

**9.12 Procedure during failure of Automatic signalling.—**

**When a failure of automatic signalling is likely to last for some time and cause serious delay, trains shall be worked from station-to-station over the section or sections concerned under special instructions.**

S.R. 9.12.1. In case of failure of signal or signals between two block stations in Automatic block system, the train working should normally be done in accordance with the provisions of Rule 9.02 or 9.07, 9.14, 9.15 as the case may be.

S.R. 9.12.2:- S.R. 9.12.2 (A) Failure of signal/s between two block stations in Automatic block system likely to last for some time or cause serious delay when means of communications are available:-

In event of all signals between two block stations in Automatic block system fails, it shall be considered as a prolonged failure.

In the event of conditions mentioned in sub-para (i) or (ii) below, the decision whether to consider a failure of signal/s as a prolonged failure should be taken by Sr. Divisional Operations Manager / Divisional Operations Manager (in-charge).

- (i) Failure of signal/s occurring in an area consisting of two or more block stations worked under Automatic Block system which is likely to last for some time as advised in writing by the officials of S&T department, with the approval of Sr. DSTE/ DSTE concerned, to the section controller of the division; or
- (ii) In case of the failure of signal/s causing or expected to cause serious delay in train operations on account of working during such failure in accordance with rule 9.12.1.

The following procedure shall be adopted for train working in case of prolonged failure of signal/s.

1.

- (a) The intimation of prolonged failure shall be given to concerned duty station master by Section Controller under exchange of private number. Before any train is allowed to enter the affected section, it shall be brought to a stand and the Loco Pilot/Motorman and Train Manager of the train shall be advised of the circumstances by the Station Master. Section Controller and Station Master concerned ahead of the affected section shall also be informed.
- (b) The section between the two block stations will be treated as a Single Block Section & train movement in Block Section shall be controlled by the Station Master of either side.
- (c) Before introduction of such working, it shall be ensured that all the trains dispatched in the affected section have completely arrived at the station in advance. Additionally, it shall be ensured that, the Semi-Automatic/Manual Despatch Stop Signal of all stations dispatching trains in the affected section and the Semi-Automatic/Manual Reception Stop Signals of all stations receiving trains in the affected section, shall be put in manual mode and in ON position initially.
- (d) The Station Master shall advise the Station Master at the other end regarding suspension of Automatic Working in the following Format.

From Station Master/X No. _____	To Station Master/Y _____ and _____ stations at _____ Hours _____ minutes due to (Reasons). Train signaling shall be done through Station-to-Station fixed telephone /Railway AutoPhone/ BSNL phone/Fixed Telephone with CUG sim or Control Telephone/Very High Frequency set. Private Number (In figures) _____ ( In words) _____
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From Station Master/Y No. _____ Your No. _____	To Station Master/X _____
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Understood that Automatic Block working suspended between \_\_\_\_\_ and \_\_\_\_\_ stations at \_\_\_\_\_ Hours \_\_\_\_\_ minutes due to \_\_\_\_\_ (Reasons). Train signaling shall be done through Station-to- Station fixed telephone /Railway Auto Phone/ BSNL phone/Fixed Telephone with CUG sim or Control Telephone/Very High Frequency set.

Private Number (In figures) \_\_\_\_\_ ( In words) \_\_\_\_\_

2. The Station Master on duty at the Station in rear of the affected section shall obtain 'Line Clear' using the forms T/A 1425 and T/B 1425 for the train by one of the following means of communications viz.
- Station to Station fixed telephones wherever available.
  - Fixed telephone such as Railway auto phone & BSNL/MTNL phone with caller ID.
  - Control Telephone.
  - VHF set under special instructions, but not as the sole means of communication on sections where passenger trains run.
  - Fixed Telephone with CUG sim which have been provided to the station only for official use by the on- duty Station Master.

NOTE:- In all cases where line clear is obtained/granted by a means of communication other than Track circuit/Axle counter, the system of calling station name, followed by establishing identity of the Station Master on duty by cross checking Private numbers given for the last Preceding train shall be adopted.

3. The Station Master on duty at the station in advance shall not give such "Line Clear" unless:-
- The whole of the last preceding train has arrived complete.
  - The Semi-Automatic/Manual Reception Stop Signal has been put back to „ON" behind the last preceding train.
  - The line is clear not only up to the Semi-Automatic/Manual Reception Stop Signal but also for the adequate distance beyond the Semi-Automatic/Manual Reception Stop signal.
  - The private number/s shall be exchanged with on duty gatemen, for closure of the level crossing gate/s under his control.
  - The points of outlying sidings/ turnouts under his control are correctly set and locked.
- 4.
- The Loco Pilot/Motorman of the first train entering the affected section on authority form T/D 912 as prescribed in SR 9.12.2 (A) (5) below shall proceed with utmost caution and must not run at a speed exceeding 25 KMPH under any circumstances, subject to other speed restrictions in force. If the view is restricted due to fog, curve or any other reason, speed shall not exceed 10 KMPH. The speed over facing points, if any, being restricted to 15 KMPH. The Loco Pilot/Motorman shall continue to look out for any obstruction until he reaches the station ahead.
  - Before any train is allowed to enter the block section by handing over the authority T/D 912, the station master shall ensure that private number/s has been received from the gatemen for closure of the gate/s under his control. It shall also be ensured that all points under control of train dispatching station over which the train will pass are correctly set, Clamped and padlocked.

5. The Station Master shall give the Loco Pilot/Motorman and Train Manager of each train entering the affected section on Automatic block system, an Authority in form T/D 912, during prolonged failure of signals. Distinguishing numbers of departure, Automatic, Semi-Automatic/ Manual and Gate signal/signals required to be passed, shall also be indicated on the Authority authorising the Loco Pilot/Motorman to pass them at „ON“ position. For a Starter / Manual/ Midsection Gate signal, the Loco Pilot/Motorman shall pass the signal only when he receives a proceed hand signal from a railway servant in uniform. In the case of midsection gate signals the Loco Pilot/Motorman shall cautiously pass the level crossing only after ensuring that the gates are closed and locked for road traffic.
6. When approaching the train receiving Station, the Loco Pilot/Motorman of the train shall act upon the aspect of the Semi-Automatic/Manual Reception Stop Signal/Calling-on signal of the receiving station. In case the Semi-Automatic/Manual Reception Stop Signal/Calling-on signal is not in working condition then the Station Master shall depute a railway servant in proper uniform and issue authority on Form No. T/369(3b) for receiving the train, after ensuring that conditions to take OFF Semi-Automatic/Manual Reception Stop Signal have been fulfilled.
7. After ensuring that the first train has arrived safely at the station ahead of the affected section, the Loco Pilots/Motorman of all subsequent trains may be permitted to run at their sectional speed subject to other speed restrictions in force. The speed over facing points, if any, being restricted to 15 KMPH.
8. Clearance of the section by each train shall be intimated to the station in rear under exchange of Private Number. Train Signal Register shall be brought into use and all entries regarding train working recorded there- in. Section Controller shall be kept advised of all train movements taking place in the affected section.
9. As soon as the signals are put right by the S&T officials in writing, section controller's permission should be obtained for resuming normal working of trains on Automatic Block System. A message shall be exchanged with Private Numbers by the Station Master on duty concerned in Train Signal Register, assuring that the last train dispatched during the failure has arrived completely at the station in advance and the section is clear. Intimation of restoration shall be given to section controller under exchange of private number.

