountered, the presence of catch sidings etc., decide to which of the two stations, the engines/self-propelled vehicle/vehicles should proceed. Before proceeding, the engines or self-propelled vehicles shall, if possible, be coupled up. If the engines/self-propelled vehicles cannot be coupled up they should run at a safe speed and adequate distance apart. In the case of Motor Trolley/Push Trolley/Cycle Trolley/Moped Trolley, meeting an Engine and brake van/Diesel Car/Rail Motor Car/EMU Rake, the Motor Trolley/Push Trolley/Cycle Trolley/Moped Trolley shall, if possible, be loaded in the Brake Van/Diesel Car/ Rail Motor Car/EMU Rake.

(H) On sighting the station to which the engine/self-propelled vehicle/ other vehicle running by itself or with another similar unit coupled together or separately, to which it is/they are proceeding, the leading engine/self-propelled vehicle/other vehicle shall stop outside (i.e. In rear of) the Semi-Automatic/Manual Reception Stop Signal of the station. The engine or self-propelled vehicle or other vehicle following the leading engine/self-propelled vehicle/other vehicle, shall stop at a safe distance behind the leading engine/self-propelled vehicle/other vehicle. The Station Master shall be advised of the stoppage outside the Semi-Automatic/Manual Reception Stop Signal either by using the engine whistle/horn of the self-propelled vehicle, if provided, or by sending a man if necessary. They shall not enter the station till permitted by the Station Master to do so either by taking 'OFF' the relevant signals or otherwise.

(I) When the engine or engines/self-propelled vehicle or self-propelled vehicles/other vehicle or vehicles have been admitted into the Station, the 'Authority for opening communication during total interruption of communication on single line section' shall be delivered to the Station Master on duty, who shall keep this document in his safe custody and also post the Line Clear Enquiry Message and the Conditional Line Clear Message in his Line Clear Books. On the authority of the Conditional Line Clear Message for the return journey, the Station Master on duty shall make out a Conditional Line Clear Ticket on Form T/G 602(UP) or T/H 602(DOWN) as the case may be and hand over it to the Loco Pilot/Motorman/Train Manager/ Station Master to return to the block station from where he came with his engine either light or attached to a train or another engine or a self-propelled vehicle if one is waiting to proceed in that direction.

(J) In case of the engine or self-propelled vehicle or other vehicle returning to the station from which he was sent without reaching the next station, the 'Authority for opening communication during total interruption of communication on single line section' shall be taken back by the Station Master on duty of the station from which this was issued and cancelled. The original entries shall also be cancelled.

(K) Station Master on duty before despatching the engine either light or attached to a train/self-propelled vehicle/other vehicle, on the return journey shall hand over to the Loco Pilot/Motorman/ Train Manager/ Station Master, 'Conditional Line Clear Reply Message' on Form No. T/F 602 for the 'Line Clear Enquiry Message', giving Line Clear for the train waiting at the other station, thereby authorising the Station Master at that station to start the train waiting there on complete arrival of the engine, either light or attached to a train/self-propelled vehicle/other vehicle at his end. The Authority T/A 912 to pass signals in 'ON' position as prescribed in the authority shall also be given to the Loco Pilot and Train Manager.

(L) The particulars of the engine either returning light or attached to a train or attached to another Engine/ Tower Wagon/Diesel Car/Rail Motor Car/EMU Rake/Motor Trolley or Trolley/ Cycle Trolley or Moped Trolley running by itself or loaded in a train as may be applicable shall be correctly filled in on Form No. T/F 602 'Conditional Line Clear Reply Message'.

(M) On the return journey, the engine either light or attached to a Train/ Diesel Car/ Rail Motor Car/ EMU Rake/Train loaded with Motor Trolley/ Push Trolley/ Cycle Trolley/ Moped Trolley may run at sectional speed observing speed limits in the Working Time Table and other relevant rules. The Motor Trolley /Push Trolley/Cycle Trolley/Moped Trolley returning by itself may run at their normal speed observing the rules governing their running on Line Clear.

