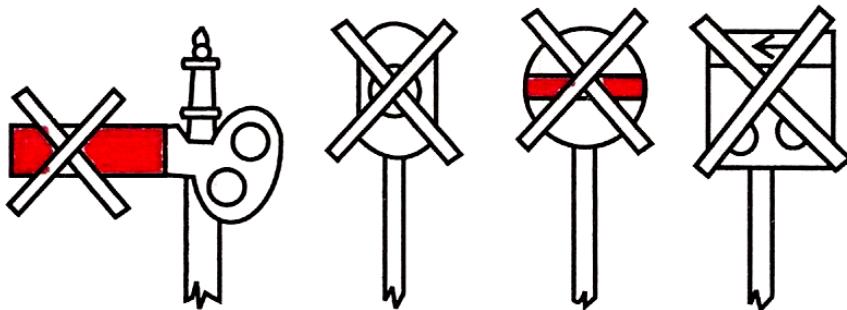


3.18. Signals out of use.—

(1) When a fixed signal is not in use, it shall be distinguished by two crossed bars, each bar being not less than one metre long and 10 centimeters wide, as illustrated below:-



(2) A semaphore or disc signal when not in use shall be kept fixed in the 'on' position.

(3) Signals not in use shall not be lit.

3.19. Placing of Stop signals at diverging junctions.—

Unless otherwise permitted by approved special instructions where two or more lines diverge, the signals shall be fixed on a bracket post or an approved type of route indicator shall be provided instead of separate signals:

Provided that for speeds upto 75 Kilometres an hour with manually operated multiple-aspect signals, only single arm home signal may be provided instead of separate signals on a bracket post or a route indicator, the facing points must be provided with point indicators.

S.R.3.19.1. Route indicators are treated as Stop signals.

S.R.3.19.2. If the route indicator on a reception signal is not in working order, the relevant signal shall also be treated as defective.

S.R.3.19.3. If the Loco Pilot of a train leaving a station finds the route indicator on a starter displaying an incorrect route, he shall treat the Starter to be at 'on'.

S.R.3.19.4. It shall be possible to receive or dispatch trains on to the same line via alternative routes to facilitate simultaneous movements in major yards.

3.20. Placing of Stop signals at converging junctions.—

Unless otherwise permitted by approved special instructions, where two or more lines converge, signals shall be placed on separate posts. Where the number of signals is considerable, these may be provided on a bracket post or a signal bridge or gantry.