

S.R. 3.64.6. Disposal of shelf life completed detonators.

After completion of shelf 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 Traffic Inspector/Station Master/PWI 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.

G. Signals to warn incoming train of danger ahead.**3.65. 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. A red flashing hand signal lamp at night or red flag during day shall be exhibited to warn the incoming train of an obstruction.

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 instructions under rule 3.65, while the railway servant proceeds to place detonators.

S.R.3.66.1. The Staff provided with cell operated flashing Hand Signal Lamps should carry one set of spare cells.

3.66.1.1. Recharging facility shall be provided at suitable places at stations/cabins/gate lodges for charging rechargeable flashing Hand signal lamps.

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 be 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 instructions under rule 3.65;
- (2) Every railway servant concerned with the use of signals as prescribed 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 signal until he is satisfied that such signal has been put into proper working order;**
 - (c) take 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. 3.68.1. Signals in station limits under following circumstances shall be treated as a defective signal...

- a) Under conditions enumerated in GR 3.74 and SRs thereunder.
- b) A signal unable to be taken OFF even when all the conditions for clearing such signal are fulfilled.
- c) A signal stuck up in OFF position. (Item no. 1 of AS-16 dt 14.06.24)

S. R. 3.68.2. As soon as the Station Master becomes aware that any signalling gear/block instrument at his station governing the movement of trains has become defective, irrespective of whether a Signal Maintainer is available round the clock or not, he shall immediately report such defect with complete particulars either in writing, personally or through control phone to the ESM and the Signal Inspector. A copy of the failure shall also be endorsed to the Signal Inspector in-charge, Traffic Inspector, DSTE, DSO, SCOR and other authorities as may be specified. He shall also make an entry in the S & T failure register. Only the written report from the Station Master shall be treated as the authority for the person attending to the defect to undertake this work.

S. R. 3.68.3 On receipt of information regarding the failure from the Station Master, the ESM/JE/SSE (sig) shall attend to the reported defects and issue disconnection notice in form T-351 where necessary and obtain acknowledgement from the Station Master and take such other precautions as may be necessary in terms of G.R. 3.51 and 15.08 and the SRs there under before carrying out the work. No further movement shall take place over the affected portion, while the defect is being attended to, except as authorised under SRs 3.51.7.1, 3.51.7.2 and 3.51.7.3. (Item No.2 of AS-16 Dt:14.06.24).