(N) On reaching the station, the engine either light or attached to a train/self-propelled vehicle/other vehicle shall again stop outside (i.e. in rear of) the Semi-Automatic/Manual Reception Stop Signal of the station and thereafter be guided by the instructions from the Station Master, who may arrange to receive it by taking 'OFF' the relevant signals or otherwise.

(O) On arrival at the station the 'Conditional Line Clear Reply Message' shall be handed over to the Station Master who shall record it in the Line Clear Message Book and on its authority issue a Conditional Line Clear Ticket on Form No. T/G 602 or T/H 602 (as the case may be) for the waiting train.

(P) If there be an even flow of trains in both directions, Line Clear Enquiry Message on Form No. T/E 602 and Conditional Line Clear Messages for each succeeding train may be sent through the Train Manager of the preceding train.

(Q) The arrival and departure time of all trains, engines, Trolleys etc. which are passed under the above rules must be carefully recorded in the Line Clear Enquiry and Reply Books and also in the record copy of the 'Authority for opening communication during total interruption of communication on single line section' and in the Train Signal Register.

(R) If the Station Master at one end of the interrupted section has more than one train to despatch in the same direction before another train is normally expected from the opposite direction, he shall, in such cases, send the first available engine of a train to obtain 'Line Clear' not only for that train but also for the following trains which may be waiting or expected at his station. In the Line Clear Enquiry Message, it shall be stated that these latter trains will be despatched after the first train at intervals of 30 minutes. After the Loco Pilot returns with the Line Clear for the required number of trains to the station at which he had left the train, the Station Master shall despatch the first train on the authority of the Line Clear for the trains and shall also endorse on that Line Clear that a particular train (giving its number and description in full) shall follow at a specified interval. The Station Master shall give similar information to the Train Manager also in writing. The Loco Pilots of the second and subsequent following trains shall be given a caution order restricting the speed to 25 kilometers per hour over the straight when the view ahead is clear and to 10 kilometers per hour when approaching or passing any portion of the line where the view ahead is not clear due to curve, obstruction, rain, fog, or any other cause. When despatching a second and subsequent trains, the particulars of the last preceding train along with its time of departure will be endorsed on the Line Clear as also the particulars of the train that would follow. The Line Clear for the last train of the series should be endorsed with the particulars of the proceeding train together with its time of departure. While adopting this procedure, the Train Manager and the Loco Pilot should be instructed to keep a sharp look out and be prepared to stop short of any obstruction.

(S) When a train is stopped in the affected section the Train Manager shall immediately exhibit a hand danger signal towards the rear and checkup that the tailboard or the taillight is correctly exhibited. If the stoppage is on account of accident, failure, obstructions or other exceptional cause and the train cannot proceed, the Loco Pilot shall sound the prescribed code of whistle to apprise the Train Manager of the fact, where upon the Train Manager shall protect the train by placing one detonator at 250 meters from the train on the way out and 2 detonators, 10 meters apart, at 500 meters from the train, irrespective of the gauge. When a train is detained outside signals and if the detention exceeds or is likely to exceed 10 minutes it shall also be protected accordingly. In the absence of the Train Manager, the duty of protecting the train shall devolve on the Loco Pilot.

(T) When trains follow one another, no train shall be backed. In exceptional circumstances when it may be unavoidable to back a train, the train shall be backed only after providing protection by placing one detonator at 250 meters and 2 detonators, 10 meters apart, at 500 meters from the point up to which the train is to be backed.

(U) Trains must continue to work on this system until anyone of the means of communications, mentioned in rule (4)(A) of SR 9.12 is restored by the S&T officials.

(V) As soon as anyone of the means of communications has been restored, the Station Master must send a message to the Station Master at the other end of the section, on the Form No. T/I 602. On receipt of the above message, the Station Master at the other end of the section must acknowledge in the Form No. T/I 602.

(W) Normal working shall not be restored, until both the Station Masters are satisfied that all trains and engines, etc. despatched from their stations have arrived complete at the other station. Even if the communication is restored immediately after the departure of the light engine/self-propelled vehicle/any other vehicle referred to in Rule (A) above, sent under 'Authority for opening communication during total interruption of communication on single line section', normal working should not be resumed until the light engine/self-propelled vehicle/any other vehicle reaches the next station and both the Station Masters are satisfied under exchange of Private Numbers that no light engine/self-propelled vehicle/any other vehicle is on the section. Thereafter intimation about this shall be given to Section Controller also, on controlled sections, if communication with Section Controller has also got restored and normal working resumed. If, however, communication with Section Controller has not got restored along with restoration of communication between two stations, the Section Controller shall be advised of the position immediately on restoration of communication with him.

