

S.R. 3.36.3.1.2. The Station Master at the Station shall similarly test on the second day, the Down reception signals for road No. 1 and on the third day, the Up reception signals for road No. 2. On the fourth day, the Down reception signals for road No. 2 and so on, every day repeating the procedure laid down in para 3.1.1. above.

S.R. 3.36.3.2. The Station Masters shall immediately after each test, record the results of the test in the Station Diary. If the signals do not go back to 'on' position when the Station Master's control knob/button or cabin slot is restored to its normal position, the signal shall be treated as defective and immediate action taken as laid down in the General Rules 3.68 and 3.69 and Subsidiary Rules there under.

S.R. 3.36.3.3. This procedure of testing the reception signals shall also be adhered to at stations provided with a central cabin with Station Master's control knobs/buttons in the Station Master's office. At stations where Cabin Station Masters are in-charge of cabins, the Station Masters of such stations shall similarly test the working of the reception signals daily and record the results of the tests in the Station Diary maintained in the cabin.

S.R. 3.36.3.4. Inspecting Officials shall, whenever they inspect the stations, check the Station Diary and ensure that these rules (Paras 3.1, 3.2 and 3.3) are being carried out scrupulously.

S.R. 3.36.4. Under Special Instructions, certain Goods yards are declared as 'terminal yards' for the purposes of reception and dispatch of goods trains and regulating goods yard shunting. At such terminal yards, stop boards are provided on each goods reception line and adequate distance for reception is reckoned, with the approval of Authorized Officer from the Stop Board to fouling mark at the trailing end. Wherever the Stop Board is fixed at the fouling mark, the adequate distance for taking 'OFF' Home is reckoned as zero. Speed of incoming trains inside the station section shall be restricted to 15 KMPH except where train has to negotiate turnout having 1 in 8 ½ straight switch where Speed is restricted to 10 KMPH and requisite speed restriction Boards are duly exhibited below the respective Home signals. The Station Working Rules of such 'terminal yards' will clearly specify the procedure to be followed for reception and dispatch of goods trains and regulation of shunting movements. The trailing points on the line, on which a Goods train is to be received should be set and padlocked against the line (in case of mechanically interlocked stations), so that no conflicting reception or shunting movement is permitted. The Station Working Rules shall clearly specify the staff responsible to ensure this. (*Item No.1 of AS-21 Dt:03.06.25*)

S.R. 3.36.5. If in an emergency, a reception signal has to be placed to 'on' position before the arrival of the train to which it refers, no points shall be altered until the train has come to a stand except to prevent an accident.

S.R. 3.36.6. Certificate of competency – Shunting Master/Pointsmen.

Every Shunting Master/ Pointsmen shall be tested after completion of initial/refresher training course and be issued with a certificate of competency by the in charge of the training centre in the form No. T.336 before he is put to work independently. The certificate of competency will be valid for a period of 3 years from the date of issue.

3.37. Normal aspect of signal.—

(1) Unless otherwise authorised under approved special instructions, fixed signals, except automatic signals, shall always show their most restrictive aspect in their normal position.

(2) The normal aspect of an Automatic Stop signal is 'Proceed'. Where, however, the signal ahead is manually operated, the aspect normally displayed may be 'Caution' or 'Attention'.

S.R.3.37.1. Loco Pilots shall bring their trains to halt at stations where stoppages are scheduled in the Working Time Table, even though signals governing departure from the stations are 'off'.