From Station Master/X No. _____ Last Train (Number and description) _____ despatched during failure from your station at _____ hours _____ mins has arrived completely at my station at _____ hours _____ mins. Cancel the present method of working of trains. Private Number (In figures) _____ ( In words) _____	To Station Master/Y
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From Station Master/Y No. _____ Your No. _____ understood Last Train (Number and description) _____ despatched during failure from my station at _____ hours _____ mins has arrived completely at your station at _____ hours _____ mins. Cancel the present method of working of trains. Private Number (In figures) _____ ( In words) _____	To Station Master/X
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10. All the records in connection with train working on this system shall be retained at the station and the Transportation Inspector of the section must scrutinize them and submit his report to the Sr. Divisional Operations Manager / Divisional Operations Manager (in-charge) within 7 days of the resumption of normal working.

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S.R. 9.12.2 (B): Failure of all signals likely to last for some time and cause serious delay when no means of communications are available in Double line:-

In the event of failure of automatic signalling occurring in an area consisting of two or more stations in Automatic Block System and when line clear cannot be taken by any of the following means, viz.

- (a) Track circuit and Axle counter where indication of the section between two stations is available on VDU panel.
- (b) Station to Station fixed telephone wherever available.
- (c) Fixed telephone such as Railway auto phone & BSNL/MTNL phone.
- (d) Control Telephone.
- (e) VHF sets under special instructions, but not as the sole means of communication on sections where passenger trains run.
- (f) Fixed Telephone with CUG sim which have been provided to the station only for official use to the on-duty Station Master.

The following procedure shall be adopted for train working:-

- (i) The movement between the two block stations shall be controlled by the Station Master of either side. It shall be ensured that, the Semi-Automatic /Manual Despatch Stop Signal of all stations dispatching trains in the affected section and the Semi-Automatic/Manual Reception Stop Signals of all stations receiving trains in the affected section, shall be put in manual mode through-out the failure and in ON position initially.
- (ii) All the points over which the trains will run within the affected area shall be correctly set and locked before the movement of any train is authorized over them.
- (iii) Before any train is allowed to leave the station as prescribed in S.R. 9.12.2 (B), it shall be brought to a stand and the Loco Pilot/Motorman and the Train Manager of the train shall be advised of the circumstances by the Station Master.
- (iv) The Station Master shall give the Loco Pilot/Motorman and Train Manager of each train an Authority on form T/B 912 (and shall retain the record copy) which shall consist of-
  - (a) An authority to proceed without line clear.
  - (b) Instruction to the Loco Pilot/Motorman to follow rule 9.02 to pass fully automatic signal when at ON and rule 9.15 to pass automatic signal interlocked to LC gates in midsection when at ON. For a Starter signal / Manual/ Midsection Gate signal, the Loco Pilot/Motorman shall pass the signal only when he receives a proceed hand signal from a railway servant in uniform. In the case of midsection gate signals the Loco Pilot/Motorman shall cautiously pass the level crossing only after ensuring that the gates are closed and locked for road traffic.
  - (c) A Caution Order restricting the speed to 15 Kmph over the straight line when view is clear and 10 kmph when approaching or passing any portion of the line where the view ahead is not clear due to curve, obstruction, rain, fog or any other cause subject to the observance of other speed restrictions imposed. Loco Pilot/Motorman must also ascertain that the points of the outlying siding/ turnouts, if any, are correctly set and locked before passing over them. Speed over facing points being restricted to 15 KMPH.
- (v) No train shall be allowed to enter an affected section unless there is a clear interval of 25 minutes between the train about to leave and the preceding train.

(vi)

- (a) In the event of a Loco Pilot/Motorman approaching or passing any portion of a line where view ahead is not clear, the Assistant Loco Pilot or the Train Manager with hand signals must be sent in advance to guide the further movement of the train. A sharp look out ahead should be kept and the engine whistle freely used.
- (b) A tunnel shall be entered only after it has been ascertained that it is clear. If there is any doubt on this point, the train shall be piloted by a railway employee equipped with hand signals and detonators.
- (vii) The Train Manager shall keep a sharp look out in the rear and be prepared to exhibit a danger signal to prevent the approach of a train from rear side and to protect it, if necessary, as per extant rules. Before entering a section where there are tunnels, he shall also switch on the side and tail lights/lamps on EMUs etc.
- (viii) If the train is unable to move further due to any reason, then the train manager should protect the train in rear by placing one detonator at 250 meters from the train on the way out and 2 detonators, 10 meters apart, at 500 meters from the train.
- (ix) When approaching the next station the Loco Pilot/Motorman shall bring his train to a stand outside the Semi-Automatic/Manual Reception Stop Signal and sound one long whistle. The Station Master will arrange to depute a railway servant in proper uniform and issue authority on form no. T/369 (3b) for receiving the train, after ensuring that conditions to take OFF Semi-Automatic/Manual Reception Stop Signal have been fulfilled. On arrival, the Motorman/Loco Pilot of all trains shall make over the form T/B 912 to the Station Master of the receiving station.
- (x) Trains must continue to work on this system until either the signals are put right or any one of the means of communications is restored by the S&T officials in writing.
- (xi) As soon as the signals and communication are put right, normal working of trains shall be resumed.
- (xii) However, where signals continue to remain in-operative but any of the means of communication is restored, the Station Masters at both end shall immediately exchange a message in the following format-

From Station Master/X No. _____ Train (Number and description) _____	To Station Master/Y _____ arrived complete at
hours. Last Train (Number and description) _____ despatched to your	
station at ____ hours. Cancel the present system of working of trains. Line Clear shall be	
obtained by means of _____ Acknowledge	
Private Number (In figures) _____ ( In words) _____	

From Station Master/Y No.. _____ Your No. _____	To Station Master/X _____ Understood that Train (Number and understand
description) _____ which was the last train to leave my station has arrived complete	
at your station. Train No. _____	
_____ which left your station has arrived complete at my station at ____ Hours	
/ not arrived. Present system of train working is being/shall be cancelled immediately	
after the complete arrival of train No _____ Line Clear for the next train shall be obtained	
by means of _____	
Private Number (In figures) _____ ( In words) _____	

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- (xiii) In case of any of the means of communication is restored as per condition in Para (xii) above, working shall be done in accordance with S.R. 9.12.2 (A). Line Clear shall not be obtained or given by any means of communications which has been restored until both the Station Masters are satisfied that all trains despatched from their stations have arrived complete at the other station. When the trains referred above arrived complete at the stations, their numbers and arrival time will be communicated to the other Station Master concerned under exchange of Private Numbers. There after intimation to this effect shall be given to the Section Controller.
- (xiv) All the records in connection with train working on this system shall be retained at the station and the Transportation Inspector of the section must scrutinize them and submit his report to the Sr. Divisional Operations Manager / Divisional Operations Manager (in-charge) within 7 days of the resumption of normal working.

S.R. 9.12.2 (C): Rules and Regulations for Single line sections in Automatic Block System when means of communications are available but direction of traffic cannot be established.