(X) On the section where total interruption of communications occurs, the Transportation Inspector of the section, must scrutinize the train passing records of the station and submit his report to the Senior Divisional Operations Manager/Divisional Operations Manager (incharge) within seven days of the resumption of communication.

S.R. 9.12/5: Rules and Regulations for single line working on double line sections in Automatic Block System due to obstruction of one line when no means of communications are available in case of failure of automatic signalling.

The following rules must, in addition to the rules prescribed in SR 9.12 (4), be observed by the staff.

(A) Whenever an accident to a train or track or other obstruction, precludes the use of one line on a double line section during total interruption of communications, single line working shall be introduced only after a responsible official of the Engineering Department, not less than SSE/JE(P.Way) in rank, has certified that the other line on which single line working is to be introduced is free and safe for passage of trains. Such engineering official shall give the certificate only to the Station Master of the station at that end of the affected section for which the unobstructed line shall be the right line for despatching trains. On receipt of this certificate only the Station Master at the end of the affected station for which the unobstructed line shall be the right line for dispatching trains will follow the rules prescribed in SR 9.12(4) for opening of communications.

(B) Loco Pilots of trains, including light engines, shall be given a Caution Order on which, and shall be stated clearly.

(i) The line on which the train is to run;
(ii) Location where the obstruction exists;
(iii) Any restriction of speed, which may be imposed by Way & Works Staff;
(iv) An assurance to the effect that any trap points on the line in question have been spiked and clamped.

(C) All the cross over points, over which the train shall proceed, while temporary single line working is in force, shall be clamped and padlocked.

(D) In the case of a train proceeding on the right line:

(i) The Semi-Automatic/Manual Despatch Stop Signal of the station in rear of the affected section may be passed in the 'ON' position in the prescribed form T/A 912 and hand signals shall also be shown at the foot of this signal.
(ii) The approach Stop signals, if any, of the station in advance of the affected section, may be taken 'OFF'.

(E) In the case of a train proceeding in the wrong line:

(i) The train shall be piloted out of the station on a written authority T/511 in addition to T/A 912 issued by the Station Master after all the facing points have been correctly set, clamped and pad locked and trailing points correctly set over which the train will pass.

(ii) On reaching the next station, the Loco Pilot shall bring his train to a stop opposite the first Stop signal pertaining to the right line or at the last Stop signal pertaining to the wrong line (on which his train is running), whichever he comes across first.

(iii) The Station Master of the station in advance shall depute a railway servant in uniform at the foot of the signal (whichever the train would encounter first) who shall stop the train on hand danger signal and thereafter pilot it into the station on a written authority T/ 510 issued by the Station Master.

(F) It will be the responsibility of the person in charge of the first engine or self-propelled vehicle or other vehicle, sent under 'Authority for Opening Communication during total interruption of communication on single line section' to inform all the Gatemen and Gangmen en-route about the introduction of temporary single line working as also the line on which it is proposed to run the train. This information shall be conveyed through the Loco Pilot of a subsequent train also, if necessary.

(G) Resumption of normal working: —

(i) If after the introduction of single line working, communications are restored between two affected stations, the trains will continue to run under special rules until action is taken in accordance with the instructions contained in these rules for the cancellation of the procedure. Thereafter, trains will be run in accordance with the instructions for the movement of traffic during temporary introduction of single line working on double line.

(ii) If, however, before communications are restored, the other line is released for the passage of traffic, trains shall be worked, in accordance with the instructions for running of trains on double line section during total interruption of communications.

S.R. 9.12/6: Rules and Regulations for Single line sections in Automatic Block System when means of communications are available but direction of traffic cannot be established.

In such cases the procedure laid down under SR 9.12/2 (A) shall be followed.

