

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 as possible 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 top most 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 lines.

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.

SR 3.23.1. Miniature Signal repeaters are provided on Station Master's Control Panels/VDUs to repeat the aspect displayed by each signal.

3.23.2. Responsibility of Station Master regarding failure and restoration of repeater:

- (1) At stations, where signal repeaters are provided, the Station Master shall satisfy himself by observing indications of the repeaters that the signals are working properly. Whenever any signal repeater is not in working order, the relevant fixed signal need not be treated as defective, if it is possible for the Station Master to observe personally the position of the signal by proceeding to a convenient place outside his office from where it can be seen. If it is not possible for the Station Master to personally ensure that the signal is in the correct position by proceeding to a convenient place outside his office, at stations provided with cabins at either ends of the yard, the Station Master at the station shall ascertain from the Station Master of the cabin concerned that the signal is working properly and exchange Private Numbers.

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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)