In such cases the procedure laid down under SR 9.12.2 (A) shall be followed.

S.R. 9.12.3: Rules and Regulations for working of trains under the Automatic Block System during obstruction of one line when signals are operative and communication are available (on Double Line Sections):

1. When it is desired to introduce temporary single line working on double line on electric communication instruments, the Station Master at one end of the affected section shall on receipt of reliable information in writing that one line is clear, take steps to introduce temporary single line working on that line in consultation with the Section Controller and the Station Master of the station at the other end of the section. The decision to introduce temporary single line working should be taken by Sr. Divisional Operations Manager / Divisional Operations Manager (in-charge). Temporary Single Line Working shall be introduced between the nearest stations provided with favourable cross-over between Up and Down lines on either side of obstructions. Nomination of stations between which Temporary Single Line working shall be introduced shall be done by Sr. Divisional Operations Manager / Divisional Operations Manager (in-charge) of the division as mentioned in above.
2. If there is reason to suspect that the line over which temporary single line working is to be introduced is also fouled or damaged, temporary single line working shall not be introduced until a responsible engineering official not below the rank of a SSE/JE (P.Way) has inspected that section and certified that the track is safe for the passage of trains.
3. In case where due to non-availability of favourable cross over, TSL working has been introduced covering more than one block section, the movement of trains on the affected section shall be authorised for each block section by the Station Masters of block stations on either side of the block section.
4. The Semi-Automatic/Manual Despatch Stop Signal of the Station/s at both the ends of the block section(s) where temporary single line working is being introduced, shall be put in manual mode for the entire duration of temporary single line working and shall be ensured to be in ON condition during wrong line operations. The concerned Semi-Automatic/Manual Reception Stop Signals of the stations at both the ends shall also be put in manual mode for the entire duration of temporary single line working and in ON position initially, before introduction of temporary single line working.
5. All trains running in the wrong line shall be worked in accordance with the rules for the use of electric communication instruments on single line. Line clear shall be obtained using the forms T/A 1425 and T/B 1425 on the following:
  - (a) Station to Station fixed telephones wherever available.
  - (b) Fixed telephone such as Railway auto phone & BSNL/MTNL phone with caller ID.
  - (c) Control Telephone.

- (d) VHF set under special instructions, but not as the sole means of communication on sections where passenger trains run.
- (e) Fixed Telephone with CUG sim which have been provided to the station only for official use to the on- duty Station Master.

NOTE:- In all the above cases, since line clear is obtained/granted by a means of communication other than Track circuit/Axle counter, the system of calling station name, followed by establishing identity of the Station Master on duty by cross checking Private numbers given for the last Preceding train shall be adopted.

6. All entries shall be made in RED ink in the Train Signal Register, at all stations where trains are being run on Temporary Single Line Working.
7. After ascertaining that one of the lines is clear for the passage of traffic, the Station Master proposing single line working shall issue a message under exchange of private Number, containing the following information, to the Station Master at the other end of the block section :-
  - a) Cause of introduction of single line working;
  - b) Place of obstruction;
  - c) The line by which single line working is proposed;
  - d) The source of information that the said line is clear;
  - e) Restriction of speed, if any, on the line;
  - f) The number and timings of the last train which arrived/left the station nominated.
8. On receipt of acknowledgement from the Station Master at the other end and confirmed by a private number single line working may be introduced. Line clear shall be obtained on available means of communications as mentioned at para - 5 above. All the gate man shall be informed under exchange of PN that TSL working is being commenced on the proposed line, all Up and Down trains shall be dealt on the same line.
9. Introduction of Wrong Line Working
  - (a) Station Masters on either side of proposed line for TSL working shall ensure that ALL the right line trains have cleared the block section and the proposed line between the two stations is clear. Only after ensuring this, steps shall be taken for introducing wrong line working.
  - (b) Station Master at the receiving end of the wrong line train shall ensure that there is no train on the Main line corresponding to the line on which TSL working is being planned. If in exceptional case, the main line is blocked by a train before introduction of TSL working, the loco pilot shall be served with a written memo stating that Wrong line working is in force, do not start until issued with T/E 912.
  - (c) Station Master at the receiving end of the wrong line train shall ensure that all the Semi-automatic/manual departure signals of the station towards the proposed line for TSL working are kept at 'ON' and blocked in the VDU panel / in case of other control panels, 'line blocked caps' shall be kept on the concerned signal knobs throughout the period of wrong line working.
  - (d) All the gate man shall be informed under exchange of PN that wrong line working is being commenced on the proposed line. The gateman shall be advised that after closing and locking of the gate against road traffic, the signal knob under his control shall not be reversed so as to keep the gate signals in danger. After closing the gate, the gateman shall exhibit Proceed hand signals to the loco pilots working the wrong line train, standing at a place, where PHS is clearly visible.
10. Conditions for Granting Line Clear For Wrong Line Trains.

The Station Master on duty at the station receiving the wrong line train shall not give such "Line Clear" unless:-

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- (a) The whole of the last preceding train has arrived complete.
  - (b) The line is free not only up to the LSS, but also clear on the line of reception up to trailing points or up to the place at which the train is required to come to a stand.
  - (c) All the points including crossover points leading to the line for admission of the train are correctly set, clamped and padlocked
  - (d) All the movements which are likely to infringe the path of wrong direction trains are brought to a stop.
  - (e) The points of outlying sidings/ turnouts under his control are correctly set and locked.
  - (f) All the gateman are advised with the particulars of the train and ensured gate closure duly exchanging PN.
11. Cancellation of Wrong line working and commencing Right line working with TSL in force.
- a) In order to commence Right line working, the Station Masters at both ends of the block section shall ensure through Line clear enquiry (T/A 1425) and reply message (T/B 1425) books and TSR, that the whole of the last train despatched on wrong line has arrived complete at the station in advance. They shall then exchange messages in the following format, supported by PN for cancellation of wrong line working of trains and introduction of right line working of trains with TSL in force.

<p>From Station Master/Y</p> <p>Message No. _____</p> <p>Last Train (Number and description) _____ which left from your station in the wrong line at _____ hours _____ min arrived completely at my station at _____ hours _____ min. Cancel the wrong line working of trains and introduce right line working of trains with TSL in force.</p> <p>Private Number (in figures) _____ (in words) _____</p>	<p>To Station Master/X</p>
<p>From Station Master/X</p> <p>Message No. _____</p> <p>Your Message No. _____ is understood, that Train No _____ which left my station in the wrong line at _____ hours _____ min has arrived complete at your station at _____ hours _____ min. Wrong line working of trains is cancelled and right line working of trains being introduced with TSL in force.</p> <p>Private Number (in figures) _____ (in words) _____</p>	<p>To Station Master/Y</p>

- b) After exchanging the above messages, the SMs shall advise all the gate man under their control under exchange of PN, that right line working of trains is introduced with TSL in force, on the nominated line. For right line trains, after closing and locking of the gate against road traffic, the signals shall be taken off by reversing the knob under his control.
- c) All the points shall be set in favour of the right line train including crossover points which were earlier set for the wrong line train.



