

- (4) (a) when the Loco Pilot finds mid-section modified semi-automatic stop signal with “A” marker extinguished in ‘on’ position, he shall stop his train in the rear of the signal and inform this fact to the Station Master of the station ahead on approved means of communication as prescribed under special instructions;
- (b) the Station Master of the station ahead may authorize the Loco Pilot to pass the mid-section modified semi-automatic stop signal working with ‘A’ marker extinguished in ‘on’ position through approved means of communication after ensuring conditions and procedure prescribed under special instructions;
- (c) in case the Loco Pilot is unable to contact the Station Master of station ahead, he shall pass the signal at ‘on’ after waiting for five minutes at the signal and proceed cautiously and be prepared to stop short of any obstruction, at a speed not exceeding ten kilometers an hour upto the next Signal and act as per aspect of this signal; and
- (d) the Loco Pilot shall report the failure of mid-section modified semi-automatic stop signal to the Station Master of the station ahead.

S.R. 9.03.1 The Automatic Block System on single line is in force on the third line between Vijayawada junction and Krishna Canal junction on this Railway using axle counters over the Krishna Bridge and track circuiting on the remaining portions of the line.

S.R. 9.03.2. Detailed instructions for working of traffic on this section including establishing of direction of traffic shall be incorporated in the SWR of Vijayawada junction and Krishna Canal junction stations.

S.R. 9.03.3. The resetting of axle counters shall be done by a responsible official of the rank not lower than that of a Signal Inspector and Cabin Assistant Station Master on duty.

S.R. 9.03.4. A TSR shall be maintained at both the block stations by the Station Masters and detailed timings of all the trains dealt with shall be recorded therein.

(Existing SR 9.03.5 is deleted vide S. No. 19 of AS 07 of G&SR 2020 dated 19.01.2023).

9.04. Minimum equipment of fixed signals in Automatic Block territory on single line.—

The minimum equipment of fixed signals to be provided for each direction shall be as follows—

- (a) **Manual or Semi-automatic Stop signals at a station -**
- (i) a Home,
 - (ii) a Starter.
- (b) **An Automatic Stop signal in rear of the Home signal of the station.**

Note.— Under approved special Instructions, the Automatic Stop signal may be dispensed with.

9.05. Additional fixed signals in Automatic Block territory on single line.—

- (1) **Besides the minimum equipment prescribed in Rule 9.04, one or more additional Automatic Stop signals, as are considered necessary, in between block stations, may be provided.**

(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)