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- (2) Whenever the miniature light repeater in the colour light signaling 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 the 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.

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.

Provided that, fixed signals can be brought into use if they have been passed by the Sanctioning Authority (in case of item (a) below – Principal Chief Signal and Telecom Engineer of the concerned Zonal Railway, and in case of item (b), (c) and (d) below- General Manager of the concerned Railway) as being sufficient to secure the safe working of trains for the purpose of –

- (a) Interlocking of level crossings outside station limits;
- (b) Double Distant signaling along with corresponding changes at adjacent stations without yard remodelling;
- (c) Intermediate Block signaling except in section with Slip siding and Catch siding, along with corresponding changes at adjacent stations without yard remodelling; and
- (d) Automatic Block signaling except in section with Slip siding and Catch siding, along with corresponding changes at adjacent stations without yard remodelling. (Item No. 4 of As 20 Dt: 21.02.2025)

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SR 3.26.1. When a signal is newly erected or shifted, it shall be jointly inspected by a 'Sighting Committee' consisting of Transportation, Signal and Loco Inspectors, before it is brought into use. The Sighting Committee shall satisfy itself that the signal is correctly placed and focused for day and night indications, before certifying it as fit for use. They shall fill in and sign the report in the prescribed form provided for the purpose.

S.R.3.26.2. When a signal is newly erected or shifted, a caution order shall be issued for a period of 90 (Ninety) days and the same information should be notified through SOB, after the signal has been brought into use, in order to draw the attention of the Loco Pilots/Assistant Loco Pilots to the change effected.

S.R.3.26.3. All signals on a section shall be jointly inspected by the Signal, Transportation and Loco Inspectors, at least once in quarter and joint reports pertaining thereto shall be submitted to the Sr. DSTE, Sr. DOM, and Sr. DME or Sr. DEE/TRSO.

S.R.3.26.4. In IR-ATP (Kavach) territory, when a new signal is erected or existing signal is shifted/modified, the Signal Sighting Committee shall also inspect and certify the signal position in correspondence of the line side signal with the on-board signal and its aspect on the DMI (Driver Machine Interface) display in IR-ATP fitted Loco before it is brought into use. Kavach fitted loco shall be used for conducting sighting committee inspection, at least once in quarter. (*Item No. 5 of AS – 20 Dt:21.02.2025*).

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