

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.

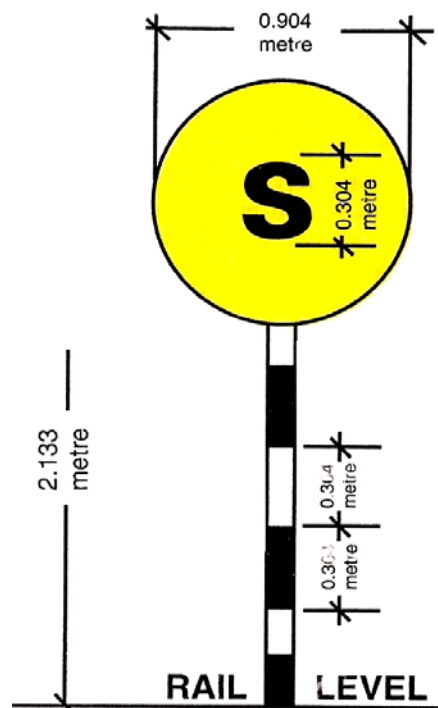
3.34.2. When a level crossing located in rear of a Home signal at a station equipped with manually operated multiple-aspect signals, is required to be protected by a gate signal, a Stop signal to function as a Gate-cum-Distant signal may be provided.

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,