## 12. 1. Conditions for Granting Line Clear for the First Right line train.

The Station Master on duty at the station receiving first right line train shall not give such "Line Clear" unless:

- a) Had ensured with the Station Master in advance under exchange of private number that the whole of the last wrong line train has arrived complete.
- b) The line is free not only up to the Home, but also for an adequate distance of 180 meters beyond.
- c) All the movements which are likely to infringe the path of the right line train are brought to a stop.
- d) The points of outlying sidings / turnouts under his control are correctly set and locked.
- e) All the gateman are advised for gate closure with the particulars of the train. They shall also be advised to reverse the signal knob so as to take off the gate signals.

## 12.2 Rules for running subsequent right line trains

The subsequent trains running in the right line may be allowed to follow each other as per the signal aspect in Automatic Block System, provided that the station in rear has intimated the station in advance about the fact that he/she is permitting particular train/trains to follow and has ascertained the readiness of station in advance to receive, if following them. Private numbers shall be exchanged for every such movement duly striking out the line clear ticket portion in the authority T/E 912

NOTE: On completion of all right line trains, if once again wrong line working of trains is proposed, the rules mentioned starting from 9 above shall be repeated.

## 13. A written authority (form T/E 912) shall be given to Loco Pilot/Motorman and Train Manager of all trains in right and wrong line which includes.

- a) A "line clear ticket" on Automatic block system during temporary single line working on double line for all wrong line trains and every first right line train.
- b) Instruction to the Loco Pilot/Motorman of right line trains to follow rule 9.02 to pass fully automatic signal when at ON and rule 9.15 to pass automatic signal interlocked to LC gates in midsection when at ON. Instruction to the Loco Pilot/Motorman of wrong line trains to pass gates only when he receives proceed hand signal from a railway servant in uniform. Authority to pass Semiautomatic / Manual Departure Stop signals at ON for wrong line trains.
- c) The Authority T/E 912 shall also include :-
  - (i) The line on which the train or light engine is to run
  - (ii) The kilometres between which the obstruction exists on the adjacent line
  - (iii) Any restriction of speed which may have been imposed; and
  - (iv) An authorisation to pilot out the train starting towards wrong line after all the concerning points have been correctly set and locked.
  - (v) Location of the Neutral section if any.

## 14. An endorsement shall also be made on the form T/E 912 given to the Loco Pilot/Motorman of the first train introducing temporary single line working in the wrong line to stop and inform all Gatemen and Gangmen on the way about the introduction of temporary single line working. The line, on which the trains shall run, also be specified. The Loco Pilot should switch "ON" the flasher light of the train engine while running on the wrong line on proper authority to proceed. In case, the train engine running on the wrong line without switching on the flasher light is noticed by the station staff, Gatemen and Gangmen they shall stop the train immediately.

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15. (a) The speed of every first train running in the wrong line shall not exceed 25 kmph subject to other speed restrictions. The subsequent trains in the wrong line, which would be dispatched on line clear, may be permitted to run on sectional speed subject to other speed restrictions.

(b) The speed of every first train running in the right line shall not exceed 25 kmph subject to other speed restrictions. The trains which are following the first train in the right line on the aspects of the signals may be permitted to run at sectional speed, subject to other speed restrictions in force.

16. (a) When approaching the next block station, the Loco Pilot/Motorman of the train running in the wrong line shall bring his train to a stand before the Semi-Automatic/Manual Despatch Stop Signal pertaining to the wrong line on which he is running and sound one long whistle. The Station Master after satisfying himself that all points have been correctly set and locked, shall arrange to issue a written authority T/510 through a competent railway servant in uniform; who shall then pilot the train from this signal and shall obey hand signals, if any, relayed from the station platform. The intervening signals authorised to be passed at ON, if any, shall be written on the Authority issued.

(b) When approaching the next block station the Loco Pilot/Motorman of all the trains running in the right line shall be guided by the aspect of the Semi-Automatic/Manual Reception Stop Signal of the receiving station. In case the Home signal/Calling-On is not in working condition then the Station Master after ensuring that all the conditions for taking OFF such a Reception Stop Signal has been fulfilled; shall issue authority on Form No. T/369 (3b) and depute a competent railway servant in proper uniform who shall then pilot the train by duly showing PHS for receiving the train.

17. Resumption of normal working.

(a) On receipt of written certificate from a responsible engineering official that the obstruction on affected line is removed and obstructed line is free for passage of trains, the Station Master will issue a message to the other station and all the gateman under his control under exchange of private numbers and decide, in consultation with Section Controller the train after the passage of which the normal working has to be introduced.

From Station Master/X Message No. _____ Last Train (Number and description) _____ which left from your station at __ hrs __ min arrived completely at my station at __ hrs __ min. Cancel the TSL working of trains and introduce Normal Double line working Private Number (In figures) _____ (In words) _____	To Station Master/Y
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From Station Master/Y Message No. _____ Your message No. _____ is understood, that Train No. _____ which left my station at __ hrs __ min has arrived complete at your station at __ hrs __ min. TSL working is cancelled and Normal Double line working is introduced. Private Number (In figures) _____ (In words) _____	To Station Master/X
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(b) An entry shall also be made in the Train Signal Register of all stations concerned showing the time at which double line working was suspended, single line working was introduced and the time at which normal working was resumed.

(c) The Loco Pilot of the first train entering the section where obstruction was removed and normal working is resumed shall not exceed 25 kmph subject to other speed restrictions and inform all Gatemen and Gangmen on the way about resumption of normal working. A caution order shall be issued by the Station master for the same.

18. All the records in connection with the temporary single line working shall be retained at the station and the Transportation Inspector of the section must scrutinize them and submit his report to the Sr. Divisional Operations Manager / Divisional Operations Manager (in-charge) within seven days of the resumption of normal working.

S.R. 9.12.4 Rules and Regulations for Single line sections in Automatic Block System when no means of communications are available in case of failure of Automatic signalling.

(A) In the event of failure of all automatic signals occurring in an area consisting of two or more stations worked under Automatic Block System in single line and when line clear cannot be taken by any of the following means, viz.

- (i) Track circuiting or Axle Counters;
- (ii) Station to station fixed telephones wherever available;
- (iii) Fixed telephone such as Railway Auto-phones & BSNL phones.
- (iv) Control Telephone;
- (v) VHF sets; (under special instructions, but not as the sole means of communication on section where passenger trains run).
- (vi) Fixed Telephone with CUG sim which have been provided to the station only for official use to the on-duty Station Master.

(B) The Station Master who has a train to despatch through the affected section shall open communications by establishing contact with the Station Master of the block station at the other end of the affected section by sending an engine or self-propelled vehicle or any other vehicle, enumerated below, in the order of preference laid down: -

- a) Light engine;
- b) Train engine, after it is detached from the train by the Loco Pilot on instructions from the Station Master on duty;
- c) Motor Trolley/Tower Wagon/Trolley/Cycle Trolley/Moped Trolley duly accompanied by a Train Manager or by a Station Master other than the Station Master on duty;
- d) Diesel car/Rail Motor Car/EMU Rake after ensuring that all passengers have detrained.

