

**3.44. Conditions for taking 'off' gate Stop signal.—**

A gate Stop signal shall not be taken 'off' until the concerned level crossing or crossings is or are free from obstruction and the gates of such level crossing or crossings are closed and locked against road traffic. Where a gate Stop signal is interlocked with station signals, it shall be worked in accordance with special instructions.

**3.45. Conditions for taking 'off' Calling-on signal.—**

A Calling-on signal shall not be taken 'off' until the train has been brought to a stand at the Stop signal below which the Calling-on signal is provided.

**3.46. Use of fixed signals for shunting.—**

- (1) The Outer, Home and the last Stop signal of a station shall not be taken 'off' for shunting purposes.
- (2) At stations where Advanced Starters are provided, Starters may be taken 'off' for shunting purposes, except where the interlocking interferes with this practice, in which case hand signals shall be used where Shunting signals are not provided.

**3.47. Taking 'off' signals for more than one train at a time.—**

When two or more trains are approaching simultaneously from any direction, the signals for one train only shall be taken 'off', other necessary signals being kept at 'on', until the train for which the signals have been taken 'off' has come to a stand at the station, or has cleared the station, and the signals so taken 'off' for the said train have been put back to 'on', except where under special instructions, the interlocking or the layout of the yard renders a contrary procedure safe.

**3.47.1. Taking 'Off' signals for more than one train at a time when two or more trains are approaching simultaneously from any direction may be permitted over non-isolated lines; under special instructions when requirements of adequate distance under Rule 3.40 are fulfilled; and under approved special instructions when requirements of adequate distance under Rule 3.40 are not fulfilled. (Item no. 5 of AS-11 dt. 22.08.2023).**

SR 3.47 (1) The Special Instructions obtained vide GR 3.47 (1) for taking 'Off' signals for more than one train at a time simultaneously over non-isolated lines shall be incorporated in Signal and Interlocking Plan and Station Working Rule Diagram under heading "Simultaneous Movements without Physical isolation".(Item no. 15 of AS-11 dt. 22.08.2023)

SR 3.47 (2) All such "Simultaneous Movements without Physical Isolation" shall be included in Station Working Rules along with instructions / special precautions as approved under "Special Instructions" or under "Approved Special Instructions". (Item no. 16 of AS-11 dt. 22.08.2023)

**3.48. Stoppage of trains out of course at stations provided with two aspect signalling.—**

When a train which is booked to run through has to be stopped out of course at a station equipped with two aspect signals, it shall not be received until-

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- (a) at stations provided with working Warners but not provided with Starters, the working Warner is kept at 'on',
- (b) at stations provided with Starters but not provided with working Warners, the relevant Starter is kept at 'on',
- (c) at stations provided with both working Warners and Starters, both the signals are kept at 'on', and
- (d) at stations provided with neither a working Warner nor a Starter, the first Stop signal is kept at 'on', and the train brought to a stand outside it.

SR 3.48. For all the purposes, in this connection, goods trains should be considered as through goods trains and this rule should be applied accordingly since with the introduction of air brake operation, and with intensive BPC with the validity for 7500 Kilo Metres or 30 days whichever is earlier, sectional goods trains have been abolished.

### **3.49. Care and lighting of signal lamps.—**

- (1) The Station Master shall see that lamps of fixed signals, indicators and boards such as Shunting Limit Board, Block Section Limit Board and Stop Board at his station are lighted at sunset, and are not put out until after sunrise, or at such earlier or later time as may be prescribed by special instructions.
- (2) Sub-rule (1) shall not apply to-
  - (a) Approach lighted signals,
  - (b) Colour light and position light signals which shall be kept lit throughout the day and night, and
  - (c) The sections where no train is scheduled to run at night.
- (3) The Station Master shall ensure that the lamps of fixed signals, indicators and boards such as Shunting Limit Board, Block Section Limit Board and Stop Board, when lit, are burning brightly and that the lenses of lamps and spectacle glasses are properly cleaned and back-lights clearly visible.
- (4) Whenever night signals are used, the Station Master shall not grant Line Clear unless he has ensured, either personally or in the manner prescribed under special instructions, that the lamps of fixed signals at his station which are not approach lighted and which apply to the train are burning. If signal lights cannot be kept burning he shall, before giving Line Clear, initiate action in accordance with the procedure prescribed in Rules 3.68 to 3.72.
- (5) Before lighting a semaphore signal or indicator lamp, the railway servant deputed for lighting it, shall inspect the lenses and spectacle glasses. In case he finds the red roundel broken, cracked or missing, he shall not light the lamp and shall report the fact immediately to the Station Master who shall treat the signal as defective.
- (6) Every railway servant in charge of signals shall see that the greatest care is taken in the focusing, cleaning and trimming of signal lamps.

SR 3.49. Whenever reception signals become blank or not in 'On' position, the Station Master shall not grant Line Clear unless he has initiated action in accordance with the procedures prescribed in G. R. 3.68 and 3.69.