

EAST COAST RAILWAY

Office of the  
Chief Safety Officer  
Bhubaneswar.

Dt:-21.12.2023.

No.ECoR/SFY/ 829.

Safety Circular No6/23:

**Sub:-Duties of Crew and Guard when Automatic Stop Signal in Double/Multiple Line is to be passed at "ON" and procedure to be adopted for rectification of Auto signal failures between two stations.**

The relevant rules (G&SR 9.02 & 9.07) to pass Automatic Stop Signal in Double/Multiple line section at 'ON' are reproduced below for strict compliance by concerned staff.

1. In normal course of working, when a Loco Pilot has to pass an Automatic stop signal with 'A' marker at 'ON', he shall bring his train to a stop in rear of the signal and shall wait there for one minute by day and two minutes by night. If after waiting for this period, the signal continues to remain at "ON" he shall give the prescribed code of whistle and after exchanging signal with Guard, proceed towards the next stop signal in advance exercising great caution so as to stop short of any obstruction. Even if the next stop signal is 'off', LP shall continue to look out for any possible obstruction short of the same and shall act upon its indication only after he has reached it.
2. After passing an automatic stop signal at 'ON' the LP shall so regulate the speed of his train so as to be able to stop within half the distance upto which the line ahead can be seen clearly. But in any case speed should not exceed 15 kmph in normal condition when visibility is clear and 10 kmph when view ahead is obstructed owing to curvature of the line, fog, rain or dust storm or engine pushing.
3. The guard shall show a stop hand signal towards the rear when the train has been stopped at an Automatic stop signal.


4. After passing an automatic stop signal at 'ON' the LP of following train shall ensure that a minimum distance of 150 meters or two clear OHE spans is maintained between his train and the preceding train or any obstruction on line except in case of EMU train following where the above distance may be reduced to 75 meters or one clear OHE span. However, during dense fog, after passing Automatic Stop signal at ON, the LP/Motorman while moving at a speed not exceeding 10 kmph should ensure that he maintains a reasonable distance at which he is able to observe the flashing tail lamp of the train in ahead or the obstruction., as the case may be.
5. The Guard of the train shall watch that the LP/Motorman does not exceed the prescribed speed. In case the LP exceeds the speed prescribed, the Guard shall take action as prescribed in GR 4.45 [Attracting attention of LP]. In the case of EMU trains if the Motorman exceeds the speed prescribed, the Guard (When not travelling with the Motorman) shall give three pause three rings on the bell code to warn the Motorman and take action as prescribed in GR 4.45 [Attracting attention of LP].
6. When a LP has to pass an Automatic stop signal at ON, he shall stop his train at the next reporting station as prescribed by Special Instructions and report particulars of Automatic Stop signals passed at ON by him [GR 9.11 (1)].
7. Whenever any Automatic Signal is passed ON, the Guard shall record in his journal the time of passing the next signal [SR 9.11.03].
8. The detailed procedure to be adopted for rectification of Auto signal failures between two stations in Automatic signaling territory as narrated in JPO No. ECoR/OPTG/SC/66/JPO/23 of date 01/12/2023, issued by PCSTE, PCEE, & PCOM is enclosed as Annexure-A.

All such cases of passing the Automatic Stop signal at ON together with the timings of passing the two signals, shall be recorded in a special register to be maintained in Control Office and this shall be periodically scrutinized by the Operating Officers to ensure that LPs take not less than the minimum running time required for observing the speed restrictions and cautious driving [SR 9.11.03]. All inspecting officials, Safety Counselors, Supervisors should pay special



attentions on above aspect and counsel concerned staff and intensive foot plate to be conducted. The above subject should be discussed in Safety meeting and safety seminar.

Encl: As above (Annexure-A in 02 pages)

  
P.C. Sahu 21/12/23

Chief Safety Officer

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1. Secy to GM-for kind information of GM.
2. Secy to AGM - for kind information of AGM.
3. PCEE, PCME, PCOM, PCCM, PCE, PCSTE & CPRO/ECOR-for information and necessary action.
4. DRM/KUR, SBP & WAT for information and necessary action.
5. Sr. DSO/KUR, SBP & WAT for information and necessary action.

