

S.R. 9.02.2. 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 Stop signal so as to provide the maximum possible margin for the Loco Pilot of a following train to stop clear of the train ahead.

(Existing SR 9.02.3 & 9.02.4 are deleted vide S. Nos. 9 & 10 of AS 07 of G&SR 2020 dated 19.01.2023 and subsequent numbers are renumbered).

SR 9.02.3. 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.

SR 9.02.4. After passing an Automatic Stop signal at 'on', the Guard of a train shall watch that the Loco Pilot is observing rules under GR 9.02. In case Loco pilot fails to observe the said GR, the Guard shall take action as per GRs. 4.45 (1), (3) & (4). (S. No. 1 of AS 08 dated 03.03.2023).

SR 9.02.5. In case of bobbing / flickering of signals, SR 3.74 shall be followed.

SR 9.02.6. Distance between two trains in Automatic signalling territories after passing an Automatic Stop signal at 'on' -

SR 9.02.6.1 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 metres or two clear OHE masts (on electrified sections) is maintained between his train and the preceding train or any obstruction on the line.

SR 9.02.6.2 However, the above distance may be reduced to 75 metres or one clear OHE mast in case of EMU train following.

SR 9.02.6.3. 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, while moving at a speed not exceeding 10 kmph, shall 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.

S.R. 9.02.7. 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 of trains into, through and out of each automatic block signalling section shall be controlled by the concerned Automatic Stop signal and the said Automatic Stop signal shall not assume 'off' position unless the line is clear up to the next Automatic Stop signal:

Provided further that where the next Stop signal is a Manual Stop signal, 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 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 than 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.

S.R. 9.03.1 The Automatic Block System on single line is in force on the third line between Vijayawada junction and Krishna Canal junction on this Railway using axle counters over the Krishna Bridge and track circuiting on the remaining portions of the line.

S.R. 9.03.2. Detailed instructions for working of traffic on this section including establishing of direction of traffic shall be incorporated in the SWR of Vijayawada junction and Krishna Canal junction stations.

S.R. 9.03.3. The resetting of axle counters shall be done by a responsible official of the rank not lower than that of a Signal Inspector and Cabin Assistant Station Master on duty.

S.R. 9.03.4. A TSR shall be maintained at both the block stations by the Station Masters and detailed timings of all the trains dealt with shall be recorded therein.

(Existing SR 9.03.5 is deleted vide S. No. 19 of AS 07 of G&SR 2020 dated 19.01.2023).

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 -**
- (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 signal may 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.**