

## S.R. 9.10.3. Protection on Single Line:

On a single line section the Loco Pilot / Assistant Loco Pilot shall immediately protect the train in front as per Rule 6.03. The Guard shall protect in rear duly placing one detonator 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. On the way back the intermediate detonator can be picked up.

## S.R. 9.10.4. Protection on Double Line/Multiple Lines

The Guard shall first ensure the protection of adjacent line, in front by the Loco Pilot/ Assistant Loco Pilot as per Rule 6.03. The Guard shall proceed to protect his train in rear duly placing one detonator 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.

## S.R. 9.10.5. Protection on Double Line during TSL working on wrong line

On a double line section, during TSL working, when the train is proceeding on wrong line, the protection shall be done as per Rule 6.03 by the Loco Pilot/Assistant Loco Pilot in the front and in rear by the Guard.

## S.R. 9.10.6. Protection on Double Line during TSL working on right line

On a double line section, during TSL working, when a train is proceeding on right line, the protection in front shall be done as per Rule 6.03 by the Loco Pilot / Assistant Loco Pilot and in rear by the Guard duly placing one detonator 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.

## S.R. 9.10.7. Protection when relief Loco is sought

S.R. 9.10.7.1 When relief Loco is sought and expected from the station in advance during day, the protection in front need not be done. However, the Guard shall stand at an adequate distance from the point of obstruction and display Stop hand signal.

S.R. 9.10.7.2. During night, the front portion shall be protected as per Rule 6.03. After relief loco comes to a stop, the Guard shall remove three detonators and allow the intermediate detonator to explode, which will alert the Loco Pilot that he is approaching the obstruction.

S.R. 9.10.8. When the train is ready to leave, a long whistle shall be given to recall the railway servant deputed to protect the train in rear. The railway servant on hearing the long whistle shall proceed towards the train leaving the three detonators and picking up the intermediate detonator.

S.R. 9.10.9. In case of a train without a Guard, the duties of the Guard, as laid down shall devolve on the Loco Pilot or Assistant Loco Pilot. In the case of disability of a train running without Assistant Loco Pilot, the duties of Assistant Loco Pilot shall devolve on the Guard.

**9.11. Loco Pilot to report failures.—**

- (1) When a Loco Pilot has to pass an Automatic Stop signal at 'on', he shall stop his train at the next reporting station or cabin as prescribed by special instructions and report particulars of Automatic Stop signals passed at 'on' by him.**
- (2) The Station Master or person in charge of the reporting station or cabin shall promptly report the fact to the signal and operating officials concerned.**

S.R. 9.11.1 An automatic Stop signal should be considered to have failed when –

- (i) the signal exhibits no aspect at all, or
- (ii) the signal displays more than one aspect (bobbing / flickering) etc.

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S.R. 9.11.2. Whenever failure of Automatic signal has taken place, the Loco Pilot shall, on approaching the next reporting station, sound the prescribed whistle code and inform the Station Master on duty of failure, giving the number of the signal that has failed and passed by him at 'on'.

S.R. 9.11.3. For this purpose, the first Block Station in the direction of movement shall be reckoned as the Reporting Station. (S. No. 21 of AS 07 of G&SR 2020).

S.R. 9.11.4. The Station Master on receipt of signal failure shall at once advise by telephone the Signal Maintainer concerned, the SCOR and the Station Master in rear, giving the correct number of the signal that has failed duly making suitable entry in the S&T failure register.

S.R. 9.11.5. When the Signal Maintainer finds that the failure of signal / signals in the automatic section is likely to last for some time and cause serious delay to trains, he shall advise by telephone the Station Master at the station in rear, JE (Signals) and SCOR concerned.

*(Existing SRs 9.11.6 & 9.11.7 are deleted vide S. No. 22 and 23 of AS 07 of G&SR 2020 and existing SR 9.11.8 is renumbered as 9.11.6 and amended).*

S.R. 9.11.6. After the failure has been rectified, the Signal Maintainer shall immediately advise the Station Master on duty at block station, who will inform the SCOR and the Station Master of the station at the other end giving the time at which the failure was rectified (S. No. 24 of AS 07 of G&SR 2020).

Space saved following deletion of some SRs vide AS 07 dated 19.01.2023 and subsequent adjustments