3.01. **General use of signals:**

The signals prescribed in these rules shall be used for controlling the movement of trains in all cases in which exceptions are not allowed by approved special instructions.

S.R. 3.01 (a) “Aspect of a signal” means the appearance (position of arm or color of light) of a fixed signal as seen by the Loco Pilot of a train approaching it from the direction (Up or Down) to which it refers.

(b) “Indication of a signal” means the information or meaning conveyed by the aspect of a signal.

(c) “In rear of a signal” means any position on that portion of the line leading up to the signal, in the direction to which the signal refers to the line. The Loco Pilot of a train approaching the signal is said to be “in rear of the signal”, so long as he has not passed the signal.

(d) “In advance of a signal” means any position on that portion of the line beyond the signal, as viewed from the direction in which the signal refers to the line. The Loco Pilot of an approaching train is said to be “in advance of the signal”, after he has passed the signal. This portion of the line is protected by the signal, if it is a Stop signal.

3.02. **Kinds of signals:**

The signals to be used for controlling the movement of trains shall be -

(a) Fixed signals,
(b) Hand signals,
(c) Detonating signals, and
(d) Warning signals.

S.R. 3.02 A fixed signal is said to be at “ON” when it displays its most restrictive aspect and at “OFF” when it displays any prescribed aspect other than its most restrictive aspect.

3.03. **Use of night signals by day:**

The signals prescribed in these rules for use by night shall also be used by day in tunnels and in thick, foggy or tempestuous weather impairing visibility.

3.04. **Placing of signals and signal arms; painting of signal arms:**

(1) Fixed signals shall be clearly visible to the Loco Pilots of trains approaching them and shall be placed immediately to the left of or above the line to which they refer unless otherwise authorized by special instructions.
(2) In the case of semaphore signals, signal arms shall be placed on left hand side of the post as seen by the Loco Pilot of any approaching train to which they refer.

(3) (a) Except as provided for in clauses (b) and (c), signal arms shall be painted the same colour as the light exhibited in the ‘ON’ position with a white bar on the side facing trains to which they refer and white with a black bar on the other side. Such bars shall be parallel with the end of the arms.

(b) In the case of a yellow arm, a black bar shall take the place of the white bar on the side facing trains.

(c) Calling-on arms shall be painted white with a red bar on the side facing trains to which they refer, and white with a black bar on the other side.

B. Description of Fixed Signals

3.05. Use of fixed signals:-

(1) Except under approved special instructions, all Railways shall be equipped with fixed signals as prescribed in these rules.

(2) The aspects of a semaphore signal shall be displayed by the position of the arm day and by a light or lights by night.

Note: - In the illustrations given in this Chapter, which are not drawn to scale, the day aspect of the semaphore signal is shown by the position of the arm and the night aspect is shown by the light or lights to the right of the signal concerned.

(3) The aspects of a colour light and position light signal both by day and by night shall be the same and shall be displayed by fixed light or lights.

(4) The arm of a semaphore signal shall work in -

(a) The lower quadrant in two-aspect signalling, and
(b) The upper quadrant in manually operated multiple-aspect signalling.

(5) The ‘OFF’ position of a semaphore signal shall be displayed by day by the inclined position of the arm from $45^0$ to $60^0$ below the horizontal in case of two-aspect lower quadrant signals, and $45^0$ or $90^0$ above the horizontal in case of multiple-aspect upper quadrant signals.

3.06. Description of Warner signals and their indications:-

(1) A semaphore Warner signal has a fish-tailed arm.

(2) A Warner signal is intended to warn a Loco Pilot –

(a) the condition of the block section ahead, or
(b) that he is approaching a Stop signal.
(3) A Warner signal may be placed either -

(a) on a post by itself with a fixed green light 1.5 to 2 metres above it by night, or

(b) on the same post below the First Stop Signal or the Last Stop Signal.

(4) When placed in accordance with clause (b) of sub-rule (3), the variable light of the Stop signal shall take the place of the fixed green light of the Warner signal and the mechanical arrangement shall be such that the Warner signal cannot be taken 'OFF' while the Stop signal above it is 'ON'.

(5) The aspects and indications of a semaphore Warner signal are shown below:

(a) Semaphore Warner signal in Two-Aspect Signalling Territory -

<table>
<thead>
<tr>
<th>'ON' position</th>
<th>'OFF' position</th>
</tr>
</thead>
<tbody>
<tr>
<td>ASPECT:</td>
<td></td>
</tr>
<tr>
<td>Proceed with caution</td>
<td>Proceed</td>
</tr>
<tr>
<td>INDICATION</td>
<td>Proceed with caution and be prepared to stop at the next Stop signal</td>
</tr>
</tbody>
</table>
(b) Semaphore Warner signal in Two - Aspect Signalling Territory - below a Stop signal

'ON' Position

<table>
<thead>
<tr>
<th>ASPECT:</th>
<th>Stop</th>
<th>Proceed with caution</th>
</tr>
</thead>
<tbody>
<tr>
<td>INDICATION:</td>
<td>Stop dead</td>
<td>Proceed with caution and be prepared to stop at the next Stop signal.</td>
</tr>
</tbody>
</table>

(c) Semaphore Warner signal in Two - Aspect Signalling Territory - below a Stop signal

'OFF' position

| ASPECT: Proceed | INDICATION: Proceed |
(6) The aspects and indications of a colour light Warner signal are shown below:

(a) Colour light Warner signal in Two - Aspect Signalling Territory - on a post by itself

<table>
<thead>
<tr>
<th>'ON' Position</th>
<th>'OFF' Position</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>ASPECT:</strong></td>
<td><strong>INDICATION:</strong></td>
</tr>
<tr>
<td>Proceed with caution</td>
<td>Proceed with caution and be prepared to stop at the next Stop Signal</td>
</tr>
<tr>
<td>Proceed</td>
<td>Proceed</td>
</tr>
</tbody>
</table>

(b) Colour Light Warner signal in Two - Aspect Signalling Territory - below a Stop signal

<table>
<thead>
<tr>
<th>'ON' position</th>
<th>'OFF' position</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>ASPECT:</strong></td>
<td><strong>INDICATION:</strong></td>
</tr>
<tr>
<td>Stop</td>
<td>Stop dead</td>
</tr>
<tr>
<td>Proceed with Caution</td>
<td>Proceed with caution and be prepared to stop at the next stop signal</td>
</tr>
<tr>
<td>Proceed</td>
<td>Proceed</td>
</tr>
</tbody>
</table>

Note: The proceed aspect of a Warner signal which works in relation to the first stop signal signifies that the block section ahead is clear.
(7) A Warner signal with a fixed green light above it by night, on a post by itself, shall be located at an adequate distance in rear of the Stop signal, the aspect of which it pre-warns:

Provided that when such a Warner signal applies to a Gate Stop signal, it shall not display the 'Proceed' aspect unless there is adequate distance between the Gate Stop signal and the first Stop signal of the station ahead.

The adequate distance in such a case shall never be less than 1200 metres.

(8) Where special circumstances justify the use of an unworked Warner, it shall be secured in the 'ON' position and not be coupled or duplicated for directing purposes.

3.07. Description of Distant signals and their indications:

(1) A semaphore Distant signal has a fish-tailed arm.

(2) The aspects and indications of a semaphore Distant signal working in the lower quadrant are shown below:

Semaphore Distant signal in Two-Aspect Signalling Territory

<table>
<thead>
<tr>
<th>'ON' Position</th>
<th>'OFF' Position</th>
</tr>
</thead>
<tbody>
<tr>
<td>ASPECT</td>
<td></td>
</tr>
<tr>
<td>Caution</td>
<td>Proceed</td>
</tr>
<tr>
<td>INDICATION</td>
<td>Proceed and be prepared to stop at the next stop signal</td>
</tr>
</tbody>
</table>

Note: - This signal shall be provided only in Modified Lower Quadrant signalling.

N.B. – Modified Lower Quadrant signalling is not in force on South Western Railway.
(3) The aspects and indications of a semaphore Distant signal working in the upper quadrant are shown below:

Semaphore Distant signal in Multiple - Aspect Signalling Territory

<table>
<thead>
<tr>
<th>INDICATION</th>
<th>ASPECT-</th>
<th>Caution</th>
<th>Attention</th>
<th>Proceed</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Caution</td>
<td>Proceed and be prepared to</td>
<td>Proceed and be prepared to pass next signal at such restricted speed as</td>
<td>Proceed, Block section ahead is clear, train is to pass run through the</td>
</tr>
<tr>
<td></td>
<td></td>
<td>stop at the next Stop signal</td>
<td>may be prescribed by special instructions. Train is being received either</td>
<td>station via Main line.</td>
</tr>
<tr>
<td></td>
<td>Attention</td>
<td></td>
<td>on Main line and is required to stop at the Starter signal or on a Loop</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Proceed</td>
<td></td>
<td>line required to stop at the Starter signal or to pass run through via</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Loop Line.</td>
<td></td>
</tr>
</tbody>
</table>

* Amendment to above rules will be subject to change in aspect control circuit of distant signal on a particular section through change of circuitry and will come in force from the date this change is notified by the Railway Administration.

Note: - The distance between the two yellow lights shall be 1.5 metres when this signal displays 'Attention' aspect at night.
(4) The aspects and indications of a colour light Distant signal are shown below:

### Colour light Distant signal in Multiple - Aspect Signalling Territory

<table>
<thead>
<tr>
<th>'ON' position</th>
<th>'OFF' position</th>
</tr>
</thead>
<tbody>
<tr>
<td><img src="image1.png" alt="Image" /></td>
<td><img src="image2.png" alt="Image" /></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>ASPECT:</th>
<th>Caution</th>
<th>Attention</th>
<th>Proceed</th>
</tr>
</thead>
<tbody>
<tr>
<td>INDICATION</td>
<td>Proceed and be prepared to stop at the next Stop signal.</td>
<td>Proceed and be prepared to pass next signal at such restricted speed as may be prescribed by special instructions. Train is being received either on Main line and is required to stop at the Starter signal or on a Loop line required to stop at the Starter signal or to pass run through via Loop Line.</td>
<td>Proceed, Block section ahead is clear, train is to pass run through the station via Main Line.</td>
</tr>
</tbody>
</table>

* Amendment to above rules will be subject to change in aspect control circuit of distant signal on a particular section through change of circuitry and will come in force from the date this change is notified by the Railway Administration.

(5) A Distant signal shall be located at an adequate distance in rear of the Stop signal, the aspect of which it pre-warns.

(6) Where necessary more than one Distant signal may be provided. In such a case, the outermost signal, to be located at an adequate distance from the First Stop Signal, shall be called the Distant signal and the other called the Inner Distant signal, with the Distant signal capable of displaying 'Attention' or 'Proceed' aspect only.

(7) Under approved special instructions, a colour light Distant signal may be combined with the Last Stop Signal of a station in rear or with a Stop signal protecting a level crossing. When a colour light Distant signal is combined with the Last Stop Signal of the station in rear or with a Stop signal protecting a level crossing, arrangements shall be such that the signal shall not display a less restrictive aspect than the ‘Stop’ aspect till Line Clear has been obtained from the station ahead in the former case and until the level crossing gates have been closed and locked for the passage of trains in the latter case.
(8) (i) The change in aspect and indications of Distant Signal shall be applicable for Single Distant territories in Absolute Block System only.

(ii) The aspect and indications of Distant and Inner Distant Signal in Double Distant territories shall remain unchanged.

(iii) There will be no change in aspect and indication of Distant Signals provided before the Gate stop signal and IB signals in both single as well as Double Distant territories.

(iv) In case of combination of signals, the indications shall be as under.

Gate – cum-Distant Signal:-

(a) When the LC gate is open to road traffic-Red
(b) When the LC gate is closed and the train is required to stop at the Home Signal – Yellow
(c) When the LC gate is closed and the train is required to stop at the Main line Starter or Loop line starter or is required to pass through via loop line – Double Yellow
(d) When the LC gate is closed and the train is required to pass run through via Main Line – Green

Intermediate Block Signal (IB) – cum Distant signal-

(a) Whenever the block section ahead is not clear – Red
(b) When the train is required to stop at the Home Signal of station ahead – Yellow
(c) When the train is required to stop at the Main Line or loop line Starter or is required to pass through via loop line – Double Yellow
(d) When block section ahead is clear, train is to pass run through the station via Main line – Green

Last Stop Signal – Cum Distant Signal of LC gate

(a) When the line clear has not been obtained from the station in advance – Red
(b) When the line clear has been obtained and the LC gate is open to road traffic – Yellow
(c) When the line clear has been obtained and the LC gate is closed to road traffic – Green

Last Stop Signal – cum Distant Signal of Intermediate Block Signal (IB) –

(a) When the block section is not clear for an adequate distance beyond Intermediate Block Signal (IBS) – Red
(b) When the block section is clear for an adequate distance beyond Intermediate Block Signal (IB) and the train is required to stop at Intermediate Block (IB) – Yellow
(c) When the train is required to pass run through Intermediate Block Signal (IB) – Green
S.R.3.07 The Distant Signal referred in G.R. 3.07(6) shall be fixed at a distance of 2000 Metres in rear of First Stop signal/Gate stop signal. To distinguish the Distant Signal and Inner Distant signal ‘D’ and ‘ID’ letter will be prefixed to the number of the signal. The distant signal (where double distant signals are provided) is identified by alternate yellow and black bonds painted on the post with ‘P’ marker, (black letters on white disc) fixed on it.

3.08. Description of Stop signals and their indications: -

(1) A semaphore Stop signal has a Square ended arm.

(2) The aspects and indications of a semaphore Stop signal working in the lower quadrant are shown below:

Semaphore Stop signal in Two - Aspect Signalling Territory

<table>
<thead>
<tr>
<th>'ON' Position</th>
<th>'OFF' Position</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>ASPECT</th>
<th>Stop</th>
<th>Proceed</th>
</tr>
</thead>
<tbody>
<tr>
<td>INDICATION</td>
<td>Stop dead</td>
<td>Proceed</td>
</tr>
</tbody>
</table>
(3) The aspects and indications of a semaphore Stop signal working in the upper quadrant are shown below:

Semaphore Stop signal in Multiple - Aspect Signalling Territory

<table>
<thead>
<tr>
<th>ASPECT</th>
<th>Stop</th>
<th>Caution</th>
<th>Proceed</th>
</tr>
</thead>
<tbody>
<tr>
<td>INDICATION</td>
<td>Stop dead</td>
<td>Proceed and be prepared to stop at the next Stop signal</td>
<td>Proceed</td>
</tr>
</tbody>
</table>
(4) The aspects and indications of a colour light Stop signal are shown below:

(a) Colour light Stop signal in Two - Aspect Signalling Territory

<table>
<thead>
<tr>
<th>ASPECT</th>
<th>Stop</th>
<th>Proceed</th>
</tr>
</thead>
<tbody>
<tr>
<td>INDICATION</td>
<td>Stop dead</td>
<td>Proceed</td>
</tr>
</tbody>
</table>
(b) Colour light Stop signal in Multiple Three - Aspect Signalling Territory

<table>
<thead>
<tr>
<th>ASPECT</th>
<th>Stop</th>
<th>Caution</th>
<th>Proceed</th>
</tr>
</thead>
<tbody>
<tr>
<td>INDICATION</td>
<td>Stop dead</td>
<td>Proceed and be prepared to stop at the next Stop signal</td>
<td>Proceed</td>
</tr>
</tbody>
</table>
(c) Colour light Stop Signal in Multiple Four-Aspect Signalling Territory

<table>
<thead>
<tr>
<th>ASPECT</th>
<th>Stop</th>
<th>Caution</th>
<th>Attention</th>
<th>Proceed</th>
</tr>
</thead>
<tbody>
<tr>
<td>INDICATION</td>
<td>Stop dead</td>
<td>Proceed and be prepared to stop at the next stop signal</td>
<td>Proceed and be prepared to pass next signal at such restricted speed as may be prescribed by special instructions.</td>
<td>Proceed</td>
</tr>
</tbody>
</table>

Note:- The aspects of colour light Stop signals in Two - Aspect and Multiple Three - Aspect Signalling Territory shall be the same as the night aspects of the semaphore Stop signals described above. Colour light Stop signals in Multiple Four - Aspect Signalling Territory are designed to display "Attention" aspect also.

S.R.3.08 (i) The following diagrams illustrate the meanings as indicated by the various combinations of aspects of Distant and Home signals at stations equipped with semaphore multiple aspect single arm home signal and multiple aspect colour light signals.
# Position of Signals

<table>
<thead>
<tr>
<th>Position of Signals</th>
<th>Indication of Aspect</th>
<th>Set for</th>
</tr>
</thead>
<tbody>
<tr>
<td><img src="image1.png" alt="Signal 1" /></td>
<td>Stop at Home signal</td>
<td>Either Main line or Loop line</td>
</tr>
<tr>
<td><img src="image2.png" alt="Signal 2" /></td>
<td>Stopped at Home signal out of course and subsequently operates to caution aspect. Be prepared to stop at the proper berthing place at the station</td>
<td>Either Main Line</td>
</tr>
<tr>
<td><img src="image3.png" alt="Signal 3" /></td>
<td>Be prepared to stop at the starter signal if provided, or at the proper berthing place at the station</td>
<td>Main line</td>
</tr>
<tr>
<td><img src="image4.png" alt="Signal 4" /></td>
<td>Be prepared to stop at the starter signal if provided, or at the proper berthing place at the station</td>
<td>Main line</td>
</tr>
<tr>
<td><img src="image5.png" alt="Signal 5" /></td>
<td>Run through</td>
<td>Main line</td>
</tr>
</tbody>
</table>
S.R.3.08 (ii) The following diagrams illustrate the meanings as indicated by the various combinations of aspects of Distant and Home signals at stations equipped with semaphore multiple aspect bracketed home signals and multiple aspect colour light signals.
(iii) In accordance with GR. 3.07 (6) two Distant signals (Distant signal and inner Distant signal) have been provided in some multiple aspect signalling sections. The second Distant signal is generally placed at a distance of 2000 metres from the FSS eliminating warning board.

The meanings of the aspects of the signals are as under

<table>
<thead>
<tr>
<th>Indication to Loco Pilot</th>
<th>Distant signal</th>
<th>Inner Distant signal</th>
<th>Home signal</th>
<th>Main line starter</th>
<th>Advance Starter</th>
</tr>
</thead>
<tbody>
<tr>
<td>May Stop at Home</td>
<td>Double Yellow</td>
<td>Yellow</td>
<td>Red</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>May Stop at main line starter</td>
<td>Green</td>
<td>Double Yellow</td>
<td>Yellow</td>
<td>Red</td>
<td>-</td>
</tr>
<tr>
<td>To run through</td>
<td>Green</td>
<td>Green</td>
<td>Green</td>
<td>Green</td>
<td>Green</td>
</tr>
<tr>
<td>To stop at Loop line starter or run through via loop line</td>
<td>Double Yellow</td>
<td>Double Yellow</td>
<td>Yellow with Route indicator</td>
<td>-</td>
<td>-</td>
</tr>
</tbody>
</table>

NOTE:- The two yellow lights of a signal constitute the ‘Attention’ aspect and signifies ‘Proceed preparing to pass the next stop signal at restricted speed’. Restricted speed indicates the speed which is well under control of the Loco Pilot/Motorman considering the local condition, brake power of the train etc., so that it can be stopped at the next signal if required. The speed as such to be adjusted by the Loco Pilot/Motorman himself. However, where inner Distant signal is provided, the Loco Pilots of trains with maximum permissible speed not exceeding 110 KMPH, on noticing the ‘Attention’ aspect of Distant signal may start regulating the speed suitably, if required only after reading it in conjunction with the aspect of Inner Distant Signal.

3.09. **Kinds of fixed Stop signals for approaching trains:**

(1) The Stop signals which control the movement of trains approaching a station are of three kinds, namely-Outer, Home and Routing signals.
(2) The Outer signal, where provided, is the first Stop signal of a station and is located at an adequate distance outside the point upto which the line may be obstructed after Line Clear has been granted to or obtained by the station in rear.
(3) The Home signal is the first Stop signal of a station at which an Outer signal is not provided and the second Stop signal of a station at which an Outer signal is provided. It shall be located outside all connections on the line to which it refers.
(4) The Routing signal is a signal used to indicate to a Loco Pilot which of two or more diverging routes is set for him, when the Home signal is, in consequence of its position, inconvenient for this purpose.

3.10. **Kinds of fixed Stop signals for departing trains:**

(1) The Stop signals which control the movement of trains leaving a station are of two kinds namely-Starter and Advanced Starter.
(2) When a train leaving a station is guided by only one starting signal, it is the last Stop signal of the station and is called the Starter.
(3) When a train leaving a station is guided by more than one Starter signal, the outermost starting signal is the last Stop signal of the station and is called the Advanced Starter.

(4) The Starter, where only one such signal is provided, or the Advanced Starter, shall be fixed at the limit beyond which no train may pass, unless the Loco Pilot is given the authority to proceed required under the system of working, and shall be placed outside all connections on the line to which it refers except where otherwise allowed by approved special instructions. Shunting operations beyond this limit shall be carried out only in accordance with special instructions.

(5) Where an Advanced Starter is provided, the Starter referring to any line shall be placed so as to protect the first facing points or fouling mark of the connections to another running line.

S.R. 3.10 (i) (a) For the dispatch of trains signals shall be taken “OFF” in the following order, except when they have to be passed at “ON”-

At stations with an Advanced Starter and a Starter, the Advanced Starter shall be taken “OFF” first and then the Starter. At stations with an Advanced Starter and more than one Starter, the Advanced Starter shall be taken “OFF” first, then the Starter immediately in rear of the Advanced Starter and so on.

(b) However, at junction stations, with intermediate Starters between Starters and Advanced Starter, the train waiting for Line Clear can be drawn ahead up to the next Stop signal duly taking off the Starter/Inter-Starter as the case may be. Such stations are to be identified by respective Divisions. SWRs of these stations shall necessarily have the instructions for drawing ahead of train as per the provision available in GR. 5.18.

(ii) If, for any reason, the Loco Pilot has to Start this train from beyond the Starter or Advanced Starter, but within station limits, the Station Master after satisfying himself that the line is clear upto the next Stop signal, will take “off” the Starter or Advanced Starter and give a written memo to the Loco Pilot authorizing him to start. In cases where the Starter cannot be taken “off” either due to the track circuit section being occupied by the front portion of the train or due to any other cause, the Station Master shall personally verify that all the points over which the train will pass are correctly set and all the facing points locked and that the points are not damaged in any way before giving the written memo.

(iii) Loco Pilots of all stopping trains (i.e. other than run through trains) shall be issued with starting permit in Form T.310 in addition to Authority to proceed during crossing or precedence at a station where there is no Starter signal for each line or where there is no Gate signal for each line interlocked with points.

Whenever starting permit is issued, the Loco Pilot’s acknowledgement shall be obtained in the duplicate copy except in cases where the outgoing token is authorized to be delivered to the Loco Pilot opposite to the Station Master’s office. Loco Pilots are personally responsible for ensuring that they are in possession of the starting permit in all the above cases.
3.11. Intermediate Block Stop signal:-
Intermediate Block Stop signal is the Home signal provided at an Intermediate Block Post.

