

WESTERN RAILWAY

Headquarter Office,
Churchgate, Mumbai-20

No.T .202/5/(9)(R)

Date :2.11.2011

DRMs BCT BRC ADI RTM RJT BVP
Advisor Safety Railway Board, New Delhi
Director General, Railway Staff College Vadodara
Principal, Zonal Railway Training Institute Udaipur.
Principal, Zonal Electric Training Centre Vadodara.
Principal, Diesel Training Centre RTM/VTA
Principal, Signal & Telecom.Training Centre Sabarmati
Instructor-in-charge, Area Training School (Traffic) PL.
BL BRC UJN ATC SBI RJT JND
C/-CRS (Western Circle) CCG.
C/- CSO PCE CEE CME CSTE CSC CAO(C) CCM CPO FA&CAO
C/- CPM ADI CPM(RE) ST.
C/- PS/COM.
C/- Sr.DOMs- BCT BRC ADI RTM RJT BVP for notification to all concerned .

Sub : G&SR- Chapter –IX- The Automatic block System

**Ref : Gazette Notification issued vide Board's letter No.2010/Safety
(A&R)/19/20 dtd. 26.9.2011**

An Advance Copy of Amendment Slip No.26 to the above mentioned chapter is reproduced below . This amendment should be brought into force with immediate effect, by notification to all concerned .

This has the approval of 'Authorized Officer' .

The Advance Amendment Slip No. 26, November 2011 to the G&SR- 2008 edition, is given below:

Add GR 9.01(3) (a) to (f) and GR 9.01(4) (a) to (d) at page 281 and GR 9.03(3) (a) to (f) & GR 9.03(4) (a) to (d) at page 283.

GR 9.01(3)(a) under special instructions, one of the automatic stop signal between two stations in the automatic block signaling territory in each direction may be made as modified semi-automatic stop signal;
(b) the mid-section modified semi-automatic stop signal so provided shall be interlocked with the signals of the station ahead through track circuits or axle counters or both and shall be controlled by the Station Master of the station ahead, the relevant indications whether the signal is in normal automatic mode or modified semi-automatic mode shall be available to the Station Masters at both the ends;

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- (c) Advanced starter signal of the station in rear shall be interlocked with the mid-section modified semi-automatic stop signal in such a way that when working with 'A' sign extinguished, the Advanced starter shall assume 'off' aspect or be taken 'off' only when the line is clear upto an adequate distance beyond the mid-section modified semi-automatic stop signal similarly the mid section modified semi- automatic stop signal shall assume 'off' aspect automatically or be taken 'off' only when the line is clear upto an adequate distance beyond the Home signal of the station ahead;
- (d) during abnormal conditions like fog, bad weather impairing visibility, the mid-section modified semi-automatic stop signal may be worked by extinguishing 'A' marker in the manner prescribed under special instructions and this action shall also ensure that the 'A' marker of the Advanced starter signal of the station in rear and Home signal of the station in advance shall also be extinguished;
- (e) the adequate distance mentioned under clause (c) shall not be less than as prescribed under sub-rule (2);
- (f) during normal conditions, mid-section modified semi-automatic stop signal shall work as normal automatic stop signal.

- GR 9.01(4)(a) when the Loco Pilot finds mid-section modified semi-automatic stop signal with 'A' marker extinguished in 'on' position, he shall stop his train in the rear of the signal and inform this fact to the Station Master of the station ahead on approved means of communication as prescribed under special instructions;
- (b) the Station Master of the station ahead may authorise the Loco Pilot to pass the mid-section modified semi-automatic stop signal working with 'A' marker extinguished in 'on' position through approved means of communication after ensuring conditions and procedure prescribed under special instructions;
 - (c) in case the Loco Pilot is unable to contact the Station Master of station ahead, he shall pass the signal at 'on' after waiting for five minutes at the signal and proceed cautiously and be prepared to stop short of any obstruction, at a speed not exceeding ten kilometers an hour upto the next Signal and act as per aspect of this signal; and
 - (d) the Loco Pilot shall report the failure of mid-section modified semi-automatic stop signal to the Station Master of the station ahead.

- GR 9.03(3) (a) under special instructions, one of the automatic stop signal between two stations in the automatic block signaling territory in each direction may be made as modified semi-automatic stop signal;
- (b) the mid-section modified semi-automatic stop signal so provided shall be interlocked with the signals of the station ahead through track circuits or axle counters or both and shall be controlled by the Station Master of the station ahead, the relevant indications whether the signal is in normal automatic mode or modified semi-automatic mode shall be available to the Station Masters at both the ends;

- (c) Advanced starter signal of the station in rear shall be interlocked with the mid-section modified semi-automatic stop signal in such a way that when working with 'A' sign extinguished, the Advanced starter shall assume 'off' aspect or be taken 'off' only when the line is clear upto an adequate distance beyond the mid-section modified semi-automatic stop signal; similarly the mid-section modified semi-automatic stop signal shall assume 'off' aspect automatically or be taken 'off' only when the line is clear upto an adequate distance beyond the Home signal of the station ahead;
- (d) during abnormal conditions like fog, bad weather impairing visibility, the mid-section modified semi-automatic stop signal may be worked by extinguishing 'A' marker in the manner prescribed under special instructions and this action shall also ensure that the 'A' marker of the Advanced starter signal of the station in rear and Home signal of the station in advance shall also be extinguished;
- (e) the adequate distance mentioned under clause (c) shall not be less than as prescribed under sub-rule (2);
- (f) during normal conditions, mid-section modified semi-automatic stop signal shall work as normal automatic stop signal.

- GR 9.03(4)(a) when the Loco Pilot finds mid-section modified semi-automatic stop signal with 'A' marker extinguished in 'on' position, he shall stop his train in the rear of the signal and inform this fact to the Station Master of the station ahead on approved means of communication as prescribed under special instructions.
- (b) the Station Master of the station ahead may authorise the Loco Pilot to pass the mid-section modified semi-automatic stop signal working with 'A' marker extinguished in 'on' position through approved means of communication after ensuring conditions and procedure prescribed under special instructions;
 - (c) in case the Loco Pilot is unable to contact the Station Master of station ahead, he shall pass the signal at 'on' after waiting for five minutes at the signal and proceed cautiously and be prepared to stop short of any obstruction, at a speed not exceeding ten kilometers an hour upto the next Signal and act as per aspect of this signal; and
 - (d) the Loco Pilot shall report the failure of mid-section modified semi-automatic stop signal to the Station Master of the station ahead.

(Dinesh Verma)
ATM (Rules)
For COM-CCG