

S.R.3.68.4. After the defect has been put right, Signal Maintainer shall issue Reconnection Notice to the station master. On receipt of reconnection notice, Station Master shall satisfy the proper working of the attended gear, if necessary by a demonstration and then acknowledge the reconnection notice. Thereafter, the Station Master and the person attending to the fault shall jointly issue a rectification message. (S.No.2 of AS-10 Dt 10.8.23)

S.R.3.68.5. If at an interlocked station, a signal which detects points / protects LC gate is defective, all the points detected / LC gate protected by such a signal shall be treated as non-interlocked. The Station Master on duty shall be responsible for satisfying himself by personal inspection that such points are correctly set, clamped and padlocked and the Station Master shall ensure that LC gate is closed under exchange of PN before authorising movement of any train over them. He should not delegate this responsibility to any other member of the staff. (*Item No.3 of AS-16 Dt:14.06.24*)

S.R.3.68.6. As soon as the Station Master becomes aware that the Stop signal (Reception/ Departure) got stuck up in 'off' position, he/she shall attempt to put it back to 'on' position by operating the panel and report the same to ESM/JE/SSE (sig) concerned. When he/she fails to put it back to 'on' position, he/she shall report to ESM/JE/SSE (sig) concerned, Station Master of rear station and Section Controller and an entry shall be made in the S&T failure register. (*Item No.5 of AS-16 Dt:14.06.24*)

S. R. 3.68.7. The light of the signal that got stuck up in 'off' position within station limits shall be extinguished, if necessary by pasting paper on the glass of the signal or putting a cross. Station Master shall depute a competent railway servant in uniform to show stop hand signal at the foot of the signal that stuck up in 'off' position. (*Item No.6 of AS-16 Dt:14.06.24*)

S.R.3.68.8. Whenever a signal becomes defective due to failure of axle counter and it becomes necessary to operate the axle counter reset device in station section, it shall be done by station master on duty along with one operating / S&T staff with the key provided separately for the purpose after physically ensuring the concerned axle counter section, is clear of obstruction.

In case of failure of axle counters in Block section / IBS / Automatic signalling, the SM of train despatching station shall positively verify the clearance of block section with SM of receiving station. On ensuring that block section is clear of vehicles SMs shall exchange PN and record the same in TSR in red ink by both stations. Then, reset operation shall be initiated by cooperative efforts of despatching and receiving station masters. The procedure for verifying concerned axle counter section is free from vehicles, initiating resetting and despatching of first train after reset shall be clearly mentioned in Station working rules. (*Item No.7 of AS 16 Dt:14.06.24*)

### **3.69. Duties of Station Master when an approach Stop signal is defective.—**

**(1) In the event of an Outer or a Home or a Routing signal becoming defective, the Station Master shall advise the station in rear and the nominated station in rear, save in a case where a signal post telephone or a Calling-on signal is provided on the defective signal, in order that the Loco Pilots of approaching trains may be warned of the defective signal and issued a written authority to pass such signal on receipt of Proceed hand signal at the foot of the defective signal.**

**(2) The Station Master in rear as referred to in sub-rule (1), on receiving the advice of the defective signal, shall immediately acknowledge it and advise the Station Master of the station where the signal has become defective, of the number of the first train which will be**

**notified of the defective signal and again on receipt of the advice that the defective signal has been put into proper working order, shall advise the number of the train so notified last.**

- (3) The Station Master of the station where, the signal has become defective shall, before authorising a train to pass the defective signal, ensure that the conditions for taking 'off' that signal have been fulfilled. He shall then authorise the Loco Pilot to pass the defective signal at 'on' in one of the following manners—
- (a) When the Loco Pilot of an approaching train has been advised of the defective signal at station in rear: by deputing a competent railway servant in uniform under clause (b) of sub-rule (1) of Rule 3.68, to exhibit Proceed hand signal at the foot of the defective signal to the approaching train. In such cases, the Station Master shall not give Line Clear to the station in rear unless the conditions for taking 'off' the signal which has become defective, have been complied with or
  - (b) When the Loco Pilot of an approaching train has not been advised of the defective signal at a station in rear: by having a written authority, authorising the Loco Pilot to pass the defective signal at 'on', delivered at the foot of the defective signal through a competent railway servant or
  - (c) by taking 'off' the Calling-on signal where provided or
  - (d) by authorising the Loco Pilot to pass the defective signal at 'on' over the signal post telephone where provided, in accordance with special instructions.