3.12. Kinds of fixed Stop signals in Automatic Block territories: -
(1) Stop signals in Automatic Block territory shall be colour light signals and may be of the following kinds-
   (a) an Automatic Stop 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 block signalling section;
   (b) a Semi-Automatic Stop signal which is capable of being operated either as an Automatic Stop signal or as a Manual Stop signal, as required;
   (ba) a Modified Semi – Automatic Stop Signal by converting one of the Automatic Stop signal in mid – section under special instructions; When the “A” marker is illuminated the signal works as Automatic Stop Signal, and when the “A” marker is extinguished it works as modified Semi – Automatic Stop signal and assumes “OFF” aspect automatically or is taken “OFF” manually as required; and
   (i) When a Semi-Automatic Stop signal works as an Automatic Stop signal, it assumes ‘ON’ and ‘OFF’ aspects automatically according to the condition of the automatic block signalling sections ahead;
   (ii) When a Semi-Automatic Stop signal works as a Manual Stop signal, it assumes ‘ON’ aspect automatically on the occupation of the automatic block signalling section ahead, but assumes ‘OFF’ aspect when operated manually, provided the relevant automatic block signalling sections ahead are clear;
   (iii) When a Semi-Automatic Stop signal works as an Automatic Stop signal, the ‘A’ marker provided under the signal is illuminated. When the ‘A’ marker is extinguished, the signal shall be deemed to work as a Manual Stop signal; and
   (c) (1) a Manual Stop signal operated manually and which cannot work as an Automatic or a Semi-Automatic Stop signal.
      (2) Colour light signals in Automatic Block territory shall be three-aspect or four-aspect.

3.13. Calling - on signals: -
(1) A Calling-on signal is a subsidiary signal which has no independent aspect in the ‘ON’ position and shall be -
   (a) a short square ended semaphore arm, or
   (b) a miniature colour light provided with a ‘C’ marker.
(2) A Calling-on signal, where provided, shall be fixed below a Stop signal governing the approach of a train. Under approved special instructions, a Calling-on signal may be provided below any other Stop signal except the last Stop signal.
(3) A Calling - on signal, when taken 'OFF', calls on the Loco Pilot of a train to draw ahead with caution, after the train has been brought to a stop even though the Stop signal above it is at 'ON' and indicates to the Loco Pilot that he should be prepared to stop short of any obstruction.

(4) A Calling - on signal shall show no light in the 'ON' position.

(5) The aspects and indications of a semaphore Calling - on signal are shown below: -

(a) Miniature Semaphore Arm type Calling - on signal in Two – Aspect Signalling Territory

<table>
<thead>
<tr>
<th>'ON' position</th>
<th>'OFF' position</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>ASPECT</strong></td>
<td><strong>Stop</strong></td>
</tr>
<tr>
<td><strong>INDICATION</strong></td>
<td>Loco Pilot shall obey the aspect of the Stop Signal</td>
</tr>
</tbody>
</table>
(b) Miniature Semaphore Arm type Calling - on signal in Multiple Aspect Signalling Territory

<table>
<thead>
<tr>
<th>ASPECT</th>
<th>—</th>
<th>Proceed Slow</th>
</tr>
</thead>
<tbody>
<tr>
<td>INDICATION</td>
<td>Loco Pilot shall obey</td>
<td>Stop and then draw ahead with caution and be</td>
</tr>
<tr>
<td></td>
<td>the aspect of the Stop</td>
<td>prepared to stop short of any obstruction.</td>
</tr>
<tr>
<td></td>
<td>Signal</td>
<td></td>
</tr>
</tbody>
</table>

'ON' Position

'OFF' Position

![Semaphore Diagram]
(6) The aspects and indications of a colour light type Calling - on signal are shown below:

(a) Colour light type Calling - on signal in Two - Aspect Signalling Territory

<table>
<thead>
<tr>
<th>ASPECT</th>
<th>'ON' position</th>
<th>'OFF' position</th>
</tr>
</thead>
<tbody>
<tr>
<td>INDICATION</td>
<td>Loco Pilot shall obey the aspect of the Stop Signal</td>
<td>Stop and then draw ahead with caution and be prepared to stop short of any obstruction.</td>
</tr>
</tbody>
</table>
(b) Colour light type Calling - on signal in Multiple - Aspect Signalling Territory

<table>
<thead>
<tr>
<th>'ON' position</th>
<th>'OFF' position</th>
</tr>
</thead>
</table>

S.R.3.13 (1) Whenever a Calling - on signal is taken off to authorize a movement, the interlocked points governed by the signal need not be clamped and padlocked. Clamping and padlocking is, however, necessary when S&T/ (T.351) has been issued.

S.R.3.13 (2) “Before taking ‘OFF’ Calling-on Signals provided below Starter/Inter Starter signal:

a) Station Master shall ensure that the train has come to a stop at the berthing place of the concerned Starter/Inter starter Signal

b) If the respective Calling-on signal is used during defective Starter/Interstarter Signal, ensure Line Clear is obtained for the train and then take “OFF” respective Calling-on Signal.

During track down condition, Station Master shall ensure the clearance of track from the concerned Starter/Inter Starter Signal and up to the Stop Signal ahead. In case the clearance of the track from the concerned Starter/Interstarter Signal and upto the Stop Signal ahead cannot be ensured by the Station Master from the place just outside the Station Masters office, a Caution Order shall be issued to the Loco Pilot to ensure that he may draw ahead his train with caution, not exceeding a speed of 10 Km/h and be prepared to stop short of any obstruction, till he reaches the foot of the concerned stop signal ahead.
3.14. **Shunt signals:** -

(1) (a) A Shunt signal is a subsidiary signal and shall be either –
   (i) a white disc with a red bar across it, or
   (ii) a position light signal.
   
   (b) under special instructions, a Shunt signal may be a miniature semaphore arm.

(2) Shunt signals control shunting movements.

(3) A Shunt signal may be placed on a post by itself or below a Stop signal other than the First Stop Signal of a station.

(4) More than one Shunt signal may be placed on the same post and when so placed the topmost Shunt signal shall apply to the extreme left hand line and the second Shunt signal from the top shall apply to the next line from the left and so on.

(5) When a Shunt signal is taken 'OFF' it authorizes the Loco Pilot to draw ahead with caution for shunting purposes although Stop signal, if any, above it is at 'ON'.

(6) When a Shunt signal is placed below a Stop signal, it shall show no light in the 'ON' position.

(7) In case Shunt signals are not provided, hand signals may be used for shunting.

(8) The aspects and indications of a disc type Shunt signal are shown below: -

(a) Disc type Shunt signal in Two - Aspect Signalling Territory

<table>
<thead>
<tr>
<th>'ON' position</th>
<th>'OFF' position</th>
</tr>
</thead>
<tbody>
<tr>
<td>ASPECT</td>
<td>Stop</td>
</tr>
<tr>
<td>INDICATION</td>
<td>Stop dead</td>
</tr>
</tbody>
</table>

[Image of disc type Shunt signal in On and Off positions]
(b) Disc type Shunt signal in Multiple - Aspect Signalling Territory

<table>
<thead>
<tr>
<th></th>
<th>ON</th>
<th>OFF</th>
</tr>
</thead>
<tbody>
<tr>
<td>ASPECT</td>
<td>Stop</td>
<td>Proceed slow</td>
</tr>
<tr>
<td>INDICATION</td>
<td>Stop dead</td>
<td>Proceed with caution for shunting</td>
</tr>
</tbody>
</table>

(9) The aspects and indications of a position light type Shunt signal are shown below:

Position light type Shunt signal in Two - Aspect or Multiple - Aspect Signalling Territory

<table>
<thead>
<tr>
<th>ASPECT</th>
<th>Stop</th>
<th>Proceed slow</th>
</tr>
</thead>
<tbody>
<tr>
<td>INDICATION</td>
<td>Stop dead</td>
<td>Proceed with caution for shunting</td>
</tr>
</tbody>
</table>
(10) The aspects and indications of a semaphore arm type Shunt signal are shown below: -

(a) Miniature Semaphore Arm type Shunt signal in Two - Aspect Signalling Territory

<table>
<thead>
<tr>
<th>'ON' position</th>
<th>'OFF' position</th>
</tr>
</thead>
<tbody>
<tr>
<td><img src="image1.png" alt="Semaphore Arm in ON position" /></td>
<td><img src="image2.png" alt="Semaphore Arm in OFF position" /></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>ASPECT</th>
<th>Stop</th>
<th>Proceed slow</th>
</tr>
</thead>
<tbody>
<tr>
<td>INDICATION</td>
<td>Stop dead</td>
<td>Proceed with caution for shunting</td>
</tr>
</tbody>
</table>

(b) Miniature Semaphore Arm type Shunt signal in Multiple - Aspect Signalling Territory

<table>
<thead>
<tr>
<th>'ON' position</th>
<th>'OFF' position</th>
</tr>
</thead>
<tbody>
<tr>
<td><img src="image3.png" alt="Semaphore Arm in ON position" /></td>
<td><img src="image4.png" alt="Semaphore Arm in OFF position" /></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>—</th>
<th>ON</th>
<th>OFF</th>
</tr>
</thead>
<tbody>
<tr>
<td>ASPECT</td>
<td>Stop</td>
<td>Proceed slow</td>
</tr>
<tr>
<td>INDICATION</td>
<td>Stop dead</td>
<td>Proceed with caution for shunting</td>
</tr>
</tbody>
</table>
S.R.3.14.(i) In case the Shunt signal, including a shunt signal placed below a stop signal, is defective, the Loco Pilot shall be authorized by a written authority to pass such signal at “ON” position. In addition, a proceed hand signal shall be exhibited at the foot of the defective shunt signal.

(ii) Shunting permitted indicators are provided at certain stations.

(a) Shunting permitted indicators are not signals but appliances, which work in conjunction with Stop signals and are provided for shunting movement in either direction in the non-interlocked portion of yard after being isolated from the interlocked portion. It shows in both the directions, by day, a black disc with a yellow cross painted on it, and by night, a yellow cross light or both by day and by night a yellow cross light when shunting is permitted.

(b) The person operating the ground lever of a 'shunting permitted indicator' for performing shunting shall, before returning the lever to normal, personally ensure that the fouling marks of the concerned points are clear.

(c) When the 'shunting permitted indicator' is defective the Loco Pilot shall be authorized by a written authority to pass such signal at “ON” position. In addition, a proceed hand signal shall be exhibited at the foot of the defective signal.

(d) Detailed instructions regarding the working of the 'shunting permitted indicator' shall be incorporated in the STATION WORKING RULES.

(iii) The 'point indicators', wherever provided, shall also be observed during shunting operation.

3.15 Co-acting signals:-

(1) Co-acting signals are duplicate signals fixed, below ordinary signals and are provided where, in consequence of the height of the signal post, or of there being an over-bridge or other obstacle, the main arm or light is not in view of the Loco Pilot during the whole time that he is approaching it.

(2) Co-acting signals shall be fitted at such height that either the main arm or light, or the Co-acting arm or light, is always visible.

3.16 Repeating signals:­

(1) A signal placed in rear of a Fixed signal for the purpose of repeating to the Loco Pilot of an approaching train the aspects of the fixed signal in advance is called a Repeating signal.

(2) A Repeating signal shall be provided with an ‘R’ marker and shall be of

(a) banner type, or
(b) a square ended semaphore arm, or
(c) a colour light signal.
(3) The aspects and indications of a banner type Repeating signal are shown below:-

Banner type Repeating signal in Two - Aspect Signalling Territory

<table>
<thead>
<tr>
<th>ASPECT</th>
<th>Signal ‘ON’</th>
<th>Signal ‘OFF’</th>
</tr>
</thead>
<tbody>
<tr>
<td>INDICATION</td>
<td>Signal which it repeats is at ‘ON’</td>
<td>Signal which it repeats is ‘OFF’</td>
</tr>
</tbody>
</table>

(4) The aspects and indications of a semaphore arm type Repeating signal are shown below:-

Semaphore Arm type Repeating signal in Two - Aspect Signalling Territory

<table>
<thead>
<tr>
<th>ASPECT</th>
<th>Signal ‘ON’</th>
<th>Signal ‘OFF’</th>
</tr>
</thead>
<tbody>
<tr>
<td>INDICATION</td>
<td>Signal which it repeats is at ‘ON’</td>
<td>Signal which it repeats is ‘OFF’</td>
</tr>
</tbody>
</table>
(5) The aspects and indications of a colour light type Repeating signal are shown below:-

Colour light type Repeating Signal

<table>
<thead>
<tr>
<th>'ON' Position</th>
<th>'OFF' Position</th>
</tr>
</thead>
<tbody>
<tr>
<td>Signal 'ON'</td>
<td>Signal 'OFF'</td>
</tr>
<tr>
<td>Signal which it repeats is at ‘ON’</td>
<td>Signal which it repeats is ‘OFF’</td>
</tr>
</tbody>
</table>

Note: In case of unwarned signals, repeating signals shall be provided at a distance sufficient to enable the Loco Pilot to bring the train to a stop at the stop signal.

S.R.3.16(II) The Banner type repeating signal consists of a Black fringed yellow banner, pivoted in the middle against an illuminated background. It has two aspects namely "Caution" (horizontal) position of the banner, indicating "Proceed Cautiously and be prepared to stop at the signal in advance" which is "ON" (Red); and "Clear" (45° to 60° position of the banner) indicating "Proceed" the signal in advance is "OFF" (yellow or green). It has no danger aspect (stop indication). It is numbered in accordance with the signal it is repeating suffixed by the letter "R".

(ii) If a Loco Pilot notices the repeating signal in any way defective he shall advise, in writing, the SM of the next stopping station.
3.17. **Distinguishing markers and signs for signals.**

(1) Where necessary, signals shall be distinguished by prescribed markers. Such markers shall be fixed on the signal post below the signals as under:—

<table>
<thead>
<tr>
<th>Appearance</th>
<th>Provided on</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td><img src="image" alt="A" /></td>
<td>Automatic Stop Signal</td>
<td>Letter “A” in black on white circular disk</td>
</tr>
<tr>
<td><img src="image" alt="A" /></td>
<td>Semi-Automatic Stop signal</td>
<td>White illuminated letter “A” against black background when working as an automatic stop signal, and letter “A” extinguished when working as a manual stop signal.</td>
</tr>
<tr>
<td><img src="image" alt="P" /></td>
<td>Colour light distant or Warner signal on a post by itself</td>
<td>Letter “P” in black on white circular disc.</td>
</tr>
</tbody>
</table>

Note: Where a colour light distant signal is combined with a last stop signal as provided for under sub rule (7) of rule 3.07, the marker shall be dispensed with.

<table>
<thead>
<tr>
<th>Appearance</th>
<th>Provided on</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td><img src="image" alt="IB" /></td>
<td>Intermediate Block Stop Signal</td>
<td>Letter “IB” in black on white circular disc.</td>
</tr>
<tr>
<td><img src="image" alt="C" /></td>
<td>Calling on Signal</td>
<td>Letter “C” in black on white circular disc.</td>
</tr>
<tr>
<td>Appearance</td>
<td>Provided on</td>
<td>Description</td>
</tr>
<tr>
<td>------------</td>
<td>-------------</td>
<td>-------------</td>
</tr>
<tr>
<td><img src="image1.png" alt="R" /></td>
<td>Repeating signal in Semaphore signaling territory</td>
<td>Letter “R” in black on white circular disc.</td>
</tr>
<tr>
<td><img src="image2.png" alt="R" /></td>
<td>Repeating signal in Colour light signalling territory</td>
<td>White illuminated letter “R” against black background.</td>
</tr>
<tr>
<td><img src="image3.png" alt="G" /></td>
<td>Gate Stop Signal</td>
<td>Letter “G” in black on yellow circular disc.</td>
</tr>
<tr>
<td><img src="image4.png" alt="AG" /></td>
<td>Gate Stop Signal in Automatic Block territory.</td>
<td>Letter “G” in black on yellow circular disc. And white illuminated letter “A” against black background.</td>
</tr>
</tbody>
</table>

**Note:** Letter “A” shall be lit only when the gates are Closed and locked against road traffic.

(2) **Where necessary, signal arms shall be distinguished by prescribed signs as under:-**

<table>
<thead>
<tr>
<th>Appearance</th>
<th>Provided on</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td><img src="image5.png" alt="Approach Stop Signal" /></td>
<td>Approach Stop signal for Goods running lines only.</td>
<td>One black ring on Semaphore arm</td>
</tr>
<tr>
<td><img src="image6.png" alt="Approach Stop Signal" /></td>
<td>Approach Stop Signal for Dock platform</td>
<td>Letter “D” in black on semaphore arm.</td>
</tr>
</tbody>
</table>

(3) **Other distinguishing markers or signs may be used with the approval of the Railway Board.**
3.18. **Signals out of use:-**

(1) When a fixed signal is not in use, it shall be distinguished by two crossed bars, each bar being not less than 1 meter long and 10 centimeters wide, as illustrated below:

![Crossed Bars Diagram]

(2) A semaphore or disc signal when not in use shall be kept fixed in the ‘ON’ position.

(3) Signals not in use shall not be lit.

S.R. 3.18 Whenever signals are put out of use at a station or on a section, a Caution Order shall be issued for a period of 10 days after the signal has been brought out of use. In addition a circular/instruction will be issued to the crew booking points for the information of Loco Pilots/Guards. Crew booking incharge concerned shall take assurance from Loco Pilots/Guards deputed to work trains on that particular section that they have been informed of the change in signalling arrangements.

3.19. **Placing of Stop signals at diverging junctions:-**

Unless otherwise permitted by approved special instructions, where two or more lines diverge, the signals shall be fixed on a bracket post or an approved type of route indicator shall be provided instead of separate signals;

Provided that for speeds up to 75 kmph with manually operated multiple aspect signals, only a single arm Home signal may be provided instead of separate signals on a bracket post or a route indicator. The facing points must be provided with point indicators.

S.R.3.19 (i) Route Indicators: Route Indicators work in conjunction with Stop signals and show the route only when the signal is “OFF”. They are of three types namely, (a) Directional type, (b) Non-directional type and (c) LED Matrix with directional Route Indicators.
(ii) Directional type route indicator indicates a route by a row of white lights either to the right or to the left depending upon the direction of the route when the signal is “OFF”. It shall not show any route when the signal is taken “OFF” for the straight line. The signal shall be deemed to have failed if the route indication is shown without “OFF” aspect on the signal.

Note: For the purpose of diversion, a signal displaying yellow aspect with a minimum of 3 lights out of 5 white light of the junction indicator lit shall be taken as a signal correctly taken “OFF”.

(iii) Non-directional type route indicators may either be –
(a) a stencil type where the route is shown by an illuminated stenciled letter or number: or
(b) a multi-lamp type where route is shown by the burning of multiple miniature lamps in the form of a letter or number.
(c) A projector type where a number or letter is projected on an illuminated plate.

(iv) LED Matrix with Directional type route indicator:
(a) It is a combination of both Directional and Non-directional type route indicator. It is provided in Multiple Aspect Colour Light Signalling Territory, with more than 3 lines on one or both sides of the main line.
(b) This type of route indicator will not show the road number and route when the signal is taken ‘OFF’ for the straight line. However, in exceptional cases road number may be displayed for straight line also, which shall be done with the prior approval of Authorized Officer.
(i) Stations where such provision is made shall be notified by the concerned Division.
(ii) Such provision shall be indicated in the Station Working Rules of the respective station. (CM No 72 dated 06.11.2020)
(c) When the signal is taken "OFF" for the turn out, the road number will be displayed in the LED matrix along with the glowing of the Directional type indicator.
(d) The signal shall assume "ON" aspect if any one of the route indications has failed while receiving the train on turn outs.
(e) The signal shall be treated as failed if:
(i) Directional type indicator or LED matrix glows without "OFF" aspect of the signal.
(ii) Directional type indicator glows without LED matrix allowing or vice versa.
(iii) LED matrix shows incorrect road number.

3.20. Placing of Stop signals at converging junctions:

Unless otherwise permitted by approved special instructions, where two or more lines converge, signals shall be placed on separate posts. Where the number of signals is considerable, these may be provided on a bracket post or a signal bridge or gantry.
3.21. Signals on bracket post or signal bridge or gantry:
Where signals are placed on a bracket post or a signal bridge or a gantry, these shall be -
(a) so grouped that the respective signals are easily distinguishable for each running line and are placed as nearly visible over the running lines to which they refer.
(b) so placed that the signal referring to the main line is higher than the signal or signals referring to the other running line or lines, and
(c) so arranged that the extreme left hand signal refers to the extreme left hand line and the second signal from the left refers to the next line from the left and so on.

3.22. Placing of more than one signal on the same post:

(1) Not more than one signal referring to trains moving in the same direction, whether on the same line or on separate lines, shall be placed on the same post, except –
(a) as prescribed in these rules for Calling-on, Shunt, Co-acting and Warner signals, or
(b) under approved special instructions.

(2) Where under approved special instructions more than one signal is placed on the same post, the topmost signal shall apply to the extreme left hand diverging line and the second signal from the top shall apply to the next line from the left and so on.

Provided that in exceptional cases where two Home Signals are placed on the same post under approved special instructions. The top signal shall apply to the Main Line and the lower signal shall apply to the other Line.

3.23. Electric repeater:
The arm and light of any fixed signal which cannot be seen from the place from which the signal is worked shall be repeated to such place by means of an efficient electric repeater.

S.R.3.23 (i) Provisions of repeaters:

There are four kinds of repeaters in use.

(a) Signal arm repeaters

(b) Signal light repeaters

(c) Miniature light repeater for colour light signals

(d) Light emitting diode type (LED) repeaters
(ii) **Signal arm repeaters** – This consists of a dial with an indicator. The indicator usually takes the form of a miniature semaphore arm. The indicator is arranged to assume one of the three positions i.e., ‘on’, ‘OFF’, or ‘wrong’ under the following conditions.

a) ‘ON’ when the signal arm is ‘ON’
b) ’OFF’ when the signal arm is ‘OFF’
c) ‘Wrong’ when the signal is either drooping or not fully ‘OFF’ or when the indicator is defective. When the indicator points to ‘wrong’, the SM shall test the signal by arranging to pull over the signal lever concerned and putting it back smartly. This would correct the indicator, if there is no defect in the signal. Even after this test, if the indicator points to ‘wrong’, the repeater shall be treated as defective.

**Note:**- Cabin wire adjusters where provided, may be used for adjusting the signal wires, when the indicators points to ‘wrong’.

(iii) **Signal light repeaters** – The Signal light repeaters consist of –

a) a dial with a visual indicator which shows ‘in’ when the signal lamp is burning and ‘out’ when the signal lamp is not burning
b) an alarm kept for the purpose of audibly indicating when the signal lamp is not burning, and
c) a bell switch provided in conjunction with the bell, it has two positions, one marked ‘day’ and the other ‘night’. The switch shall be kept in the ‘night’ position during night and the ‘day’ position during day.

The alarm bell shall be tested every day. Immediately before the signal lamp is lit, the bell switch shall be turned from ‘day’ to ‘night’. If the bell rings, the repeater shall be considered to be in order and if it does not ring, the repeater shall be treated as defective.

(iv) **Miniature light repeater for colour light signals:**-

Miniature light repeaters are provided in the cabin in the colour light signalling territory to repeat the aspect displayed by each signal. The repeat indications of distant and Stop signals take the form of colour light.

