

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, up to the Starter signal, and
 - (b) in the case of a 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 up to the first facing points, or up to 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 the Loco Pilot finds the Outer signal in 'off' position, when the relevant Home signal is 'on' or drooping, he shall treat both the Home and the Outer signals as defective and stop his train.

3.42. Conditions for taking 'off' Last Stop signal or Intermediate Block Stop signal.—

- (1) On a double line, the Last Stop or Intermediate Block Stop signal shall not be taken 'off' for a train unless Line Clear has been obtained from the block station in advance.
- (2) On a Single Line –
 - (a) 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 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 section ahead shall be termed as 'block controlled Intermediate Block section'

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.