- (4) When the Home signal becomes defective, the Outer shall also be deemed to be out of order and the procedure prescribed in sub-rules (1), (2) and (3) shall be followed.

S.R 3.69.1. The station master of the station in rear shall on being advised through a message of the defective signal, notify the Loco Pilots by issuing T/369(1). The number and description of the signal and the line on which the train is being received should be clearly indicated. (*Item No.9 of AS-16 Dt:14.06.24*)

S.R 3.69.2. The Loco Pilot issued with T/369(1) shall pass the defective signal only on observing the Proceed hand signal by a competent railway servant in uniform at the foot of the signal. In the absence of PHS, the Loco Pilot shall stop at the signal.

S.R.3.69.3. If T/369(1) is not issued by the station in rear, the train shall be brought to a stop in rear of the defective signal. A written authority T/369 (3b) should, then, be delivered to the Loco Pilot to pass the defective signal at 'on' in accordance with G.R.3.69 (3b). The Loco Pilot should proceed at a speed not exceeding 15 KMPH, only after observing the PHS exhibited at the foot of the defective signal by a competent railway servant in uniform.

S.R.3.69.4. The Station Master of the station where the approach stop signal has stuck up in OFF position shall, before granting line clear, ensure that the conditions for granting line clear and for taking "off" that signal have been fulfilled; and SR 3.68.5 is complied with.

S.R.3.69.5. The Station Master of rear station shall give PLCT (T/C.1425 (Up) or T/D. 1425 (Dn) and T/369(1) for passing Stop signal of the station in advance, which stuck up in 'off' position.

S.R.3.69.6. After the train had passed the signal, the competent railway servant shall continue to show Stop hand signal at the foot of the signal till the signal is brought back to "ON" position

S.R.3.69.7. Procedure to be followed for dealing a train that has passed a reception signal at 'ON':

(i) Whenever a train passes a reception signal at "ON", partly/completely, without proper authority and comes to stop short of usual berthing place, all the gears that are detected by such signal shall be treated as non-interlocked.

(ii) The Station Master after satisfying himself that everything is safe, shall issue a Restart Memo counter signed by guard along with T/369(3b) to the Loco-pilot authorising him to restart and draw the train up to next Stop Signal or where the train is required to come to a stand.

(iii) Before authorising the train to restart, the Station Master shall ensure that all the points in the route are set correctly, clamped and padlocked and any LC gate, in between, is closed under exchange of PN.

(iv) Competent Railway servant shall be deputed at the first facing point, which the train is going to encounter, for exhibiting Proceed Hand Signals.

*Note:* The above procedure shall also be followed when a train passes an approach stop signal at 'ON', partly/completely, due to the signal assuming 'On' aspect in the face of approaching train. (Item No 22 AS 16 dated 14.06.24)

### **3.70. Duties of Station Master when a departure Stop signal is defective.—**

**(1) In the event of a Starter becoming defective, the Station Master may authorise the Loco Pilot to pass such signal by a written authority which shall be handed over to the Loco Pilot at the station where the defective signal is located and in addition thereto, a competent railway servant shall show hand signals to the departing train in accordance with the instructions of the Station Master or by taking 'off' the Calling-on signal, if provided under sub-rule (2) of Rule 3.13, after the train has been brought to a stand at the defective signal.**

**(2) In the event of an Advanced Starter becoming defective, hand signals may be dispensed with and the Station Master may authorise the Loco Pilot to pass such signal by a written authority, which shall be handed over to the Loco Pilot at the station, where the defective signal is located:**

**Provided that in exceptional circumstances where, under approved special instruction, an Advanced Starter protects any points, hand signals shall not be dispensed with.**

**(3) For the purpose of handing over the written authority mentioned in sub-rules (1) and (2), the train shall be stopped at the station where the defective signal is located. The written authority to pass a defective departure Stop signal shall not be handed over to the Loco Pilot unless all the conditions for taking 'off' such signal have been fulfilled.**