

Replacement page no. 198 to G&SR including and upto AS no. 7

S.R. 9.01.4. Station Manager/Station Superintendent/Traffic Inspector shall renew the competency certificates for the Guards headquartered at his station and Loco Inspectors for Loco Pilots, Assistant Loco Pilots and drivers of tower wagons and track machines every six months after imparting one day's orientation course till the next refresher course duly advising the DOM, DME or DEE as the case may be.

S.R. 9.01.5. A record of such competency certificates issued shall be maintained by the DOM, DME and DEE concerned. No Loco Pilot, Motorman, Assistant Loco Pilot and Guard shall be put on duty on Automatic Block System unless he possesses such certificate.

*(Existing SR 9.01.7 is deleted vide S. Nos. 8 of AS 07 of G&SR 2020 dated 19.01.2023).*

## **9.02. Duties of Loco Pilot and Guard when an Automatic Stop signal on double line is to be passed at 'on'.—**

- (1) when a Loco Pilot finds an Automatic Stop signal with an 'A' marker at 'on', he shall bring his train to a stop in the rear of the signal. After bringing his train to a stop in the rear of the signal, the Loco Pilot shall wait there for one minute by day and two minutes by night. If after waiting for this period, the signal continues to remain at 'on', he shall give the prescribed code of whistle and exchange signals with the Guard and then proceed ahead, as far as the line is clear, towards the next Stop signal in advance exercising great caution so as to stop short of any obstruction.**
- (2) The Guard shall show a Stop hand signal towards the rear when the train has been so stopped at an Automatic Stop signal, except as provided for in sub-rule (4)**
- (3) Where owing to the curvature of the line, fog, rain, dust storm, engine working the train pushing it or other causes, the line ahead cannot be seen clearly, the Loco Pilot shall proceed at a very slow speed, which shall under no circumstances exceed 10 Kilometres an hour. Under these circumstances, the Loco Pilot, when not accompanied by an assistant Loco Pilot, and if he considers necessary, may seek the assistance of the Guard by giving the prescribed code of whistle.**
- (4) When so sent for by the Loco Pilot, the Guard shall accompany him on the engine cab, before he moves forward, to assist the Loco Pilot in keeping a sharp look-out.**
- (5) When an Automatic Stop signal has been passed at 'on', the Loco Pilot shall proceed with great caution until the next Stop signal is reached. Even if this signal is 'off', the Loco Pilot shall continue to look out for any possible obstruction short of the same. He shall proceed cautiously up to that signal and shall act upon its indication only after he has reached it.**

S.R. 9.02.1. While proceeding ahead, after stopping as per GR 9.02 (1), even if the subsequent signal is "off", the Loco Pilot shall under no circumstances exceed 15 Kilometres an hour, so as stop short of any obstruction. The "On" position of an Automatic Stop signal may be due to the presence of a train in the automatic signalling section ahead including the adequate distance beyond it or due to an obstruction on the track or a broken or a displaced rail or any other cause (Item no. 28 of AS-12 dt. 28.12.2023).

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,**