

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.