(CM No. 89, dated 29.08.2024)

SR 9.12/7: Despatch of relief engine / relief train into an occupied / obstructed block section or relief engine to assist the disabled engine / train. (T/C 912)

(i) When a block section between two block stations in Automatic Block System is occupied / obstructed due to accident / special works or disabled train and if it is required to despatch a relief engine / a relief train into such block section, it can be despatched only after ensuring that the section between the obstruction and the block stations is free of any train, by issuing Authority for Relief engine / relief train to enter into an occupied/obstructed Automatic block section (T/C 912), which contains the following:

(a) Authority to proceed without line clear – authorising to proceed cautiously without Line Clear from station upto the point of obstruction at KM on up/down line andclear back the section to the block station from which it is started or to the stationat the other end of the affected block section.

(b) Caution Order to observe the speed of 15 KMPH over the straight with clear view and 10 KMPH when approaching or passing any portion of the line where the view ahead is not clear due to curve, obstruction, rain, fog or any other cause subject to the other speed restrictions in force in the section. **(CM No. 89, dated 29.08.2024)**

SR 9.12/7 (ii) If control is working, all operations shall be carried out in consultation with the Section Controller.

(iii) The Station Master on duty at the other end of the affected block section shall be advised of the relief engine / relief trains allowed into the section and the station to which they will clear.

(iv) When a relief engine is sent, the Loco Pilot should be given clear instructions in the Caution Order regarding nature of obstruction as far as known, the station to which the disabled train / engine could be moved, the location of the train engine and brake-van of the disabled train. During night if electric head light is not working, the train or the light engine or any self propelled vehicle must be preceded at an adequate distance by a railway servant carrying detonators and exhibiting red light ahead to stop any other approaching train. The Loco Pilot must keep a sharp look–out at all times and be prepared to stop clear and short of any obstruction which may exist or crop up on the road and should use engine whistle freely. The Loco Pilot shall bring his train / engine to stop short of obstruction and thereafter will obey the hand signal of the employee / supervisor at the site.

(v) In case the relief engine / relief train / any self propelled vehicle / the disabled engine / train approaching the station from which it is started or the station ahead, the Loco Pilot shall act as per the aspect of the signal if it is right line.

(a) If it is wrong line, the Loco Pilot must stop at the LSS of wrong line on double line and sound continuous long whistle. Further, the train can be piloted into the station on the authority by a competent Railway Servant duly setting and locking of the points for the line.

(vi) On arrival at the block station, the authority (T/C.912) should be handed over to the Station Master on duty, who shall retain it in the station records.

(vii) A record of trains / engines entering the section during its obstruction, timings of their clearance from the block section, obstruction clearance, and restoration of normal working shall be made in TSR in red ink.

(viii) In case of an accident, 'Track-fit' certificate shall be obtained from engineering official not lower than Permanent Way Inspector before resumption of normal working.

Note: - If it is necessary to despatch a self propelled vehicle like TTM / Tower car into the obstructed / occupied block section, the Authority T/C.912 shall be used.

SR 9.12/8: Procedure for shunting in the block section.

(i) Station Section–

At a block station in the Automatic Block System, where Manual Stop Signals or Semi-Automatic Stop signals are provided and when they are kept in Manual Stop Signal mode, the station section is as under;

(a) On Double Line (MACLS)

(i) Between the outermost facing point and the last Stop signal of the station; or

(ii) Between the Block Section Limit Board and the last Stop signal of the station.

(b) On Single Line (MACLS)

between up and down Advanced Starters of the station.

SR 9.12/8 (ii) Shunting

(a) On Double Line.

(i) Shunting within station section in the face of an approaching train:

On double line section, shunting within the station section can be carried out generally and also in the face of an approaching train, provided the necessary signals are kept at 'ON'.

The Authority T.806 without PN shall be issued to the Loco Pilot and Guard unless notified by Sr.DOM as laid down in SR 5.14 (i) (a) (1).

(ii) Shunting outside outermost facing points / BSLB: (block back)

(1) Station Master of a block station, who intends to perform shunting into block section in rear (outside outer most facing points / BSLB), shall inform the Station Master of the block station in rear and ensure that all the trains, which entered into the section from the station in rear have arrived complete at his station. The entire block section between the two block stations should be treated as one block section.

