

3.12. Kinds of fixed Stop signals in Automatic Block territories, ---

(1) Stop signals in Automatic Block territory shall be colour light signals and may be of the following kinds-

- (a) an Automatic Stop signal which is not dependent upon manual operation but is controlled automatically by the passage of a train into, through and out of the automatic block signalling section;**
- (b) a Semi-Automatic Stop signal which is capable of being operated either as an Automatic Stop signal or as a Manual Stop signal, as required;**
 - (i) when a Semi-Automatic Stop signal works as an Automatic Stop signal, it assumes 'on' and 'off' aspects automatically according to the conditions of the automatic block signalling sections ahead;**
 - (ii) when a Semi-Automatic Stop signal works as a Manual Stop signal, it assumes 'on' aspect automatically on the occupation of the automatic block signalling section ahead, but assumes 'off' aspect when operated manually, provided the relevant automatic block signalling sections ahead are clear;**
 - (iii) 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; and**
- (b) (a))“a Modified Semi-Automatic signal by converting one of the Automatic stop signal in mid-section under special instructions. When the 'A' marker is illuminated the signal works as Automatic Stop signal, and when the 'A' marker is extinguished it works as modified Semi-Automatic stop signal and assumes 'off' aspect automatically or is taken 'off' manually as required; and”**
- (c) a Manual Stop signal operated manually and which cannot work as an Automatic or a Semi-Automatic Stop signal.**

(2) Colour light signals in Automatic Block territory shall be three-aspect or four-aspect.

S.R.3.12.1. King knob is provided on the control panel, which when reversed, enable the semi-automatic signals on main line to work as Automatic stop signals facilitating the run through of trains. Generally one king knob for each direction is provided. (*Item No. 2 of AS-18*)

S.R.3.12.2. Whenever any manual Stop signal (including Semi-Automatic stop signal deemed to work as a manual stop signal) of reporting station fails, the Station Master shall authorize the Loco Pilot to pass such signal at 'on' either by taking off calling on signal or by issuing T/369(3b) duly complying the rules under GR 3.69 or 3.70 as the case may be. In case where LSS in Automatic block system, working in manual mode is authorised to be passed at 'on', the Loco pilot shall proceed with great caution duly restricting the speed of train not exceeding 10 kmph, until the next Automatic Stop Signal is reached, irrespective of its aspect. (*Item No. 3 of AS-18*)