

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.

S.R.3.73.2. When the Gateman is not found at the gate, the Loco Pilot of the first train will stop out of course at the next station and report the absence of the Gateman to the Station Master.

S.R.3.73.3. When a level crossing is located between the Home signal and the Distant signal at a station equipped with manually operated multiple aspect signals, the gate-cum-Distant signal shall be located at a distance of not less than 180 metres in rear of the gate. This signal shall be provided with a 'G' marker. A gate Distant signal shall also be located at an adequate distance in rear of the gate-cum-Distant signal.

3.74. Absence of a fixed signal or a signal without a light.—

(1) (a) If there is no fixed signal at a place where a fixed signal is ordinarily shown, or

(b) if the light of a signal is not burning when it should, or

(c) if a white light is shown in place of a colour light, or

(d) if the aspect of a signal is misleading or imperfectly shown, or

(e) if more than one aspect is displayed,

the Loco Pilot shall act as if the signal was showing its most restrictive aspect,

provided that, during night in the case of a semaphore Stop signal for approaching trains only, if the Loco Pilot finds the signal light extinguished, he shall bring his train to a stop at such signal. If he finds that the day aspect of such signal is clearly visible and is satisfied that the signal is in the 'off' position, he shall proceed past it up to the station cautiously at a restricted speed obeying all intermediate Stop signals, if any, relating to him and report the matter to the Station Master for necessary action.

(2) At stations equipped with a colour light signal provided with a 'P' marker, the Loco Pilot shall bring his train to a stand if it does not show any light or shows an imperfect aspect and having satisfied himself that the signal is provided with a 'P' marker, shall proceed preparing to stop at the next Stop signal and shall be guided further by its aspect.

S.R.3.74 When a Loco Pilot comes across a signal which is flickering / bobbing, he should consider that signal to be showing the most restrictive aspect and bring his train to a stop short of it. If the signal assumes a steady aspect and remains steady for 60 seconds, he should take further action according to the steady aspect shown. If, however, the signal continues to flicker/bob and does not assume a steady aspect for 60 seconds, he should treat the signal as defective and take further action accordingly. If the signal shows more than one aspect simultaneously, it should also be treated as defective in case of a manual Stop signal. However, in case of an automatic signal showing more than one aspect simultaneously, the most restrictive aspect should be obeyed.