(2) Then the Station Master shall block back duly exchanging the messages with Station Master in rear and obtain private number in assurance that the shunting is permitted into the block section and no train will be despatched from his end till the block back is cancelled.

(3) Then the Station Master shall issue T/806 with Private Number obtained from station in rear, to the Loco Pilot and Guard/Shunting Jamedar with the instructions that the Loco Pilot to push back the train into the station.

(4) The Station Master shall ensure correct setting and locking of points before authorizing outward / inward movement.

(5) The entries must be made in red ink in TSR. On completion of the movement, both the Station Masters shall exchange messages supported by private numbers for cancellation of block back after ensuring that the block section is free from any obstruction.

(iii) Shunting beyond LSS: (block forward)

(1) The Station Master shall ensure that the block section in advance between both the block stations is clear and the entire block section in advance shall be treated as one block section.

(2) Then the Station Master shall 'block forward' duly exchanging the messages with Station Master of the station in advance and obtain private number in assurance that the shunting is permitted into the block section and no train will be despatched until the 'block forward' is cancelled.

(3) The Authority T/806 shall be issued to the Loco Pilot with the Private Number given by Station Master of station in advance authorizing theLoco Pilot to pass LSS at 'ON'.

(4) The Guard /Competent Railway Servant, supervising the shunting shall accompany the train.

(5) The SM shall ensure correct setting and locking of points before authorizing outward/inward movement.

(6) While coming back, the Loco Pilot shall stop his train near LSS and thereafterpiloted into the station.

(7) The SM shall ensure complete arrival of the train and cancel 'block forward' duly exchanging messages with the SM at the other end supported by Private Numbers.

(8) The entries shall be made in red ink in the TSR.

SR 9.12/8 (iv) Shunting in rear of a train travelling away from the station.

(1) The Station Working Rules shall permit such movement duly considering the local conditions like gradient, visibility and the speed, weight and brake power of trains.

(2) If permitted, intimate the Station Master at the other end, issue T/806 without P.N. and authorize the Loco Pilot to pass LSS at 'ON'.

(3) Guard / competent Railway Servant, supervising the shunting shall accompany the movement.

(4) If the train traveling away clears into the station in advance, before the return of shunting train, the Station Master shall note down the clearance of the train and block forward if the block section is still obstructed.

(5) If the train travelling away does not clear into the station ahead, but the shunting train returns to the station, Station Master shall intimate about the arrival of shunting train, under exchange of messages supported by Private Numbers. Then the trains can be dealt normally.

SR 9.12/9 Unusual occurrences**:**

(i) In the event of a Loco Pilot experiencing a lurch, unusually slack or rough running, he should bring his train to stop immediately without clearing the automatic block signalling section, wherever possible.

(ii) He should then immediately inform the Guard of the train and then the Station Master of the station controlling the movement of train service on to this line specifying the kilometreage where the defect was noticed, the nature of defect etc., on emergency portable telephone/VHF set/CUG mobile phone etc.

(iii) The obstruction will be protected by the Guard of the train as per GR 9.10 and follow the instructions given in GR 6.01 and SRs thereunder if necessary or otherwise continue the journey. On approaching the block station in advance, Loco Pilot will hand over a written memo specifying the above.

(iv) The Station Master receiving the message on phone should transmit it to the Station Master at the other end of the block section, SCOR and PWI.

(v) The Station Masters at both the ends of the block section should stop all trains and issue Caution Order to the Loco Pilots / Guards specifying the kilometreage to observe special caution and reduce speed as necessary and in any case not to exceed a speed of 10 KMPH. On receipt of this information 'all concerned' should follow the instructions given in Rule 6.07 and SRs thereunder.

(vi) On double line section, trains passing on the opposite line shall be issued with a Caution Order to be on the lookout for any unusual or dangerous condition on the track.

(vii) Station Masters at both the ends of the section should discontinue the issue of Caution Order only after receipt of specific advice from the PWI of the section that the section is safe for trains to run at normal speed.

SR.9.12/10 Other Restrictions in Automatic territory:

(i) Train Operation during fog:
Maximum speed of a train shall be restricted to 30 KMPH during densefog. Depending upon severity of fog, the Loco Pilot shall control the speed of a train.

