

(3) Every railway servant shall see that the railway servants in his charge concerned with the use of warning signals as prescribed by special instructions under rule 3.65 have a correct knowledge of their use.

H. Defective fixed Signals and Points

3.68. Duties of Station Master generally when a signal is defective.—

- (1) As soon as a Station Master becomes aware that any signal has become defective or has ceased to work properly, he shall—**
 - (a) Immediately arrange to place the signal at ‘on’ if it is not already in that position;**
 - (b) depute competent railway servants with such hand signals and detonators as may be required to give signals at the foot of the defective signal until he is satisfied that such signal has been put into proper working order;**
 - (c) take action in accordance with Rules 3.69 and 3.70 as may be required for movement of trains past the defective signals; and**
 - (d) report the occurrence to the railway servant responsible for the upkeep of the signals, and if the section is controlled, the Controller also.**
- (2) When the Station Master receives information of any defect in a signal not pertaining to his station from the Loco Pilot or the Guard or any other railway servant, he shall immediately inform the Station Master concerned of the fact and keep the Controller advised, where the section is controlled.**
- (3) In case of signals becoming defective at stations situated on Centralised Traffic Control territories, the Centralised Traffic Control Operator on becoming aware of such defects shall take action in accordance with Special Instructions.**

S. R. 3.68.1. Signals in station limits under following circumstances shall be treated as a defective signal...

- a) Under conditions enumerated in GR 3.74 and SRs thereunder.
- b) A signal unable to be taken OFF even when all the conditions for clearing such signal are fulfilled.
- c) A signal stuck up in OFF position. (Item no. 1 of AS-16 dt 14.06.24)

S. R. 3.68.2. As soon as the Station Master becomes aware that any signalling gear/block instrument at his station governing the movement of trains has become defective, irrespective of whether a Signal Maintainer is available round the clock or not, he shall immediately report such defect with complete particulars either in writing, personally or through control phone to the ESM and the Signal Inspector. A copy of the failure shall also be endorsed to the Signal Inspector in-charge, Traffic Inspector, DSTE, DSO, SCOR and other authorities as may be specified. He shall also make an entry in the S & T failure register. Only the written report from the Station Master shall be treated as the authority for the person attending to the defect to undertake this work.

S. R. 3.68.3 On receipt of information regarding the failure from the Station Master, the ESM/JE/SSE (sig) shall attend to the reported defects and issue disconnection notice in form T-351 where necessary and obtain acknowledgement from the Station Master and take such other precautions as may be necessary in terms of G.R. 3.51 and 15.08 and the SRs there under before carrying out the work. No further movement shall take place over the affected portion, while the defect is being attended to, except as authorised under SRs 3.51.7.1, 3.51.7.2 and 3.51.7.3. (Item No.2 of AS-16 Dt:14.06.24).

S.R.3.68.4. After the defect has been put right, Signal Maintainer shall issue Reconnection Notice to the station master. On receipt of reconnection notice, Station Master shall satisfy the proper working of the attended gear, if necessary by a demonstration and then acknowledge the reconnection notice. Thereafter, the Station Master and the person attending to the fault shall jointly issue a rectification message. (S.No.2 of AS-10 Dt 10.8.23)

S.R.3.68.5. If at an interlocked station, a signal which detects points / protects LC gate is defective, all the points detected / LC gate protected by such a signal shall be treated as non-interlocked. The Station Master on duty shall be responsible for satisfying himself by personal inspection that such points are correctly set, clamped and padlocked and the Station Master shall ensure that LC gate is closed under exchange of PN before authorising movement of any train over them. He should not delegate this responsibility to any other member of the staff. (*Item No.3 of AS-16 Dt:14.06.24*)

S.R.3.68.6. As soon as the Station Master becomes aware that the Stop signal (Reception/ Departure) got stuck up in 'off' position, he/she shall attempt to put it back to 'on' position by operating the panel and report the same to ESM/JE/SSE (sig) concerned. When he/she fails to put it back to 'on' position, he/she shall report to ESM/JE/SSE (sig) concerned, Station Master of rear station and Section Controller and an entry shall be made in the S&T failure register. (*Item No.5 of AS-16 Dt:14.06.24*)

S. R. 3.68.7. The light of the signal that got stuck up in 'off' position within station limits shall be extinguished, if necessary by pasting paper on the glass of the signal or putting a cross. Station Master shall depute a competent railway servant in uniform to show stop hand signal at the foot of the signal that stuck up in 'off' position. (*Item No.6 of AS-16 Dt:14.06.24*)

S.R.3.68.8. Whenever a signal becomes defective due to failure of axle counter and it becomes necessary to operate the axle counter reset device in station section, it shall be done by station master on duty along with one operating / S&T staff with the key provided separately for the purpose after physically ensuring the concerned axle counter section, is clear of obstruction.

In case of failure of axle counters in Block section / IBS / Automatic signalling, the SM of train despatching station shall positively verify the clearance of block section with SM of receiving station. On ensuring that block section is clear of vehicles SMs shall exchange PN and record the same in TSR in red ink by both stations. Then, reset operation shall be initiated by cooperative efforts of despatching and receiving station masters. The procedure for verifying concerned axle counter section is free from vehicles, initiating resetting and despatching of first train after reset shall be clearly mentioned in Station working rules. (*Item No.7 of AS 16 Dt:14.06.24*)

3.69. Duties of Station Master when an approach Stop signal is defective.—

(1) In the event of an Outer or a Home or a Routing signal becoming defective, the Station Master shall advise the station in rear and the nominated station in rear, save in a case where a signal post telephone or a Calling-on signal is provided on the defective signal, in order that the Loco Pilots of approaching trains may be warned of the defective signal and issued a written authority to pass such signal on receipt of Proceed hand signal at the foot of the defective signal.

(2) The Station Master in rear as referred to in sub-rule (1), on receiving the advice of the defective signal, shall immediately acknowledge it and advise the Station Master of the station where the signal has become defective, of the number of the first train which will be