(C) Before the Light Engine/Train Engine/Motor Trolley/Tower Wagon/ Trolley/ Cycle Trolley/Moped Trolley/Diesel Car/Rail Motor Car/EMU Rake is sent into the affected section to open communications, the Loco Pilot/Motorman/Train Manager/Station Master being sent to do so shall be advised by the Station Master on duty of the circumstances in which and the purpose for which he is being sent. The Station Master on duty shall also satisfy himself that the Loco Pilot/Motorman/Train Manager/Station Master being sent to open communications thoroughly understands the rules for working of trains during total failure of communications on the single line. If the Loco Pilot/Motorman/ Train Manager/ Station Master who is being sent to open communications, is not conversant with the Rules for working of trains during total failure of communications on single line, the Station Master on duty shall explain these rules to such staff. The Station Master on duty shall also obtain the signature of the Loco Pilot/Motorman/ Train Manager/Station Master on Form No. T/B 602 „Authority for opening communication during total interruption of communication on single line section“, in token of such staff having fully understood the circumstances in which and the purposes for which he is being sent and the Rules for Working of Trains during total failure of communications on single line. The Loco Pilot/Motorman shall follow rule 9.07 to pass fully automatic signal when at ON and rule 9.15 to pass automatic signal interlocked to LC gates in midsection when at ON.

- (D) (i) Before despatching the Light Engine / Train Engine / Motor Trolley / Tower Wagon / Trolley / Cycle Trolley / Moped Trolley / Diesel Car / Rail Motor Car / EMU Rake, the Station Master on duty shall hand over form no. T/B 602 an 'Authority for opening of communication during total interruption of communication on single line section' to the Loco Pilot / Motorman / Train Manager / Station Master who is being sent to open communications, which includes:
- An 'Authority to Proceed Without Line Clear',
  - A Caution Order, specifying the speed up to which the engine or self-propelled vehicle or other vehicle referred to in para (B) above may run through the affected section
  - A Line Clear Enquiry Message addressed to the Station Master of the block station at the other end of the affected section asking for Line Clear for the train waiting to be despatched to his station,
  - A conditional Line Clear Message to Station Master of the block station at the other end of the affected section permitting him-
    - To return the Light Engine / Train Engine, either light or attached to a train waiting to be despatched from his station, or attached with another engine; or
    - To return Tower Wagon/Diesel Car/Rail Motor Car/EMU Rake running by itself; or
    - To return Motor Trolley/ Trolley/ Cycle Trolley/ Moped Trolley either running by itself or loaded in a train waiting to be despatched from his station.
- (ii) The Loco Pilot/ Motorman/ Train Manager/ Station Master going to open communications shall, on receipt of form no. T/B 602 'Authority for opening communication during total interruption of communication on single line section' shall sign on its original and carbon copy in token of his having understood its contents.
- (iii) In case a light engine or an engine and brake van is to be despatched to proceed to the next block station and then continue its journey onward after arrival at the next block station and is not meant for opening communications, the Loco Pilot/ Motorman of engine or the engine and brake van, shall be given the 'Authority for opening communication during total interruption of communication on single line section' and the items 'Line Clear Enquiry Message and Conditional Line Clear Message' for its return journey mentioned in para (i) (c) & (d) above, shall be struck out in form. Such engines or engine and brake van shall be issued only the 'Authority to Proceed Without Line Clear' and Caution Order referred to in para (i)(a) & (b) above where necessary. When it is necessary to despatch another light engine or another engine and brake van in the same direction, an interval of at least 30 minutes shall be allowed to elapse before it is despatched.
- (iv) The Semi-Automatic/Manual Despatch Stop Signal shall not be taken 'OFF', while permitting an engine or self-propelled vehicle or other vehicle to proceed to the next station on 'Authority for opening communication during total interruption of communication on single line section'.
- (E) After an engine or self-propelled vehicle or other vehicle is despatched to the next station to open communications with Line Clear Enquiry Message and a Conditional Line Clear Message to the next station for the return journey of the engine or self-propelled vehicle or other vehicle, no other train or engine or self-propelled vehicle or other vehicle shall be allowed to leave the station and proceed in the same direction until the engine or self-propelled vehicle or other vehicle sent to open communications returns.
- (F) (i) The engine or self-propelled vehicle or other vehicle proceeding on 'Authority for opening communication during total interruption of communication on single line section' shall switch on the Flasher light, wherever provided and shall proceed at a speed not exceeding 15 kilometers per hour by day when the view is clear and 10 kilometers per hour during night or when the view is obstructed, making free use of engine whistle or horn of the self-propelled vehicle, where provided.

In thick, foggy or tempestuous weather or in dust storm etc., when visibility is impaired, the engine or self-propelled vehicle, or other vehicle proceeding on 'Authority for opening communication during total interruption of communication on single line section' shall proceed at walking pace only making repeated use of the engine whistle or horn of self-propelled vehicle, where provided, preceded at an adequate distance by two men on foot, one displaying a red light and the other carrying fog signals ready for immediate use. Normally one of these men will be provided by the Station Master from pointsman/ gateman and the other from the crew of the engine or the person whose Motor Trolley/Trolley/Cycle Trolley/Moped Trolley is being used. In case of single manned self-propelled vehicle, both these men shall be provided by the Station Master. The Station Master on Duty shall explain to both of them their duties, in the presence of the Loco Pilot/ Motorman/ Train Manager/ Station Master in charge of the self-propelled vehicle or other vehicle being sent to the next station and satisfy himself that they understand the same.

- (ii) Both by day and night, a tunnel must not be entered until the Loco Pilot/Motorman/Train Manager/ Station Master has ascertained that it is clear. Should there be any doubt on this point, the engine or other vehicle etc. should be piloted by a railway servant equipped with hand signal and detonators. Before entering the tunnel the headlights, side and tail lights and other lights (where provided) shall also be lit.
- (iii) No obstruction of the line beyond the outermost facing points shall be allowed until the return of the Engine/ Tower Wagon/ Diesel Car/Rail Motor Car/ EMU Rake/ Motor Trolley/ Trolley/ Cycle Trolley/Moped Trolley.
- (G) In the event of an engine/self-propelled vehicle/other vehicle, proceeding on 'Authority for opening communication during total interruption of communication on single line section' meeting in the midsection, an engine/self-propelled vehicle/other vehicle sent from the other end, the Loco Pilots/Motormen/Train Managers/Station Masters, as the case may be, shall, taking into consideration the importance of the train for which they are proceeding to get Line Clear, the distance from the nearest station, gradients to be encountered, the presence of catch sidings etc., decide to which of the two stations, the engines/self-propelled vehicle/vehicles should proceed. Before proceeding, the engines or self-propelled vehicles shall, if possible, be coupled up. If the engines/self-propelled vehicles cannot be coupled up they should run at a safe speed and adequate distance apart. In the case of Motor Trolley/Push Trolley/Cycle Trolley/Moped Trolley, meeting an Engine and brake van/Diesel Car/Rail Motor Car/EMU Rake, the Motor Trolley/Push Trolley/Cycle Trolley/Moped Trolley shall, if possible, be loaded in the Brake Van/Diesel Car/ Rail Motor Car/EMU Rake.
- (H) On sighting the station to which the engine/self-propelled vehicle/ other vehicle running by itself or with another similar unit coupled together or separately, to which it is/they are proceeding, the leading engine/self-propelled vehicle/other vehicle shall stop outside (i.e. In rear of) the Semi-Automatic /Manual Reception Stop Signal of the station. The engine or self-propelled vehicle or other vehicle following the leading engine/self-propelled vehicle/other vehicle, shall stop at a safe distance behind the leading engine/self-propelled vehicle/other vehicle. The Station Master shall be advised of the stoppage outside the Semi-Automatic/Manual Reception Stop Signal either by using the engine whistle/horn of the self-propelled vehicle, if provided, or by sending a man if necessary. They shall not enter the station till permitted by the Station Master to do so either by taking 'OFF' the relevant signals or otherwise.
- (I) When the engine or engines/self-propelled vehicle or self-propelled vehicles/other vehicle or vehicles have been admitted into the Station, the 'Authority for opening communication during total interruption of communication on single line section' shall be delivered to the Station Master on duty, who shall keep this document in his safe custody and also post the Line Clear Enquiry Message and the Conditional Line Clear Message in his Line Clear Books. On the authority of the Conditional Line Clear Message for the return journey, the Station Master on duty shall make out a Conditional Line Clear Ticket on Form T/G 602(UP) or T/H 602(DOWN) as the case may be and hand over it to the Loco Pilot/Motorman/Train Manager/ Station Master to return to the block station from where he came with his engine either light or attached to a train or another engine or a self-propelled vehicle if one is waiting to proceed in that direction.

