

Northern Railway

No: 100-T/SSMU/SC6/2025

Date: 06.07.2025

Divisional Office

New Delhi

All Operating Officer

Station Director: NDLS, DLI, HNKM & ANVT

ATM/GZB, AO/TKD

All Sectional TIs, SS, SMs & CYM of Delhi Division

All Train Manager Counselor & Train Managers of DLI Division

Chief Controller & Section Controller.

Safety Circular - 06/2025

Subject: Safe Working Procedure of Intermediate Block Signalling (IBS)

In Delhi Division, Intermediate Block Signalling (IBS) has been provided on several Double Line sections to enhance line capacity and reduce block section length. It is essential that all staff involved in train operations strictly follow the provisions of the General and Subsidiary Rules (G&SRs) applicable to IBS on Double Line sections, particularly under normal and failure conditions, to avoid unsafe incidents.

List of IBS Locations – Delhi Division:

S. No.	Block Section (UP/DN)	Controlling Station
1.	MOY-UMB (UP IBS)	MOY
	UMB-MOY (DN IBS)	UMB
2.	GZB-GUH (UP IBS)	GZB
	GUH-GZB (DN IBS)	GUH
3.	KIP-RE (UP IBS)	KIP
	RE-KIP (DN IBS)	RE
4.	ASE-SPZ (UP IBS)	ASE
	SPZ-ASE (DN IBS)	SPZ
5.	SPZ-KRZ (UP IBS)	SPZ
	KRZ-SPZ (DN IBS)	KRZ
6.	ROK-SMF (UP IBS)	ROK
	SMF-ROK (DN IBS)	SMF
7.	JHI-BZO (UP IBS)	JHI
	BZO-JHI (DN IBS)	BZO
8.	JHL-BRZ (UP IBS)	JHL
	BRZ-JHL (DN IBS)	BRZ
9.	GGN-GHH (UP IBS)	GGN
	GHH-GGN (DN IBS)	GHH

1.0 IBS Definition [Ref: GR 1.02(32)]:

“Intermediate Block Signalling” means an arrangement of signalling on single line or double line or multiple line in which a long block section is split into two portions, each constituting a separate block section by providing an intermediate block post.

2.0 Conditions for Taking 'OFF' Intermediate Block Stop Signal [Ref: GR 3.42(1)]:

On double line, the Intermediate Block Stop Signal shall NOT be taken 'OFF' for a train unless Line Clear has been obtained from the block station in advance.

3.0 Procedures for Passing Intermediate Block Stop Signal at 'ON'[Ref: GR 3.75, S.R. 3.75/1, S.R. 3.75/2, S.R. 3.75/3, S.R. 3.75/4]:

3.1 When Loco Pilot finds IBS Signal at 'ON' (Unforeseen Failure):

1. **Stop:** The Loco Pilot **MUST bring the train to a complete stop** in rear of the signal.
2. **Advise Train Manager:** Immediately advise the train manager of the situation by sounding a **long continuous whistle**.
3. **Contact SM (Telephone Provided):**
 - Attempt to contact the **Station Master (SM) of the block station in rear** on the telephone provided on the signal post.
 - If the SM, on being contacted, confirms the signal is defective and **after obtaining Line Clear for the train from the station in advance**, the SM shall **authorize the Loco Pilot on the telephone to pass the IBS signal at 'ON'** and enter the block section ahead.
 - The SM **MUST** advise the Loco Pilot of the **Private Number** under which Line Clear was received from the station in advance.
4. **If Telephone NOT Provided or OUT OF ORDER:**
 - The Loco Pilot **MUST wait for 5 minutes** at the signal.
 - If the signal is not taken 'OFF' within this period:
 - Advise the train manager by sounding **one long whistle (repeated if necessary)** and exchange **All Right signal** with the Guard.
 - **Proceed cautiously** into the block section ahead.
 - **Speed Restrictions:**
 - **Not exceeding 15 KMPH** if the Loco Pilot has a good view of the line ahead (visibility is good).
 - **Not exceeding 8 KMPH** if, owing to any reason, the line ahead cannot be seen clearly.
 - **Vigilance:** From the Intermediate Block Stop Signal to the First Stop Signal of the block station ahead, the Loco Pilot **SHALL be extremely vigilant and cautious** and be on the lookout for obstructions, so as to be able to stop short of any possible obstruction.
5. **Report Failure:** On reaching the block station ahead, the Loco Pilot **MUST report** the failure of the signal/telephone, as the case may be, to the Station Master.