(v) **Light emitting diode type repeaters (LED):**-

a ‘red’ miniature light lit by LED when the signal arm is at ‘on’ or not fully ‘OFF’ or drooping and a miniature ‘green’ light lit by LED when the signal arm is fully ‘OFF’ indicate the positions of the signal arm which they repeat respectively both by day and by night. A miniature white light lit by LED indicates that a signal lamp is burning and no light indicate that the signal lamp is extinguished or put out.
Responsibility of SM regarding failure and restoration of repeater:-

a) At stations where signal arm with back light or arm and light repeaters are provided, the SM shall satisfy himself by observing – the arm and back light or the indications of the repeaters – the arm repeaters by day and the arm and light repeaters by night – that the signal is working properly. Whenever the arm repeater or the light repeater or its audible indication in the semaphore signalling territory is not in working order, the relevant fixed signal need not be treated as defective, if it is possible for the SM to observe personally the position of the signal arm by day or the back-light by night by proceeding to a convenient place outside his office from where it can be seen. If it is not possible for the SM to personally ensure that the arm is in the correct position by day or back-light is visible by night by proceeding to a convenient place outside his office he shall at stations provided with cabins at either end of the yard ascertain, from the Switchman/Cabinman/Leverman of the cabin concerned that the arm or back-light is visible to him and exchange Private Numbers.

b) The defect shall be reported to the Officials concerned after making necessary entries to this effect in the S&T failure register. The procedure (referred to in Para S.R. 3.23 (vi) a), however, will not be applicable in the case of departure signals, which should be considered as defective if the repeater is not in working order.

c) In case it is not possible for the SM to ensure the visibility of the arm or back-light by any of the methods as stipulated under Para vi(a) above, the relevant signal shall be treated as defective and not taken ‘OFF’ for any train and action taken in accordance with Rules 3.68 to 3.72 and the Subsidiary Rules there under until it is rectified by the authorized Official of the S & T Department.

d) Whenever the miniature light repeater in the colour light signalling territory is found to be defective and the signal light aspect is not visible from the station/cabin, the signal which it repeats shall be treated as defective and not taken ‘OFF’ for any train and action taken in accordance with Rule 3.68 to 3.72 and the Subsidiary Rules there under until it is rectified by authorized Official of the S&T Department.

3.24. Back - lights.-

(1) Every semaphore or disc signal, the light of which cannot be seen from the place from which the signal is worked, shall be provided with a back - light to indicate whether the signal light is burning or not.

(2) Back - lights of signals shall show a small white light when ‘ON’, and no light at all in any other position.

(3) Any fixed light used in conjunction with a semaphore signal shall show a back - light.
(4) Back - lights may not be provided when alternative arrangements are made at the place from which the signal is worked to indicate whether signal lights are burning or not.

S.R.3.24 When the signal light is not burning or when the signal arm is ‘OFF’ or drooping, the back light will not be visible. The Station Master shall immediately arrange to light the signal lamp or place the signal arm at ‘ON’. The Station Master shall not give Line Clear for a train unless the back light is clearly visible or he has initiated action in terms of GRs and SRs 3.68 to 3.72.

C. Equipment of Signals

3.25. Obligation to provide fixed signals at stations :-

Fixed signals prescribed in this sub - chapter shall be provided at every station, except -

(a) at stations between which trains are worked on the One Train Only System, and

(b) at stations which are exempted from the provision of signals under approved special instructions.

3.26. Commissioning of fixed signals:-

Fixed signals shall not be brought into use until they have been passed by the Commissioner of Railway Safety as being sufficient to secure the safe working of trains.

S.R.3.26 (i) Every signal whether newly erected or relocated on a section shall be inspected by a Sighting Committee, before being brought into use. The Sighting Committee shall satisfy themselves that the signal is correctly placed and focused for day and night indications before certifying it as fit for use.

(ii) The Sighting Committee shall consist of the Traffic Inspector, Loco Inspector and Signal Inspector. Having satisfied themselves that the signal is correctly placed and focused for day and night indications, they shall fill in and sign the report in the prescribed form provided for this purpose.

(iii) Whenever there is a change in the complement of signalling at a station or on a section or whenever signals including Intermediate Block Stop Signal are newly erected or relocated, a Caution Order shall be issued for a period of 90 days after the signal has been brought into use, drawing the attention of Loco Pilots. In addition, Chief Crew Controller/Crew Controller concerned shall take assurance from Loco Pilots deputed to work trains on that particular section that they have been informed of the change in signalling arrangements. (CM No 69 dated 18.09.2020)

(iv) The visibility of signals on a section shall be jointly inspected both by day and night by the Signal, Transportation and Loco Inspectors at least once in every quarter. Joint reports pertaining to these shall be submitted to the DSTE/DSO/DME concerned.
3.27. Minimum equipment of fixed signals at stations provided with manually operated multiple-aspect signalling:

The minimum equipment of fixed signals to be provided for each direction shall be as follows:

(a) At class “B” stations… A Distant, a Home and a Starter, and

(b) At class “C” stations… A Distant and a Home

3.28. Minimum equipment of fixed signals at stations provided with modified lower quadrant signalling:

Modified lower quadrant signalling may be introduced only where it is expressly sanctioned by a special order of the Railway Board. The minimum equipment of fixed signals to be provided for each direction shall be as follows:

a) at class ‘B’ stations A Distant, a Home, a Warner below the Main Home and a Starter, and

b) at class ‘C’ stations A Distant and a Home.

3.29. Minimum equipment of fixed signals at other stations provided with two-aspect signalling.

The minimum equipment of fixed signals to be provided for each direction shall be as follows:

(a) at class ‘A’ stations A Warner, a Home and a Starter

(b) at class ‘B’ stations on a single line An Outer and a Home.

On a double line An Outer, a Home and a Starter and both on a single and a double line a Warner shall be provided in accordance with Rule 3.06, if trains run through at a speed exceeding 50 kilometres an hour without stopping, and

(c) at class ‘C’ stations A Warner and a Home.

3.30. Additional fixed signals at stations generally:

In addition to the minimum equipment of signals prescribed in Rules 3.27, 3.28, 3.29 and 3.32 such other fixed signals shall be provided at every station as may be necessary for the safe working of trains.

3.31. Signals at class ‘D’ stations:

At a class ‘D’ station, a train may be stopped in such manner as may be authorized by special instructions.
S.R.3.31 (i) Loco Pilots of trains carrying passengers shall stop their trains at class ‘D’ stations where they are booked to stop within the platform or at the usual stopping place to enable the passengers to detrain and entrain.

(ii) Non - Block Station Warning Boards are provided at 1000 metres on Metre Gauge and 1200 metres on Board Gauge short of flag/halt stations, to indicate to the Loco Pilots working trains during thick or foggy weather about the approach of the flag/halt station.

3.32. Provision of an Advanced Starter, Shunting Limit Board or Block Section Limit Board:

(1) On a single line class ‘B’ station worked on the Absolute Block System, if the obstructing of the line outside the Home signal or the outermost facing points in the direction of an approaching train is permitted under special instructions under Rule 8.09, a Shunting Limit Board or an Advanced Starter shall be placed at such shunting distance from the Home signal or the outermost facing points as local conditions may require provided the distance between the Shunting Limit Board (bearing the words ‘Shunting Limit’ on the side which faces the station, and fitted with a lamp showing a white light in both directions to mark its position by night) or the Advanced Starter and the opposing first Stop signal is never less than 400 metres in the two-aspect signalling territory and 180 metres in the multiple-aspect or modified lower quadrant signalling territory. The location of such board or Advanced Starter shall mark the limit upto which shunting may be permitted.

(2) On a double line class ‘B’ station worked on Absolute Block System equipped with multiple - aspect or modified lower quadrant signalling and where there are no points or the outermost points at the approaching end are trailing, a Block Section Limit Board (bearing the words ‘Block Section Limit’ on the side which faces the station and fitted with a lamp showing white light in both directions to mark its position by night) shall be provided. It shall be placed at a distance of not less than 180 metres in advance of the Home signal and shall protect the fouling mark of the outermost trailing points, if any. The location of such board shall mark the limit of the block section at such stations.

3.33. Exceptions to Rules 3.27, 3.28, 3.29 and 3.32:

Notwithstanding anything contained in Rules 3.27, 3.28, 3.29 and 3.32:

(a) If the station has only one connection of the main line, the station shall be worked in accordance with approved special instructions;

(b) on any section where traffic is light and speed slow one Stop signal only in each direction may be provided at each station, such signal to be located at an adequate distance outside the outermost facing points of the station and trains worked in accordance with approved special instructions; and
(c) on any Railway having very light traffic all signals may be dispensed with and trains worked under approved special instructions.

Provided that at stations with manually operated multiple aspect signals, where the speed of trains through a station does not exceed 50 kmph, a Distant signal and a Home signal only may be provided in each direction under approved special instructions.

S.R.3.33 The Approved Special Instructions shall be embodied in the Station Working Rules.

3.34. Fixed signals at level crossings:-

(1) Unless exempted under approved special instructions, every level crossing gate which closes across the line at a level crossing shall, except when interlocked with station signals, be provided with signals fixed at an adequate distance from the level crossing showing Stop aspects in both Up and Down directions when the gates are open for the passage of road traffic.

(2) Except where otherwise prohibited under special instructions, a ‘G’ marker shall be provided on a gate Stop signal.

S.R.3.34 (i) Gate - cum - Distant signals in multiple aspect signalling shall be provided with ‘G’ markers except in cases specified under S.R.3.34(ii).

(ii) ‘G’ markers shall be dispensed with in the following cases:-

(a) gate Stop signals controlling entry of trains into rail-cum-road bridge;

(b) when there is a bridge between the gate Stop signal and the gate; and

(c) gate Stop signals protecting points.

3.35. Protection and working of points of outlying sidings:-

Where there are points in the main line at a place which is not a block station, provision for the protection of such points, by signals or otherwise, and for working them, shall be made in order to secure the safe working of trains, as laid down under approved special instructions.

S.R.3.35 (i) Detailed instructions regarding the working of points, signals and interlocking installations at, and the working of trains into and out of the outlying siding and action to be taken when signals fail shall be incorporated in the Station Working Rules of the stations controlling the siding.

(ii) An ‘S’ marker indicator should be provided for indicating to the Loco Pilot, the position of facing points at the outlying siding.
3.36. Fixed signals generally:-

(1) Every fixed signal shall be so constructed that, in case of failure of any part of its connections, it shall remain at, or return to its most restrictive aspect.

(2) A signal which has been taken ‘OFF’ for the passage of a train shall not be placed ‘ON’ until the whole of the train which it controls has passed it, except -

(a) in case of emergency to avert an accident or

(aa) Where Starter and advanced starter taken ‘off’ for departing trains starting from station after coming to stop are required to put back for the purpose of movement of another train from precedence or crossing shall be put back only after taking the following precautions:-

(i) Relevant Starter and Advanced Starter may be replaced to ‘on position and thereafter the loco pilot of the train for which the signals had been taken ‘off’ shall be advised by on duty Station Master through a secured means of communication are not available, though a written memo to the effect that the said signals have been replaced to ‘on’ and that the loco pilot shall not start;

(ii) (a) Till the Loco Pilot has been advised through secured means of communication referred to in sub-clause(i) or through a written memo and his acknowledgement received, the route set shall not be altered except to avert an accident; or

(b) where arrangement is provided to restore the signal to ‘ON’ automatically, the control operating the signal shall not be restored to its normal position till the whole of the train has passed it.

(3) No fixed signal within station limits shall be taken ‘OFF’ without the permission of the Station Master, and in the case of a signal outside the station limits without the permission of such person as may for the time being be in independent charge of the working of such signal.

S.R. 3.36(i) (a) The staff responsible for working of signals at a Station/Cabin shall see that the signal arm obeys the lever actuating it. The Station Master / Cabin Station Master/ Cabinman shall ensure himself either personally or by means of the repeater where provided in all cases that the concerned signals governing the movement of a train are taken ‘OFF’ for the train and that such signals are put back to ‘ON’ immediately after the train has completely passed the signal.

(b) At all interlocked stations the Station Master in-charge of the station shall daily, when no trains are expected from any direction, test working of the reception signals in one direction from one line as for stopping train. For example, at a station with two running lines, the signals shall be tested as under –

(1) The Station Master shall arrange for the taking ‘OFF’ of the Up reception signal for Road No. 1. He shall then put back the signal (or the Station Master’s control if any) and personally see whether the reception signals have gone back to ‘ON’ position. The Station Master shall again arrange for taking ‘OFF’ of Up reception signals for Road No. 1 and instruct the Cabin Station Master / Cabinman to put back the slot lever (wherever provided) to normal and personally see whether the reception signals have gone back to ‘ON’ position.
(2) The Station Master shall test on the second day the down Reception signals for Road No. 1. On the third day, the Up reception signal for Road No. 2. On the fourth day, the Down reception signals for Road No. 2 and so on every day repeating the procedure laid down in Para (1) above.

Note: - This rule will not apply to stations provided with panel and route relay interlocking.

(3) The Station Master shall immediately after each test record the results in the station diary. If the signals do not work properly, or if they do not respond properly to the Station Master’s control or Cabin slot, the signal shall be treated as defective and action taken as laid down in Rule 3.69 without any delay.

S.R. 3.36 (ii) (a) Signals once taken ‘OFF’ for the passage of a train must not be replaced to ‘ON’ in the ordinary course. The emergency referred to in GR 3.36(2) (a) shall be deemed to exist when an accident is to be averted.

(b) If in an emergency, a reception signal has to be placed in ‘ON’ position before the arrival of the train to which it refers, no points shall be altered until the train has come to a stand except to prevent an accident.

(c) On single line section, where a tangible authority has been delivered to the Loco Pilot, the same should be withdrawn from him.

(1) In case where the Loco Pilot/Motorman of a train passes the Starter signal in the “OFF” position and stops his train before the Loco Passes the first point on the route of dispatch, for some reason, he shall immediately switch on the flasher light of the Loco/EMU/DEM and inform the SM about the stoppage through the available means of communication or by sending the ALP/Guard of his train, in this order. He shall not restart his train unless he has been authorized to do so by the SM in charge of the signalling panel and then move forward carefully watching the route ahead. The SM shall authorize the Loco Pilot /Motorman by giving a message supported by a Private Number through the available means of communication only after ensuring that no conflicting movement has been given and that it is safe for the onward movement of the train which has stopped after passing the starter signal. The time of information given by the Loco Pilot and the time of authorization given by the SM for restarting the train shall be recorded in the rough journal book by the Loco Pilot/Motorman, SM shall also make an entry in the remarks column of the TSR against the entry made for the train.

If communication through the available means is not possible, the SM shall authorize further movement of the train by a written advice sent through a competent Railway servant or the ALP/Guard of the train.

3.37. Normal aspect of signals:-

(1) Unless otherwise authorized under approved special instructions, fixed signals, except automatic signals, shall always show their most restrictive aspect in their normal position.
(2) The normal aspect of an Automatic Stop signal is “Proceed”, Where, however, the signal ahead is manually Operated, the aspect normally displayed may be ‘Caution’ or ‘Attention’.

S.R. 3.37   Loco Pilots must stop their trains at stations where they are booked to stop irrespective of the indication of the signal immediately in advance.

3.38 Points affecting movement of train:-

(1) The Station Master shall not give permission to take signals ‘OFF’ for a train until -
   (a) all facing points over which the train will pass are correctly set and locked,
   (b) all trailing points over which the train will pass are correctly set, and
   (c) the line over which the train is to pass is clear and free from obstructions.

(2) When a running line is blocked by a stabled load, wagon, vehicle or by a train which is to cross or give precedence to another train or immediately after the arrival of a train at the station etc. the points in rear on double line sections and at either end on single line sections should be immediately set against the blocked line except when shunting or any other movement is required to be done immediately in that direction on that line.

S.R. 3.38(i) The outermost facing points at non - interlocked stations shall be correctly set and locked and manned for the reception of a train. The Pointsman manning the facing points shall on the signals being taken ‘OFF”, exhibit a green hand signal to the Loco Pilots of all incoming trains. The Loco Pilot of an incoming train shall not, under any circumstances, pass the outermost facing points even if the signals are taken ‘OFF” unless he sees that the facing points are manned and that a green hand signal is exhibited towards him from the points at stations not provided with Point indicators.

(ii) (a) The trailing points shall be correctly set and when authorized by special instructions or where the interlocking installation requires it, shall also be locked.

   (b) At non - interlocked stations, and at such interlocked stations on the single line where the lay - out and interlocking permits, during crossing, the facing points must be set and locked for the respective lines on which each train is to be received, before signals are cleared for either train.

(iii) (a) At non - interlocked stations, bolts and cotters shall be provided for each switch - rail at all points on and giving access to running lines. One padlock with keys shall be provided for each set of points.

   (b) At interlocked stations, bolts and cotters shall be provided for each switch - rail at all points on and giving access to running lines.

   (c) Sufficient number of emergency padlocks shall also be provided for interlocked points fitted with locking bolts and cotters so that in the event of a failure or suspension of interlocking, the facing points can be padlocked for train and shunt movements at a time. At stations where bolts and cotters with emergency padlocks are not provided for interlocked points, sufficient number of clamps and padlocks shall be supplied for use of points for train and shunt movements.
(d) (1) The Divisional Engineer is responsible for the provision of bolts, cotters and padlocks and/or clamps and padlocks for the points when renewals and repairs are being carried out until the points are formally handed over to traffic.

(2) The Divisional Signal and Telecommunication Engineer is responsible for the provision of padlocks and/or clamps padlocks at stations when disconnecting the interlocking gear for the purposes of renewals and repairs.

(iv) The speed over the turnouts having 1 in 8 ½ straight switch would be restricted to 10 KMPH. However, when 1 in 8 ½ curved switches of 50/60 kg on PSC sleepers are provided, the maximum speed permissible over the turnout should be 15 KMPH. The Loco Pilot shall not exceed a speed limit of 10/15 KMPH when running through a loop line at stations. Warning Boards have been provided at all 1 in 8 ½ turnouts for warning the Loco Pilots to restrict speed to 10/15 KMPH.

(v) At all non-interlocked station/yards and at stations where non-interlocked working is introduced, the reception and despatch of train shall be based on one of the following procedures:

1. Procedure based on reception and dispatch order book (Line Assignment Book).

2. Procedure based on the principle of exchange of private number by Station Master with Yard Master/Cabin Station Master/Location Station Master/Shunting Master/Points Man/Bunk Jamedar.

(vi) Procedure based on Reception and Dispatch order Book (Line Assignment Book):

(a) The Station Master/ Yard Master as soon as Line Clear Permission has been given /obtained, shall send the Reception and Despatch order Book to the Station Master/Yard Master/Location duty Station Master/Shunting Master/Pointsman in-charge at both ends of the yard in the following order:

1) To the person in-charge of the trailing end:

2) To the person in-charge of shunting operations in the yard, if any:

3) To the person in-charge of facing end i.e., at the end from which the train is expected to arrive.

(b) The person in-charge at the trailing end shall sign the Order Book and return it to the Station Master. The former shall ensure that all points at his end of the yard are correctly set and locked for the reception of the train on the nominated line and that the reception line is clear and free from obstruction at his end of the yard. Thereafter, he shall stand at the outermost trailing points and exhibit a “Proceed” hand signal to the Station Master.
(c) The person in-charge of shunting operations shall sign and return the book to the Station Master and ensure that all shunting is stopped 10 minutes before the arrival of the train, or in accordance with the Station Working Rules.

(d) The Person in-charge of facing end shall ensure that all the points at his end of the yard are correctly set and locked and that the reception road is clear and free from obstructions then sign the Order Book and arrange to send the Order Book to the Station Master. Thereafter, he shall take his stand at the outermost facing point and exhibit a “Proceed” hand signal to the Station Master.

(e) The Station Master/Yard Master/Asst. Yard Master/Shunting Master shall authorize the receptions/dispatches of the train under normal rules after making certain that he has in his custody the Order Book duly signed by the Persons in-charge at the Trailing end, shunting operations and at the facing end and that the Level Crossings have been closed and locked against road traffic as per the procedure laid down in the Station Working Rules.

(vii) Procedure based on exchange of Private Number between Station Master and Yard Master/Cabin Station Master/Shunting Master/Pointsman in - charge of the Cabin/ Bunk/Location:

(a) Station Master/Yard Master as soon as Line Clear has been given/obtained shall nominate the line of reception/dispatch and call the person in charge of facing and trailing ends over telephone and inform them the train number and description, the line of reception/dispatch and probable time of arrival/departure of the train.

(b) The Person in-charge at the facing and trailing ends shall set the concerned points and lock the facing points leading to the nominated line of reception/dispatch and confirming that the portion under their jurisdiction is clear and free from obstruction shall exchange private number with Station Master/Yard Master.

(c) All the shunting operation on or across the reception line shall be stopped as per the procedure given in the Station Working Rules.

(d) Only after exchanging Private Number with the person in-charge of the facing and trailing end and duly ensuring conflicting shunting operations are stopped as per the procedure given in the Station Working Rules, the Yard Master/the Person in-charge of the yard, shall give his Private Number to the Cabin Station Master, who is in-charge of clearing signals, duly releasing the reception/dispatch plunger control (wherever provided) for the reception dispatch of the train.

Note : Detailed instructions as applicable to individual stations shall be incorporated in the respective Station Working Rules in amplification of the principles enumerated in these rules.
(viii) MOTOR OPERATED POINTS: -
Wherever the points are operated by motor, the normal and reverse position of the motor operated points are repeated in the cabins. The ‘N’ and ‘R’ indications provided in the cabins correspond to the normal and reverse position of the points. The indicators in the cabin would be lit up only when the relevant lever/switch/button is operated. After operation of every point the ‘N’ and ‘R’ indications must be checked by the SM on duty to see that the points are in working order.

(ix) PROVISION OF EMERGENCY CRANK HANDLES: -
Where points are operated by point motor, emergency crank handles required for the operation of point machine during failure of points are provided. The emergency crank handle should be secured in a glass fronted wooden box/case in the Cabin/on duty SM’s office in locked condition along with the keys of the padlock of point machine by the S & T staff. The station staff concerned should be trained properly in the use of the emergency crank handles.

(x) FAILURE OF MOTOR OPERATED POINTS: -
(a) If the SM on duty does not get the correct indications after every operation of motor operated points, he shall depute the on duty pointsman to see if there is any obstruction in the points and if any obstruction is found it must be carefully removed and the same to be informed to the SM on duty. If after verification of the points by the pointsman, the points cannot still be set from the cabin/station, this should be treated as failure of the points. The SM on duty shall thereafter break the seal of the wooden box/case and utilize the relevant emergency crank handle for operating the points manually as follows:-

(b) The lids of the point’s machine should be unlocked.

(c) The emergency crank handle should be inserted in the points machine and rotated to set and lock the points to the required position. Care should be taken to continue the rotation of the emergency crank handle till it comes to a stop to ensure that the points are correctly set and locked. However before inserting the emergency crank handle in the point’s machine, it must be ensured that the relevant point lever/knob is in the required position.

(d) The SM on duty shall personally be responsible to ensure the correct setting of points. He must also ensure that the points are clamped, padlocked and the lever collars are put on the relevant point - levers/knob and must retain the keys of the padlocks in his personal custody before authorising any movements over the affected points. The reception/despatch of trains shall be arranged in accordance with the rules.

