

### **3.75. Passing of Intermediate Block Stop signal at 'ON'.—**

- (1) When a Loco Pilot finds an Intermediate Block Stop signal at 'on', he shall stop his train in rear of the signal and contact the Station Master of the block station in rear on the telephone, if provided on the signal post.
- (2) The Station Master shall authorise the Loco Pilot to pass the Intermediate Block Stop signal, if defective, as prescribed by special instructions.
- (3) If the telephone is not provided or is out of order, the Loco Pilot after waiting for 5 minutes at the signal shall pass it at 'on' and proceed cautiously and be prepared to stop short of any obstruction, at a speed not exceeding 15 kilometres an hour if he has a good view of the line ahead, otherwise at a speed not exceeding 8 kilometres an hour and report the failure to the Station Master at the block station ahead.
- (4) The Station Master of the block station working the Intermediate Block Stop signal on becoming aware that such a signal is defective shall, before dispatching a train, treat the entire section up to the block station immediately ahead of the Intermediate Block Post as one block section and issue a written authority to the Loco Pilot to pass the defective Intermediate Block Stop signal at 'on', without stopping at the signal, in accordance with the procedure prescribed by special instructions.

S.R.3.75.1. The Loco Pilot of a train shall not pass an Intermediate Block Stop signal that refers to him when it is at 'on' or defective unless-

- (1) authorised to do so by a combined authority in the form of PLCT (T/C 1425 or T/D 1425) by the Station Master of the station in rear at the time of leaving that station, or
- (2) authorised by the Station Master of the block station in rear on the telephone provided on the signal post with PN obtained for Line clear from station in advance. (*Item No.34 of AS-16 Dt:14.06.24*).

S.R.3.75.2. When the Station Master of the block station immediately in rear of an IBS Post is aware that the IBS signal is defective, he shall, suspend IBS working and treat the entire block section as one, obtain Line clear from the block station in advance and then issue to the Loco pilot, combined authority in the form of PLCT T/C 1425 (Up) or T/D 1425 (Dn) as authority to proceed and to pass the IBS at 'ON'.

In case the IBS, which is interlocked with L.C. Gate, becomes defective, SM shall treat the LC Gate as non-interlocked and ensure that the LC Gate is closed by exchanging Private Numbers with Gateman before granting Line Clear / dispatching a train. Such LC gate numbers along with closure PNs shall be recorded in T/A 1425 or T/B 1425 as the case may be. (*Item No.35 of AS-16 Dt:14.06.24*).

S.R.3.75.3. The Station Master of the block station in advance shall not grant Line Clear until the block section in rear is clear of an approaching train.

S.R.3.75.4 When a Loco Pilot finds an IBS at 'on', he shall stop his train in rear of it and contact the Station Master of the station in rear on the telephone provided on the signal post. The Station Master shall authorize the Loco Pilot to pass the IB signal at 'on' by giving the Loco Pilot a Private Number , after ensuring that Line Clear has been obtained for the train from the station in advance. The Private Number given to the Loco Pilot shall be the same Private Number that has been obtained from the station in advance for Line Clear. The Loco Pilot shall record this Private Number in the Loco Pilot's memo book.

If the telephone is out of order, the Loco Pilot shall, after waiting for 5 (five) minutes at the signal, pass it in the 'on' position and in case where IBS is interlocked with gate shall follow GR 3.73 and SRs there under and proceed further cautiously at a speed not exceeding 15 KMPH when the view ahead is clear and at a speed not exceeding 8 KMPH when the view ahead is not clear. He shall proceed at 15 KMPH or 8 KMPH, as the case may be, up to the FSS of the station in advance even if that signal and the intervening signals, if any, display 'OFF' aspect and the Loco Pilot shall continue to look for any obstruction short of the FSS.

The Loco Pilot shall act upon the aspect of the FSS of the station in advance only after he has reached the FSS. The Loco Pilot must report the failure to the Station Master at the block station in advance. (*Item No.36 of AS-16 Dt:14.06.24*).