6. **Continuous Vigilance:** When an IBS signal is passed at 'ON', the Loco Pilot shall continue to proceed cautiously as laid down in G&SR 3.75 (3) and will continue to proceed cautiously, until he reaches the foot of the next stop signal and even if that signal is 'Off' the Loco Pilot 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.

3.2 When Station Master is AWARE of Defective IBS Signal:

- If the Station Master of the block station immediately in rear of an Intermediate Block Stop Signal is aware that such a signal is defective, **before dispatching a train:**
 - The SM **MUST obtain Line Clear for the entire block section** between the Intermediate Block Stop Signal and the block station in advance.
 - The SM shall then **issue a written authority** to the Loco Pilot to pass the intermediate block stop signal ahead at 'ON' **without stopping at the signal.**
 - An endorsement **SHALL be made on such an authority** stating that "the line clear for the block section upto next station has been obtained under Private Number [Quote the private number so obtained from the Station Master of the block station in advance]".

Speed Implication: In such cases (where written authority is issued by SM after obtaining Line Clear for the entire section), the speed limit imposed by G&SR 3.69/5(c)(i) (the 15/8 KMPH rule for passing signals at ON without authority) will **NOT be applicable**, subject to observance of S.R. 3.69/5(c)(iii) which says that ***When defective IBS is passed at 'ON' position as per SR 3.75/1(5) a clear endorsement should be made in the authority T-369/3b by Station Master of Station in rear of IBS, regarding having obtained line clear from Station in advance under exchange of private number. The Station Master should also cancel the printed speed limit for IBS if any in such cases on T-369/3b.***

3.3 Circumstances under which IBS Signal is Deemed Defective and IBS Post Closed (Ref: S.R. 3.75/3 (a) & (b), G&SR 14.14):

- The Intermediate Block Stop signal shall be **deemed to be defective** and the **Intermediate Block Post shall be deemed to be closed**, and the entire section between the stations on either side of the Intermediate Block Post shall be treated as **one block section** if any of the following fail:
 - Block instruments provided at the stations on either side of an Intermediate Block Post.
 - The last stop signal of the station in rear of Intermediate Block Post.
 - Track circuiting or axle counters provided beyond the last stop signal (relevant to the IBS section).
- In such cases, the procedure laid down in S.R. 3.75/1(5) (i.e., SM aware of defect, issuing written authority) shall be adhered to.
- The detailed procedure to be followed in the event of failure of Axle counters and the Intermediate Block Stop signal are incorporated in the **Station Working Rules (SWRs)** of the stations concerned.

4.0 Suspension of IBS Working (Ref: S.R. 3.75/2):

During thick, foggy, and tempestuous weather impairing visibility, the working of Intermediate Block Stop signals **MAY BE SUSPENDED**. Specific instructions regarding such suspension will be issued as per local conditions and directives from competent authority.

5.0 Station Master's Responsibility for Train Dispatch (Ref: S.R. 3.75/4):

The Station Master of the block station working the intermediate block stop signal **shall not dispatch a train until such time complete arrival of the first train has been received from the block station in advance.**

All Sectional Traffic Inspectors and Station Superintendents of Delhi Division must ensure that Station Masters and other relevant staff at their respective beat stations/yards are thoroughly counseled on the contents of the above Safety Circular. Likewise, Train Manager Counselors must counsel the Train Managers under their jurisdiction word by word to ensure complete understanding and strict compliance.

(Madhukant Kumar, IRTS)
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