

4. After completion of the movement, Station Master shall ensure complete arrival of the train and communicate to the Station Master of block station at the other end duly exchanging messages supported by Private Numbers.
5. The entries shall be made in red ink in the TSR.

SR 9.12.8 Unusual occurrences:

- 1 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.
2. 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.
3. 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 there under 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.
4. 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.
5. 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 there under.
6. 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.
7. 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.

(Earlier SR.9.12.9 is deleted vide S.No. 4 of AS-8 dated 03.03.2023)

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### **9.13. Movement of trains against the direction of traffic on the Automatic Block System.—**

**In Automatic signalling territory, trains shall run in the established direction of traffic only. Movement of trains against the established direction of traffic is not permitted. When in an emergency it becomes unavoidably 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 up to 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:

1. The train shall be protected in rear as per S.R.9.10,
2. 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.
3. 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,
4. 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.
5. 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.

#### **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 9.14.1 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

SR 9.14.2. 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 except where AG marker is also provided. In semi-automatic signals with “AG” marker, the indications of “A” and “AG” markers are explained in SR 3.17.1.(Item No.2 of AS-15)

SR 9.14.3. 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 trains through 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 by keeping the up and down king knobs in reverse position. The control panel should be locked