(ii) Train without brake-van:
In Automatic block section, no train must be allowed to follow until the preceding train which has been allowed to run without brake-van has arrived complete at the next block station in advance.

(iii) Train without Guard:
In Automatic block section, no train shall be allowed to follow until the preceding train which has been allowed to run without Guard, has arrived complete at the next block station in advance.

GR.9.13. Movement of trains against the direction of traffic on the AutomaticBlock System. –

In Automatic signalling territory, trains shall run in the established direction of traffic only. Movement of trains against the establisheddirection of traffic is not permitted. When in an emergency it becomesunavoidably necessary to move a train against the established direction of traffic, this shall be done only under special instructions which shall ensure that the line behind the said train upto the station in rear is clear and free from obstruction.

S.R.9.13. When the train is unable to proceed further due to unusual occurrences like floods, breaches, accidents etc., the following procedure shall be followed:

(i) The train shall be protected in rear as per S.R.9.10,

(ii) Inform Station Master in advance or Station Master in rear or SCOR or TPC and obtain permission only from Station Master in rear to push back,

(iii) Such permission can be given only by Station Master of the block station in rear provided that no train has been despatched behind this train,

(iv) The said permission can be obtained by establishing telephone contact or by sending a competent Railway Servant. If telephonically contacted, Station Master in rear shall give a Private Number. If the competent Railway Servant is sent, Station Master in rear shall give a Caution Order permitting pushing back of the train. He shall also intimate the Station Master at the other end about the occurrence.

(v) Before authorising the movement, the SM shall ensure that the LC gates, if any, are closed against road traffic. The Loco Pilot, after obtaining permission from the Station Master in rear as above, shall follow the rules laid down under S.R.4.12.

GR.9.14. Procedure when Semi-Automatic Stop signal is 'ON'—

(1) When a Semi-Automatic Stop signal is worked as an Automatic Stop signal, Rule 9.02 or 9.07 shall apply as the case may be.

(2) When a Semi-Automatic Stop signal is working as a Manual Stop signal and becomes defective, it may only be passed under relevant rules detailed in Chapter III, Section 'H'.

(3) When a Loco Pilot is authorized to pass a Semi-Automatic Stop signal at 'ON' by taking 'OFF' the Calling-on signal fixed below it, he shall follow the precautions stipulated in Rule 9.02 or 9.07 as the case may be.

SR 9.14. (i) A fixed signal which can be operated either as an Automatic Stop signal or a Manual Stop signal, as required, is called Semi-Automatic Stop signal. Semi-Automatic Stop signals are provided at the block stations in Automatic Block System in order to avail the facility to divert the trains from the main line to other lines or required to stop the train at the signals when need arises and also to pass through the trains on the main line in automatic mode of block working without necessitating operation of the signals for every train.

(ii) A king knob is provided to make Semi-Automatic Stop signal to work either as an Automatic Stop signal or as a Manual Stop signal. When king knob is in reverse position, Semi-Automatic Stop signal works as an Automatic Stop signal and when the king knob is in normal position, it works as a Manual Stop signal. When a Semi-Automatic Stop signal works as an Automatic Stop Signal, the 'A' marker provided under the signal is illuminated. When the 'A' marker is extinguished, the signal shall be deemed to work as a Manual Stop signal.

(iii) The working instructions regarding the operation of Semi-Automatic Stop signals in respect of reception and despatch of trains and run through of trains shall be detailed in the respective SWRs. On double line, at the block stations, where the facility for passing the trainsthrough the stations on main line is available, with the provision of Semi- Automatic Stop signals, Station Master on duty, shall ensure that all the point knobs are kept in normal position and all the Semi Automatic Stop signals are kept in automatic mode of working bykeeping the up and down king knobs in reverse position. The controlpanel should be locked and the panel key should be kept under the personal custody of the Station Master on duty. In conjunction with the reverse position of king knobs, the Semi Automatic Home, Starter and Advanced Starter signals work as Automatic Stop signals for main line, facilitating the run through of trains without necessitating the operation of signals for every run through train in automatic mode of working.

