

and the panel key should be kept under the personal custody of the Station Master on duty. In conjunction with the reverse position of king knobs, the Semi- Automatic Home, Starter and Advanced Starter signals work as Automatic Stop signals for main line, facilitating the run through of trains without necessitating the operation of signals for every run through train in automatic mode of working.

SR 9.14.4 Whenever the trains are required to be received on lines other than main line, the manual mode of Semi- Automatic signals shall be switched over by on duty Station Master by normalizing the relevant directional king knob duly unlocking the panel with Station Master's key, to operate the signals manually for required route.

SR 9.14.5 When a Loco Pilot finds a Semi-Automatic Stop signal with illuminated 'A' marker at 'on', *(Item No.3 of AS-15 dated 8.5.24 amended)*

- (a) Where there is no provision of 'AG' marker, loco pilot shall bring the train to a stop in rear of it and follow the instructions given in GR 9.02 and SRs there under.
- (b) Where there is a provision of 'AG' marker, and 'AG' marker is extinguished, loco pilot shall bring the train to a stop in rear of it and follow the instructions given in GR 9.02 and SRs there under.
- (c) Where there is a provision of 'AG' marker, and 'AG' marker is illuminated, loco pilot shall bring the train to a stop in rear of it and shall pass such signal only on assumption of 'off' position or on receipt of written authority T/369(3b) and PHS.

SR 9.14.6 When a Loco Pilot finds a Semi-Automatic Stop signal with extinguished 'A' marker at 'on', *(Item No.4 of AS-15 amended)*

- (a) Where there is no provision of 'AG' marker, loco pilot shall bring the train to a stop in rear of it and shall pass such signal only on assumption of 'off' position or on receipt of written authority T/369(3b) and PHS.
- (b) Where there is a provision of 'AG' marker, and 'AG' marker is illuminated, loco pilot shall bring the train to a stop in rear of it and shall follow the instructions given in GR 9.15(b) and SRs there under.
- (c) Where there is a provision of 'AG' marker, and 'AG' marker is extinguished, loco pilot shall bring the train to a stop in rear of it and shall pass such signal only on assumption of 'off' position or on receipt of written authority T/369(3b) and PHS.

9.15. Passing a gate Stop signal at 'on' in Automatic signalling territory.— If the Loco Pilot finds a gate Stop signal at 'on' in an Automatic signalling territory,—

- (a) he shall comply with the provisions of Rule 9.02 or 9.07 as the case may be, if the 'A' marker is illuminated, or**
- (b) (i) if the 'A' marker light is extinguished, he shall sound the prescribed code of whistle to warn the Gateman and bring his train to a stop in rear of a signal and**
 - (ii) if after waiting for one minute by day and two minutes by night, the signal is not taken 'off', he shall draw his train ahead cautiously upto the level crossing and**
 - (iii) if the Gateman is available and exhibiting hand signals, proceed further past the level crossing gate cautiously or**
 - (iv) if the Gateman is not available or is available but not exhibiting hand signals, stop in rear of the level crossing and after ascertaining that the gates are closed against road traffic and on getting hand signals from the Gateman and in his absence from the Assistant Loco Pilot, the Loco Pilot shall sound the prescribed code of whistle and cautiously proceed upto the next Stop signal complying with the Rule 9.02 or 9.07 as the case may be.**

SR 9.15.1 Automatic signals interlocked with level crossing gates are distinguished by the provision of 'G' marker i.e., letter 'G' in black on yellow circular disc and white illuminated letter 'A' against black background. When the gate is in open condition, the gate signal exhibits danger aspect with extinguished 'A' marker. When the gate is in closed condition, it works as Automatic Stop signal with illuminated 'A' marker.

SR 9.15.2. On being advised by the Station Master, and immediately on getting the 'approach' indication and the buzzer indicating the train entering the section, the Gateman on duty shall close the gate against the road traffic by lowering lifting barriers and lock in the lowered condition. On closing the gate, the buzzer stops and the 'A' marker will be illuminated on the gate signal and the gate signal will assume the aspect depending on the condition of the section ahead. After the passage of the train/trains, the free indication on becoming available, the Gateman can open the gate for the road traffic.

SR 9.15.3. If the gate signal is at 'on' and the 'A' marker is extinguished, the Loco Pilot has to follow the gate rules [Rule 9.15(b)]. If the 'A' marker is illuminated and the signal is at 'on', the Loco Pilot shall follow the rules for the automatic signalling. (Rule 9.02 and 9.07 and SRs there under)

SR 9.15.4. In case of non-availability of the 'free' indication even after the passage of the train and disappearance of the approach indications, the Gateman can open the gate after obtaining the permission of Station Master and by operating emergency rotary switch provided in the gate lodge for this purpose duly making an entry and recording the changed consecutive number in the register meant for this.

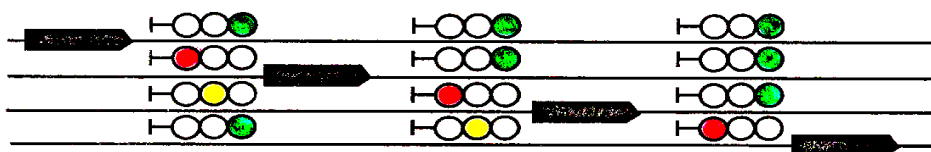
SR 9.15.5. Even after the gate is closed, if the gate signal continues to be at 'on' and the 'A' marker is also not illuminated, the Gateman shall inform the Station Master of the controlling station. On receipt of this information, the Station Master shall inform the S&T officials concerned for rectification and the Station Master at the other end of the affected block section. Until the failure is rectified, Station Master will treat the gate as non-interlocked and exchange private numbers with Gateman as an assurance of closure of gate before despatching a train. Station Master of the block section will issue Caution Order to the Loco Pilots of the trains entering into the section to observe Rule 9.02 and 9.07 and SRs there under from the gate signal. On rectification of the defective gate signal, the issue of Caution Orders will be discontinued.

SR 9.15.6. The particulars shall be recorded in the register kept for this purpose both at the station and the gate lodge as per the proforma given in Appendix-II.

9.16. Illustrative diagrams.—

Automatic change of sequence of aspects behind the train in three-aspect and four-aspect signalling is illustrated in the following diagrams, which are not drawn to scale.

1. Automatic change of sequence of aspects behind the train in three aspect signalling territory



2. Automatic change of sequence of aspects behind the train in four-aspect signalling territory

