

(2) In addition, such other fixed signals as may be necessary for the safe working of trains may be provided.

9.06. Conditions for taking 'off' Manual Stop signal or Semi-automatic Stop signal in Automatic Block territory on single line.—

(1) Home signal-

When a train is approaching a Home signal, otherwise than at a terminal station, the signal shall not be taken 'off' unless the line is clear not only upto the Starter but also for an adequate distance beyond it and in addition for automatic working, direction of the block section ahead is not set in opposite.

(2) Last Stop signal-

The last Stop signal shall not be taken 'off' for a train unless the direction of traffic has been established and the line is clear upto the next Automatic Stop signal, or when the next Stop signal is a Manual or Semi-automatic Stop signal for an adequate distance beyond it.

(3) The adequate distance referred to in sub rules (1) and (2) shall never be less than 120 metres and 180 metres respectively unless otherwise directed by approved special instructions. A sand hump of approved design, or subject to the sanction of the Commissioner of Railway Safety, a derailing switch shall be deemed to be an efficient substitute for the adequate distance referred to in sub-rule (1).

S.R. 9.06.1. 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. (*Item No. 12 for AS-18*)

S.R. 9.06.2. In case, when direction of traffic is established and all the mid-section Automatic Signals are in working condition but the Last Stop signal 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 it's aspect.

In case where means of communications are available but direction of traffic cannot be established resulting in all midsection Automatic Signals and LSS defective, the procedure laid down under SR 9.12.2 (A) shall be followed. (*Item No. 13 for AS-18*)

(9.06.3, deleted Item No. 14 for AS-18)

(9.06.4, deleted Item No. 15 for AS-18)

(9.06.5, deleted Item No. 16 for AS-18)