

East Central Railway

No. Optg, Safety /JPO /Div./01/24

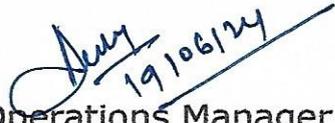
Dhanbad, dtd.19.06.2024

COM(G)
ECR/HJP

Sub: JPO for working of trains in case of failures of automatic signaling in Automatic signaling territory.

A draft JPO has been prepared by Dhanbad Division with consultation of concern branch officer i.e. Sr. DOM, Sr. DSTE(C) and Sr. DEE(OP) for working of trains in case of failure of automatic signals in Automatic Signaling territory.

This is being forwarded for your kind perusal and necessary approval at HQ.


Sr. Divisional Operations Manager
East Central Railway, Dhanbad

Copy to :

1. COS(G)/DHN for kind information to DRM please.
2. Secretary to PCOM/ECR/HJP for kind information to PCOM please.
3. Sr. DSO/DHN for kind information please.
4. Sr. DSTE(C)/DHN for kind information please.
5. Sr. DEE(OP)/DHN for kind information please.

EAST CENTRAL RAILWAY

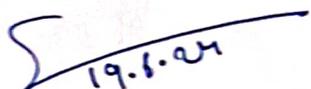
No. SWR CELL /JPO/ 01 / 24

Dated 18.06.2024

DRAFT

Sub: Joint procedure order for working of trains in case of failure of automatic signal in Automatic signaling territory.

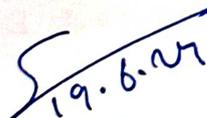
- 1) When a loco pilot (LP) finds an automatic stop signal with 'A' marker at ON, he shall stop his train at rear of the signal. After waiting 1 min in day/2 min at night if that signal remains at ON, he will sound prescribed whistle code (one long) and exchange Signals with Guard then LP shall proceed with great caution at a speed not exceeding 15 Kmph when visibility is clear and a speed of 10 Kmph when visibility is obstructed due to curvature, fog or dust storm, engine pushing etc. Guard of the train shall watch that LP does not exceed the prescribed speed. (G&SR 9.02)
- 2) After passing and Automatic stop Signal at 'ON', LP shall ensure that a minimum distance of 150 m or two clear OHE mast is maintained between following and preceding train. In case of EMU 75 m distance should be maintained. (SR 9.02(vi)).
- 3) Mid section modified semi automatic stop signal (MABS) is provided with Signal Post Telephone (SPT). When LP contacts with SM of the next block station regarding passing this Signal at 'ON', he should first ensure that all is safe and all safety aspect complied and then only he will permit LP to pass the Signal at 'ON'. Who will proceed upto next Signal after giving prescribed whistle code exchange all right signal with Guard with cautious speed; during obstructed visibility at 10 Kmph. When LP fails to contact with SM on duty he will wait for 5 min. at MABS and then proceed at speed not exceeding 10 Kmph up to the next signal and then guided by aspect of that signal. (GR9.01(4))
- 4) T/A 912 is authority to pass Automatic / Semi-Automatic/Manually operated / Gate Stop Signals, on which the distinguishing No. of the concerned defective auto Signal shall be mentioned.(G&SR 9.12)
- 5) **An additional authority on T/409 shall be issued with T/A 912 mentioning speed restriction of 15/10 kmph and other circumstances.** It will save detention of train by avoiding the stoppage at the foot of the automatic signal (1min. in day / 2 min. in night). Before passing Semi-Automatic/Manually operated / Gate Stop Signals, LP must ensure that Hand Signal is being displayed at the foot of Home Signal / LC Gate. SCNL also to be informed in each case.
- 6) Speed restriction should be mentioned in each authority on top.
- 7) If failure continues, for first train T/A912 will be issued but for subsequent train, complete arrival and section clear will be ensured under exchange of private number with the adjacent station and thereafter working will be done after getting Line clear with fulfilling all the requirement introduced and train will be dealt on T/D912. (part I of SR 9.12)

