

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

Sr.No.	Description	Action by
1.	Whenever a loco pilot passes any Auto signal/Semi-automatic Gate Stop signal/midsection modified automatic signal in 'ON' position between two stations, he shall report the same to the Station Master (SM) of next block station in advance by available means of communication. While passing such signal at ON, speed must not exceed 15KMPH when view ahead is clear and 10 KMPH when view ahead is obstructed due to any reason like curvature, fog etc.	Loco Pilot
2.1	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 or through VDU/Panel provided in SM room. Both Station Masters shall verify the cause of passing the signal at 'ON' position from Auto section VDU/Panel provided at the stations.	SM
2.2	When SM himself observes Auto signal/Semi-automatic Gate Stop signal/midsection modified automatic signal in 'ON' position through VDU/Panel provided in SM room, he shall advise about the same to Station Master of adjacent station.	SM
3.	Auto block signalling section is provided with dual detection using MSDAC. As visible on VDU/Panel, the Auto signal has not failed but only main or standby track section has failed then on duty Station Master shall wait for passing of one train for auto reset / supervisory reset to take place and if the failed track section does not reset, same shall be advised to concerned Signal Maintainer for attending in lean period of traffic under proper Disconnection Memo.	SM
4.	If both track sections are failed and section does not clear after passing of one train, the Station Master shall apply cooperative manual reset as per the procedure prescribed in the Station Working Rules. The track sections should generally clear after one train passes over the concerned defective track sections. On manual reset, the Reset Counter on VDU in ASM room shall increment by one.	SM
5.	However, if the MSDAC is not reset after passage of first train and also after the cooperative manual reset then the Station Master on-duty shall inform the Station	SM

	Master of adjacent station and Section Controller about the failure of signal/gear with diary entry message.	
6.	The Station Master of the concerned block station 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 Section controller on control phone about the failure. Section Controller on receiving the information will then advise Signal Fault Control about the failure.	SM, Section Controller
7.	The S&T Maintainer, after getting the failure memo, shall issue disconnection memo wherever required. The Signal Maintainer will write clearly about the signaling gear which has failed by observing the VDU/data logger. He will clearly mention the gear for which disconnection is required and its repercussion on signals.	Signal Maintainer
8.	After reaching at site, Signal Maintainer will disconnect the fuse or link of Yellow, Double Yellow and Green aspects 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. This is applicable only when signal is at ON due to failure of both track sections (main and standby) and not when only Detection Point of Track section AXT or Track section BXT is failed.	Signal Maintainer
9.	After rectification of axle counter/failure of gears, Signal Maintainer will request on-duty Station Master to apply resetting as prescribed in the Station Working Rules. After axle counter is put in preparatory mode, the track sections will clear after passing of one train.	Signal Maintainer
10.	If axle counter is reset and clear indication appears on the VDU/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 aspects.	SM, Signal Maintainer
11.	S&T Maintainer shall reconnect the fuse of green, double yellow & yellow aspects 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 VDU/Panel provided in SM room. The Station Master, after satisfying himself that the signal is showing 'OFF' aspect in conformity	SM, Signal Maintainer

	with the position of the series of auto signaling sections ahead, shall confirm the same to the S&T staff .	
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.	Signal Maintainer
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.	Signal Maintainer
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.	SM

(Smt.Savita Gedam)
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