

3.71. Warner or Distant signals defective in the 'off' position.—

- (1) (a) If a Warner signal on a post by itself or a Distant signal is out of order and cannot be kept in the 'on' position, a Stop hand signal shall be shown at the foot of the signal. At night, the light or lights of the signal shall be extinguished and the train after being first brought to a stand, may then be hand-signalled past the signal. Advice of the defective signal shall be given to the Loco Pilots of trains at the station in rear warning them to stop at such signal.
- (b) If a Warner signal placed below a Stop signal becomes defective and cannot be kept in the 'on' position, the Stop signal above it shall be treated as defective and by night the light of the Warner signal shall be extinguished.
- (2) If the Warner or Distant signal of an Intermediate Block Post is defective and cannot be kept in the 'on' position, the Intermediate Block Stop signal shall also be kept at 'on' and treated as defective and action taken as per Rule 3.75.

3.72. Warner not to be used when Stop signal is defective.—

Whenever a Stop signal is defective or ceases to work properly at a station provided with Warners, the Warner applying to the line to which the defective Stop signal applies shall be kept at 'on' until the defective Stop signal is rectified.

3.73. Passing of a gate Stop signal at 'on'.—

- (1) When a Loco Pilot finds a gate Stop signal at 'on', he shall sound the prescribed code of whistle and bring his train to a stop in rear of the signal.
- (2) (a) If the gate Stop signal is provided with a 'G' marker, the Loco Pilot shall wait at the signal for one minute by day and two minutes by night, and if the signal is not taken 'off' within this period, he may draw his train ahead cautiously up to the level crossing and
 - (b) if the Gateman is available and exhibiting hand signals, proceed further past the gate cautiously or
 - (c) if the Gateman is not available or is available but not exhibiting hand signals, he shall stop short of the level crossing, where he shall then be hand signaled past the gate by the Gateman, if there is one or in the absence of a Gateman, by one of the members of the engine crew of the train after ascertaining that the gates are closed against the road traffic.
- (3) If the Loco Pilot finds, after stopping at the signal, that there is no 'G' marker, he shall proceed further only in accordance with the procedure laid down under special instructions.

S.R.3.73.1. If the Gateman is absent, the train shall be hand-signaled past the gate by one of the crew members of the train after ensuring that the gates are closed and locked against road traffic. Thereafter, the gate shall be re-opened for road traffic.