(e) At Stations where crank handles provided to operate the point machines manually are interlocked with the signals, authority to pass the signal governing the movement over the points, which are set by crank handle need not be issued if the signal can be taken ‘OFF’ and proper ‘N’ or ‘R’ indication, showing that the points have been properly set and locked in the normal or reverse position. The points should, however, be clamped and padlocked by the staff deputed to set them by means of crank handle, before the crank handle is restored back to the electrical lock and the relevant signals are taken ‘OFF’.

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(f) In case of manual operation of defective motor operated points by crank handles, for passage of traffic, the trains may be received on signals provided:–

(1) a transportation staff not lower in rank than that of an ASM is deputed to operate the defective motor operated points which is to be clamped and padlocked.

(2) PN is exchanged between the Transportation staff at the points and the ASM taking ‘OFF’ the signals to ensure the position of the points and safe custody of the crank handle with the former, and

(3) Correct setting of the defective points, has been proved in the electrical circuit after manual operation.

(g) The use of emergency crank handle be continued till such time the points are rectified by the S & T staff.

(h) Whenever the emergency crank handle is used an entry to this effect should be made in the emergency crank handle register specially maintained for this purpose and the station diary, duly advising the concerned Signal Inspector/ESM for rectification.

(xi) HANDING OVER EMERGENCY CRANK HANDLE OF MOTOR OPERATED POINTS TO S & T STAFF FOR MAINTENANCE WORK etc :-

If the emergency crank handle is required by the S & T staff for maintenance work or for the purpose of testing, disconnection and reconnection notices should be issued in form S&T/ (T/ 351). Whenever the emergency crank handle is handed over to the S & T staff, an entry should be made in the emergency crank handle register showing the points on which the emergency crank handle is required to be used. The lever collars should, at the same time, be put on the relevant levers. During the time the emergency crank handle is in use, the reception/despacht of trains should be arranged in accordance with the Rules.

(xii) MECHANICALLY OPERATED POINTS WITH ‘N’ and ‘R’ INDICATION IN THE CABIN/STATION :-

At certain stations ‘N’ and ‘R’ indications are also provided for the mechanically operated points. At these stations the SM on duty should check up the indications in the cabin/station after the operation of the points to ensure that they are in working order. If the correct indication is not displayed after the operation of points, the points must be inspected by the SM on duty to check up if there is any obstruction in the points. Any obstruction found must be removed and the points once again set and locked and the signals taken ‘OFF’ for reception/despacht of trains. Even after the correct setting and locking of points, if the ‘N’ and ‘R’ indications fail to respond, this should be treated as a case of signal failure and the trains dealt in accordance with the provisions of Rules.

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(xiii) Under Special Instructions, certain goods yards are declared as “terminal yards” for the purposes of reception and dispatch of goods trains and regulating goods yard shunting. At such “terminal yards”, Stop Boards are provided on each goods reception line and adequate distance for reception is reckoned, with the approval of Authorized Officer from the Stop Board to fouling mark at the trailing end. Wherever the Stop Boards is fixed at the fouling mark, the adequate distance for taking ‘OFF’ Home is reckoned as Zero. Speed of incoming trains inside the station section shall be restricted to 15 KMPH, except where train has to negotiate turnout having 1in 8 ½ straight switch where Speed is restricted to 10 KMPH and requisite speed restriction Boards are duly exhibited below the respective Home signals.

The Station Working Rules of such “terminal yards” shall clearly specify the procedure to be followed for reception and dispatch of goods trains and regulation of shunting movements. The trailing points on the line on which a Goods train is to be received should be set and padlocked against the line (in case of mechanically interlocked stations), so that no conflicting reception or shunting movement is permitted. The Station Working Rules shall clearly specify the staff responsible to ensure this.

Note: Maintenance of non-interlocked points at all stations and yards are to be carried out by the SSE/Permanent Way concerned and shall ensure proper cotter bolts and pins are in working order for safe running of trains.

(xiv) (1) During reception of train/trains, on complete arrival, the points in rear on Double line sections and at either ends on Single line sections should be set against the blocked line to restrict movement from all directions to that line.

(2) In case, it is not possible to set route towards the clear line, it should be set towards the line occupied by less important train.

(3) The above (1) and (2) is not applicable when shunting or any other movement is required to be done immediately in that direction on that line.

3.39. Locking of facing points :-

Facing points, when neither interlocked nor key locked, shall be locked for the passage of a train either by a clamp, or by a through bolt, with a padlock. It is not sufficient to lock the lever working the points.

3.40. Conditions for taking ‘OFF’ Home signal : -

(1) When a train is approaching a Home signal otherwise than at a terminal station, the signal shall not be taken ‘OFF’ until the train has first been brought to a stand outside it, unless -

(a) on a double line, the line is clear for an adequate distance beyond the Starter;

or

(b) on a single line, the line is clear for an adequate distance beyond the trailing points, Or for an adequate distance beyond the place at which the train is required to come to a stand. (CM No. 62 dated.03.01.2019)

(2) Where a train has first been brought to a stand outside the Home signal, the signal may be taken ‘OFF’, if -

(a) on a double line, the line is clear upto the starter, or

(b) on a single line, the line is clear upto the trailing points or under approved special instructions upto the place at which the train is required to come to a stand.
3) Except under approved special instructions, the adequate distance referred to in sub-rule (1) shall never be less than -

(a) 180 metres at stations equipped with two-aspect lower quadrant or two-aspect colour light signals, or

(b) 120 metres in the case of stations provided with multiple-aspect signals or modified lower quadrant signals.

4) Where a sand hump of approved design, or under approved special instructions a derailing switch, has been provided for the line on which a train is to be received, they shall be deemed to be efficient substitutes for the adequate distance referred to in sub-rule (3).

S.R.3.40 (i) The adequate distance for taking ‘OFF’ signals shall be specified in the Station Working Rules. Wherever approved special instructions have been obtained, the same shall be indicated in the Station Working Rules.

(ii) At interlocked stations with two cabins at either end of the station yard provided with telephone communication between Station Master and the Cabins, the following procedure shall be adopted for the nomination of the line of reception for a train -

(a) The Platform Duty Station Master shall nominate the reception line and advise the particulars of the train number, description and its probable time of arrival to the Cabin Station Master/Cabinman in both the cabins.

(b) The Cabin Station Master/Cabinman at the facing end must set and lock all the relevant facing points and set all the trailing points, if any, at his end correctly for the nominated reception line and give a categorical assurance to the Cabin Station Master/Cabinman at the trailing end that -

(1) the reception line nominated by the Platform Duty Station Master is clear and free from obstructions over his jurisdiction

(2) all the relevant facing points on the nominated reception line have been correctly set and locked; and

(3) all the trailing points at his end are correctly set for the nominated reception line.

(c) The Cabin Station Master/Cabinman at the trailing end on receipt of the above assurance from the facing end cabin, shall correctly set and lock all the facing points, if any, and correctly set all the trailing points at his end for the nominated reception line and after ensuring that the nominated reception line is clear and free from obstructions over his jurisdiction shall communicate a Private Number to his counter-part at the facing end and then release the slot on the concerned Home Signal.
(d) The Cabin Station Master/Cabinman at the facing end on receipt of the Private Number from his counter-part at the trailing end must communicate a Private Number to the Platform Duty Station Master repeating the nominated reception line in token of his readiness to receive the train.

(e) Platform Duty Station Master on receipt of the Private Number from the Cabin Assistant Station Master/Switchman/Cabinman at the facing end, shall ensure that the nominated reception line under his jurisdiction is clear and free from obstructions and that everything is ready for the reception of the train, shall communicate a Private Number to the facing end Cabin Station Master/Cabinman and then release his control on the concerned Home signal: in token of his readiness to receive the train.

(f) The Jurisdiction of station yard under each Cabin Station Master/Cabinman and Platform Duty Station Master shall be demarcated and incorporated in the Station Working Rules and they shall be personally responsible to ensure that the reception line nominated is clear and free from obstructions as far as their jurisdiction is concerned.

3.41 Conditions for taking ‘OFF’ Outer signal :-

(1) When a train is approaching the Outer signal otherwise than at a terminal station, the signal shall not be taken ‘OFF’ until the train has first been brought to a stand outside the signal, unless the line on which the train is to be received in the station is clear -

(a) in the case of a double line, upto the Starter signal, and

(b) in the case of single line, for an adequate distance beyond the first facing points.

(2) Where the train has first been brought to a stand outside the Outer signal, the signal shall not be taken ‘OFF’ unless the line is clear upto the first facing points, or upto the Home signal at a station where there are no facing points.

S.R.3.41 The Outer signal shall not be taken ‘OFF’ until the Home signal has been taken ‘OFF’. The Outer signal shall normally be put back to ‘ON’ before the Home signal. If a Loco Pilot finds the Outer signal ‘OFF’, when the corresponding Home signal is at ‘ON’ or drooping, he shall treat both the Home and Outer signal as defective and stop his train at the Outer signal. If the Home signal cannot be seen owing to curve or other reasons sufficiently early to enable the Loco Pilot to stop the train at the Outer signal, the Loco Pilot shall, after passing the Outer signal, stop as soon as the Home signal is sighted.
3.42 CONDITION FOR TAKING ‘OFF’ LAST STOP SIGNAL OR INTERMEDIATE BLOCK STOP SIGNAL-

(1) On double line, the last stop signal or Intermediate Block Stop Signal shall not be taken “OFF” for a train unless Line is clear has been obtained from the block station in advance.

(2) On Single Line-

(a) The last stop signal shall not be taken “OFF” for a train unless line clear has been obtained from the block station in advance;

(b) For Intermediate block signalling-

(i) First, the direction of traffic shall be established and then line clear shall be obtained from the block station in advance as per the established direction of traffic;

(ii) Only after establishing the direction of traffic the train movement in the ‘Station controlled Intermediate Block section’ shall be permitted; and

(iii) The Intermediate Block Stop Signal shall not be taken ‘OFF’ unless the line clear has been obtained from the block station in advance and direction of traffic is established.

Explanation:- On Single Line Intermediate Block signalling, the line between two adjacent block stations is divided into two subsections, the first section which shall be termed as ‘station controlled intermediate block section’ and the section between Intermediate Block signal to First Stop Signal of Block Station ahead shall be termed as ‘ block controlled Intermediate Block section”. (CM No 62 Dated 03.01.2019)

3.43. Conditions for taking ‘OFF’ Warner signal:-

A Warner signal shall not be taken ‘OFF’ for a train that is booked to stop or for a train that has to be stopped out of course.

3.44. Conditions for taking ‘OFF’ Gate Stop signal :-
A Gate Stop signal shall not be taken ‘OFF’ until the concerned level crossing or crossings is or are free from obstruction and the gates of such level crossing or crossings are closed and Locked against road traffic. Where a Gate Stop signal is interlocked with station signals it shall be worked in accordance with special instructions.

3.45 Conditions for taking ‘OFF’ Calling-on signal :-
A Calling-on signal shall not be taken ‘OFF’ until the train has been brought to a stand at the Stop signal below which the Calling-on is provided.

3.46 Use of fixed signals for shunting:-

(1) The Outer, the Home and the Last Stop Signal of a station shall not be taken ‘OFF’ for shunting purposes.

(2) At stations where Advanced Starters are provided, Starters may be taken ‘OFF’ for shunting purposes, except where the interlocking interferes with this practice, in which case hand signals shall be used where shunting signals are not provided.

3.47 Taking ‘OFF’ signals for more than one train at a time:-

When two or more trains are approaching simultaneously from any direction, the signal for one train only shall be taken ‘OFF’, other necessary signals being kept at ‘ON’ until the train for which the signals have been taken ‘OFF’, has come to a stand at the station, or has cleared the station, and the signals so taken ‘OFF’ for the said train have been put back to ‘ON’, except where under special instructions, the interlocking or the layout of the yard renders a contrary procedure safe.
3.48. **Stoppage of trains out of course at stations provided with two - aspect signalling:**

When a train which is booked to run through has to be stopped out of course at a station equipped with two - aspect signals, it shall not be received until -

(a) at stations provided with working Warner but not provided with Starters, the working Warner is kept at ‘ON’,

(b) at stations provided with Starters but not provided with working Warners, the relevant Starter is kept at ‘ON’,

(c) at stations provided with both working Warners and Starters, both the signals are kept at ‘ON’, and

(d) at stations provided with neither a working Warner nor a Starter, the First Stop Signal is kept at ‘ON’, and the train brought to a stand outside it.

S.R.3.48 When a train which is booked to run though has to be stopped out of course at a station equipped with manually operated multiple aspect signals where no starters are provided, the Home signal shall not be taken ‘OFF’ until the train has first been brought to a stand outside the Home signal.

3.49. **Care and lighting of signal lamps:**

(1) The Station Master shall see that lamps of fixed signals, indicators and boards such as Shunting Limit Board, Block Section Limit Board and Stop Board at his station are lighted at sunset, and are not put out until after sunrise or at such earlier or later time as may be prescribed by special instructions.

(2) Sub - rule (1) shall not apply to

(a) approach lighted signals;

(b) colour light and position light signals which shall be kept lit throughout the day and night, and

(c) the sections where no train is scheduled to run at night.

(3) The Station Master shall ensure that the lamps of fixed signals, indicators and boards such as Shunting Limit Board, Block Section Limit Board and Stop Board, when lit, are burning brightly and that the lenses of lamps and spectacle glasses are properly cleaned and backlights clearly visible.

(4) Whenever night signals are used the Station Master shall not grant Line Clear unless he has ensured, either personally or in the manner prescribed under special instructions, that the lamps of fixed signals at his station which are not approach lighted and which apply to the train are burning. If signal lights cannot be kept burning he shall before giving Line Clear initiate action in accordance with the procedure prescribed in Rules 3.68 to 3.72.
(5) Before lighting a semaphore signal or indicator lamp, the Railway servant deputed for lighting it, shall inspect the lenses and spectacle glasses. In case he finds the red roundel broken, cracked or missing he shall not light the lamp and shall report the fact immediately to the Station Master who shall treat the signal as defective.

(6) Every Railway servant in-charge of signals shall see that the greatest care is taken in the focusing, cleaning and trimming of signal lamps.

S.R.3.49 (i) The instructions regarding lighting and proper maintenance of the signal lamps shall apply to all fixed signals, indicators. Shunting Limit Boards and Block Section Limit Boards.

Note: “Trap/point indicator in the Petroleum and other inflammable liquids train dealing Station yard should be provided with luminous strip in lieu of kerosene oil lit lamps. Wherever luminous strip is provided, indicator should not be kerosene lit”.

(a) The Railway servant who lights the signals shall inspect roundels for cracks or breakages and if any defect is noticed, immediately report the matter to the SM on duty who will enter the report in the Station Diary. Such signals shall be treated as defective during the period they are required to be kept burning and action shall be taken in accordance with the procedure prescribed in Rules 3.68 to 3.72 and Subsidiary Rules there under provided further that if there is any crack or breakage in the red roundel, the signal shall not be allowed to remain lit and a Railway servant shall be deputed to show Stop hand signal to the approaching trains from the foot of the signal.

(b) After the lighting up time of signals, if there is any heavy storm, particularly hail storm or cyclone, the SM shall depute a competent Railway servant to inspect the signals and note the condition of the roundels. If any roundel is found broken, cracked or missing the signal shall be treated as defective and action taken in accordance with Rules 3.68 to 3.72 and Subsidiary Rules there under.

(c) Before giving Line Clear for a train, the SM shall ensure that the arms of the reception signals pertaining to the train are at ‘ON’ and at night, the signal lamps are lighted and back-light is visible or the repeater provided for the purpose confirms the same. If any reception signal arm is not at ‘ON’ and at night the signal lamp is not lighted, the SM shall place the signal arm to ‘ON’ or light the signal lamp and until this has been ensured Line Clear shall not be given for a train.

(d) The SM shall comply with Para (i) (c) by personally observing the signal arm by day and the back light by night. If it is not possible to see the signal arm or back-light owing to thick, foggy or tempestuous weather impairing visibility or for any other reason, he shall proceed to a convenient place outside his office from where it can be seen

(e) In case of signals with electric repeaters, the arm repeater by day and both the arm and the light repeaters by night shall be observed. In the colour light signalling territory, the SM shall observe the aspect of the signal as indicated by the miniature light repeater provided.
(f) At stations provided with block instruments and SM’s slide control in the same office, the SM shall comply with Para (ii) (c) by ensuring that the slide pertaining to the signal is in normal position by day and night and the backlight is visible by night or if the back-light is not visible, by exchanging PN with the Cabinman/Leverman.

(g) In case, it is not possible for the SM to ensure the visibility of the arm or back - light, he shall before giving Line Clear initiate action for receiving the train in accordance with the procedure laid down in Rules 3.68 to 3.72 and the Subsidiary Rules there under [See Rules 3.49(4)].

(h) The time at which the lamps of fixed signals, indicators and boards, such as Shunting Limit Board, Block Section Limit Board and Stop Board at the station are to be lighted and put out shall be prescribed in the STATION WORKING RULES.

(ii) Whenever Power fails and colour light signals become blank, the SM shall not grant line clear unless he has initiated action in accordance with the procedure prescribed in Rules 3.68 and 3.69.

(iii) MAINTENANCE OF SIGNAL LAMPS

The following instructions regarding the cleaning, lighting and maintenance of signal lamps are to be adhered.

(a) FOUNTS:
1. All founts must be taken to the station lamp room every day in the forenoon on the trays provided for purpose, for cleaning and refilling. Founts must not be cleaned and refilled at the signals.

2. Cleaned and refilled founts must be taken out to the signals from the station lamp room after 16 hours. The founts must be available for inspection by SM, and inspecting Officials of Operating and S&T departments during the day.

3. Lamp cases must be thoroughly cleaned, and all soot and dirt removed from the interior, especially from the top, every day.

4. Founts must not be emptied daily, but only refilled to make up the quantity used the previous night. Founts must not be filled full or otherwise the lamps will catch fire. Founts must be filled not higher than the bottom of the burner collar and afterwards wiped clean.

5. Filler caps must be kept in place to prevent dirt or water getting into the oil. Leaky founts, lost filler caps must be promptly reported to the Signal Inspectors for replacements.

6. During the first week of every month, all founts must be emptied and drained and thoroughly cleaned to remove sediment and water. Oils drained from founts must never be used again in founts, but may be used for general cleaning purposes.

(b) BURNERS:

Burners must be thoroughly cleaned and air vents opened every day with brushes provided for the purpose and not with any other metal implement. Burners gummed with oil, soot or incrustations will be periodically withdrawn for chemical cleaning by S&T staff. Broken and defective burners must be reported promptly to Signal Inspector for replacement.
(c) WICKS:
Wicks must be carefully trimmed every day. When trimming wicks, the charred portion must be broken off with the fingers or cut off with scissors or trimmers and the wick left clean and even. Wicks too short to reach the bottom of the fount or clogged with dirt or gummy oil must be periodically renewed by S&T staff. New wicks should be perfectly clean and dry and must be saturated in oil before using.

(d) LIGHTING OF LAMPS:
Founts must be lighted with the matches provided for this purpose and not with piece of oil waste. The wick when lighted must be adjusted until it burns steadily without smoking. Too high a flame will smoke but too low a flame will cause the flame to be out of focus with the lens and give a defective light. It will also be the cause for the failure of light repeaters wherever provide at the station or cabin. Special care must be taken during monsoon to keep water away from oil and wicks, lamp doors and tops must be kept close, except when cleaning, lighting or extinguishing. Lamps defective or in need of repairs must be reported to the Signal Inspector. The inner and other surfaces of the lenses of the Signal Lamp shall be cleaned daily.

(iv) GENERAL :
(a) The operating staff are responsible for cleaning, lighting of signals, point indicator lamps and founts
(b) The SMs are responsible for explaining these instructions to their staff and for periodically inspecting to see that they are properly and regularly carried out.
(c) TIs must inspect the station lamp rooms periodically to see that these instructions are carried out by station staff concerned.
(d) Each Signal Inspector must examine all the signal and point indicator lamps on his monthly inspections to see that the lamps and founts are in good order and are being kept clean. Lamps and founts found defective must be placed promptly. Cases of excessive damage to lamps or neglect in cleaning should be reported to DSTE and DSO. All signal lamps should be over-hauled once in a year and the date of over-haul should be marked on each lamp.

(v) Responsibilities of the Station Master and Loco Pilot regarding the observation of Point Indicators:-
(a) At non-interlocked stations and at stations provided with Rudimentary Interlocking, the Station Master on duty shall satisfy himself by observing the point Indicator that the points over which the train will pass have been correctly set both for the reception and dispatch of trains.
(b) At stations provided with single arm Home in multiple aspect upper quadrant signalled area, the Station Master shall observe the Point Indicator to make sure that the route has been correctly set as instructed by him before permitting the taking ‘OFF’ of the Home signal.
(c) At other interlocked stations, the Station Master need not observe the Point Indicator for the correct setting of points:–

1) during the reception of trains if bracketed Home signals have been provided: and
2) during dispatch of trains if Starters have been provided.

(d) At non-interlocked stations and at stations provided with Rudimentary Interlocking, the Loco Pilots of stopping and run through trains shall observe the Point Indicator at the trailing end, wherever provided, to satisfy themselves that the points are correctly set for the line on which they are proceeding.

(e) At interlocked station not provided with Starters, the Loco Pilots of stopping trains or run through trains stopped out of course shall satisfy themselves before starting their trains by observing the Point Indicator at the trailing end that the points are correctly set for the line from which they are starting.

(f) At all stations during failure of signals, the Station Master and Loco Pilot shall satisfy themselves by observing the Point Indicator that the facing and trailing points are correctly set.

(g) Point Indicators, wherever provided, shall be observed during shunting operations also.

3.50. Traps, slip sidings and catch sidings :

The Station Master shall take steps to ensure that the points of all traps, slip sidings and catch sidings, and other points are set against the line which they are intended to isolate, except when it is not necessary that they should be open for the purpose of isolation.

S.R. 3.50 (i) (a) Traps may be either :

(1) a Scotch Block,
(2) a Haye’s Derail,
(3) a Trap point with a single switch, or
(4) a Derailing Switch

Note: - A Derailing Switch is a pair of points leading to a short dead end and used solely for the purpose of trapping the vehicles on the running line or siding. The staff in possession of the keys of the locks of traps shall be held personally responsible for carrying out the instruction under Rules 3.50.

(b) (1) Slip sidings are intended to prevent vehicles at stations from escaping on to the Main line. Shunting/Stabling of vehicles/wagons on slip siding is prohibited.

(2) Catch sidings/”Kopcke” sidings are intended to catch vehicles or trains which have escaped from the adjacent station or parted portions of trains coming out of control from the adjacent block section. Shunting/Stabling of vehicles/wagons on Catch/”Kopcke” sidings is prohibited.

Note: - ‘Kopcke’ sidings are Catch siding of another design and serve the same purpose.
(3) Trap Indicators indicate the position in which the trap is set. They show a red target by day and a red light by night in both directions when traps are set against the line which they are intended to isolate. They show the knife edge of the disc by day and a green light by night in both directions when the trap is set favorable for the train movement.

(4) Point Indicators indicate the position in which points are set. They show a white target by day and a white light by night in both directions when the points are set for the straight. They show the knife edge of the disc by day and a green light by night in both directions when the points are set for the turn-out. The Station Master shall daily check the glasses of the Point Indicators whether they are intact by operating the concerned points after the indicator lamps have been lit and observing them.

(5) Except during the movement of trains in the facing direction the points of the slip sidings and the Catch/Kopcke siding shall be kept towards siding. The keys of such points if any shall be kept in the personal custody of SM. The rules incorporated in the SWR with regard the operation of points shall be strictly observed.