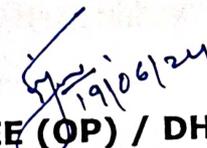

19.6.24
Sr. DSTE (C)/ DHN


Sr. DEE (OP) / DHN


Sr. DOM / DHN

- 8) The first train entering the affected section on T/D912 shall proceed at a speed of maximum 25 Kmph subject to other speed restriction in force. Second and subsequent train shall also proceed cautiously and be vigilant of any other obstructions. (part I of SR 9.12 para 4)
- 9) During failure of Automatic Signal when communication is not available T/B912 shall be issued mentioning the necessary instructions in the relevant columns.(Form No. T/B 912)
- 10) For sending assisting/relief engine/train in the Auto section which is obstructed due to any reasons T/C 912 along with T/A912 will be issued by SM on duty mentioning the Km on which obstruction occurred. (Form No. T/C 912)
- 11) When Single line working is introduced in the section when one Line is obstructed, PLCT (paper line clear ticket) -T/C1425 (UP) or T/D1425 (DN) with Line clear private No. shall be issued as an authority to proceed. T/A 912 shall be issued to pass the automatic Signal at ON position along with T/409-caution order with speed restriction of 25 kmph for 1st train. Second and subsequent Train will be run as per aspect of signal when train is moving on right Line. When train is worked by wrong line speed of all trains will not exceed 25 Kmph. (part II of SR 9.12)
- 12) After restoration of failure, normal working of trains in Automatic section will be resumed after exchange of private number with Station Master of the other end with information to SCNL. All entries will be recorded under signature of SM on duty in TSR and Station diary at both ends.


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Suggestions:-

1. Prolonged failure must be clarified properly. Prolonged duration of failure should be logically decided.
2. Detail procedure mentioned in G&SR 9.12 does not match with prescribed format. Such as Authority to proceed without Line clear on Automatic Block territory is Form T/B 912 but in SR 9.12/II / (4)/a "T/C 912" has been mentioned.
3. Authorized form (Authority to proceed) for Temporary Single Line working in Automatic Section has not been prescribed.
4. As per SR 9.12 (i) (b) "without following GR 9.07" has been mentioned. SR cannot restrict GR.
5. Form T/A 912 should not be issued independently or Speed restriction should be imposed on the prescribed format of T/A 912.
6. Circumstances for issue of Form T/A 912 are not clear. As per SR 9.12(b) it can be issued to the Loco Pilot in case of failure of Automatic Signals. It is ambiguous and confusing. It also not clarifies that for how many trains it can be served.
7. Measures to reduce prolonged failure must be formulated.
8. Mechanism to serve online disconnection directly to SIM (at auto hut) to be formulated.
9. All of the above suggestion should be also incorporated in G&SR. consolidated guidelines shall be issued from Board Level since crew guard working across different zones.

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19.6.24

Sr. DEEPP/DHM
19/06/24

Sr. DOM/DHM

E.C. RAILWAY

AUTHORITY TO PASS AUTOMATIC/SEMI AUTOMATIC/MANUALLY OPERATED/GATE STOP SIGNALS
(Loco Pilot/Record)

Station _____

Date _____

Time _____ hours _____ minutes

To

The Loco Pilot/Motor man of Train No. _____ *UP/DOWN

- (a) Automatic Signaling has failed and you are, hereby authorized to pass all Automatic Signals between _____ station and _____ station. In addition you are also authorized to pass Semi Automatic/Manually operated/Gate stop signals on being hand signaled past such signals by a railway servant in uniform. The hand signals being displayed at the foot of signal except as provided for in clause 'b'.
- (b) When running in wrong direction (i) you must ascertain that point of outlying sidings, where provided, are correctly set and locked and/or the level crossing gates Nos _____, are locked and (ii) hand signals are displayed by the railway servant in uniform at the points, level crossing gates before passing them.

Here indicate distinguishing _____
 Number of all signals to be _____
 Thus passed. _____

 Signature of Station Master
 Station Master Stamp

I have understood the contents of this authority.

Signature of Loco Pilot _____ Date _____ Time _____ Hours _____ minutes

Signature of Guard _____ Date _____ Time _____ Hours _____ minutes

E.C. RAILWAY**AUTHORITY TO PROCEED WITHOUT LINE CLEAR
ON AUTOMATIC BLOCK SIGNALLING TERRITORIES**

(Loco Pilot/Record)

Station _____

Date _____

Time _____ hours _____ minutes

To

The Motor man/Loco Pilot of Engine/Train/Unit No. _____ *UP/DOWN

You are hereby authorized to proceed cautiously without line clear from _____ to _____ station with or without your train on UP?DOWN* Line.

You shall bring your train/Engine/Unit No. _____ to stand out side First stop signal/Last stop signal pertaining to wrong line* of the station and thereafter be guided by the instructions from the Station Master of _____ station.

Train no. _____ was the last train over the section.

It left/arrived* here at _____ hours _____ minutes.

CIRCUMSTANCES UNDER WHICH THIS AUTHORITY IS GIVEN

*(A) Failure of signals and communication.

