

39th Addendum and Corrigendum (Revised and reprinted 2012) / 9th Addendum and Corrigendum (Revised and reprinted 2020) to the G & SR Book.

Renumbering the existing SR as SR.3.75 (1) & the following SR shall be incorporated as SR. 3.75 (2).

SR. 3.75 (2). **Intermediate Block Stop Signal protecting Level Crossing Gate/s:**

Normally Intermediate Block Stop Signal shall not be protecting Level Crossing Gate/s, but in acute emergency if it is required, following procedure will be adopted:

A legend board will be provided on IBS Signal post with legend **"IBS Signal protecting Level Crossing Gate/s and no/s . Ensure the closure of L C Gate/s before passing IBS Signal at 'ON'."** This legend board shall be of white background with legend written in black.

Passing Intermediate Block Stop signal protecting Level Crossing Gate/s, at 'ON':-

- a. When LP/Motorman finds such IBS signal at 'ON', he shall bring his train to a stop in rear of the Signal, advises the Guard of the fact by sounding one long whistle continuously at distinct intervals and contacts the SM of the block station in rear, on the telephone provided for the purpose on the Signal Post.
- b. If SM, on being contacted on telephone by the LP/Motorman, finds that the signal is defective, SM shall treat the LC Gate/s as non-interlocked. SM will obtain private number from the Gateman/s either personally or through the SM of station at other end which controls the working of LC Gate/s and endorse the same in Train Signal Register as an assurance of closure of LC Gate/s. SM in rear shall authorize the LP/Motorman on the telephone to pass the Intermediate Block Stop Signal at 'ON' and enter the block section ahead by issuing private number under which he had received line clear from the station in advance. LP/Motorman will note the private number in his Memo Book, sound whistle in prescribed code, obtained All Right Signal from Guard and proceed with normal speed.
- c. If the telephone provided at such IBS Post is out of order and the LP/Motorman is unable to contact the station in rear, he shall try to contact SM repeatedly and wait for 5 minutes at the signal and if within this period the Signal is not taken 'OFF', the LP/ Motorman shall take cognizance of the legend board provided at the IBS Signal post as mentioned above, after advising the Guard of this fact by sounding one long whistle. After exchanging All Right Signal with Guard, LP/Motorman may pass the Intermediate Block Stop (IBS) Signal at 'ON' and proceed cautiously up to the LC Gate by sounding prescribed code of whistle for

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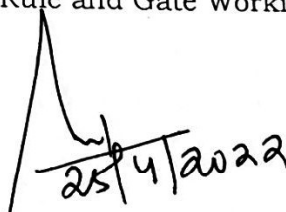
LC Gate. If the Gateman is available and exhibiting hand signal, LP/Motorman will proceed further and pass the LC Gate cautiously. If the Gateman is not available or is available but not exhibiting hand signal, LP/Motorman shall stop the train short of the Level Crossing Gate. LP/Motorman after ascertaining that the LC Gate is closed against the road traffic and on getting the hand signal from gateman. In the absence of Gateman, either Assistant Loco Pilot or Guard (in case of EMU/MEMU/DEMU train) should ascertain that the LC Gate is Closed against the road traffic. LP/Motorman shall sound prescribed code of whistle and proceed cautiously and be prepared to stop short of any obstruction. When such a signal is passed in this manner, the speed of the train shall not exceed 15 kmph, if the visibility is clear. Where, owing to any reason, the line ahead is not visible clearly, the LP/Motorman shall proceed at a very slow speed according to his judgment, which shall not exceed 8 kmph under any circumstances. Similar precaution should be taken by LP/Motorman to pass other LC Gates if IBS signal is protected more than one LC Gates. LP/Motorman shall be extremely vigilant and continue to proceed cautiously till reaches the foot of next Stop Signal. Even if that signal is in 'OFF' position, the LP/Motorman shall continue to look out for any possible obstruction short of the same and will act upon its indication only after he has reached it. After being received at the block station ahead, the LP/Motorman shall report the failure of the IBS Signal/Signal Post Telephone as the case may be, to the SM by means of communication/written memo.

- d. However, if the SM of the block station immediately in rear of such an IBS Signal is aware of the defective IBS Signal, LC Gate/s protected by IBS signal shall be treated as non-interlocked. Before dispatching a train SM shall obtain 'Line Clear' from station in advance and also obtain private number/s from Gateman personally, if under his control or from the SM of station at other end, as an assurance of closure of LC Gate/s. Then SM shall issue a written authority T/369(3b) to the LP/ Motorman to pass the Intermediate Block Stop (IBS) Signal ahead at 'ON' without stopping at the signal at Prescribed speed restriction subject to other speed restrictions in force by endorsing both private numbers.
- e. In this situation, the Gateman should follow the Non-Interlocked LC Gate working as per SR.16.03 [iii][a].

Note- Division should reflect the same at Station Working Rule and Gate Working Rule/s accordingly.

Kolkata

Dated:- /04/2022.


(U.K Bal)

Principal Chief Operations Manager.