

पूर्व तट रेलवे : East Coast Railway

Office of the  
Sr. Divisional Safety Officer,  
Sambalpur.

सं./No: SFY/SBP/Div.SC/IB/2023-2024/ 92

दिनांक/Date: 30.11.2023

**Divisional Safety Circular No. - 05**

***Sub: - Passing Intermediate Block Stop (IBS) Signal at "ON".***

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Intermediate Block Stop (IBS) signals are generally provided to split long block sections and thereby increase the line capacity. On our division a number of new IBS signals are being introduced in busy sections to help in increasing Through-put. However since these signals in mid sections are not manned, it is essential to follow extant rules during its failures to ensure safety.

The provisions of G & SR 3.75 are reiterated below to be followed strictly by all concerned staff:-

- 1) When a Loco Pilot finds an Intermediate Block Stop signal at 'on', he shall stop his train in rear of the signal and advise the Guard of the fact by sounding a long continuous whistle and shall then contact the Station Master of the block station in rear over the telephone, if provided on the signal post.
- 2) If the station master, on being contacted over telephone by the LP, finds that the signal is defective, he shall, after obtaining 'line clear' for the train from the station in advance, authorise the Loco Pilot on telephone to pass the Intermediate Block Stop signal at 'on' and enter the block section ahead. He shall give the Loco Pilot the Private Number and Identification Number under which he has received 'Line Clear' for the train from the station in advance.

The Loco Pilot shall then sound one short, one long and one short whistle and, on receipt of Guard's signal, shall proceed ahead, duly exchanging signals with him.

- 3) The SM on being contacted by the LP on signal post telephone, if he is unable to obtain 'Line Clear' for the train due to total interruption of communications, shall call for the Guard through the Loco Pilot and on being contacted by the Guard, he shall advise the Guard of the circumstances and give a PN for the train to proceed upto the next block station. The Guard shall prepare a memo in duplicate authorising the Loco Pilot to proceed with the PN received from SM. In such case the speed of the train shall not exceeding 15 kmph when view ahead is clear and 8 kmph when view ahead is not clear.
- 4) If the telephone is not provided or is out of order, the Loco Pilot after waiting for 5 minutes at the signal shall pass it at 'on' and proceed cautiously and be prepared to stop short of any obstruction, at a speed not exceeding 15 kmph when view ahead is clear and 8 kmph when view ahead is not clear due to curve, obstruction, rain,

fog or any other cause until he reaches the foot of first stop signal of the block station in advance obeying any gate stop signal in between the IBS signal and first stop signal of the block station in advance as per rules and even if the signal is 'OFF' the Loco Pilot shall continue to look out for any possible obstruction shout of the same and will act upon its indication only after he has reached it. Before starting, the Loco Pilot shall sound one long whistle which may be repeated as necessary and shall then start his train on receipt of guard's signal. There after he shall exchange signals with the Guard.

- 5) The Station Master of the block station working the Intermediate Block Stop signal on becoming aware that such a signal is defective shall, before despatching a train, treat the entire section upto the block station immediately ahead of the Intermediate Block Post as one block section and issue a written authority i.e. T/369(3b) in which Private Number and Identification Number obtained from the station in advance in support of 'Line Clear' shall be recorded and hand over to the Loco Pilot to pass the defective Intermediate Block Stop signal at 'on', without stopping at the signal, in accordance with the procedure prescribed by special instructions.
- 6) When the Loco Pilot of a train finds it necessary to back his train after clearing an Intermediate Block Stop signal, on the portion of the line provided with axle-counters/track-circuit, due to unavoidably circumstances, he shall not do so without drawing the attention of the Guard by sounding four short whistles. There after fallow SR 3.75.04 rigidly.

All the Divisional Traffic Inspectors, Loco Inspectors and Supervisors of different disciplines are advised to ensure the contents of the above mentioned rules and instructions are strictly adhered to and staffs concerned are suitably counselled and their acknowledgements should be obtained. Officers should make surprise checks on the compliance of the rules besides wide circulation among the concerned staffs.

*S. S. Nayak*  
PI-12-23  
(S. S. NAYAK)

वरिष्ठ मंडल संरक्षा अधिकारी/सम्बलपुर: Sr.DSO/SBP

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- All Safety Counselors for information and necessary action
- CHC/SBP,DTI/Safety, SSE/Sig/Testroom, CDPC/CTLC/SBP,CLI/HQ and MTI/SBP for information and necessary action