

**Addendum & Corrigendum no. 32 to General & Subsidiary Rule Book
2013 of SECR Railway.**

In General & Subsidiary Rule Book/SECR edition 2013:-

The following new SRs are added with the approval of the competent authority (PCOM/SECR)

(1) SR 9.01.01:- Automatic Block System on Double line:- In Automatic Block system the movement of trains is controlled by Stop Signals which are operated automatically by the passage of trains past the signals. No automatic signal shall assume 'OFF' aspect unless the line is clear not only upto the Stop Signal ahead but also for an adequate distance beyond it. Except under approved special instruction, this adequate distance of overlap shall not be less than 120 metres.

Besides main line of the station yard where Semi automatic signals are provided, the other loop line(s) of the station yard (running lines) may also be provided the facility of Semi-automatic signaling to control the entry & exit of the movement of the trains if no run through restriction is in force. The operation of such signals will be in accordance with the provision of SR 9.01.02 (a) & (b) below.

(2) SR 9.01.02:- Automatic and Semi-Automatic Stop Signals on Double Line:-

(a) The automatic stop signal which governs entry into an Automatic Signalling section is a multiple aspect colour light signal which is not dependent upon manual operation but is controlled automatically by the passage of a train into, through and out of the Automatic Signalling section which the signal governs. This signal shall normally display the 'OFF' aspect but shall automatically assume the 'ON' aspect immediately a train enters the signaling section. The 'ON' aspect shall be maintained until the train passes clear of the section and its overlap when the signal shall assume 'OFF' aspect automatically.

(b) Fixed Signals which require manual control each time they are taken 'OFF' are called Manual Stop signals. A fixed signal having both manual and track circuit controls and which is capable of being operated either as an Automatic Stop Signal or a Manual Stop Signal, as required, is called a Semi Automatic Stop Signal. The Semi Automatic Stop Signal when working as an Automatic Stop Signal shall conform to an Automatic Stop Signal in all matters relating to its functioning including its normal aspect. Similarly, Semi Automatic Stop Signal when working as a Manual Stop Signal shall conform to Manual Stop Signals in all matters including its normal aspect. A control may be provided to make a Semi Automatic Stop Signal to work either as an Automatic Stop Signal or as a Manual Stop Signal as required.

(c) Signals shall be so spaced as to meet the operating requirements of the section. At the same time the distance between signals shall not be so great as to, cause serious repercussions during failures or so small as to provide inadequate braking distance. If the distance between the caution and danger aspects in the case of three aspect signaling or attention and danger aspects in the case of four aspect signaling is less than the braking distance of a train, the speed of that train shall be so regulated as to bring the braking distance within the above mentioned signal spacing.

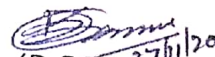
Cont....(2)

(3) SR 9.03.01:- Automatic Block system on Single Line:-

- (a) In Automatic Block system on Single Line the movement of trains is controlled by fixed signals which may be Manual Stop Signals or Automatic Stop Signals or Semi Automatic Stop Signals.
- (b) Manual Stop Signals shall be manually operated multiple aspect colour light signals which shall assume 'ON' aspect automatically on the occupation of the section ahead but shall assume 'OFF' aspect only when on clearance of the relevant section they are operated manually.
- (c) Automatic Stop Signals which shall be multiple aspect colour light signals operate in the direction of traffic established. Such Automatic Stop Signals as are against the direction of traffic exhibit 'ON' aspect.
- (d) Semi Automatic Stop Signals are capable of being operated either as Automatic stop Signals or as Manual Stop signals as required.
- (e) *On Single line sections provided with Automatic Block System of working, the stations where there are no loop lines or on multiple line sections (as in 3^d or 4th Bi-directional line) where there are no connections with the other running lines in the Station yard, such stations should invariably be equipped with Semi-automatic stop signals for these line(s) e.g Home & Starter signal. The operation of such signals will be in accordance with the provision of SR 9.03.02 (a) & (b) below.*

(4) SR 9.03.02:- Manual and Automatic Stop Signals on Single Line:-

- (a) The line between two adjacent crossing stations may be divided into a series of signaling sections and entry into each signaling section shall be controlled by a Manual Stop Signal or an Automatic Stop Signal or a Semi Automatic Stop Signals which must assume 'ON' aspect on entry of a train into the section and be maintained in that position until the train has passed clear of the next Automatic Stop Signal in advance or, when the next signal is a Manual Stop Signal, an adequate distance beyond it. The signal that governs entry into the block section shall be manual or Semi Automatic Stop Signal.
- (b) A control shall be provided to establish direction of traffic and to ensure that conflicting signals cannot be taken off and a suitable indicator provided to indicate the direction established. It shall not be possible to change the direction unless the entire line between two crossing stations and the overlap in the direction to be established are at 'ON' at either end. The mechanism of the control shall, in addition, be suitably approach locked. Except under approved special instructions, the overlap shall not be less than 180 metres.
- (c) Signal shall be so spaced as to meet the operating requirements of the sections. At the same time, the distance between signals shall not be so great as to cause serious repercussions during failures or so small as to provide inadequate braking distance. If the distance between the caution and danger aspects in the case of three aspect signals or attention and danger aspects in the case of four aspect signals is less than the breaking distance of a train, the speed of that train shall be so regulated as to bring the breaking distance within the above mentioned signal spacing.


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No. SEC/TRA/G&SR/425/20

Dated 27.11.2020