

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 up to 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 outer most 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 off the main line, the station shall be worked in accordance with approved special instructions;
- (b) On any section, where the 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 kilometres an hour, 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.3.34.1. Every Gate Stop signal in non-automatic signalling territory except those controlling the entry into a railway-cum-road bridge or where there is a bridge between the gate signal and the gate, shall be provided with a 'G' marker in accordance with Rule 3.17(1).

Note: For passing a gate Stop signal at 'on', see Rule 3.73.

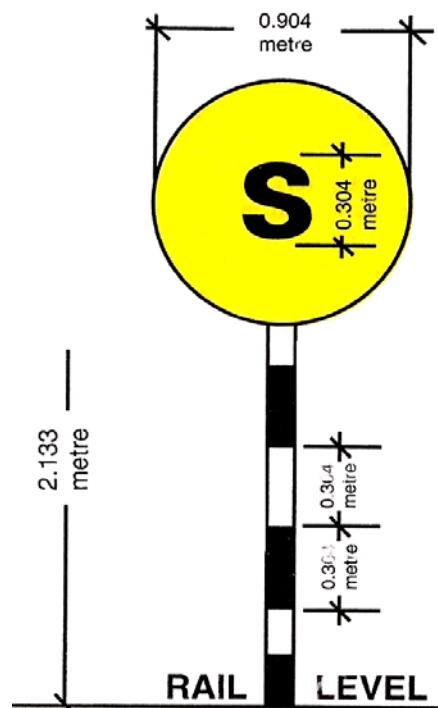
3.34.2. When a level crossing located in rear of a Home signal at a station equipped with manually operated multiple-aspect signals, is required to be protected by a gate signal, a Stop signal to function as a Gate-cum-Distant signal may be provided.

3.35. Protection and working of points of outlying siding.—

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.3.35.1. Detailed instructions regarding the working of points, signals and interlocking installations and the procedure for working trains into and out of outlying sidings shall be embodied in the Station Working Rules of the stations controlling the outlying siding.

S.R.3.35.1.2. An 'S' marker indicator should be provided for indicating to the Loco Pilot the position of facing points at the outlying siding.



D. Working of Signals and Points.

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 to 'on' until the whole of the train which it controls has passed it, except—
 - (a) in case of emergency to avert an accident,