

**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 station or 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.**

S.R.9.09. There is no Centralised Traffic Control on this railway.

**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 VHF set/CUG mobile phone and by bell code in case of EMU/DMU trains.

S.R. 9.10.2. 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:-

**S.R. 9.10.3. Protection on Single Line:**

On a single line section the Loco Pilot / Assistant Loco Pilot shall immediately protect the train in front as per Rule 6.03. The Guard shall protect in rear 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. On the way back the intermediate detonator can be picked up.

**S.R. 9.10.4. 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 on the way out and similarly two detonators, 10 metres apart, not less than 180 metres from the train.

**S.R. 9.10.5. 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.

**S.R. 9.10.6. 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.

**S.R. 9.10.7. Protection when relief Loco is sought**

**S.R. 9.10.7.1** 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.

**S.R. 9.10.7.2.** 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.

**S.R. 9.10.8.** 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.

**S.R. 9.10.9.** 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 –

- (i) the signal exhibits no aspect at all, or
- (ii) the signal displays more than one aspect (bobbing / flickering) etc.