

S.R.3.34.1. Every Gate Stop signal in non-automatic signalling territory except those controlling the entry into a railway-cum-road bridge or where there is a bridge between the gate signal and the gate, shall be provided with a 'G' marker in accordance with Rule 3.17(1).

Note: For passing a gate Stop signal at 'on', see Rule 3.73.

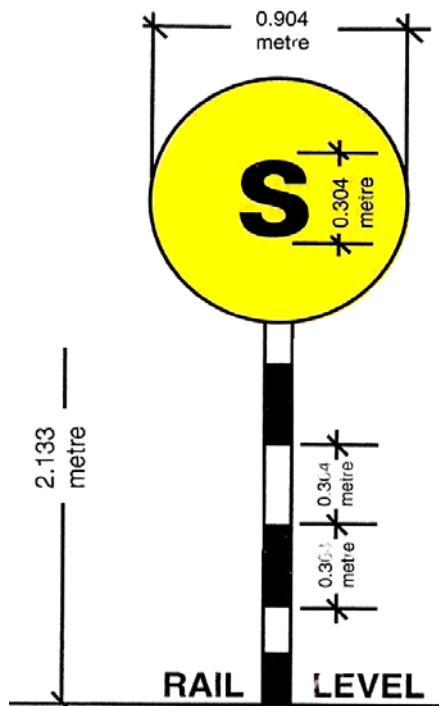
3.34.2. When a level crossing located in rear of a Home signal at a station equipped with manually operated multiple-aspect signals, is required to be protected by a gate signal, a Stop signal to function as a Gate-cum-Distant signal may be provided.

3.35. Protection and working of points of outlying siding.—

Where there are points in the main line at a place which is not a block station, provision for the protection of such points, by signals or otherwise, and for working them, shall be made in order to secure the safe working of trains, as laid down under approved special instructions.

S.R.3.35.1. Detailed instructions regarding the working of points, signals and interlocking installations and the procedure for working trains into and out of outlying sidings shall be embodied in the Station Working Rules of the stations controlling the outlying siding.

S.R.3.35.1.2. An 'S' marker indicator should be provided for indicating to the Loco Pilot the position of facing points at the outlying siding.



D. Working of Signals and Points.

3.36. Fixed signals generally.—

(1) Every fixed signal shall be so constructed that, in case of failure of any part of its connections, it shall remain at, or return to its most restrictive aspect.

(2) A signal which has been taken 'off' for the passage of a train shall not be placed to 'on' until the whole of the train which it controls has passed it, except—

(a) in case of emergency to avert an accident,

(a(a)) Where Starter and Advanced Starter taken 'off' for departing trains that is trains starting from station after coming to stop are required to be put back for the purpose of movement of another train for precedence or crossing shall be put back only after taking following precautions:-

- (i) relevant Starter and Advanced Starter may be replaced to 'on' position and thereafter the Loco Pilot of the train for which the signals had been taken 'off' shall be advised by on-duty station Master through a secured means of communication, specified under special instructions, or where secured means of communication are not available, through a written memo to the effect that the said signals have been replaced to 'on' and that the Loco Pilot shall not start.**
- (ii) till the Loco Pilot has been advised through secured means of communication referred to in sub-clause (i) or through written memo and his acknowledgement received, the route set shall not be altered except to avert an accident; or**
- (b) Where arrangement is provided to restore the signal to 'on' automatically, the control operating the signal shall not be restored to its normal position till the whole of the train has passed it.**
- (3) No fixed signal within station limits shall be taken 'off' without the permission of the Station Master and in the case of a signal outside the station limits without the permission of such person as may for the time being be in independent charge of the working of such signal.**

S.R.3.36.1. Taking 'off' the approach Stop signals can be delayed to ensure busy level crossing gates, if any, are closed only for 10 minutes before the arrival of the train, to avoid complaints from road users.

S.R. 3.36.2 The Station Master shall assure himself, in all cases either personally or by means of the repeater that the concerned signals, governing the movement of a train, are taken 'off' for the train correctly and such signals are put back to 'on' immediately after the train has completely passed the signal. However, the position of the points shall not be changed, until the whole train has either come to a stop at the station or run through the station, except where sectional route release facility is provided.

S.R. 3.36.3.1. Testing of Reception signals:

At interlocked stations with two cabins, one on either side, where signal reversers are provided and the taking 'off' of the reception and dispatch signals controlled by means of control knobs in the Station Master's office and slot knob control in the cabin, the Station Master shall daily, during day time, when no train is due to arrive or leave the station, test the working of the reception signals in one direction for one line as for a stopping train. For example, at a station with two running roads the signals shall be tested as under-

S.R. 3.36.3.1.1. The Station Master shall arrange for the taking 'off' of the Up reception signals for road No.1. He shall then put back his control knob and personally see whether the reception signals have gone back to 'on' position. The Station Master at the station shall again arrange for the taking 'off' of the Up reception signals for road No. 1 and instruct the Station Master in the Cabin to put back the cabin slot knob to normal and personally see whether the reception signals have gone back to 'on' position.

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'.