3.51. Points :-

(1) all points shall normally be set for the straight except when otherwise authorised by special instructions.

(2) the Railway servant concerned with the operation of points and signals shall not, while on duty, leave the place of operation of points or signals which are under his charge except under special instructions.

(3) No Railway servant shall interfere with any points, signals, or their fittings, signal wires or any interlocking or block gear for the purpose of effecting repairs, or for any other purpose, except with the previous permission of the Station Master.

S.R.3.51(i) Points shall not be moved or reversed when the leading wheels of an engine or other vehicles/wagons are so near that the points cannot be fully thrown over before the engine or other vehicles/wagons come on the points. The points shall not be moved until the engine and all the vehicles/wagons have passed completely clear.

(ii) The operating staff are responsible to keep all the Non - interlocked points at their station clean and clear of stones or other obstacles. The parts requiring particular attention are the surface of the switches and chairs which are in contact with each other. They must be cleaned and lubricated as is necessary. The handles of levers operating points and signals must be kept free of rust and rubbed daily with an oiled rag.

(a) The in - charge Station Master shall test the emergency cross over points once a day and make an entry to that effect in the Station Diary.
(iii) A pointsman finding any points damaged shall not leave them until they are examined. He shall immediately attract the attention of the Station Master by waving a red flag or lamp or by sending a messenger and shall show a ‘stop’ hand signal towards any train approaching the points.

(iv) Whenever a train trails through wrongly set points the Loco Pilot shall on realizing the situation, immediately stop his train. He shall then consult Guard and the Station Master and then restart and proceed onward only if he is satisfied that the train can pass safely over the points without any accident. Backing of trains over points which have been trailed through is prohibited.

(v) (1) Any Railway servant on duty in a non-block cabin who has received instructions for the admission or dispatch of trains shall continue to be on duty till the arrival or departure of the train. If there is any unusual delay for arrival or departure of the train, the SM shall arrange to relieve the Railway servant and ensure that the reliever understands his duties.

(2) If at any time during his hours of duty, the SM in-charge of a signal cabin where block instruments are placed finds it necessary in order to comply with safety rules, to leave the cabin temporarily, he shall specially depute a responsible Railway servant to remaining the cabin or close and lock the cabin.

(3) Whenever, in an emergency, points, signals or any other safety appliances have to be left unattended, they shall be secured in their position by the means provided. Pointsmen or staff in charge of points or signals shall not leave their posts, unless they are relieved.

(vi) No work necessitating interference with points, lock bars, detectors, signals or other interlocking gear which are likely to affect the safety of trains shall be commenced except with the consent of SM.

(vii)(a) A Signal maintainer whether Block, Electrical or Mechanical shall be in possession of a certificate of competency declaring that he understands all the relevant rules and instructions pertaining to his duties and is competent to undertake the work which may necessitate interference with points, lock bars, detectors, signals etc., independently may also undertake such work except interference with the locking arrangement in an interlocked lever frame. This certificate of competency shall be issued by STTC after successfully completion of initial course / refresher course which will be valid for a period not exceeding four years. As a temporary measure Sr.DSTE/DSTE of the divisions can extend the validity of the competency certificate only once for six months.
(b) The Signal Inspector or the person in charge of the work shall, before taking in hand any work in connection with lever frame, points, signals, locks bars or detectors etc., involving disconnection or removal of interlocking gear of any kind, advise the SM in writing in form S&T (T/351) (Disconnection Notice) and obtain acknowledgement therefore in the space provided in the form. In the case of joint works involving engineering department, a special mention may be made in the form S&T (T/351) as “Joint - work with engineering department”. The SM’s signature on the acknowledgement copy is the authority for the Signal branch to commence the work. Where cabins are under the control of SM, he must advise the cabin staff giving the particulars of the point which is disconnected, under the exchange of PNs. After the work is completed, the person in charge of the work shall jointly test with the SM such signals, points, lock bar, gears, etc., and then fill up the second part of the block copy (Reconnection Notice) and obtain the signature of the SM on the acknowledgement copy of the disconnection/reconnection notice. The signature of the person in - charge of the work on the reconnection notice is the authority for the SM to resume normal working.

(c) In the interval between disconnection and reconnection if it is necessary to pass the trains or perform shunting movement, the SM on duty shall advise the Signal Inspector or the person in - charge of the works by memo stating in which position the points are to be set. The SM or other authorized staff on his behalf with the permission of the Signal Inspector, or the person in-charge of the work, shall arrange to set and clamp the points in the desired position for the safe passage of the trains. The relevant signals shall be placed at ‘ON’ by the staff of the S&T branch. In the case of joint works, permission of the SE/P.WAY, or his authorized staff also has to be obtained in advance by the S&T branch. Shunting moves are to be avoided as far as possible. If the disconnection of points is made at one end of the cross over, the points at both ends of the cross over should be treated as having been disconnected and should be clamped and padlocked by the SM and trains passed over the same by piloting. It should be ensured that the other end of the cross over shall also be set, clamped and padlocked for isolation of the train which passes on the straight road. The other end should be set and clamped for the cross over movement if the movement is over the cross over.

(d) It shall be the duty of the SM or any authorized person on his behalf to ensure that the points are set and clamped for the correct route. He will then put the padlock on the clamp to prevent any interference therewith until the completion of the train or the shunting movement, as the case may be. Cotter bolting wherever available and padlocking is also permissible. The cotter bolt or clamp should be removed by the SM or the authorized person after completion of the train or shunting movement and then the Signal Inspector or the person in - charge of the work can resume work on the gear.

On completion of the engineering work, a certificate to the effect that the engineering works have been completed, the track is safe for the passage of the train shall be given by the engineering Official to the Signal Inspector/Maintainer, in - charge of the work with a copy to the SM. Only after the receipt of this certificate, reconnection notice shall be issued by the S&T staff.
(e) Whenever it is necessary for the Signal Inspector or a duly certified and competent Signal Maintainer to carry out tests of signal appliances of any description, he shall make an entry in the station or cabin diary stating the particulars of work to be done and the time required. The SM shall countersign this entry and add any remark he may consider necessary regarding movement in the yard etc., before the work is taken on hand.

(f) After the Inspecting Official has given such notice, the SM shall advise the cabin staff and get their acknowledgements by obtaining a PN for carrying out the test and record the PN in the diary. No move which would lead to the end of the yard where testing is in progress shall then be carried out, without first obtaining the permission of the SM. This permission shall not be given by the SM until the Official carrying out the test has been advised and his acknowledgement obtained in writing and all testing relating to the line on which the movement is to take place has been stopped. Such permission shall be conveyed by communication of a PN.

(g) The Loco shed shall be advised that engine movements towards the Traffic yard shall not be allowed without the permission of the SM. A banner flag preceded by a Stop hand signal shall also be provided at the exit from the Loco yard under the orders of the Official carrying out the test, in the absence of a fixed signal controlling such exit.

E. Hand Signals

3.52. Exhibition of hand signals :-

(1) All hand signals shall be exhibited by day by showing a flag or hand and by night by showing a light prescribed in these rules.

(2) During day a flag or flags shall normally be used as hand signals. Hands shall be used in emergencies only when flags are not available.

(3) During night a hand signal shall normally be given by showing a red or green light. A white light waved violently shall be used as a "Stop" signal only when the red light is not available.

(4) Red or Green light referred to in sub-(3) shall be either a static or flashing type.

S.R.3.52 The arrangement of red and green slides in hand signal lamps shall be uniform. Holding the lamp with the front facing away, the green slide should be on the left hand side and the red slide on the right hand side. Every Railway servant using a hand signal lamp shall see that the slides are on the correct sides and also verify everyday just before coming on duty that all glasses are in good condition.
3.53 Stop hand signals:

How given by day:

By showing a red flag or raising both arms with hand above the head as illustrated below

How given by night:

By showing a red light or by violently waving a white light horizontally across the body of the person showing the signal as illustrated below:
3.54 Proceed hand signal.-

How given by day:

By holding a green flag or by holding one arm steadily as illustrated below

<table>
<thead>
<tr>
<th>Indication</th>
<th>Proceed</th>
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How given by night:

By holding a green light steadily as illustrated below:

S.R.3.54 The “All Ready” signal is a signal indicating that all is ready for the train movement in connection with which it is given. It is given by day, by smartly waving a green flag three times overhead from side to side, pausing and waving it smartly two times, vertically up and down, and by night, by waving a green light in the same manner.
3.55. **Proceed with caution hand signal.**

Indication: Proceed slowly reducing speed further if the signal is given at a progressively slower rate.

*How given by day:*
By waving a green flag vertically up and down or by waving one arm in a similar manner as illustrated below:

![Green flag illustration](image)

*How given by night:*
By waving a green light vertically up and down as illustrated below:

![Green light illustration](image)

Note.- when the speed is to be reduced further, this signal shall be given at a slower and slower rate and when a stop is desired, the stop hand signal shall be shown.
3.56 Hand signals for shunting.-

The following hand signals shall be used in shunting operations in addition to the stop hand signal:-

(a) Indication: Move away from the person signalling.

_How given by day:_

By a green flag or one arm moved slowly up and down as illustrated below:

![Diagram of hand signals](image1)

_How given by night:_

By a green light moved slowly up and down as illustrated below:

![Diagram of hand signals](image2)
(b) Indication: Move towards the person signaling.

How given by day:
By a green flag or one arm moved from side to side across the body as illustrated below-

How given by night:
By a green light moved from side to side across the body as illustrated below-

Note: The hand signal for ‘Move away from the person signaling’ and ‘Move towards the person signaling’ shall be displayed slower and slower, until the Stop hand signal is given if it is desired to stop.
(c) Indication: Move slowly for coupling

How given day:

By a green and a red flag held above the head or both hands raised over the head and moved towards and away from each other as illustrated –

How given by night:

By green light held above the head and moved by twisting the wrist as illustrated below
3.57. Banner flags :-

A banner flag is a temporary fixed danger signal, consisting of a red cloth supported at each end on a post and stretched across the line to which it refers.

S.R.3.57(i) Banner flags shall be not less than 150 centimeters long and 45 centimeters wide. They shall be stretched across the track on poles not less than 1.5 meters high at an adequate distance from the place of obstruction/work spot which they are intended to protect.

(ii) For “works of short duration” inside station limits, banner flags shall be fixed at an adequate distance from the spot which has to be protected.

(iii) For “works of short duration” outside station limits, banner flags shall be fixed in accordance with S.R.15.09 (iii).

(iv) In the following circumstances, inside and outside station limits, banner flags shall be used, with or without engineering indicators:-

(a) When rails are being renewed on the main line or in station yards. (b) When points and crossings are being renewed.
(c) When a rail is being laid temporarily.
(d) When a longitudinal beam is being renewed on a bridge.
(e) When the line is being replaced or new extra sleepers are being inserted.
(f) When the main line is broken prior to being slewed and connected with a diversion, or when a diversion has to be slewed back to the original alignment.
(g) To protect a lorry when brought to a stand between stations to load or unload heavy material.
(h) To protect a lorry when it remains stationary in the station yard for more than 15 minutes.
(i) To protect vehicles which are being loaded or unloaded or lifted on traffic lines by the staff of the other branches.
(j) To protect a vehicle, when dangerous goods are being loaded into or unloaded from it.
(k) To protect vehicles under repair.
(l) To protect lorries loaded with heavy materials. (m) To protect travelling cranes.
(m) Where points, signals or interlocking are disconnected at an outlying siding.
(n) In any other circumstances which warrant such special precautions being taken.

(v) When a diversion is in use for the daily passage of trains and no work endangering the track is in progress on it or in its vicinity, banner flags need not be used in addition to engineering stop indicators. Banner flags shall not be used at night.
3.58. Knowledge and Possession of hand signals: -

(1) Every Railway servant connected with the movement of trains, shunting operations, maintenance of installations and works of any nature affecting safety of trains shall have -
   (a) a correct knowledge of hand signals; and
   (b) the requisite hand signals with him while on duty and keep them in good working order and ready for immediate use.

(2) Every Railway servant shall see that the staff under him concerned with use of hand signals are adequately supplied with all necessary equipment for hand signalling and have a correct knowledge of their use.

(3) A red flag and a green flag by day or a lamp, which is capable of showing red, green and white lights by night, shall constitute the requisite equipment for hand signalling.

(4) Every Station Master shall see that his station is adequately supplied with all necessary equipment for hand signalling.

F. Detonating Signals

3.59. Description of detonating signals: -

Detonating signals, otherwise known as detonators or fog signals, are appliances which are fixed on the rails and when an engine or a vehicle passes over them, they explode with a loud report so as to attract attention of the Loco Pilot.

3.60. Method of using detonators: -

(1) A detonator when required to be used shall be placed on the rail with the label or brand facing upwards and shall be fixed to the rail by bending the clasps around the head of the rail.

(2) In the case of a mixed gauge, detonators shall be placed on the common rail or on one rail of each gauge.

3.61. Placing of detonators in thick, foggy or tempestuous weather impairing visibility: -

(1) In thick, foggy or tempestuous weather impairing visibility, whenever it is necessary to indicate to the Loco Pilot of an approaching train the locality of a signal, two detonators shall be placed on the line, by a Railway servant appointed by the Station Master in this behalf, about 10 metres apart, and at least 270 metres outside the signal or signals concerned.
(2)(a) The Station Master may comply with the provisions of sub-rule (1) at his discretion; but shall always do so when visibility conditions from any cause prevent him from seeing a prescribed visibility test object from a distance of not less than 180 metres or a lesser distance if expressly sanctioned by the Railway Board.

(b) The visibility test object may be -
(i) a post erected for the purpose and lighted at night; or
(ii) the arm by day and the light or the back light by night of a fixed semaphore signal specified by special instructions; or
(iii) the light of a fixed colour light signal both by day and night specified by special instructions.

S.R.3.61 (i) (a) The visibility test object shall be specified in the Station Working Rules.

(b) At stations situated in localities where fog or dust storms or heavy rains are generally prevalent, or while fixing of tail lamps even during day time, such posts shall be provided separately.

(c) Visibility Test Post will be a vertical post painted alternately black and yellow and illuminated during night and fixed at 180 metres from the center of the Station Master’s office.

(d) In foggy or tempestuous weather or dust storms when Visibility Test Object cannot be seen, the Station Master on duty shall personally ensure that the station signals are lit, and then send two trained men to act as Fog Signalmen, one in either direction, to the Fog Signal Posts painted with black and white alternately, which are erected at all stations at 270 metres in rear of (i.e., outside) the First Stop Signal. No Fog Signal Posts are to be provided at stations with double distant signal and at stations which do not qualify for placement of detonators.

(e) The Station Master on duty may either use the two men called from ‘OFF’ duty or two of the men already ‘ON’ duty for the purpose of seeing that signals are lit and for sending two men trained in fog signalling duties to either end of the station, or he may utilize, if available, two trained Gangmen detailed for the purpose by the Permanent Way Inspector but in any event, the trained men sent out to the Fog Signal Posts shall be a regular employees of the Railway.

(f) Each of these men shall be provided with 10 detonators or such lesser number as may be as prescribed under special instructions. The Fog Signalmen shall place two detonators on the center of the head of the rail, with the label or brand upwards, which shall be securely fastened to the rail by bending the clasps round the upper flanges of the rail, about 10 metres apart from each other, which on explosions under the wheels of an engine, will warn Loco Pilot of his proximity to the First Stop Signal of the station.

(g) After the passage of each train over detonators, which have been so placed on the rails, the Fog Signalmen shall immediately replace them by two fresh detonators.
(h) When a Railway servant has placed one or more detonator(s) on the line, he shall withdraw beyond the safety radius of 45 metres from the detonator(s) before they are exploded by an approaching engine or train. He shall be responsible for warning as far as circumstances permit, any person in the vicinity to stand beyond the safety radius.

(i) The position of the Fog Signal Post, the Fog Signals and the Fog Signalman are shown in the diagram below:-

![Position of Fog Signal Man Diagram]

(j) Each of the trained men sent out with detonating (Fog) signals, shall carry a lighted hand signal lamp. Should the Fog Signalman be aware of any obstruction on the line, he shall show a Stop hand signal in accordance with General Rule 3.53 in the direction in which a train is expected or approaching. On single line sections for trains leaving a station, the Fog Signalman deputed to place detonators shall show to the Loco Pilot a "Proceed" hand signal in accordance with General Rule 3.54.

(k) Divisional Railway Manager will notify the names of stations at which fog prevails persistently. At each such station, four of the station Competent Railway Servant staff (or if this number is not available, it may be made up by one or a minimum of two Gangmen per station being deputed by the Permanent Way Inspector) shall be posted and detailed to act as Fog Signalmen. All the four men must be fully trained in fog signalling duties. The four employees detailed as Fog Signalmen will be replaced by the appointment of two or more Competent Railway Servant staff at the station and by one or two temporary men in the engineering gang from which the permanent men have been withdrawn.
(l) At a double line station if the fog appears for about 7 days in the month it should be treated as persistent fog and separate Fog Porters should be appointed. If the fog is for less than 7 days in the month the Station Master will act according to S.R.3.61 (k), that is, he will immediately call out two of the station Competent Railway Servant who are 'OFF' duty to work at the station as Porters and the staff who are 'ON' duty will be utilized for fog signalling duties. The 'OFF' duty staff will be paid any overtime that is due and will be replaced by "Substitutes" to work during their normal turn of duty. This arrangement will obviate the necessity of retaining Fog Porters permanently and "Substitutes" will be required for permanent staff only when they are actually utilized on fog signalling duty. It, shall however, be noted that only regular employees will be utilized on fog signalling duty.

(m) At single line stations where the Station Porters are required for delivering tokens also, Divisional Railway Manager shall examine both the duration of fog and the number of days in a month on which it appears and then taking the overall work into consideration, determine whether special Fog Porters are required or not. If fog appears only on one or two days in a month and for a short duration it would obviously be not necessary to have separate Fog Porters and the procedure stated in sub-paragraph 3.61(i) (1) above shall be followed.

(n) On branch lines or sections on which traffic is light, instead of a Fog Signalman remaining continuously on duty at each Fog Signal Post, a Fog Signalman may be send out to place fog signals for each individual train. This procedure may only be adopted under "Special Instructions". In such cases, Line Clear shall not be given for a train, unless the Fog Signalman has been sent out at least 30 minutes before the train is due to leave the station in rear.

(o) The Station Master shall ensure that fresh supplies of detonators are sent to the men in replacement of those used.

(p) A "Station Detonator Register" shall be maintained at each station, and shall show the names of Fog Signalmen on duty, periods of duty, the stock of detonators, the number of detonators sent out with each Fog Signalman, the number of each train under which detonators have been exploded, and the number of unused detonators and used cases (including those which have failed to explode) returned each time by Fog Signalman to the Station Master on duty.

(q) The Station Master shall obtain in the "Station Detonator Register", the signature or thumb impression of all men deputed and/or posted to his station as Fog Signalman, as an acknowledgement that they understand the rules relating to the fog signalling of trains.
(r) In foggy or tempestuous weather or in dust storms, Permanent Way Inspectors or Gangmates shall promptly arrange for regular Gangmen to be deputed to place detonators on the rails 270 metres in rear of (i.e., outside) the First Stop Signal in each direction when cautious driving is necessary due to repairs of the line or other works being in progress.

(s) During thick, foggy or tempestuous weather when visibility is restricted, the Gatemen shall close and lock the gates against road traffic and then protect the signals by placing detonators in terms of Rules 3.61. After ensuring this on both sides, he shall come back to the gate and perform his normal duties.

(t) During thick, foggy or tempestuous weather or dust storm, impairing visibility. When the Station Master finds it difficult or impossible to see the position of one or more of the signals concerned, he shall not give Line Clear until he has complied with Rule 3.61 & has also advised, by telephone, the Station Master of the station in rear, of the conditions prevailing and instructed him to issue caution orders to the Loco Pilots of all trains to stop at the First Stop Signal and observe its aspect and then proceed at restricted speed of 10 kilometers an hour, and has received his acknowledgement.

(ii) Train operation during fog :-

**Absolute block system**: Maximum speed of a train shall be restricted to 60 KMPH during dense fog. Depending upon severity of fog, Loco Pilot shall control the speed of a train.

a. No shunting should be carried out on non-isolated lines in a yard and in the face of an approaching train after granting Line Clear to a train.

b. To be substituted with the following Working of IBSs shall not be suspended.

c. Provision of Rule 5.18 should be strictly followed and no train waiting for Line Clear should be advanced beyond Starter Signal.

d. Provision of Rule 3.61 and SRs there under should be strictly followed.

e. Work of repainting of Signal Sighting Boards for proper visibility should be completed before onset of winter season.

f. During fog season, lime marking across the track at the Sighting Board must be made.

g. VTO to be observed before granting Line Clear for a train.

(iii) Train operations during for in Automatic Signalling Territories shall be done in accordance with GR 9.02(3) and the maximum speed shall under no circumstances exceed 10 Kmph. (CM No 56 dated 08.08.2018)

3.62. Placing of detonators in case of obstruction:-

(1) Whenever in consequence of an obstruction of a line, it is necessary for a Railway servant to stop approaching trains, he shall proceed, plainly showing his Stop hand signal, to a point 400 metres from the obstruction and place on the line one detonator and then proceed to a point 800 metres from the obstruction and place on the line three detonators, about 10 metres apart, at such place:

Provided that on the broad gauge the first detonator shall be placed at 600 metres and three detonators at 1200 metres from the obstruction about 10 metres apart from each other.
(2) If the said Railway servant is recalled before the obstruction is removed, he shall leave down three detonators and, on his way back, pick up the intermediate detonator.

3.63 Replacement of detonators on the line:
Every Railway servant placing detonators on the line shall see that they are, when necessary, replaced immediately after a train has passed over them.

3.64 Knowledge and possession of detonators:
(1) (a) All Station Masters, Guards, Loco Pilots, Gang mates, Gatemen and all other Railway servants on whom this duty is laid by the Railway Administration, shall keep a stock of detonators.

(b) The Railway Administration shall be responsible for the supply, renewal, periodical testing and safe custody of such detonators, and for ensuring that their use is properly understood.

(2) Every Railway servant concerned with the use of detonators shall have a correct knowledge of their use and keep them ready for immediate use.

(3) Every Railway servant shall see that the Railway servants in his charge concerned with the use of detonators have a correct knowledge of their use.

S.R.3.64 (i) Stock of Detonators:
(a) A case containing 10 detonators shall form part of the equipment, when on duty, of every guard, of every Loco Pilot on the footplate, of every Permanent Way Gang mate, of every Gateman, of every Bridge Guard, of every Cutting Guard, of every Patrolman, and of every push trolley, motor trolley and lorry and 10 detonators for every Keyman.

(b) The DRM shall prescribe the number of detonators which shall be kept in stock at station and the minimum number below which the stock shall not be allowed to fall.

(c) The DRM shall prescribe the number of detonators which shall be kept in stock in each SE/P.WAY’s office and Loco Sheds respectively and also the minimum number below which the stock shall not be allowed to fall.