*(B) Blocking of line/obstruction on line at KM _____ between _____ station and _____ station and failure of means of communication.

AUTHORITY TO PASS SIGNALS IN 'ON' POSITION

You are authorized to pass the intervening Automatic Signal Nos _____ at 'ON' Semi Automatic Signal, Manually Operated Signal Nos _____ on being hand Signaled by a railway employee and the Gate Stop Signals in 'ON' position cautiously upto the level crossing.

CAUTION ORDER

You are permitted to run your Engine/Train/Unit No. from _____ station to _____ station with the speed not exceeding 25 Kmph over the straight with clear view and 10 Kmph when view ahead is impaired due to tunnel, curve, obstruction, rain, fog or any other cause.

Signature of Station Master
Station Master Stamp

I have understood the contents of this authority.

Signature of Loco Pilot _____ Date _____ Time _____ Hours _____ minutes

Signature of Guard _____ Date _____ Time _____ Hours _____ minutes

* Strike out whichever is not applicable.

Loco Pilot proceeding in this authority must observe instructions mentioned at the back of this form

E.C. RAILWAY

**AUTHORITY TO PROCEED FOR RELIEF ENGINE/TRAINS
INTO AN AUTOMATIC BLOCK SIGNALLING SECTION**

(Loco Pilot/Record)

Station _____

Date _____

Time _____ hours _____ minutes

To

The Motor man/Loco Pilot of Relief Engine/Train No. _____ *UP/DOWN

You are here by authorized to proceed cautiously without line clear from _____
Station to upto Km _____ with your Relief Engine/train * on Up/Down * line.

You shall bring your Relief Train/Engine* on to a stand at Km _____ and there
after be guided by the instructions from the the competent Authority at site.

This order is given due to obstruction on Up/Dn line at-Km _____. But communication is
available between _____ station and _____ station.

Train No. _____ was the last train over the section.

It left/arrived* here at _____ hours _____ minutes.

CAUTION ORDER

You are permitted to run your Relief Engine/Train from _____ station to Km _____
With the speed not exceeding 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.

Signature of Station Master
Station Master Stamp

I have understood the contents of this authority.

Signature of Loco Pilot _____ Date _____ Time _____ Hours _____ minutes

Signature of Guard _____ Date _____ Time _____ Hours _____ minutes

* Strike out whichever is not applicable.

Loco Pilot proceeding on this authority must observe instructions mentioned at the back of this form.

E.C. RAILWAY

1. AUTHORITY TO PROCEED ON
AUTOMATIC BLOCK SYSTEM DURING PROLONGED FAILURE OF SIGNALS

(Loco Pilot/Record)

Station _____

Date _____
Time _____ hours _____ minutes

To
The Motor man/Loco Pilot* of EMU/Engine/Train* No. _____ Description _____ UP/DOWN*

All signals between _____ station and _____ station have failed. Line Clear has been received from _____ Station under his Private No. (in words) _____
(in figure) _____.

You are also authorized to pass departure signals, Gate signals and other intervening signals at 'DN' on this authority observing all precautions at the level crossing gates.

You shall stop outside the First Stop Signal at _____ station and thereafter be guided by the instructions of the Station Master of that station.

Signature of Station Master
Station Master Stamp

I have understood the contents of this authority.

Signature of Loco Pilot _____ Date _____ Time _____ Hours _____ minutes

Signature of Guard _____ Date _____ Time _____ Hours _____ minutes

* Strike out whichever is not applicable.

E.C.RAILWAY

CAUTION ORDER

(Loco Pilot /Assistant or Co-loco Pilot / Guard / Record)

Station _____

Date _____

To _____

The Loco Pilot of Train No. _____ (Description) _____

You are hereby instructed to exercise the following _____ (in figures)
 _____ (in words) speed restrictions observing engineering indicators, hand
 signals of flagman and banner flag exhibited as necessary :-

| Sr.No. | STATION BETWEEN | | KILOMETRAGE | | Speed Kmph | Cause/Remarks |
|--------|-----------------|----|-------------|----|------------|---------------|
| | From | To | From | To | | |
| 1. | | | | | | |
| 2. | | | | | | |
| 3. | | | | | | |
| 4. | | | | | | |
| 5. | | | | | | |
| 6. | | | | | | |
| 7. | | | | | | |
| 8. | | | | | | |

Time _____

 Signature of Station Master
 Station Master Stamp

Signature of Loco Pilot _____ Date _____ Time _____

Signature of Asst./Co-loco Pilot _____ Date _____ Time _____

Signature of Guard _____ Date _____ Time _____