(iv) Whenever the trains are required to be received on lines other than main line, the manual mode of Semi Automatic signals shall be switched over by on duty Station Master by normalizing the relevant directional king knob dulyunlocking the panel with Station Master's key, to operate the signals manually for required route.

SR 9.14 (v) When a Loco Pilot finds a Semi-Automatic Stop signal with illuminated 'A' marker at 'ON', he shall bring his train to a stop in rear of it and follow the instructions given in Rule 9.02 and SRs there under.

(i) When a Loco Pilot finds a Semi-Automatic Stop signal with extinguished 'A' marker at 'ON', he shall pass such signal only on assumption of 'OFF' position or on receipt of written authority T/369 (3b) and PHS.

GR. 9.15. Passing a gate Stop signal at 'ON' in Automatic signalling territory. –

If the Loco Pilot finds a gate Stop signal at 'ON' in an Automatic signalling territory, —

(a) He shall comply with the provisions of Rule 9.02 or 9.07 as the case may be, if the 'A' marker is illuminated, or

(b) (i) If the 'A' marker light is extinguished, he shall sound the prescribed code of whistle to warn the Gateman and bring his train to a stop in rear of a signal and

(ii) If after waiting for one minute by day and two minutes by night, the signal is not taken 'OFF', he shall draw his train ahead cautiously upto the level crossing and

(iii) If the Gateman is available and exhibiting hand signals, proceed further past the level crossing gate cautiously or

(iv) If the Gateman is not available or is available but not exhibiting hand signals, stop in rear of the level crossing and after ascertaining that the gates are closed against road traffic and on getting hand signals from the Gateman and in his absence from the Assistant Loco Pilot, the Loco Pilot shall sound the prescribed code of whistle and cautiously proceed upto the next Stop signal complying with the Rule 9.02 or 9.07 as the casemay be.

SR 9.15.(i) Automatic signals interlocked with level crossing gates are distinguished by the provision of 'G' marker i.e., letter 'G' in black on yellow circular disc and white illuminated letter 'A' against black background. When the gate is in open condition, the gate signal exhibits danger aspect with extinguished 'A' marker. When the gate is in closed condition, it works as Automatic Stop signal with illuminated 'A' marker.

(ii) On being advised by the Station Master, and immediately on getting the 'approach' indication and the buzzer indicating the train entering the section, the Gateman on duty shall close the gate against the road traffic by lowering lifting barriers and lock in the lowered condition. On closing the gate, the buzzer stops and the 'A' marker will be illuminated on the gate signal and the gate signal will assume the aspect depending on the condition of the section ahead. After the passage of the train/trains, the free indication on becoming available, the Gateman can open the gate for the road traffic.

SR 9.15.(iii) If the gate signal is at 'ON' and the 'A' marker is extinguished, the Loco Pilot has to follow the gate rules [Rule 9.15(b)]. If the 'A' marker is illuminated and the signal is at 'ON', the Loco Pilot shall follow the rules for the automatic signalling. (Rule 9.02 and 9.07 and SRs thereunder)

(iv) In case of non-availability of the 'free' indication even after the passage of the train and disappearance of the approach indications, the Gateman can open the gate after obtaining the permission of Station Master and by operating emergency rotary switch provided in the gate lodge for this purpose duly making an entry and recording the changed consecutive number in the register meant for this.