EAST COAST RAILWAY

NO: ECoR/OPTG/SC/66/JPO/23

DATED: 01.12.2023

**SUB: JOINT PROCEDURE ORDER FOR ADOPTING PROCEDURES FOR RECTIFICATION OF AUTO SIGNAL FAILURES BETWEEN TWO STATIONS IN AUTOMATIC SIGNALLING TERRITORY**

1. Whenever a loco pilot passes any Auto signal/Semi-automatic Gate Stop signal in 'ON' position between two stations, he shall report the same to the Station Master of next block station in advance by available means of communication.
2. After getting the information from the loco pilot in this regard, the on duty Station Master of the concerned block station in advance shall inform the Station Master of block station in rear. Both Station Masters shall verify the cause of passing the signal at 'ON' position from Auto section-indication board/VDU/reset box provided at the stations.
3. If it is an MSDAC/AXLE counter failure as visible on VDU/indication board, on duty Station Master shall wait for passing of one train for auto reset/ supervisory reset.
4. If section is not clear after passing of one train, the Station Master shall apply manual reset as per the procedures prescribed in the SWR. The MSDAC/AXLE counter should generally clear after one train is passed through the concerned defective MSDAC/AXLE counter.
5. However, if the MSDAC/AXLE counter is not reset due to any reason, and the cause of signal at 'ON' position is not known, the Station Master on duty shall inform the Station Master of rear station and section controller about the failure of signal/gear with diary entry messages.
6. The Station Master of the block station in rear shall inform about the failure to concerned S&T Maintainer and failure memo shall be issued at the station to the S&T Maintainer. If the S&T Maintainer is physically not available, or not responding to VHF/Mobile Phone, then the Station Master will ensure that he has informed the S&T controller through section controller on control phone about the failure.
7. The S&T Maintainer, after getting the failure memo, shall issue disconnection memo wherever required. The Signal Maintainer will write clearly about the signalling gear where failure has occurred by observing the VDU/data logger. He will clearly mention the gear for which disconnection is required and its repercussion on signals. In case he is not physically available, communication to be made in this regard through Section Controller / S&T controller.

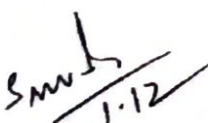
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8. After reaching at site, Signal Maintainer will disconnect the fuse or link of Yellow, Double Yellow and Green aspect of concerned signal in that particular goomty/ location so that loco pilot will not get any Green, Yellow or Double Yellow aspect during failure period.
9. After rectification of axle counter/failure of gears, Signal Maintainer will request on duty Station Master to apply resetting as per details prescribed in the SWR. After axle counter is put in preparatory mode, one train to be passed to clear the MSDAC/AXLE counter as per SWR provisions.
10. If axle counter is reset and clear indication appears in the reset box, the Station Master will inform the same to Signal Maintainer. Then Signal Maintainer will connect the link or fuse of green, double yellow and yellow aspect.
11. S&T Maintainer shall reconnect the fuse of green, double yellow, yellow aspect only after ascertaining from the Station Master that no train is in the section in rear of the affected signal. He shall then advise Station Master of the concerned station to verify the rectification of signal from the auto-section indication board wherever provided. The Station Master, after satisfying himself that the signal is showing 'OFF' aspect in conformity with the position of the series of auto signaling sections ahead, shall inform the S&T staff about the same.
12. S&T staff will then record the rectification time in his diary with details of signaling gear failed and subsequently rectified and inform the S&T controller. S&T controller will in turn inform the section controller about the rectification.
13. The S&T Maintainer after reaching at station shall issue reconnection memo/rectification memo to the Station Master to that effect and record in Signal Failure Register.
14. Till such period, all trains will observe the auto signaling rules as per G&SR and the Station Master will not communicate status of any signal to the Loco Pilot of any train.

  
(S. Manga V)

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