(d) SMs, Loco Foremen and SE/P.WAY are responsible for seeing that the stock of detonators is never allowed to fall below the minimum.
(ii) Supply of Detonators:

(a) SMs will supply detonators to Guards headquartered at their stations and Gateman working under their control.
(b) SE/P.WAYs shall supply detonators to Gangmates, Keymen, Gatemen (not covered in ii.(a) above), Bridge Guards, Cutting Guards and Patrolmen.
(c) Loco Foremen will supply detonators to Loco Pilots.
(d) The users of push trolley, cycle/moped trolley, motor trolley, lorries, shall arrange for the supply of detonators either direct from the DRM or through the SMs, SE/P.WAYs, or Loco foremen of their headquarters station, as may be convenient.

(iii) Storage of Detonators:

(a) Detonators shall be carefully handled as they are liable to explode if roughly handled.
(b) Detonators shall be kept in the case specially supplied and they shall be stored in dry places and not left in contact with the brick walls, damp wood, chloride of lime or other disinfectants, nor exposed to dampness or steam or other vapours.
(c) The month and year of manufacturer is shown on the label outside each case and is also stamped on each detonator. Detonators shall be used in the order of the dates stamped on them, those of the oldest date being always used first. To facilitate ready withdrawal in this sequence they should be stored also accordingly.

(iv) Use of Detonators:

(a) For use a detonator shall be placed on the centre of the hand of the rail with the label of brand of the detonator upwards, and shall be securely fastened to the rail by bending the clasps attached with the detonators, round the upper flange of the rail.
(b) SMs, Loco Foremen and SE/P.WAYs are responsible for ensuring that the detonators in possession of the Railway servants under them are tested as prescribed under the rules and that the staff know how and when to use them. For Gatemen within station limits, this responsibility will lie with the SM or TI of the section. Such staff as we expected to use the detonators should be tested once in three months by the Inspecting Officials and Senior subordinates in regard to their knowledge of use of detonators.
(c) SM, Loco Foreman and SE/P.WAY will maintain a register of receipts, use and testing of detonators in respect of Railway staff to whom the detonators were issued by him.
(v) Testing of Detonators:

(a) At stations, Loco Sheds, etc. where stocks of detonating signals are kept for issue to Guards, Loco Pilots, Signalmen or other Railway servants. SMs, the Chief Crew Controller or other Railway persons in-charge of such stock should test at least one detonator from each batch issued to the staff.

(b) TIs, SM, Chief Crew Controller, and SE/P.WAYs are responsible to ensure that the detonators in possession of Railway servants within their jurisdiction are tested once in 12 months.

(c) The normal life of detonators is 7 years whose date of manufacture is prior to 2010. The life of the detonators of manufacturing year 2010 and thereafter will be 5 years. The life of the detonators can be extended to 10 years in case of former and 8 years in case of latter on an yearly basis subject to the condition that two detonators from each lot of over 7/5 years as the case may be, old once are tested for the explosive contents and the results being found satisfactory. Such time extended detonators can be used on all sections after satisfactory testing. In case the results are not satisfactory, they should be destroyed. In any case no detonator would be kept in use after 10/8 years.

(d) Detonators bearing any sign of rust on the surface or appearing unsatisfactory in any way, or those failing to explode during tests or in actual working shall be promptly returned to the issuing officer for replacement.

(e) Detonators shall be tested under an empty wagon moving at 8 to 10 KMPH. The empty wagon shall be hauled by locomotive. Tests shall not be carried out by an Official not lower than TI, SE/P.WAY, Loco Inspector and Loco Foremen. SMs of Guard’s headquarters station are, however, authorized to test detonators in their charge or issued by them. Care shall be taken to ensure that the test is not conducted in a crowded locality or near a level crossing where splinters from detonators may cause injury.

(f) Excepting the crew of the locomotive employed in the test, no person shall be allowed to remain within a radius of 45 metres of the detonator which is being tested. The engine crew shall also keep themselves well within the cab while passing over the detonator. The Official in-charge of the testing operation shall before commencement of the operation, be responsible for posting sufficient men to ensure that no person encroaches upon the 45 metres safety radius until the test is completed.

(g) The staff shall, while observing the safety radius of 45 metres place themselves as far as possible in rear of the locomotive or train or wagon passing over the detonators as it has been found in practice that splinters from detonators, seldom fly in a direction towards the rear of the wheel which explodes them.

(h) A record of the number of detonators tested as also the results of test shall be maintained in a special register kept for the purpose at the place of testing.
(i) After the test is completed, results of the tests shall be communicated to the issuing officer of the detonators, by the Official conducting the test.

(j) The staff in possession of the detonators shall not make any improper use of them.

(vi) Disposable of self life completed detonators:

After completion of self life, detonators shall be destroyed by one of the following methods -

1. By soaking them in light mineral oil for 48 hrs and then throwing them one by one into fire with due precautions.

2. By burning them in incinerator.

3. By detonating them under wagon during shunting operations.

4. By throwing them in deep sea.

The destruction of time-barred detonators should be done in the presence of TI/SM/SE/P.WAY who should ensure that every care is taken to see that splinters of detonators do not cause any injury to life and property. They should not be buried or thrown in places from where they could be recovered.

(vii) Relief:

Divisional Railway Manager will arrange for a relief force for relieving Signalmen at stations in areas where fogs are prevalent, when such men are absent on account of sickness or authorised leave.

(viii) Acknowledgement of Rules:

The Station Master shall obtain the signature or thumb impression of Fog Signalmen in the “Station Detonator Register”, as an acknowledgement that they know and understand the rules of fog signal working.

(ix) Record if detonating (Fog) signals and exploded cases:

(a) The Station Master on duty shall be responsible for ensuring that the Fog Signalman, before going out on duty to the Fog Signal Posts, count the number of detonating (Fog) signals issued to them. This number shall be entered in the “Station Detonator Register” in Form Annexure `A’ and the Station Master on duty and the Fog Signalmen shall jointly sign this entry.
(b) As each train has passed over the detonating (Fog) signals placed for it, the, Fog Signalmen shall collect the exploded cases (not omitting the cases of detonators which have failed to explode) and when his period of duty is over, or when he is recalled on the weather clearing up, he shall bring all the used detonators and any unused detonators he still has, and make them over to the Station Master on duty. The Station Master on duty shall enter in the “Station Detonator Register” in Form Annexure `A’ the number of used detonators and unused detonators, and both the Station Master and Fog Signalman shall sign against this entry. If the Fog Signalman is illiterate, the Station Master shall take his thumb impression.

Annexure ‘A’

STATION DETONATOR REGISTER at …… ………

INSTRUCTIONS

1. This register contains the following parts:-

   Part I - Particulars of Fog Signalmen posted at the station from time-to-time.

   Part II - Particulars of receipt and stock of detonating (Fog) signals at the station, to be filled in whenever detonators are used or received.

   Part III - Periods of fogs, Fog Signalman on duty, and details of detonators used.

   Part IV - Particulars of Issue and Testing of fog signals at Depot, Station, Loco Shed, etc.

2. As soon as a man is posted to or detailed for duty at a station as a Fog Signalman, the Station Master shall satisfy himself that the man is fully acquainted with and understands the rules relating to the placing of detonating (Fog) signals at stations during thick or foggy weather. As an assurance of this, the Station Master shall take the signature or thumb impression of such men in the appropriate column of part I of this register.

3. The Station Master shall ensure that the information to be maintained in this register is kept up-to-date and is accurate in all respects.

4. Traffic Inspectors shall check the register, as also the stock of detonators on hand, each time they visit a station and initial with date as an indication of their having done so.
## SOUTH WESTERN RAILWAY

### PART - I

**FOG SIGNALMEN POSTED at………………………….Station.**

<table>
<thead>
<tr>
<th>Period for which worked at the station</th>
<th>Names of Fog Signalman</th>
<th>Substantive post of Fog Signalman</th>
<th>Assurance of Fog Signalman</th>
<th>Signature of the Station Master</th>
<th>Date of testing of the Fog Signalman in his duties by the Station Master</th>
<th>Signature of Fog Signalman</th>
<th>Signature of the Station Master</th>
</tr>
</thead>
<tbody>
<tr>
<td>From</td>
<td>To</td>
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</tbody>
</table>


SOUTH WESTERN RAILWAY

PART - II

STOCK OF DETONATING (FOG) SIGNALS

<table>
<thead>
<tr>
<th>Date</th>
<th>Opening balance of fog signals</th>
<th>Stock received on date</th>
<th>Particulars of receipt</th>
<th>Stock used during day</th>
<th>Closing balance of detonators on hand</th>
<th>Signature of Station Master</th>
</tr>
</thead>
<tbody>
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# SOUTH WESTERN RAILWAY

## PART - III

<table>
<thead>
<tr>
<th>Date</th>
<th>Duration of fog</th>
<th>Name of signal man on duty</th>
<th>Time fog signal man sent out</th>
<th>No. of detonators issued</th>
<th>Signature of fog signal man</th>
<th>Signature of SM on duty</th>
<th>Trains for which used</th>
<th>Fog signal man returned to station</th>
<th>Details of unused detonators</th>
<th>Signature of fog Signal man</th>
<th>Signature of SM on duty</th>
<th>Remarks</th>
</tr>
</thead>
<tbody>
<tr>
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</tbody>
</table>

91
# SOUTH WESTERN RAILWAY

## PART - IV

................................. Station / Shed / Office

<table>
<thead>
<tr>
<th>Sl. No</th>
<th>Name</th>
<th>Designation</th>
<th>Ticket No. &amp; PF No.</th>
<th>Date of issue</th>
<th>No. of detonators issued</th>
<th>Year and month of manufacture of detonators</th>
<th>Number used</th>
<th>Date used</th>
<th>Month and year of manufacture of the replaced detonators</th>
<th>No. of detonators tested</th>
<th>Date of test</th>
<th>Month and year of the detonators tested</th>
</tr>
</thead>
<tbody>
<tr>
<td>92</td>
<td></td>
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</tbody>
</table>
G. Signal to warn incoming trains of danger ahead.

3.65. Description:-

The Signals to be used to warn the incoming train of an obstruction shall be a red flashing hand signal lamp at night or a red flag during day.

S.R. 3.65. Tri – color LED based flashing hand signal lamps, having green, white and red indications are to be used by all station staff, including yard and shunting staff, Loco Pilots and Asst. Loco Pilots, Guards, Gateman and patrolling staff.

3.66. Use of warning Signals:-

When it becomes necessary to protect an obstruction in a block section, a signal may be used, as prescribed by special instruction under Rule 3.65, while the Railway servant proceeds to place detonators.

S.R.3.66 (i) Tri - color LED based flashing hand signal lamps are to be used in emergencies to exhibit timely warnings in the form of danger signals to Loco Pilots of an approaching trains of any obstruction particularly at nights, where sufficient time is not available to run forward and place detonators to protect the obstruction in the prescribed manner.

(ii) The Loco Pilot of the approaching train on observing the flashing red light shall control the speed of his train and be prepared to stop short of any obstruction.
3.67. Knowledge and possession of warning signals:-

(1) (a) All concerned Railway servants on whom this duty is laid by the Railway Administration shall keep a stock of such signal as may be prescribed by special instructions under Rule 3.65.

(b) The Railway Administration shall be responsible for the supply, renewal and safe custody of such signals as may prescribed by special instructions under Rule 3.65 and for ensuring that their use is properly understood.

(c) The Railway Administration shall supply every Guard, Loco Pilot, Patrolman and Gateman working on the Double or Multiple line, Ghat, Suburban or Automatic Block Territories with such signal as may be prescribed by special instruction under Rule 3.65.

(2) Every Railway servant concerned with the use of signals as specified by special instructions under Rule 3.65, shall have a correct knowledge of their use and keep them ready for immediate use.

(3) Every Railway servant shall see that the Railway servants in his charge concerned with the use of warning signals as prescribed by Special instructions under Rule 3.65, have a correct knowledge of their use.
H . Defective Fixed Signals and Points

3.68. Duties of Station Master generally when a signal is defective:-

(1) As soon as a Station Master becomes aware that any signal has become defective or has ceased to work properly, he shall -

(a) immediately arrange to place the signal at ‘ON’ if it is not already in that position;

(b) depute competent Railway servants with such hand signals and detonators as may be required to give signals at the foot of the defective signals until he is satisfied that such signal has been put into proper working order;

(c) taken action in accordance with Rules 3.69 and 3.70 as may be required for movement of trains past the defective signals; and

(d) report the occurrence to the Railway servant responsible for the upkeep of the signals, and if the section is controlled, the Controller also.

(2) When the Station Master receives information of any defect in a signal not pertaining to his station from the Loco Pilot or the Guard or any other Railway servant, he shall immediately inform the Station Master concerned of the fact and keep the Controller advised, where the section is controlled.

(3) In case of signals becoming defective at stations situated on Centralised Traffic Control territories, the Centralised Traffic Control Operator on becoming aware of such defects shall take action in accordance with special instructions.

S.R.3.68 (i) (a) The signals which has been kept at “ON” under the provisions of General Rule 3.68(1) (a) shall be lighted at night. If, however, the signal arm cannot be kept at “ON”, the signal lamp shall be kept extinguished at night.

The signal lamp shall also be kept extinguished at night when cracks and breakages are noticed in the red roundel.

(b) Inspection of Signal Roundels :-

The Railway servant who lights the signals shall inspect the roundels for cracks or breakages and if any defect is noticed, report the matter immediately to the station Master on duty who shall enter the report in the Station Diary. Such signals shall be treated as defective during the period they are required to be kept burning and action shall be taken in accordance with the procedure prescribed in the General Rules 3.68 to 3.75 and Subsidiary Rules there under, provided that if there is any crack or breakage in the red roundel, the signal shall not be allowed to remain lit and a competent railway servant shall be deputed to show a Stop hand signal to the approaching trains from the foot of the signal.
(c) (1) At stations provided with colour light signals where lights cannot be kept burning due to power failure including failure of stand by arrangements, the Station Master must inform the Station on either side and the Section Controller immediately, who shall inform the Senior Divisional Electrical Engineer/Divisional Electrical Engineer and Senior Divisional Signal and Telecommunications Engineer/Divisional Signal and Telecommunications Engineer concerned through their respective control cells apart from advising the Senior Divisional Operations Manager/Divisional Operations Manager and Chief Controller.

(2) Before dispatching a train to such a station, Station Master of the station in rear shall issue caution order to the Loco Pilot advising him of the absence of any light on the signals and therefore for keeping a good vigil and look out and to stop at the foot of the First Stop Signal post of the station where signal lights are put out.

(3) Authority to pass defective signal should be issued to the Loco Pilot by the Station Master of the station where the failure has occurred, at the foot of the First Stop Signal/Starter Signal [T/369-(3b)].

Note:- The issue of written authority [T/369(1)] to pass such defective signal by the Station Master in rear/the last nominated station is strictly prohibited in the above case.

(4) When power supply is resumed and signal is lit again, the advice as indicated in Para (a) above shall be cancelled and the Loco Pilot of the train shall be guided by the aspect of the signal.

Note:- With regard to Semaphore signal refer to provision of SR. 8.03.

S.R.3.68 (ii) (a) (1) When the signals or points at interlocked stations, or at stations where points are detected by (or key locked with) the signals, become defective or cease to work properly, the Station Master shall personally inspect the points detected by the defective signal and satisfy himself that such points are correctly set and secured with cotter and bolt and padlocked or clamped and padlocked before authorizing movement of any train over them, and the padlock or clamp keys are kept in his personal custody; that all the trailing points over which the train will pass are correctly set; that the level crossing gates, if any, are closed and locked against road traffic and that the route governed by the defective signal is clear and free from obstructions.

Note: – During failure of signals/points all motor operated points lying on the route (i.e. both facing and trailing points) shall be correctly set and locked as above.
The Station Master shall complete the personal inspection of Points before granting Line Clear for a train to be received as per GR 3.69 (3)(a) and SR 3.69(ii); or before handing over the prescribed form to the Loco Pilot under GR 3.70. **(CM No. 53 dated 20.04.2018)**

“In the case of reception of a train, the Station Master shall also personally ensure that the adequate distance as provided for in General Rules 3.40 and 3.41 is clear and free from obstruction in all cases where the train is not stopped at the First Stop Signal. In the case of a reception of a train which has been stopped at the First Stop Signal before being piloted into the station without taking “OFF” any reception signal the line on which it is intended to receive the train should be kept clear up to the place at which the train is required to come to a stand”.

The responsibility devolving on the Station Master under S.R.3.68(ii)(a)(i) shall not be delegated to any member of Station staff except in the case of Cabin Assistant Station Master/Switchmen when the Cabin Assistant Station Master/Switchmen can discharge the duties devolving on the Station Master.

(2) From the moment the competent railway servant/servants has/have been sent to hand signal a train or to pilot a train or the Calling-on signal has been taken “OFF” to pass the defective signal/signals at “ON” the Station Master shall not authorize the taking “OFF” of signals for any other train or authorize hand-signalling of any other train which would obstruct the line governed by the defective signal/signals on which the train has been authorised to be received at the first instance until such train has arrived and come to a stop at the station or passed through the station.**(CM No 53 dated 20.04.2018)**

(3) Whenever a train is to be received into or dispatched from a station, during failure or suspension of working of signals, the Station Master shall specially ensure that no conflicting train or vehicle movement is made towards the points over which the train will pass.

**SR. 3.68 (ii)** (a) At station with more than one cabin, manned by Cabin Assistant Station Master or Switchman, the procedure for exchange of Private Numbers regarding reception of trains shall be followed in accordance with the Station Working Rules excepting release of slots and Station Master’s control.

(b) (1) Where part of the reception line is provided with Track Circuits or Axle Counters, the Station Master/Switchman shall satisfy themselves by observing the track indicators that the above part(s) of nominated reception line under their jurisdiction is/are clear free from obstructions before authorizing clearance of reception signals for the trains.
(2) However, it is the responsibility of the Station Master/Switchman to physically verify that those parts of the reception line under their jurisdiction which are not equipped with Track Circuits/Axle Counters is/are clear and free from obstruction before authorizing clearance of reception signals for the trains.

(3) If there is a lapse of more than 24 hours between two movements on Track Circuited line, the Station Master shall personally check and ensure that the line is clear and free from obstructions.

(4) (i) Since Trolley, Lorry, Motor Trolley or Rail Motor Wagon may not actuate the Track Circuit or Axle Counter, the Station Master shall place on the relevant Signal Knob/Signal lever/Station Master’s Control slide the “Line Blocked” Collars when he has reason to believe either by visual observation or on the advice received from the officials authorised to make use of such vehicles that the track is occupied by Trolley, Lorry, Motor Trolley or Rail Motor Wagon. The Station Master in such case must personally ensure that the line is clear and free from obstructions of such vehicles before nomination of the line for reception of a train, although such line is provided with Track Circuit/Axle Counter. The Signal should be taken “OFF” and the train dealt with “ON” signals. If the signal fails to respond, it should be treated as a case of signal failure and the train should be dealt in accordance with G.Rs.3.68 to 3.76 and Subsidiary Rules there under.

(ii) No Trolley, Dip-Lorry, Material Lorry, Ladder Trolley, Rail Motor wagon shall be placed within the station limits by any staff without the written permission from the Station Masters on duty. The duration shall be clearly indicated and the staff-in-charge of the Trolley, Dip-Lorry, Material Lorry, Ladder Trolley, Rail Motor wagon is personally responsible to provide written information about the clearance of the obstruction. The Station Master on duty shall ensure that he is in possession of such written confirmation of the clearance of the obstruction.

(5) During Failure/Disconnection of Axle Counter : - Station Master/Switchman shall physically verify that the reception line under their jurisdiction is clear and free from obstructions and the trains shall be dealt in accordance with G.Rs.3.68 to 3.76 and Subsidiary Rules there under.

(6) During failure/disconnection of Track Circuits:- During failure/disconnection of Track Circuiting, the signals shall be treated as having failed. The train shall then be dealt in accordance with the provisions contained in G.Rs.3.68 to 3.76 and Subsidiary Rules there under. The Station Master/Switchman/Cabinman shall personally verify about the clearance of the reception line under their jurisdiction before allowing any train to move over the line.

(7)(a) In the case of signal failures mentioned in the above two paragraphs ‘Line Blocked’ Collars shall be placed immediately on the relevant Signal Knob/Signal lever/Station Master’s Control Slide and the trains piloted until the safe functioning of the Track Circuit/Axle counter is certified by the competent signal staff.
(b) In case of defective Shunt signals, the Station Master shall personally ensure that all the facing points interlocked with the signal are correctly set and locked and all the trailing points interlocked with the signal are correctly set, before issuing the prescribed authority to the Loco Pilot to pass the signal at “ON”.

Where more than one Shunt signal reading over a particular route becomes defective and the movement past the signals does not involve opposing or conflicting routes, only a single form shall be issued for passing all such Shunt signals but a ‘Proceed’ hand signal shall be shown at the foot of each such Shunt signal.

Note : - At station where Reception and Despatch Order Books are in use or other procedure is in force during non-interlocked working, the staff responsible for the correct setting and locking of points and for ensuring that the line is clear and free from obstruction for the reception and dispatch of trains during normal working i.e., when signals are in working order, shall also be similarly responsible during the failure of signals or points.

(c) Regarding defective Gate Stop Signals, the procedure detailed under Rule 3.73 shall be followed.

S.R.3.68 (iii) Wherever Stop signals have been provided to protect outlying sidings, the action to be taken when such signals become defective shall be incorporated in the Station Working Rules of the station controlling such sidings.

(iv) When a signal has become defective, it shall not be taken “OFF” on any account of any train until it is put into good working order by the authorised official.

(v) The signal wires expand during the heat of the day and contract during the cool hours of the night and where means of adjustment for the wire are provided, the wire regulator shall be tightened-up every time before the signal is taken “OFF” and slacken off every time after the signals has been put back to “ON” so as to ensure that the signal arm assumes the prescribed “ON” and “OFF” positions.

(vi) (1) As soon as the Station Master becomes aware that any signal at his station governing the movement of trains has been defective, he shall immediately report such defects with complete particulars, in writing to the Signal Inspector with copy to the respective Signal Maintainer. A copy of the report of failure of signal/signals shall also be endorsed to the Traffic Inspector, Divisional Signal and Telecommunication Engineer, Divisional Safety Officer, Controller and other authorities as may be specified in the Station Working Rules.

(2) Failure of the signal apparatus shall be recorded in the Signal, Block, Telecommunication Failure and Inspection book. A copy of this book shall be kept in the Station Master’s Office. The Station Master on duty is responsible for the correctness of the particulars entered therein.
Before, however, attending to the reported defect, the Signal Inspector/Signal Maintainer shall issue a Disconnection Memo, where necessary and obtain the acknowledgement of the Station Master and take such other precautions as may be necessary in terms of General Rules 3.51 and 15.08 and Subsidiary Rules there under to ensure that while the reported defect is being attended to, no movement can take place over the affected portion.

After the defect has been put right and certified by the person attending to the fault, the Station Master shall satisfy himself, if necessary, by a demonstration by the person attending to the fault. Thereafter, the Station Master and the person attending to the fault shall jointly issue a rectification message.

The competent railway servant deputed to hand signal trains past a defective signal shall return to the station immediately the train has cleared the signal and obtain instructions from the Station Master as to what should be done for subsequent train or trains.

3.69. Duties of Station Master when an approach Stop signal is defective:-

(1) In the event of an Outer or a Home or a Routing signal becoming defective, the Station Master shall advise the station in rear and the nominated station in rear, same in a case where a signal post telephone or a Calling-on Signal is provided on the defective signal, in order that the Loco Pilots of approaching trains may be warned of the defective signal and issued a written authority to pass such signal on receipt of Proceed hand signal at the foot of the defective signal.

