

**9.08. Person in charge of working trains on Automatic Block System on single line.—**

- (1) Except where Centralised Traffic Control is in operation, the Station Master shall be responsible for the working of trains at and between stations.
- (2) On a section where Centralised Traffic Control is in operation, the Centralised Traffic Control Operator shall be responsible for the working of trains on the entire section except as provided for in sub-rule (3).
- (3) On a section where Centralised Traffic Control is in operation, the working of trains at a station or part of a station may be taken over by or handed over to the Station Master during emergency or as prescribed by special instructions. When such emergency control is transferred, the Station Master shall be the person in charge of working trains at the station or part of the station and the station shall be worked in accordance with sub-rule (1).

**C. Rules applicable to both Double and Single Lines**

**9.09. Working of trains on Centralised Traffic Control territory.—**

On a section where Centralised Traffic Control is in operation, the working of trains shall be governed by Special Instructions.

S.R.9.09. There is no Centralised Traffic Control on this railway.

**9.10. Protection of a train stopped in an Automatic block signalling section.—**

- (1) When a train is stopped in an Automatic block signalling section, the Guard shall immediately exhibit a Stop hand signal towards the rear and check up that the tail board or tail light is correctly exhibited.
- (2) If the stoppage is on account of accident, failure, or obstruction and the train cannot proceed, the Loco Pilot shall sound the prescribed code of whistle and the train shall be protected immediately as per Rule 6.03 except that for the protection of the occupied line one detonator shall be placed at 90 metres from the train on the way out and similarly two detonators, 10 metres apart, not less than 180 metres from the train or at such distance as has been fixed by special instructions.

S.R. 9.10.1. When a train is stopped in an automatic block signalling section between stations for any reason and the Loco Pilot finds that his train cannot proceed further and it is necessary to protect the train, the Loco Pilot shall give four short whistles repeatedly and switch on flasher light. He shall exchange hand danger signal with Guard or communicate using VHF set/CUG mobile phone and by bell code in case of EMU/DMU trains.

S.R. 9.10.2. The Guard, during day, fix a red flag on the side light bracket of his brake-van or on the handle of the door or at such place on the brake-van which can be easily seen by the Loco Pilot and at night the Guard shall rotate the side lights of his brake-van to show red towards the engine, wherever provided. He shall also ensure that during day, the tail board is in position and at night that the tail lamp and side lights are burning brightly. Thereafter, the protection shall be done as under:-