

EAST CENTRAL RAILWAY

Office of the
General Manager (Operations)
Hajipur

No ECR/ Optg.Safety/GR&SR/24-A/505

Dated:-28.06.24

Divisional Railway Manager
East Central Railway
DHN, DNR, DDU, SEE & SPJ

Sub- Brief guidelines for working in Automatic Block System during failures.

Ref- This office letter of even no. dated 21.06.24.

In continuation to the referenced letter, simplified guidelines related to operation of trains in Automatic Block System during failure of signals and abnormal conditions are described briefly in **ANNEXURE-I** enclosed herewith for the guidance of Station/Running staff.

These guidelines should be read along with the relevant General and Subsidiary Rules of ECR and may be used for counselling of staff.


(Dr. Manoj Singh)
PCOM/ECR/HJP

Copy : -

- (i) Secy.to GM- for kind information of GM please
- (ii) PCSO, PCSTE,& PCEE/ECR – for information please
- (iii) Sr. DOM, Sr. DEE/OP, Sr. DSTE of all divisions for information & necessary action.
- (iv) Principal, ZRTI/MFP for information.

ANNEXTURE-I

FOR COUNSELLING/AID TO STATION/RUNNING STAFF TILL FURTHER NOTICE

GUIDELINES FOR SAFE TRAIN OPERATION IN ABNORMAL SITUATIONS IN AUTOMATIC BLOCK SECTION (SUMMARY of GR & SR 9.12 & 9.13)

Automatic signal defective	Failures of all signals likely to last for some time and cause serious delay and means of communication are available.	Failures of all signals likely to last for some time and cause serious delay and means of communication are not available.	On double line section when one line is obstructed and communications are available.	Relief engine/train into an obstructed section
	↓	↓	↓	↓
1. Follow rules for passing automatic signal i.e. stop 01 minute in day and 02 minute in night at the foot of signal and proceed with 15/10 KMPH speed up to next signal. (Detail in GR &SR 9.02)	1. Automatic system of working will be suspended by SM and absolute block system will be introduced for working of train in the concerned block section after exchanging of Private No. with control. 2. SM of both end will ensure that no train is in the section and section clearance will be ensured by exchange of Private no. 3. Circumstances should be brought to knowledge of LP & Guard. 4. SM will obtain the Line clear from station in advance on prescribed means of Communications. 5. Station Master on duty at station in advance shall not give such 'Line Clear' unless the condition stipulated in sub rule-I (3) of Part-I of SR 9.12 is fulfilled. 6. An Authority to proceed with 25 KMPH speed restriction, subject to observance of other speed restrictions given for 1 st train on Form T/D 912 should be issued. Subsequent train shall proceed on Form T/D 912 with great caution, subject to other speed restrictions. (Distinguishing number/numbers of Automatic/Semi-automatic and Gate signal on this authority).	i. Circumstances should be brought to knowledge of LP & Guard. ii. SM will give the following authority to the Loco Pilot of each train - a) T/B 912:- (i) Authority to proceed without line clear. ** (ii) To pass Automatic signal at "ON" position. Semi- Automatic /Manual signal pass on the hand signal of Points Man/ Railway servant. Gate signal will be passed on the hand signal of Gateman. b) Caution order restricting speed of 25 KMPH when view clear and 10 KMPH when view not clear. Speed over point restricted to 15 KMPH. iii when approaching the next station, Loco Pilot shall bring his train to stand outside first stop signal and from there train will be piloted by competent railway servant.. iii. Next train allowed after interval of 15 minutes with T/B 912. iv. After restoration of communication section clear certified by both SM under exchange of Private No. {Details in SR 9.12 Part- I(II)}	For Right Line (i) Ascertain clearance of line from JE/SSE (P. Way). (ii) LP will be given (First train)- PLCT T/C 1425 for UP train and T/D-1425 for DN train. (For first train only). (iii) T/409 Caution order as per sub rule-10 (a) of Part-II of SR 9.12. and Speed 25 KMPH for first train. (iii) All subsequent train on right line should be allowed to follow each other on Automatic signal indication. (iv) Train received at station in advance by taking 'OFF' signal. {Details in SR 9.12 Part-II(I)}	For Wrong Line (i)Ascertain clearance of line from JE/SSE (P. Way) (ii)LP will be given (All trains)-PLCT T/C 1425 for: UP train and T/D-1425 for DN train. (iii)T/409 Caution order as per sub rule-10 (a) of Part-II of SR 9.12.and Speed 25 KMPH for all trains. and **authority to pass Automatic, Semi-automatic and Manual signal not governing. (related to wrong live) (iv) Inform all gate man & gang man regarding single line working by first train. (v)LP will stop his train at the first stop signal of right line or at the last stop signal of wrong line whichever he meets first. The train will be received by piloting. {Details in SR 9.12 Part-II(I)}
2 If same failure is reported by LP of the 2 nd train to the SM, then this failure comes in the category of " failures of all signals likely to last for some time and cause serious delay."	7. When approaching the next station, Loco Pilot shall bring his train to stand outside first stop signal and from there train will be piloted by competent railway servant. 8. Clearance of section by each train shall be intimated to the station, in rear under exchange of Private No. 9. Controller shall be advised regarding each movement. {Details in SR 9.12 Part- I(II)}	** Loco Pilot authorised to pass the automatic signals/Semi automatic signal/Manual signals on T/B912 instead of T/A912.	** Caution order will be issued instead of T/A 912.	1.In the event of accident or any break down in a block section, the movement of trains in that section will be governed under the provision of Absolute Block System. Loco Pilot of relief engine/ train shall be issued with T/C 912. 2.All columns of T/C 912 shall be completely and correctly filled without alternation or mistakes. 3. The location of the obstruction or the engine/brake van/first vehicle/last vehicle shall be mentioned in Form T/C 912. 4. The speed of the train shall not exceed 15 KMPH over straight with clear view and 10 Kmph when view ahead is impaired due to tunnel, curve, obstruction, rain, fog or any other cause. A sharp look out shall be kept at all times and the Loco Pilot shall be prepared to stop short of any obstruction. {Details in SR 9.13(ii) and T/C 912.}

Note- Deviation from exiting provisions of SR is marked by **.

Ranjay Singh
28/6/24
Plcm/Ech