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- (J) In case of the engine or self-propelled vehicle or other vehicle returning to the station from which he was sent without reaching the next station, the 'Authority for opening communication during total interruption of communication on single line section' shall be taken back by the Station Master on duty of the station from which this was issued and cancelled. The original entries shall also be cancelled.
- (K) Station Master on duty before despatching the engine either light or attached to a train/self-propelled vehicle/other vehicle, on the return journey shall hand over to the Loco Pilot/Motorman/ Train Manager/ Station Master, 'Conditional Line Clear Reply Message' on Form No. T/F 602 for the 'Line Clear Enquiry Message', giving Line Clear for the train waiting at the other station, thereby authorising the Station Master at that station to start the train waiting there on complete arrival of the engine, either light or attached to a train/self-propelled vehicle/other vehicle at his end. The Loco Pilot/Motorman shall follow rule 9.07 to pass fully automatic signal when at ON and rule 9.15 to pass automatic signal interlocked to LC gates in midsection when at ON.
- (L) The particulars of the engine either returning light or attached to a train or attached to another Engine/ Tower Wagon/Diesel Car/Rail Motor Car/EMU Rake/Motor Trolley or Trolley/ Cycle Trolley or Moped Trolley running by itself or loaded in a train as may be applicable shall be correctly filled in on Form No. T/F 602 'Conditional Line Clear Reply Message'.
- (M) On the return journey, the engine either light or attached to a Train/ Diesel Car/Rail Motor Car/EMU Rake/Train loaded with Motor Trolley/Push Trolley/Cycle Trolley/Moped Trolley may run at sectional speed observing speed limits in the Working Time Table and other relevant rules. The Motor Trolley /Push Trolley/Cycle Trolley/Moped Trolley returning by itself may run at their normal speed observing the rules governing their running on Line Clear.
- (N) On reaching the station, the engine either light or attached to a train/self-propelled vehicle/other vehicle shall again stop outside (i.e. in rear of) the Semi-Automatic/Manual Reception Stop Signal of the station and thereafter be guided by the instructions from the Station Master, who may arrange to receive it by taking 'OFF' the relevant signals or otherwise.
- (O) On arrival at the station the „Conditional Line Clear Reply Message" shall be handed over to the Station Master who shall record it in the Line Clear Message Book and on its authority issue a Conditional Line Clear Ticket on Form No. T/G 602 or T/H 602 (as the case may be) for the waiting train.
- (P) If there be an even flow of trains in both directions, Line Clear Enquiry Message on Form No. T/E 602 and Conditional Line Clear Messages for each succeeding train may be sent through the Train Manager of the preceding train.
- (Q) The arrival and departure time of all trains, engines, Trolleys etc. which are passed under the above rules must be carefully recorded in the Line Clear Enquiry and Reply Books and also in the record copy of the „Authority for opening communication during total interruption of communication on single line section" and in the Train Signal Register.
- (R) If the Station Master at one end of the interrupted section has more than one train to despatch in the same direction before another train is normally expected from the opposite direction, he shall, in such cases, send the first available engine of a train to obtain 'Line Clear' not only for that train but also for the following trains which may be waiting or expected at his station. In the Line Clear Enquiry Message, it shall be stated that these latter trains will be despatched after the first train at intervals of 30 minutes. After the Loco Pilot returns with the Line Clear for the required number of trains to the station at which he had left the train, the Station Master shall despatch the first train on the authority of the Line Clear for the trains and shall also endorse on that Line Clear that a particular train (giving its number and description in full) shall follow at a specified interval. The Station Master shall give similar information to the Train Manager also in writing.

The Loco Pilots of the second and subsequent following trains shall be given a caution order restricting the speed to 25 kilometers per hour over the straight when the view ahead is clear and to 10 kilometers per hour when approaching or passing any portion of the line where the view ahead is not clear due to curve, obstruction, rain, fog, or any other cause. When despatching a second and subsequent trains, the particulars of the last preceding train along with its time of departure will be endorsed on the Line Clear as also the particulars of the train that would follow. The Line Clear for the last train of the series should be endorsed with the particulars of the proceeding train together with its time of departure. While adopting this procedure, the Train Manager and the Loco Pilot should be instructed to keep a sharp look out and be prepared to stop short of any obstruction.

- (S) When a train is stopped in the affected section the Train Manager shall immediately exhibit a hand danger signal towards the rear and checkup that the tailboard or the taillight is correctly exhibited. If the stoppage is on account of accident, failure, obstructions or other exceptional cause and the train cannot proceed, the Loco Pilot shall sound the prescribed code of whistle to apprise the Train Manager of the fact, where upon the Train Manager shall protect the train by placing one detonator at 250 meters from the train on the way out and 2 detonators, 10 meters apart, at 500 meters from the train, irrespective of the gauge. When a train is detained outside signals and if the detention exceeds or is likely to exceed 10 minutes it shall also be protected accordingly. In the absence of the Train Manager, the duty of protecting the train shall devolve on the Loco Pilot.
- (T) When trains follow one another, no train shall be backed. In exceptional circumstances when it may be unavoidable to back a train, the train shall be backed only after providing protection by placing one detonator at 250 meters and 2 detonators, 10 meters apart, at 500 meters from the point up to which the train is to be backed.
- (U) Trains must continue to work on this system until anyone of the means of communications, mentioned in rule (4) (A) of SR 9.12 is restored by the S&T officials.
- (V) As soon as anyone of the means of communications has been restored, the Station Master must exchange a message with the Station Master at the other end of the section, on the Form No. T/I 602. On receipt of the above message, the Station Master at the other end of the section must acknowledge in the Form No. T/I 602.
- (W) Normal working shall not be restored, until both the Station Masters are satisfied that all trains and engines, etc. despatched from their stations have arrived complete at the other station. Even if the communication is restored immediately after the departure of the light engine/self-propelled vehicle/any other vehicle referred to in Rule (A) above, sent under 'Authority for opening communication during total interruption of communication on single line section', normal working should not be resumed until the light engine/self-propelled vehicle/any other vehicle reaches the next station and both the Station Masters are satisfied under exchange of Private Numbers that no light engine/self-propelled vehicle/any other vehicle is on the section. Thereafter intimation about this shall be given to Section Controller also, on controlled sections, if communication with Section Controller has also got restored and normal working resumed. If, however, communication with Section Controller has not got restored along with restoration of communication between two stations, the Section Controller shall be advised of the position immediately on restoration of communication with him.
- (X) On the section where total interruption of communications occurs, the Transportation Inspector of the section, must scrutinize the train passing records of the station and submit his report to the Senior Divisional Operations Manager/Divisional Operations Manager (in-charge) within seven days of the resumption of communication.