S.R.3.75.5. If the block instruments provided at the stations on either side of an IBS post, or the *track circuiting* or the axle counters provided at either end of the block section beyond the LSS fails the IBS shall be deemed to be defective and the procedure laid down in **SR 3.75.2** shall be adhered to. (*Item No.37 of AS-16 Dt:14.06.24*).

S.R.3.75.6. The detailed procedure to be followed in the event of failure of 'axle counters' and the IBS signal shall be incorporated in the Station Working Rules of the station concerned.

S.R.3.75.6.1. Backing a train, after clearing an IBS.

- 1 Backing a train, after clearing an IBS, is normally prohibited.
- 2 S.R.3.75.6.2. If backing is to be done in an emergency, the Loco Pilot or Guard must talk to the controlling Station Master through the telephone and get his specific approval. The Loco Pilot and Guard must also confirm the step of backing between themselves.
- 3 S.R.3.75.6.3. The controlling Station Master must not permit backing if a subsequent train has been permitted to enter up to the IBS i.e. into axle counter section from his end.
- 4 S.R.3.75.6.4. While backing, the Guard must travel in the brake-van (last vehicle of the train) keeping a sharp look out and ready to display a danger signal to the Loco Pilot if the backing is to be stopped.
- 5 S.R.3.75.6.5. The speed shall not exceed 25 KMPH under clear sighting conditions and 8 KMPH when visibility is poor.
- 6 S.R.3.75.6.6. If the IB post telephone is out of order, the Guard should walk back to the block station in rear to get the Station Master's approval for the backing.

S.R.3.75.7. The Loco Pilot/Motorman of MEMU /EMU is permitted to leave the engine to speak to Station Master of the rear station through IBS signal post telephone when IBS signal is at 'on' after taking the following precautions:

- (1) Apply auto brakes from leading motor coach and physically ensure that train brakes are applied.

- (2) Advise Guard on Walkie-talkie to place wooden wedges under the wheels according to the direction of falling gradient to avoid rolling down and get confirmation from the Guard.
- (3) Extract brake isolation valve (BIV) key, reverser (MPJ) key and BL key.
- (4) The Guard should not leave cab and he should be allowed to apply brakes if required. When Loco Pilot/Motorman returns to cab after speaking to the Station Master of rear station through IBS signal post telephone, he shall insert BL key, BIV key and MPJ key and inform Guard on walkie-talkie to remove wooden wedges and after getting confirmation about removal of wooden wedges, will release auto brakes.

### **3.76. Intimation to officials when defects remedied.—**

**As soon as a defective signal has been put into good working order, the Station Master shall intimate the fact to the officials who were advised of its being defective.**

### **3.77. Defective or damaged points etc.—**

- (1) Whenever points, crossings or guard rails are defective or damaged, the railway servant in charge of operation of points shall protect them and immediately arrange to report the circumstances to the Station Master.**
- (2) The Station Master, on becoming aware of such defective or damaged points etc., shall -**
  - (a) immediately arrange to have the defect rectified by the railway servant responsible for their maintenance,**
  - (b) arrange to ensure the safe passage of trains, and**
  - (c) keep the signal or signals concerned at 'on' until the defect is rectified.**

S.R.3.77.1. The railway servant noticing any damage to points shall immediately attract the attention of the Station Master by waving a Stop hand signal and also show Stop hand signal towards any approaching train. He shall not leave the points unless necessary precautions have been taken by the Station Master for any movement over such points.

S.R.3.77.2. Whenever a train trails through wrongly set points, the Loco Pilot shall, immediately bring his train to a stand, consult the Guard and the Station Master and then proceed onward only if he is satisfied that the train can pass safely over the points without any accident. Under no circumstances should a train be backed over the trailed through points.

### **3.78. Duties of engine crew in respect of signals.—**

- (1)(a)The Loco Pilot shall pay immediate attention to and obey every signal whether the cause of the signal being shown is known to him or not;**
- (b)The Loco Pilot, shall not, however, trust entirely to signal, but always be vigilant and cautious.**