(2) The Station Master in rear as referred to in sub-rule (1), on receiving the advice of the defective signal, shall immediately acknowledge it and advise the Station Master of the station where the signal has become defective of the Number of the first train which will be notified of the defective signal and again on receipt of the advice that the defective signal has been put into proper working order, shall advise the number of the train so notified last.

(3) The Station Master of the station where the signal has become defective shall, before authorizing a train to pass the defective signal, ensure that the conditions for taking “OFF” that signal have been fulfilled. He shall then authorize the Loco Pilot to pass the defective signal at “ON” in one of the following manners -

(a) When the Loco Pilot of an approaching train has been advised of the defective signal at a station in rear - by deputing a competent railway servant in uniform under clause (b) of sub - rule (1) of Rule 3.68, to exhibit Proceed hand signal at the foot of the defective signal to the approaching train. In such cases, the Station Master shall not give Line Clear to the station in rear unless the conditions for taking “OFF” the signal which has become defective, have been complied with; or
(b) When the Loco Pilot of an approaching train has not been advised of the defective signal at a station in rear - by having a written authority, authorizing the Loco Pilot to pass the defective signal at “ON” delivered at the foot of the defective signal through a competent railway servant; or
(c) by taking “OFF” the Calling-on signal where provided; or
(d) by authorizing the Loco Pilot to pass the defective signal at “ON” over the signal post telephone where provided, in accordance with special instructions.

(4) When the Home signal becomes defective, the Outer shall also be deemed to be out of order and the procedure prescribed in sub-rules (1), (2) and (3) shall be followed.

S.R.3.69 (i) In Multiple-aspect territories; the Distant shall be treated as defective in relation to the Home signal which has become defective.

Note: - When a Routing signal becomes defective, the Home and Outer signals also shall be deemed to be out of order and treated as defective in relation to the Routing signal which has become defective. The Outer and Home signals shall be worked as usual in relation to the other Routing signals which are in proper working order.

(ii) (a) In regard to Rule 3.68(b) and 3.69(3)(a) as soon as the Station Master becomes aware, that any Stop signal governing the reception of a train has become defective, he shall advise, Calling-on signal is provided on the defective signal and subject to S.R.3.69(iii), particulars of the same, by telephone to the Station Master of the block station immediately in rear, who shall, after acknowledging the advice, issue the prescribed written authority to all stopping trains at his end and a reminder authority to all trains running through his station wherever practicable. The Station Master of the station where the defective signal is situated shall also include in the above advice the Station Master of the nominated station as applicable, who shall, after acknowledging the advice, issue the prescribed written authority to all trains. (CM No 52. Dated 20.04.2018)

(b) If the provisions of clause (a) above have been complied with the Station Master, before granting Line Clear for a train, ensure that the conditions for taking “OFF” signal for the reception of the train on the intended line are complied with. The Station Master shall, for the reception of trains from the direction governed by defective signal/signals, post competent railway servant/servants at the signal/signals concerned with detonators as may be required and hand signals and with necessary instructions (regarding train number and description, arrival time, crossing etc.), to hand signal trains past the signal/signals in accordance with S.R.3.69 (iii) and S.R.3.69 (viii) (a). The Loco Pilot of a train holding the prescribed written authority shall not pass the reception signal/ signals concerned even if they are “OFF ” except in accordance with these rules or as provided for in S.R.3.69 (iv). If the nominated stations or the station in rear fail to acknowledge the advice see clause (a) above-but issue the prescribed written authority to the Loco Pilot of a train, the train shall only be admitted on the prescribed written authority delivered at the foot of the defective signal.
Note: – The nominated station in rear for the issue of the prescribed written authority shall be the last stopping stations in the order as given in the Working Time Table for different trains. All these stations shall be advised and acknowledgements obtained; for all goods trains as are not specifically exempted and so indicated in the Working Time Table, Light engines. Material trains and Special trains, the station in rear shall be considered as the last stopping station.

(iii) If there is more than one Home signal governing the reception of a train in a-particular direction, the provisions of S.R.3.69(ii)(a) shall be complied with only when all the Home signals applicable to that direction become defective. In such case, before giving Line Clear to a train from that direction, the Station Master shall ensure that the conditions for taking “OFF” signals for the line on which it is intended to receive the train are complied with. For the reception of a train coming with the prescribed written authority the Station Master shall post a competent railway servant at the Home signal and also at the Outer signal, if any showing a Stop hand signal towards the Loco Pilot. If everything is ready for the reception of the train, the Station Master shall show a “Proceed” hand signal towards the competent railway servant at the Home signal. The competent railway servant at the Home signal shall then show a “Proceed” hand signal towards the Loco Pilot of the approaching train. The competent railway servant at the Outer signal shall, after observing the “Proceed” hand signal exhibited at the Home signal also show a “Proceed” hand signal towards the Loco Pilot. The Loco Pilot of an incoming train in possession of the prescribed written authority in respect of any defective approach Stop signal shall not pass such signal unless a “Proceed” hand signal is shown at the foot of each such defective signal (Outer, Home, Routing signal as the case may be).

(iv) If trains approach with the prescribed written authority after the signals have been rectified, the Station Master shall send a competent railway servant with a written memo (in duplicate) to the Loco Pilot in the following form:-

<table>
<thead>
<tr>
<th>Date</th>
<th>Time</th>
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To
The Loco Pilot of Train (No. and Description) ......................................................... The ........................................signals have since been rectified and will, therefore, be taken “OFF”.
Come into the station observing the signals as usual.

........................................

Station Master

The signals shall be taken “OFF” only after the train has come to a stand at the First Stop Signal. The Loco Pilot shall, after stopping the train at the First Stop Signal, receive the written memo, retain the original, sign the duplicate and return it to the competent railway servant, restart and enter the station.
S.R.3.69 (v) If all the Home signals in a particular direction are not defective (i.e. one or more Home signals are in working order) the Station Master shall not advise any station in rear about the defective approach Stop signal for the issue of the prescribed written authority. For receiving a train on the line governed by the Home signal which is in working order, the Home and Outer shall be taken “OFF” as usual. For receiving a train on the line governed by the defective Home signal, the train shall be piloted in accordance with S.R.3.69(vii).

Note.- (1) In the case of a Routing signal becoming defective, the Station Master shall post competent railway servant at the Routing signal, the Home signals and the Outer signal showing a Stop hand signal towards the Loco Pilot. Thereafter if everything is ready for the reception of the train, the Station Master shall show a “Proceed” hand signal towards the competent railway servant at the Routing signal. The competent railway servant at the Routing signal shall then show a “Proceed” hand signal towards the Loco Pilot of the approaching train. The competent railway servant at the Home and Outer signals shall, in turn, show “Proceed” hand signals to the Loco Pilot. The Loco Pilot of an incoming train in possession of the prescribed written authority in respect of the defective Routing signal, shall not pass the Outer, Home and Routing signals unless a “Proceed” hand signal is shown at the foot of each such signal.

(2) At stations where the Home signal is the First Stop Signal, a competent railway servant shall be posted at the defective Home signal, showing a Stop hand signal towards the Loco Pilot. Thereafter, if everything is ready for the reception of the train, the Station Master shall show a “Proceed” hand signal towards the Loco Pilot of the approaching train.

(3) In the case of defective Routing signal, when the station on rear has not been advised for the issue of the prescribed written authority and when a train has to be received on the line governed by the defective Routing signal, the train shall be piloted in accordance with S.R. 3.69(vii). For receiving a train on the line governed by the Routing signal which is in working order, the Routing signal, Home and Outer shall be taken “OFF” as usual.

(vi) If for any reason, the Station Master has not advised the Block station immediately in rear or the last stopping station or if he has not received the acknowledgement for his advice, he shall arrange to receive the trains concerned by issuing Form T/369 – (3b). The Station Master shall, for the reception of trains on the line governed by the defective approach Stop signal, prepare Form T/369-(3b) and send it to the Loco Pilot through a competent railway servant with detonators (as may be required) and hand signals, with necessary instructions regarding train number and description, arrival time, crossing, etc. After the train has come to a stand at the First Stop Signal, the competent railway servant shall hand over the Form T/369-(3b) to the Loco Pilot who shall keep the original and return the duplicate signed to the competent railway servant.
S.R.3.69 (vii) On sections where Push Button Type Token less Block Instruments are in use, as no Line Clear is asked for and obtained, in case of defective approach Stop signals not provided with Calling-on signal, the Station Master of the block station immediately in rear shall not allow a train to enter the block section with the prescribed written authority unless the Station Master of the station where the defective approach Stop signal is situated confirms by giving a Private Number that he has complied with the conditions for taking “OFF” of reception signals. (CM.53 dated 20.04.2018)
S.R.3.69 (viii) (a) As soon as SM becomes aware that the reception Stop signal failed in ‘OFF’ position and unable to put it back to ‘ON’ position, he shall immediately inform SM of rear station, controller and Tech(ES)/JE/SE, and an entry shall be made in the S&T failure register.

(b) The SM shall not grant Line Clear for any train unless he has fulfilled all the conditions for granting Line Clear, clearing Home Signal and advised the SM in rear nominated station to issue caution order.

(c) The train shall be received only by issuing Form No T/369 (3b) at the foot of the defective Signal.

(d) Competent Railway servant deputed to show Stop hand signal at the foot of the such defective signal shall remain to do so till normal signal work is restored. (CM No 53 dated 20.04.2018)
3.70. Duties of Station Master when a departure Stop signal is defective:-

(1) In the event of a Starter becoming defective, the Station Master may authorize the Loco Pilot to pass such signal by a written authority which shall be handed over to the Loco Pilot at the station where the defective signal is located and in addition thereto, a competent Railway servant shall show hand signals to the departing train in accordance with the instructions of the Station Master or by taking ‘OFF’ the Calling-on signal, if provided under sub-rule(2) of Rule 3.13, after the train has been brought to a stand at the defective signal.

(2) In the event of an Advanced Starter becoming defective, hand signals may be dispensed with and the Station Master may authorize the Loco Pilot to pass such signal by a written authority, which shall be handed over to the Loco Pilot at the station, where the defective signal is located:

Provided that in exceptional circumstances where under approved special instructions, an Advanced Starter protects any points, hand signals shall not be dispensed with.

(3) For the purpose of handing over the written authority mentioned in sub-rules (1) and (2), the trains shall be stopped at the station where the defective signal is located. The written authority to pass a defective departure Stop signal shall not be handed over to the Loco Pilot unless all the conditions for taking ‘OFF’ such signal have been fulfilled.

(4) Where under approved special instructions a Calling-on signal has been provided below a departure Stop signal, other than the last Stop signal, the Calling-on signal shall not be taken ‘OFF’ unless the conditions for taking ‘OFF’ the departure Stop signal above it have been fulfilled.

S.R. 3.70 (i) If the Last Stop Signal of the station in rear is also the First Stop Signal of the station in advance and if such a signal becomes defective, the written authority shall be issued by the Station Master for whose station the signal acts as the Last Stop Signal after he has personally satisfied himself that all the conditions for taking ‘OFF’ the Last Stop Signal have been fulfilled. The Loco Pilot in possession of the above written authority shall proceed upto the Last Stop Signal, stop and whistle. The Station Master for whose station the above signal acts as the First Stop Signal, after he has personally satisfied himself that all the conditions for taking ‘OFF’ reception signals have been fulfilled shall arrange to receive the train into his station by -

(a) authorizing the Loco Pilot to pass the Stop signal at ‘ON’ by taking ‘OFF’ the Calling-on signal, where provided; or (CM No 53 dated 20.04.2018)
(b) By delivering the prescribed written authority [T/369-(3b)] at the foot of the defective signal by a competent Railway servant. (CM No 53 dated 20.04.2018)

S.R.3.70 (ii) In case of failure of Starter/Inter Starter/Advanced Starter, Form T/369-(3b) shall be issued to the Loco Pilot to pass the signal at ‘ON’. A remark shall be made stating the reason for issuing this authority.

(iii) Form T/369-(3b) shall also be used in case of suspension of the Outer/Home/Inner Home /Routing / Starter / Intermediate Starter / Advanced Starter/Intermediate Block Stop signal. The reason for the suspension of such signals shall also be written on the face of the authority.

(iv) After passing a Last Stop Signal at “ON” on the authority of Form T/369-(3b) either due to failure or suspension, the Loco Pilot shall resume normal speed subject to other speed restrictions in force only after ensuring that the last vehicle of the train has passed over all points and connections.

(v) A separate authority for passing Starter Signals/Last Stop Signal as the case may be at ‘ON’ need not be given in the following circumstances:

(a) When authority to proceed for relief engine/train into an occupied block section (T/A.602) is issued.
(b) For opening communication during total interruption of communication on single line section (Form T/B 602)
(c) For working of trains during total interruption of communication on double line section (Form T/C 602).
(d) For temporary single line working on double line (Form T/D 602)
(e) When stub portion of written permission (T/609) issued by the Station Master to the Loco Pilot to enter into the occupied block section.
(f) When authority to proceed without Line Clear on Automatic Block signalling territories (Form T/B 912) is issued.
(g) When Paper Line Clear Ticket (T/C 1425 or T/D 1425) is issued.

(vi) When the Last Stop Signal alone fails and the block instrument/track circuit is otherwise in good working order, in double line and single line Tokenless territories, Form T/369-(3b) shall be issued to the Loco Pilot as an authority to proceed to enter into the block section.

Note:- (a) whenever the Advance Starter becomes defective all trains must be stopped at the station and an authority to pass the signal at ‘ON’, on Form T/369-(3b) shall be handed over to the Loco Pilot clearly mentioning the Private Number received from the station in advance obtained through electrical communication instrument (Block Instrument) in the space provided.

(b) In emergencies if the line clear obtained on the block instrument warrants cancellations, it shall not be done so, unless the authority issued T/369-(3b) is obtained back by the SM.

(vii) After passing the Departure Signal at ‘ON’ on this authority either due to failure or suspension, the Loco Pilot shall resume normal speed subject to other speed restrictions in force only after ensuring that the last vehicle of his train has passed over all points and connections.
3.71. Warner or Distant signals defective in the ‘OFF’ position :-

(1) (a) If a Warner signal on a post by itself or a Distant signal is out of order and cannot be kept in the ‘ON’ position, a Stop hand signal shall be shown at the foot of the signal. At night, the light or lights of the signal shall be extinguished and the train, after being first brought to a stand may then be hand-signalled past the signal. Advice of the defective signal shall given to the Loco Pilots of trains at the station in rear warning them to stop at such signal.

(b) If a Warner signal placed below a Stop signal becomes defective and cannot be kept in the ‘ON’ position, the stop signal above it shall be treated as defective and by night the light of the Warner signal shall be extinguished.

(2) If the Warner or Distant signal of an Intermediate Block Post is defective and cannot be kept in the ‘ON’ position, the Intermediate Block Stop signal also be kept at ‘ON’ and treated as defective and action taken as per Rule 3.75.

Note.- The advice mentioned above shall be given through a Caution Order.

3.72. Warner not to be used when Stop signal is defective :-

Whenever a Stop signal is defective or ceases to work properly at a station provided with Warners, the Warner applying to the line to which the defective Stop signal applies shall be kept at ‘ON’ until the defective Stop signal is rectified.

3.73. Passing of a Gate Stop signal at ‘ON’ :-

(1) When a Loco Pilot finds a Gate Stop signal at ‘ON’ he shall sound the prescribed code of whistle and bring his train to a stop in rear of the signal.

(2) (a) If the Gate Stop signal is provided with “G” marker, the Loco Pilot shall wait at the signal for one minute by day and two minutes by night, and if the signal is not taken ‘OFF’ within this period, he may draw his train ahead cautiously up to the level crossing, and

(b) if the Gateman is available and exhibiting hand signal, proceed further past the gate cautiously, or

(c) if the Gateman is not available, or is available but not exhibiting hand signals, he shall stop short of level crossing, where he shall then be hand - signalled past the gate by the Gateman. If there is one, or in the absence of a Gateman, by one of the members of the engine crew of the train after ascertaining that the gates are closed against road traffic.

(3) If the Loco Pilot finds after stopping at the signal, that there is no “G” marker, he shall proceed further only in accordance with the procedure laid down under special instructions.

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(i) The Loco Pilot shall give one long continuous whistle while coming to a stop at the Gate Stop signal with “G” marker. When he passes the Gate Stop signal at ‘ON’, he shall stop 30 metres short of the level crossing. Whenever he is hand - signalled past the level crossing by the Guard or one of the members of the engine crew, he shall stop his train with the last vehicle clearing the level crossing by two vehicles length to enable the Guard or engine crew to open the gate for road traffic and then board the train. The Guard and Loco Pilot shall report the occurrence at the next block station.

(ii) When the Loco Pilot stops at a Gate Stop signal without “G” marker at ‘ON’ protecting a level crossing inside station limits, he shall give one long continuous whistle and arrange to inform the Station Master through Gateman or Assistant Loco Pilot/Fireman about the Gate Stop signal being at ‘ON’ had the Station Master himself not initiated action earlier. He shall not pass such signal when it is at ‘ON’ or defective unless he receives the prescribed written authority from the Station Master and a
“Proceed” hand signal is shown by the Gateman at the foot of the signal as an assurance that the route is clear and free from obstruction.

In case the LP is unable to contact the Gateman through SPT, the procedure mentioned in SR 3.73(ii) shall be followed.

(iii) When a Loco Pilot of a train finds a Gate Stop signal protecting a level crossing gate outside station limits without a “G” marker at ‘ON’ he shall bring his train to a stop and give one long continuous whistle and wait for the Gateman to come over and pilot the train past the level crossing. If the Gateman does not turn up within a reasonable time, the Loco Pilot shall attract the attention of the Guard by giving two long and two short whistles. The Guard will come over and after consultation with the Loco Pilot proceed to the level crossing gate to ensure that the gates are closed against road traffic and hand signal the train past the level crossing. The Loco Pilot shall stop his train with the last vehicle clear of the level crossing for road traffic. The train shall be restarted on the hand signals of the Guard. This occurrence shall be reported at the next block station, run through trains being stopped out of course for this purpose.

(iv) The Loco Pilot shall pass a Gate - cum - Distant signal when it is ‘ON’ or defective by following the procedure given in sub clause (i) above when there is “G” marker or sub - clause (iii) above when there is no “G” marker. Loco Pilot has to proceed cautiously till the next stop signal is visible and be guided by the aspect of the signal.

3.74. Absence of a fixed signal or a signal without a light :-

(1) (a) if there is no fixed signal at a place where a fixed signal is ordinarily shown, or
(b) if the light of a signal is not burning when it should, or
(c) if a white light is shown in place of a colour light, or
(d) if the aspect of a signal is misleading or imperfectly shown, or
(e) if more than one aspect is displayed, the Loco Pilot shall act as if the signal was showing its most restrictive aspect:
Provided that during night, if in the case of a semaphore Stop signal for approaching trains only, the Loco Pilot finds the signal light extinguished, he shall bring his train to a stop at such signal. If he finds that the day aspect of such signal is clearly visible and is satisfied that the signal is in the ‘OFF’ position, he shall proceed past it up to the station cautiously at a restricted speed obeying all intermediate Stop signal, if any, relating to him, and report the matter to the Station Master for necessary action.

(2) At stations equipped with a colour light signal provided with a “P” marker, the Loco Pilot shall bring his train to a stand if it does not show any light or shows an imperfect aspect and having satisfied himself that the signal is provided with a “P” marker shall proceed preparing to stop at the next Stop signal and shall be guided further by its aspect.

S.R.3.74 When a Loco Pilot comes across a signal which is flickering/bobbing he should consider that signal to be showing the most restrictive aspect and bring his train to a stop short of it. If the signal assumes a steady aspect and remains steady for 60 seconds he should take further action according to the steady aspect to shown. If, however, the signal continues to flicker/bob and does not assume a steady aspect for 60 seconds he should treat the signal as defective and take further action accordingly. If the signal shows more than one aspect simultaneously it should also be treated as defective in the case of manual Stop signal.

Note: – Bobbing indicates appearance and disappearance of different aspects of a signal “ON” and “OFF” while flickering means vibrating or unsteady illumination of any one particular aspect.

3.75. Passing of Intermediate Block Stop signal at ‘ON’: –

(1) When a Loco Pilot finds an Intermediate Block Stop signal at ‘ON’, he shall stop his train in rear of the signal and contact the Station Master of the block station in rear on the telephone, if provided on the signal post.

(2) The Station Master shall authorize the Loco Pilot to pass the Intermediate Block Stop signal, if defective, as prescribed by special instructions.

(3) If the telephone is not provided or is out of order, the Loco Pilot after waiting for 5 minutes at the signal shall pass it at ‘ON’ and proceed cautiously and be prepared to stop short of any obstruction, at a speed not exceeding 15 kilometres an hour if he has a good view of the line ahead, otherwise at a speed not exceeding 8 kilometres an hour and report the failure to the Station Master at the Block station ahead.
(4) The Station master of the block station working the Intermediate Block Stop signal on becoming aware that such a signal is defective shall, before dispatching a train, treat the entire section up to the block station immediately ahead of the Intermediate Block Post as one block section and issue a written authority to the Loco Pilot to pass the defective Intermediate Block Stop signal at ‘ON’, without stopping at the signal, in accordance with the procedure prescribed by special instructions.

S. R. 3.75. 1) The Loco Pilot of a train shall not pass an Intermediate Block Stop signal that refers to him when it is ‘ON’ or defective unless -

(a) he is authorised to do so by a written authority (in Form T/369-(3b)) by the SM of the station in rear at the time of leaving that station, or

(b) he is authorised by the SM of the block station in rear on the telephone provided on the signal post.

2) When the SM of the block station immediately in rear of an IB Post is aware that the IB signal is defective, he shall, before dispatching a train, obtain ‘Line Clear’ from the block station in advance and then issue to the Loco Pilot the Line Clear Ticket as authority to proceed and a written authority in Form T/369-(3b) to pass the IBS at ‘ON’.

3) The SM of the block station in advance shall not grant ‘Line Clear’ until the block section in rear is clear of an approaching train.

4) When a Loco Pilot finds an IBS at ‘ON’, he shall stop his train in rear of it and contact the SM of the station in rear on the telephone provided on the signal post. The SM shall authorise the Loco Pilot to pass the IB signal at “ON” by giving a Private Number, after ensuring that ‘Line Clear’ has been obtained for the train from the station in advance. The Private Number shall be the same Private Number obtained from the station ahead for ‘Line Clear’. The Loco Pilot shall record this Private Number in the Loco Pilot’s rough journal.

   If the telephone is out of order, the Loco Pilot, shall, after waiting for 5 (five) minutes at the signal, pass it in the ‘ON’ position and proceed cautiously at a speed not exceeding 15 KMPH when the view ahead is clear and at a speed not exceeding 8 KMPH when the view ahead is not clear, upto the First Stop Signal of the station ahead even if it is ‘OFF’, and be prepared to stop short of any obstruction. The Loco Pilot must report the failure to the SM at the block station ahead.

5) If the block instruments provided at the stations on either side of an IB post, or the Last Stop Signal of the station in rear of the IB post, or the ‘track circuiting’ or the ‘axle counters’ beyond the Last Stop Signal fail, the IBS shall be deemed to be defective and the procedure laid down in S. R. 3.75. (2) shall be adhered to.
6)(i) The detailed procedure to be followed in the event of failure of ‘axle counters’ and the IB signal shall be incorporated in the Station Working Rules of the station concerned.