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*S.R. 9.12.5 Rules and Regulations for single line working on double line sections in Automatic Block System due to obstruction of one line when no means of communications are available in case of failure of automatic signalling.*

The following rules must, in addition to the rules prescribed in SR 9.12 (4), be observed by the staff.

- (A) Whenever an accident to a train or track or other obstruction, precludes the use of one line on a double line section during total interruption of communications, single line working shall be introduced only after a responsible official of the Engineering Department, not less than SSE/JE(P.Way) in rank, has certified that the other line on which single line working is to be introduced is free and safe for passage of trains. Such engineering official shall give the certificate only to the Station Master of the station at that end of the affected section for which the unobstructed line shall be the right line for despatching trains. On receipt of this certificate only the Station Master at the end of the affected station for which the unobstructed line shall be the right line for dispatching trains will follow the rules prescribed in SR 9.12(4) for opening of communications.
- (B) Loco Pilots of trains, including light engines, shall be given a Caution Order on which, and shall be stated clearly-
  - (i) The line on which the train is to run;
  - (ii) Location where the obstruction exists;
  - (iii) Any restriction of speed, which may be imposed by Way & Works Staff;
  - (iv) An assurance to the effect that any trap points on the line in question have been spiked and clamped.
- (C) All the cross over points, over which the train shall proceed, while temporary single line working is in force, shall be clamped and padlocked.
- (D) In the case of a train proceeding on the right line:
  - (i) The Semi-Automatic/Manual Despatch Stop Signal of the station in rear of the affected section may be passed in the 'ON' position in the prescribed form T/369(3b) and hand signals shall also be shown at the foot of this signal.
  - (ii) The approach Stop signals, if any, of the station in advance of the affected section, may be taken 'OFF'.
- (E) In the case of a train proceeding on the wrong line:
  - (i) The train shall be piloted out of the station on a written authority T/511 in addition to T/G 602 or T/H 602 as the case may be, issued by the Station Master after all the facing points have been correctly set, clamped and pad locked and trailing points correctly set over which the train will pass.
  - (ii) Loco Pilot/Motorman of wrong line trains shall pass gates only when he receives proceed hand signal from a railway servant in uniform.
  - (iii) On reaching the next station, the Loco Pilot shall bring his train to a stop opposite the first Stop signal pertaining to the right line or at the last Stop signal pertaining to the wrong line (on which his train is running), whichever he comes across first.
  - (iv) The Station Master of the station in advance shall depute a railway servant in uniform at the foot of the signal (whichever the train would encounter first) who shall stop the train on hand danger signal and thereafter pilot it into the station on a written authority T/ 510 issued by the Station Master.



- (F) It will be the responsibility of the person in charge of the first engine or self-propelled vehicle or other vehicle, sent under 'Authority for Opening Communication during total interruption of communication on single line section' to inform all the Gatemen and Gangmen en-route about the introduction of temporary single line working as also the line on which it is proposed to run the train. This information shall be conveyed through the Loco Pilot of a subsequent train also, if necessary.
- (G) Resumption of normal working: —
- (i) If after the introduction of single line working, communications are restored between two affected stations, the trains will continue to run under special rules until action is taken in accordance with the instructions contained in these rules for the cancellation of the procedure. Thereafter, trains will be run in accordance with the instructions for the movement of traffic during temporary introduction of single line working on double line.
  - (ii) If, however, before communications are restored, the other line is released for the passage of traffic, trains shall be worked, in accordance with the instructions for running of trains on double line section during total interruption of communications.

SR 9.12.6. Despatch of relief engine / relief train into an occupied / obstructed block section or relief engine to assist the disabled engine / train. (T/C 912)

SR 9.12.6.1. When a block section between two block stations in Automatic Block System is occupied / obstructed due to accident / special works or disabled train and if it is required to despatch a relief engine / a relief train into such block section, it can be dispatched only after ensuring that the section between the obstruction and the block stations is free of any train, by issuing “Authority for Relief engine / relief train to enter into an occupied/obstructed Automatic block section” (T/C 912), which contains the following:-

SR 9.12.6.1.1 Authority to proceed without line clear – authorising to proceed cautiously without Line Clear from station upto the point of obstruction at KM on up/down line and clear back the section to the block station from which it is started or to the station at the other end of the affected block section.

SR 9.12.6.1.2 Authority to pass signals in ‘on’ position – authorizing to pass the signal / signals (No. & description) in ‘on’ position with speed not exceeding 15 KMPH observing hand signals at the foot of the signal post/s, if it protects the points.

SR 9.12.6.1.3 Caution Order – to observe the speed of 15 KMPH over the straight with clear view and 10 KMPH when approaching or passing any portion of the line where the view ahead is not clear due to curve, obstruction, rain, fog or any other cause subject to the other speed restrictions in force in the section.

SR 9.12.6.2. If control is working, all operations shall be carried out in consultation with the Section controller.

SR 9.12.6.3. The Station Master on duty at the other end of the affected block section shall be advised of the relief engine / relief trains allowed into the section and the station to which they will clear.

SR 9.12.6.4. When a relief engine is sent, the Loco Pilot should be given clear instructions in the Caution Order regarding nature of obstruction as far as known, the station to which the disabled train / engine could be moved, the location of the train engine and brake-van of the disabled train. During night if electric head light is not working, the train or the light engine or any self propelled vehicle must be preceded at an adequate distance by a railway servant carrying detonators and exhibiting red light ahead to stop any other approaching train. The Loco Pilot must keep a sharp look-out at all times and be prepared to stop clear and short of any obstruction which may exist or crop up on the road and should use engine whistle freely. The Loco Pilot shall bring his train / engine to stop short of obstruction and thereafter will obey the hand signal of the employee / supervisor at the site.

SR 9.12.6.5. In case the relief engine / relief train / any self propelled vehicle / the disabled engine / train approaching the station from which it is started or the station ahead, the Loco Pilot shall act as per the aspect of the signal if it is right line.

SR 9.12.6.5.1 If it is wrong line, the Loco Pilot must stop at the LSS of wrong line on double line and sound continuous long whistle. Further, the train can be piloted into the station on the authority by a competent railway servant duly setting and locking of the points for the line.

SR 9.12.6.6. On arrival at the block station, the authority (T/C.912) should be handed over to the Station Master on duty, who shall retain it in the station records.

SR 9.12.6.7. A record of trains / engines entering the section during its obstruction, timings of their clearance from the block section, obstruction clearance, and restoration of normal working shall be made in TSR in red ink.