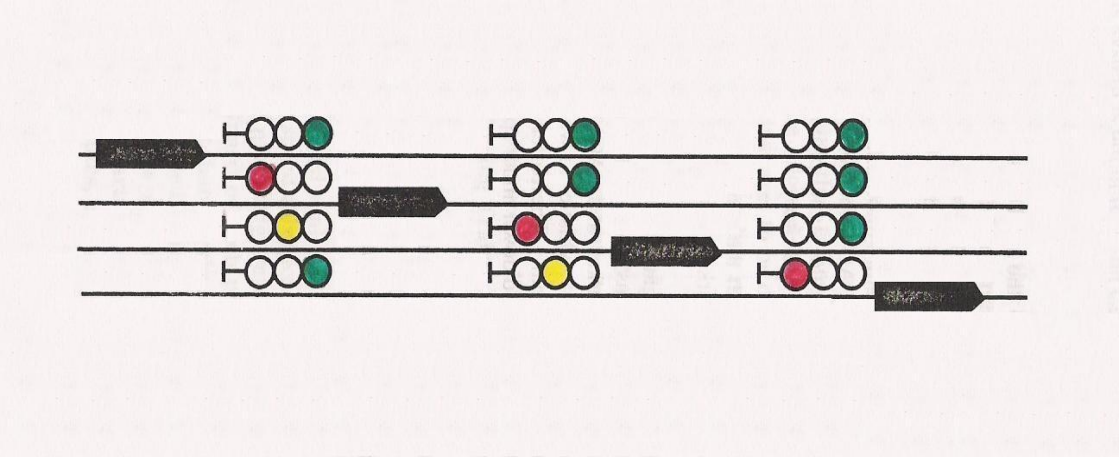
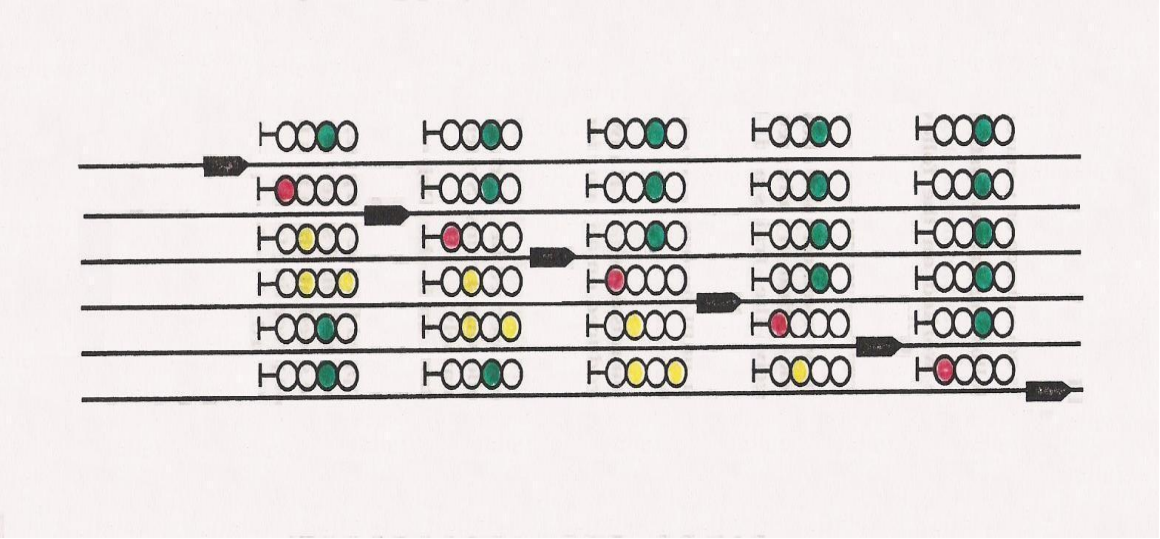
(v) Even after the gate is closed, if the gate signal continues to be at 'ON' and the 'A' marker is also not illuminated, the Gateman shall inform the Station Master of the controlling station. On receipt of this information, the Station Master shall inform the S&T officials concerned for rectification and the Station Master at the other end of the affected block section. Until the failure is rectified, Station Master will treat the gate as non-interlocked and exchange private numbers with Gateman as an assurance of closure of gate before despatching a train. Station Master of the block section will issue Caution Order to the Loco Pilots of the trains entering into the section to observe Rule 9.02 and 9.07 and SRs thereunder from the gate signal. On rectification of the defective gate signal, the issue of Caution Orders will be discontinued.

(vi) The particulars shall be recorded in the register kept for this purpose both atthe station and the gate lodge as per the proforma given in Appendix-II.

GR. 9.16. Illustrative diagrams. —

Automatic change of sequence of aspects behind the train in three- aspect and four–aspect signalling is illustrated in the following diagrams, which are not drawn to scale.

1. **Automatic change of sequence of aspects behind the train in three aspect signallingterritory**



2. **Automatic change of sequence of aspects behind the train in four-aspect signallingterritory**