(ii) Backing a train, after clearing an IBS is normally prohibited.

(iii) If backing is to be done in an emergency, Loco Pilot or Guard must talk to the Controlling SM through the telephone and get his specific approval. Loco Pilot and Guard must also confirm the step of backing amongst themselves.

(iv) The Controlling SM must not permit backing if a subsequent train has been permitted to enter the IB section from his end.

(v) While backing, the Guard must travel in the brake-van (last vehicle of the train) keeping a sharp look out and ready to display a danger signal to the Loco Pilot if the backing is to be stopped.

(vi) The speed shall not exceed 25 KMPH under clear sighting conditions and 8 KMPH when visibility is poor.

(vii) If the IB post telephone is out of order, Guard should walk back to the block station in rear to get SM’s approval for the backing.

(viii) During thick, foggy or tempestuous weather impairing visibility, the working of Intermediate Block Stop Signal shall not be suspended.

(ix) Loco Pilot of MEMU/EMU is permitted to leave the engine to speak to SM of rear station through IB signal post telephone when IB signal is at “ON” after taking the following precautions:

(a) Apply auto brakes from leading motor coach and physically ensure that train brake are applied.

(b) Advise Guard on walkie talkie to place wooden wedges under the wheels according to the direction / falling gradient to avoid rolling down and get confirmation from the Guard.

(c) Extract Brake Isolation Valve (BIV) key, Reverser key and BL key.

(d) Guard should not leave cab and he should be allowed to apply brakes if required. When Loco Pilot to return to cab after speaking SM of rear station through IB signal post telephone, he shall insert BL key, BIV key and MPJ key and inform Guard on walkie talkie to remove wooden wedges and after getting confirmation about removal of wooden wedges will release auto brake.
A legend board will be provided with legend “**IBS signal protecting LC Gate, ensure its closure before passing IBS signal at ‘ON’**.”

a) **Passing Intermediate Block Stop Signal protecting a level crossing gate at “ON” :-**

i) When Loco Pilot finds such IBS signal at “ON”, he shall bring his train to a stop in rear of the signal, advise the Guard of the fact by sounding one long continuous Whistle at distinct intervals and contact the Station Master of the block station in rear, on the telephone provided for the purpose on the signal post.

ii) If the Station Master, on being contacted on telephone by the Loco Pilot, finds that the signal is defective, Station Master shall treat the LC gate as non-interlocked and will obtain private number from the Gateman personally, if under his control or through the Station Master of station at the other end, as an assurance of the closure of LC gate, Station Master shall authorize the Loco Pilot 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 and private number of Gatemen. Loco Pilot will note both the Private Numbers in his Memo Book, sound whistle in prescribed code (short-long-short), obtain all right signal from Guard and proceed with normal speed.

iii) If, however, the telephone provided at such IBS signal is out of order and the Loco Pilot is unable to contact the station in rear, he shall wait for 5 minutes at the signal and if within this period the signal is not taken ‘Off” the Loco Pilot shall take cognizance of the legend board provided at the IBS signal as mentioned above. He may, after advising the Guard of this fact by sounding one long whistle which may be repeated as necessary and after exchanging all right signals with him, pass the Intermediate Block Stop Signal at “On” and proceed cautiously upto the level crossing; and if the gateman is available and exhibiting hand signal, proceed further and pass the gate cautiously or if the gateman is not available or is available but not exhibiting hand signal, he shall stop short of the level crossing and after ascertaining that the Gates are closed against the road traffic and on getting the hand signal from Gatemen, and in his absence from Assistant Loco Pilot, the Loco Pilot shall sound prescribed code of whistle and cautiously proceed into the block section ahead and be prepared to stop short of any obstruction including at any level crossing gates available in the section. When such a signal is passed in this manner, the speed of the train shall not exceed 15 KMPH if the visibility is good, where, owing to any reason, the line ahead cannot be seen clearly, the Loco Pilot shall proceed at a very slow speed, which shall under no circumstances exceed 8 KMPH. Loco Pilot shall be extremely vigilant and continue to proceed cautiously till he reaches the foot of next Stop Signal. Even if that signal is in “Off” position 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. After being received at the block station ahead, the Loco Pilot shall report the failure of the signal/the telephone, as the case may be, to the Station Master.

iv) However, if the Station Master of the block station immediately in rear of such an Intermediate Block Stop Signal is aware that the said IBS signal is defective, gate protected IBS signal shall be treated as non-interlocked and before dispatching a train he shall obtain ‘Line Clear’ from the station in advance and also obtain private number from gatemen personally, if under his control or from the Station Master at the other end, as an assurance of closure of LC gate. Then he shall issue PLCT as authority to proceed and a written authority T.369-3(b) to the Loco Pilot to pass the Intermediate Block Stop signal ahead at ‘ON’ without stopping at the signal by endorsing both private numbers.

**Note:** On those section, where due to gradients and other local conditions, the loco pilot cannot leave the engine, he will sound two long and two short whistles distinctly for the Guard to assist and come to engine. In such cases the duties of the Loco Pilot will devolve upon the Guard.

*(Addendum to CM No.68 dated 24.07.2020)*
3.76. **Intimation to Officials when defects remedied:** –

As soon as a defective signal has been put into good working order, the Station Master shall intimate the fact to the Officials who were advised of its being defective.

S.R. 3.76 The intimation referred in Rule 3.76 shall be sent to all those who were originally advised of the defect and acknowledged immediately by quickest possible means.

3.77. **Defective or damaged points etc:** –

(1) Whenever points, crossings or guard rails are defective or damaged, the Railway servant in-charge of operation of points shall protect them and immediately arrange to report the circumstances to the Station Master.

(2) The Station Master, on becoming aware of such defective or damaged points, etc. shall -
   
   (a) immediately arrange to have the defect rectified by the Railway servant responsible for their maintenance,
   
   (b) arrange to ensure the safe passage of trains, and
   
   (c) keep the signal or signals concerned at ‘ON’ until the defect is rectified.

3.78. **Duties of engine crew in respect of signals:** -

(1) (a) The Loco Pilot shall pay immediate attention to and obey every signal whether the cause of the signal being shown is known to him or not

(b) The Loco Pilot shall not, however, trust entirely to signals, but always be vigilant and cautious.

(2) (a) The Loco Pilot shall whistle intermittently when his engine explodes detonator(s) and take every possible caution including reduction of speed as necessary, so as to have the train well under his control and be able to stop short of any obstruction on the line.

(b) After proceeding 1.5 kilometres from the place where his engine exploded detonator(s), if his engine does not explode any more detonator(s), he may then resume authorize speed, and

(c) report the incident to the next station or cabin.
(3) If in consequence of fog, storm or for any other reason, the view of the signals is obstructed, the Loco Pilot shall take every possible precaution, so as to have the train well under control.

(4) When the Loco Pilot notices a signal warning of an obstruction, except Detonator(s), he shall stop his train immediately and act on advice of the person exhibiting warning signal or on the basis of obstruction noticed by him.

(5) In case on further details of exhibition of warning signal are noticed, after stopping for one minute by day and two minutes by night to ascertain the location and/or cause of the warning, he shall proceed cautiously up to the next block station, keeping a sharp look out.

(6) The Loco Pilot shall acquaint himself with the system of working, location of signals and other local conditions affecting the running of trains on a section or sections of the Railway over which he is to work and if he is not so acquainted with any portion of the Railway over which he is to work, obtain the services of a qualified Railway servant who is conversant with it to assist him.

Note. – Whenever a detonator is exploded, it shall be picked up by the Guard (or the Loco Pilot in the case of a light engine) and an entry regarding the same shall be made in the Combined Train Report.

S.R.3.78(i)(a) Every Loco Pilot/ Assistant Loco Pilot should be given three trips (Up and Down direction separately) for learning road, out of which one must be by night, to familiarize himself with the section(s) on which he is rostered for duty. On ghat section and Automatic territories minimum 6 trips of road learning shall be provided in both the directions.

Note: No additional Road Learning is required in the existing sections wherein Double line/Multiple lines/Automatic signalling/Intermediate Block signalling are commissioned in patches. Loco Pilot shall be appraised of the details of new lines (location of signals, LC gates, Neutral Section, Gradients) by issuing Caution Order for 90 days. (CM No.74 dated 16.02.2021)

(b) On promotion to or officiating as Loco Pilot (Goods) road learning as prescribed in SR 3.78 (i) (a) has to be provided to Loco Pilot to understand train dynamics.

(c) If the Loco Pilot/Diesel Assistant/Assistant Loco Pilot has not operated on a section for over three months, he should be given road learning trips as per the schedule given below –

<table>
<thead>
<tr>
<th>Duration of absence</th>
<th>No. of trips</th>
<th>No. of trips On Ghat section and Automatic territories</th>
</tr>
</thead>
<tbody>
<tr>
<td>(1) 3 to 6 months</td>
<td>One trip</td>
<td>Three trips</td>
</tr>
<tr>
<td>(2) 6 months to 2 years</td>
<td>Two trips</td>
<td>Three trips</td>
</tr>
<tr>
<td>(3) Over 2 years</td>
<td>Three trips</td>
<td>Six trips</td>
</tr>
</tbody>
</table>

(d) Any additional trips considered necessary should be provided with the approval of the controlling Branch Officer of the division. (CM No. 61 dated 27.11.18)
(e) The scale of trips provided as above would apply to all systems of working.

(f) A register should be maintained at the crew booking points. A Loco Pilot/Asst. Loco Pilot should record in the register 15 days in advance that he is lapsing road learning in a section. Also, the base depot should keep a record of the dated of the last trip performed by a Loco Pilot/ Asst. Loco Pilot on different sections and update it every first of the month. On the basis of these records, depot in charge should book Loco Pilot/Asst. Loco Pilot for road learning in a section where it is required.

(g) The record of the Road learning may also be kept in Crew Management System. 

(CM No.61 dated 27.11.2018)

(ii) In order to ensure that the Guards know the road before they are detailed to work on a section, at least two trips, one by day and one by night shall be the minimum on each section for learning the road to be given to them. On difficult sections, the Divisional Railway Manager may locally increase the number of trips, if considered necessary. A Guard shall be deemed to be not acquainted with any portion of the Railway if a period of over three months has elapsed since he had last worked over that portion and he shall again learn the road as above.

(iii) (a) Warning boards in rear of FSS of station and Gate Stop signal is provided at a minimum distance of 1400 metres, normally on the left side of the line to which it refers. However, the board is not required to be provided in rear of the Stop signal where second Distant signal is provided. The object of providing this warning board is to give the Loco Pilot adequate pre-warning that he is approaching a Stop signal. The warning board shall have a circle painted in yellow in between two horizontal yellow bands against black back ground.

(b) The Loco Pilots shall clearly understand that if no signal indication is available from the Warning Boards, they should control the speed of their trains as if the Stop signal ahead is at ‘ON’ so that they can stop short of the Stop signal, if at ‘ON’. If the Loco Pilot subsequently gets the indication of the signal after passing the Warning Board by the Stop signal itself coming in sight or through the Distant or Warner or Repeating signal as the case may be that the Stop signal ahead is ‘OFF’, he shall suitably increase his speed depending upon the signal indication.

(iv) Precautions to be taken by the Loco Pilot when view of signals is obstructed- In thick, foggy or tempestuous weather impairing visibility or when the view of the signals is obstructed, the Loco Pilot shall whistle continuously and take every possible precaution including reduction of speed as necessary so as to have the train well under control and be able to stop short of any possible obstruction on the line.
3.79. Duties of Loco Pilot in respect of a Calling - on signal:-

The Loco Pilot of a train shall be guided always by the indication of the Stop signal below which the Calling - on signal is fixed. If this Stop signal is at ‘ON’ he shall bring his train to a stop. If he finds that the Calling - on signal is taken ‘OFF’, he shall, after bringing his train to a stop, draw ahead with caution and be prepared to stop short of any obstruction.

S.R.3.79 In colour light signalling territories whenever the indication/aspect of a Stop signal is at ‘ON’ below which a Calling - on - signal, is provided, the Loco Pilot of an approaching train must draw his trains ahead close up to the foot of the Stop Signal. A board to read “Loco Pilots to pull up to signal number ……………” if the same is at ‘ON’, is provided at site for this purpose.

3.80. Duties of Loco Pilot when an approach Stop signal is ‘ON’ or defective: –

(1) The Loco Pilot of a train shall not pass an Outer, a Home, or a Routing signal that refers to him, when it is ‘ON’ or defective, unless -

(a) he has, at a previous station, received notice in writing specifying that the signal is out of order and unless he also receives a Proceed hand signal from a Railway servant in uniform at the foot of such signal; or

(b) after coming to a stand, he is either given a written authority by the Station Master to proceed past such signal or is authorised by a Calling - on signal in the ‘OFF’ position or is authorised by the Station Master over the signal post telephone in accordance with special instructions.

(2) The Loco Pilot of a train while passing an Outer, a Home or a Routing signal, when it is ‘ON’ or defective, shall ensure that the speed of his train does not exceed 15 kilometres an hour.

S.R.3.80 (i) Whenever the Loco Pilot of an incoming train has passed partly or completely a reception signal at danger without proper authority and come to a stop short of the usual berthing place, the Guard shall inform the Station Master. The Station Master shall proceed to the spot and examine the Brake Blocks of the first few vehicles fitted with Automatic vacuum brake/Air brake to find out whether they are hot, warm or cold. He shall also measure the distance overshot in terms of vehicle or wagon length or rail length in the presence of the Guard and the Loco Pilot. He shall after satisfying himself that everything is safe, issue a “Restarting Memo” in duplicate (countersigned by the Guard) to the Loco Pilot authorizing him to restart observing the “OFF” aspect of the reception signal ahead and also, if necessary, warning him to proceed cautiously and arrange to take “OFF” the signal ahead which has not been passed. He shall take the signature of the Loco Pilot on the duplicate copy of the Restarting Memo. The Guard shall, then restart the train. The Loco Pilot shall thereon observe the “OFF” aspect of the signal ahead and move into the station.
If there is no signal ahead, the Station Master shall arrange to pilot the train in addition to the issue of the Restarting Memo. The Railway Servant handing over the Restarting Memo to the Loco Pilot shall travel on the engine and pilot the train into the station. The Station Master shall arrange to issue an Accident Message to all concerned in accordance with Accident Rules. If there is no signal ahead, the Station Master shall arrange to pilot the train in addition to the issue of the Restarting Memo. The pointsman handing over the Restarting Memo to the Loco Pilot shall travel on the engine and pilot the train into the station. The Station Master shall arrange to issue an Accident Message to all concerned in accordance with Accident Rules. The Guard shall make entries in the Combined Train Report. *(CM No 58 dated 28.09.2018)*

The Guard shall make entries in the Combined Train Report. The “Restarting Memo” to be issued when Loco Pilot passes an approach Stop signal partly or completely without authority or due to the signal flying back to most restrictive aspect in the face of approaching train shall be in the following format:

<table>
<thead>
<tr>
<th>Restarting Memo (Original/Duplicate)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Date___________</td>
</tr>
<tr>
<td>Time___________</td>
</tr>
</tbody>
</table>

From,
Station Master________ Station

To,
The Loco Pilot of Train No.________

Having passed the reception signal (Description and Signal No.)_________ at Danger without authority/* due to the signal flying back to danger while on the approach of your train, and the train is being passed at Danger in terms of Loco + Coach/Wagons or Rail length/OHE mast/Hectometer Post, you are hereby authorized to restart your train and proceed cautiously at a speed not exceeding 15 Kmph, *duly piloted by bearer of this authority on to Road No._____/*duly observing the “OFF” aspect of Signal_______(Description and Number)

(*Strike out whichever is not applicable)

Station Master
Station Stamp

Counter signature of Guard
Counter signature of Loco Pilot

(ii) The procedure detailed in S.R.3.80 (i) shall also be followed when the Loco Pilot passes an approach Stop signal at “ON” partly or completely due to the signal assuming its most restrictive aspect in the face of an approaching train.

3.81 Duties of Loco Pilot when a departure Stop signal is ‘ON’ or defective :-

(1) The Loco Pilot of a train shall not pass a departure Stop signal that refers to him when it is ‘ON’ or defective, unless his train has been brought to a stop at the station where the defective signal is situated and he is authorised to do so -

(a) by a written permission from the Station Master, in addition, in the case of a Starter, or Advanced Starter protecting points, he shall not pass such signals, when ‘ON’ or defective, unless he also receives a “Proceed” hand signal from a duly authorised member of the station staff posted at the signal, or
(b) by taking ‘OFF’ the Calling-on signal, if provided under approved special instructions, vide sub-rule (2) of Rule 3.13.

(2) In the case of last Stop signal, he shall not pass such signal, when ‘ON’ or defective, unless he is also in possession of a proper authority to proceed under the system of working.

S.R.3.81(i) (a) Before the issue of the written permission vide GR 3.81 (1)(a) above, the Station Master shall personally inspect the points lying on the route of dispatch and ensure that they are correctly set and facing points locked.

Note: In case of motor operated points, both facing and trailing points on the route shall be set and locked.

(b) In the case of a Starter always and in the case of an Advanced Starter interlocked with any slip siding points or cross-overs, he shall post a competent Railway servant with a “Proceed” hand signal at the foot of the signals.

(c) The detailed procedure to be adopted whenever slip siding points become defective at stations provided with slip sidings shall be incorporated in the Station Working Rules.
S.R.3.81 (ii) When leaving a station, if a train is brought to a stand, after passing partly or completely the Starter or Advanced Starter signal at “ON” without proper authority, the Guard shall inform the Station Master. The Station Master shall measure the distance overshot from the signal, in terms of rail length or vehicle / wagon length and feel the brake blocks of the first few vehicles from the train engine, to find out whether they are hot, warm or cold, in the presence of the Guard and the Loco Pilot. The SM shall then enter the details in the Station Diary and obtain the signature of the Guard and the Loco Pilot. After satisfying himself/herself that everything is safe for the train to start, the Station Master shall issue a “Restarting Memo” (countersigned by the Guard) to the Loco Pilot authorizing him to restart the train duly observing the “OFF” aspect of the departure Stop signal ahead, if any, which has not been passed. The Guard shall, then, restart the train. In cases where the Loco Pilot enters the block section without authority to proceed consequent upon passing the Starter or Advanced Starter at “ON” partly or completely, Block instrument working shall be suspended. The train shall be started on the authority of “Restarting Memo” and Line Clear Ticket duly endorsing on LCT the reason for issuing Line Clear Ticket. If for any reason the train cannot be started to the Block station in advance, the train shall be backed clear of the block section by making specific endorsement on the “Restarting memo”. Block instrument working shall be suspended and the train started on the authority of Line Clear Ticket. In such cases Block instrument working shall be restored by the competent official of the Signal department. . (CM No 58 dated 28.09.2018)

(iii) The procedure detailed in S.R.3.81 (ii) shall also be followed when a Loco Pilot passes a departure Stop signal at ‘ON’ partly or completely due to the signal assuming its most restrictive aspect in the face of an approaching train.

The “Restarting Memo” to be issued when a Loco Pilot passes a departure Stop signal at “ON” partly or completely without authority or due to the signal assuming its most restrictive aspect in the face of an approaching train shall be in the following format:-

<table>
<thead>
<tr>
<th>Restarting Memo(Original/Duplicate)</th>
<th>Date:__________</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Time:___________</td>
</tr>
<tr>
<td>From,</td>
<td></td>
</tr>
<tr>
<td>Station Master of ______Station.</td>
<td></td>
</tr>
<tr>
<td>To,</td>
<td></td>
</tr>
<tr>
<td>The Loco Pilot of Train No.______</td>
<td></td>
</tr>
<tr>
<td>Having passed the departure signal(s) Description and signal No)_______ at Danger without authority/* due to the signal flying back to danger while on the approach of your train, and the train being stopped at______ (Location with reference to the signal which has been passed at Danger in terms of Loco+Coach/Wagons or Rail length/OHE mast/Hectometer post), you are hereby authorized to restart your train,<em>duly observing “OFF” aspect of * inter-starter signal No__/LSS No____/</em> on the authority of Line Clear Ticket(if the train has entered the Block section/* and back the train clear of the Starter/Advanced Starter Signal.</td>
<td></td>
</tr>
<tr>
<td>*Strike out whichever is not applicable</td>
<td></td>
</tr>
</tbody>
</table>

Counter signature of Guard
Counter Signature of Loco Pilot

Station Master
Station stamp
3.82. Permission before entering on or crossing a running line:-

No Loco Pilot shall take his engine on or across any running line until he has obtained the permission of the Station Master and has satisfied himself that all the correct signals have been shown.

S.R.3.82 The Station Master's permission shall be conveyed by the taking ‘OFF’ of fixed signals or, in the absence of Fixed signals by hand signals exhibited by a competent Railway servant.

3.83. Assistance of the engine crew regarding signals:-

(1) The Loco Pilot and the Assistant Loco Pilot, as the case may be, shall identify each signal affecting the movement of the train as soon as it becomes visible. They shall call out the aspects of the signals to each other.

(2) The Assistant Loco Pilot shall, when not otherwise engaged, assist the Loco Pilot in exchanging signals as required.

(3) The provisions of sub-rules (1) and (2) shall, in no way, absolve the Loco Pilot of his responsibility in respect of observance of and compliance with the signals.
3.84. **Duties of Loco Pilot as to signals when two or more engines are attached to train:**

When two or more engines are attached to a train, the Loco Pilot of the leading engine shall be responsible for the observance of and compliance with the signals and the Loco Pilot or Loco Pilot of other engine or engines shall watch for and take signals from the Loco Pilot of the leading engine, except in cases where special instructions are issued to the contrary.

S.R.3.84 (i) On all Ghat sections, Banking engines are permitted to be attached in the rear of all ascending trains for giving effective assistance.

(ii) When two engines are employed to work a train, it shall be ensured that the engine with the higher grade Loco Pilot is always leading and he shall be held responsible for the safe working of the train.

(iii) (a) Whenever trains are double-headed, the Loco Pilot of the leading engine shall be responsible for observing signals and shall invariably start first after sounding his whistle and obtaining acknowledgement from the rear engine Loco Pilot of the other engine. The Loco Pilot of the rear engine after sounding his whistle shall not open the regulator until the leading engine has tightened the coupling.

(b) When a rear/trailing engine is employed to pull a train (and not a banking engine pushing it), the Loco Pilot of the leading engine shall be held responsible for the working of automatic vacuum/air pressure. The Loco Pilot of the second engine shall, however, in case of emergency assist in stopping or reducing the speed of the train by applying the automatic vacuum/air brake or hand brake as may be required, but he shall not maintain or re-create vacuum/air pressure.

(c) When additional engines are employed to push a train and for any reason the train has to run in reverse direction, then the rear engine Loco Pilot becomes the leading Loco Pilot. The Loco Pilot of the rear most assisting/banking engine automatically becomes the leading Loco Pilot.

3.85. **Reporting of defects in signals:**

(1) **Should a Loco Pilot or a Guard observe that a signal is rendered imperfectly visible by branches of trees or by any other cause, or that a signal light is partially obscured or not burning bright enough to give clear aspect, he shall report the matter to the Station Master at the next station at which the train stops.**

(2) **When such a report is made by a Loco Pilot or a Guard, the Station Master shall take immediate steps to advise the Station Master concerned who shall get it rectified.**

* * *