SR 9.12.6.8. In case of an accident, ‘Track-fit’ certificate shall be obtained from engineering official not lower than Permanent Way Inspector before resumption of normal working.

Note: If it is necessary to despatch a self propelled vehicle like TTM / Tower car into the obstructed / occupied block section, the Authority T/C.912 shall be used.

SR 9.12.7 Procedure for shunting in the block section;

SR 9.12.7.1 Station Section–

At a block station in the Automatic Block System, where Manual Stop Signals or Semi-Automatic Stop signals are provided and when they are kept in Manual Stop Signal mode, the station section is as under:-

SR 9.12.7.1.1 On Double Line (MACLS)

- a) between the outermost facing point and the last Stop signal of the station; or
- b) between the Block Section Limit Board and the last Stop signal of the station.

SR 9.12.7.1.2 On Single Line (MACLS)

between up and down Advanced Starters of the station.

SR 9.12.7.2 Shunting

SR 9.12.7.2.1 On Double Line

SR 9.12.7.2.1.1 Shunting within station section in the face of an approaching train:

On double line section, shunting within the station section can be carried out generally and also in the face of an approaching train, provided the necessary signals are kept at 'on'.

The Authority T.806 without PN shall be issued to the Loco Pilot and Guard unless notified by Sr.DOM as laid down in SR 5.14.9.

SR 9.12.7.2.1.2. Shunting outside outermost facing points / BSLB: (block back)

1. Station Master of a block station, who intends to perform shunting into block section in rear (outside outer most facing points / BSLB), shall inform the Station Master of the block station in rear and ensure that all the trains, which entered into the section from the station in rear have arrived complete at his station. The entire block section between the two block stations should be treated as one block section.
2. Then the Station Master shall block back duly exchanging the messages with Station Master in rear and obtain private number in assurance that the shunting is permitted into the block section and no train will be despatched from his end till the block back is cancelled.
3. Then the Station Master shall issue T/806 with Private Number obtained from station in rear, to the Loco Pilot and Guard/Shunting Jamedar with the instructions that the Loco Pilot to push back the train into the station.
4. The Station Master shall ensure correct setting and locking of points before authorizing outward / inward movement.
5. The entries must be made in red ink in TSR. On completion of the movement, both the Station Masters shall exchange messages supported by private numbers for cancellation of block back after ensuring that the block section is free from any obstruction.

SR 9.12.7.2.1.3 Shunting beyond LSS: (block forward)

1. The Station Master shall ensure that the block section in advance between both the block stations is clear and the entire block section in advance shall be treated as one block section.
2. Then the Station Master shall 'block forward' duly exchanging the messages with Station Master of the station in advance and obtain private number in assurance that

the shunting is permitted into the block section and no train will be despatched until the 'block forward' is cancelled.

3. The Authority T/806 shall be issued to the Loco Pilot with the Private Number given by Station Master of station in advance authorizing the Loco Pilot to pass LSS at 'on'.
4. The Guard /competent railway servant, supervising the shunting shall accompany the train.
5. The SM shall ensure correct setting and locking of points before authorizing outward/inward movement.
6. While coming back, the Loco Pilot shall stop his train near LSS and thereafter piloted into the station.
7. The SM shall ensure complete arrival of the train and cancel 'block forward' duly exchanging messages with the SM at the other end supported by Private Numbers.
8. The entries shall be made in red ink in the TSR.

#### SR 9.12.7.2.1.4 Shunting in rear of a train travelling away from the station:

1. The Station Working Rules shall permit such movement duly considering the local conditions like gradient, visibility and the speed, weight and brake power of trains.
2. If permitted, intimate the Station Master at the other end, issue T/806 without P.N. and authorize the Loco Pilot to pass LSS at 'on'.
3. Guard / competent railway servant, supervising the shunting shall accompany the movement.
4. If the train traveling away clears into the station in advance, before the return of shunting train, the Station Master shall note down the clearance of the train and block forward if the block section is still obstructed.
5. If the train travelling away does not clear into the station ahead, but the shunting train returns to the station, Station Master shall intimate about the arrival of shunting train, under exchange of messages supported by Private Numbers. Then the trains can be dealt normally.

## 2.2 On Single Line

### 2.2.1 Shunting within station section in the face of an approaching train:

Shunting is permitted within station section generally. When Line Clear is granted, shunting within station section is not permitted in that direction, except where shunting in the face of an approaching train is permitted in Station Working Rules (i.e. once Line Clear is granted to a down train, no shunt movement shall take place in up direction). The Authority T/806 without PN shall be issued to the Loco Pilot and Guard unless notified by Sr.DOM as laid down in SR 5.14.9.

### 2.2.2 Beyond LSS:

1. The direction of traffic shall be established by duly intimating Station Master of the block station at the other end under exchange of messages supported by Private Numbers, treating section between both the block stations as one section and the shunt movement as train movement.
2. Take 'off' LSS and authorize the movement duly issuing written memo to the Loco Pilot mentioning the details such as the location upto which the movement is permitted, time permitted and to come back.
3. While coming back, reception can be done by taking 'off' Calling-on signal or by piloting on the authority [T/369 (3)(b)] into station.

4. After completion of the movement, Station Master shall ensure complete arrival of the train and communicate to the Station Master of block station at the other end duly exchanging messages supported by Private Numbers.
5. The entries shall be made in red ink in the TSR.

SR 9.12.8 Unusual occurrences:

1. In the event of a Loco Pilot experiencing a lurch, unusually slack or rough running, he should bring his train to stop immediately without clearing the automatic block signalling section, wherever possible.
2. He should then immediately inform the Guard of the train and then the Station Master of the station controlling the movement of train service on to this line specifying the kilometreage where the defect was noticed, the nature of defect etc., on emergency portable telephone/VHF set/CUG mobile phone etc.
3. The obstruction will be protected by the Guard of the train as per GR 9.10 and follow the instructions given in GR 6.01 and SRs there under if necessary or otherwise continue the journey. On approaching the block station in advance, Loco Pilot will hand over a written memo specifying the above.
4. The Station Master receiving the message on phone should transmit it to the Station Master at the other end of the block section, SCOR and PWI.
5. The Station Masters at both the ends of the block section should stop all trains and issue Caution Order to the Loco Pilots/Guards specifying the Kilometreage to observe special caution and reduce speed as necessary and in any case not to exceed a speed of 10 KMPH. On receipt of this information 'all concerned' should follow the instructions given in Rule 6.07 and SRs there under.
6. On double line section, trains passing on the opposite line shall be issued with a Caution Order to be on the lookout for any unusual or dangerous condition on the track.
7. Station Masters at both the ends of the section should discontinue the issue of Caution Order only after receipt of specific advice from the PWI of the section that the section is safe for trains to run at normal speed.

(Earlier SR.9.12.9 is deleted vide S.No. 4 of AS-8 dated 03.03.2023)

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**9.13. Movement of trains against the direction of traffic on the Automatic Block System.—**

**In Automatic signalling territory, trains shall run in the established direction of traffic only. Movement of trains against the established direction of traffic is not permitted. When in an emergency it becomes unavoidably necessary to move a train against the established direction of traffic, this shall be done only under special instructions which shall ensure that the line behind the said train up to the station in rear is clear and free from obstruction.**