

S.R.9.13. When the train is unable to proceed further due to unusual occurrences like floods, breaches, accidents etc., the following procedure shall be followed:

1. The train shall be protected in rear as per S.R.9.10,
2. Inform Station Master in advance or Station Master in rear or SCOR or TPC and obtain permission only from Station Master in rear to push back.
3. Such permission can be given only by Station Master of the block station in rear provided that no train has been despatched behind this train,
4. The said permission can be obtained by establishing telephone contact or by sending a competent railway servant. If telephonically contacted, Station Master in rear shall give a Private Number. If the competent railway servant is sent, Station Master in rear shall give a Caution Order permitting pushing back of the train. He shall also intimate the Station Master at the other end about the occurrence.
5. Before authorising the movement, the SM shall ensure that the LC gates, if any, are closed against road traffic. The Loco Pilot, after obtaining permission from the Station Master in rear as above, shall follow the rules laid down under S.R.4.12.

9.14. Procedure when Semi-Automatic Stop signal is ‘on’.—

- (1) **When a Semi-Automatic Stop signal is worked as an Automatic Stop signal, Rule 9.02 or 9.07 shall apply as the case may be.**
- (2) **When a Semi-Automatic Stop signal is working as a Manual Stop signal and becomes defective, it may only be passed under relevant rules detailed in Chapter III, Section ‘H’.**
- (3) **When a Loco Pilot is authorized to pass a Semi-Automatic Stop signal at ‘on’ by taking ‘off’ the Calling-on signal fixed below it, he shall follow the precautions stipulated in Rule 9.02 or 9.07 as the case may be.**

SR 9.14.1 A fixed signal which can be operated either as an Automatic Stop signal or a Manual Stop signal, as required, is called Semi-Automatic Stop signal. Semi-Automatic Stop signals are provided at the block stations in Automatic Block System in order to avail the facility to divert the trains from the main line to other lines or required to stop the train at the signals when need arises and also to pass through the trains on the main line in automatic mode of block working without necessitating operation of the signals for every train

SR 9.14.2. A king knob is provided to make Semi-Automatic Stop signal to work either as an Automatic Stop signal or as a Manual Stop signal. When king knob is in reverse position, Semi-Automatic Stop signal works as an Automatic Stop signal and when the king knob is in normal position, it works as a Manual Stop signal. 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 except where AG marker is also provided. In semi-automatic signals with “AG” marker, the indications of “A” and “AG” markers are explained in SR 3.17.1.(Item No.2 of AS-15)

SR 9.14.3. The working instructions regarding the operation of Semi-Automatic Stop signals in respect of reception and despatch of trains and run through of trains shall be detailed in the respective SWRs. On double line, at the block stations, where the facility for passing the trains through the stations on main line is available, with the provision of Semi-Automatic Stop signals, Station Master on duty, shall ensure that all the point knobs are kept in normal position and all the Semi- Automatic Stop signals are kept in automatic mode of working by keeping the up and down king knobs in reverse position. The control panel should be locked

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.