Duties of guard when signal is defective, when approach stop signal is defective, when a departure stop signal is defective

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Types of Signal Defects

- Blank Signal
- Signals Conflicting
- Flickering/Bobbing signal
- No steady aspect
- More than one aspect displayed at a time
- Fixed signal missing from its place without caution order
- White light shown instead of colour light
- Damages to signal

1. Duties of Guard - When Signal is Defective

- If a guard notices that signal is rendered **imperfectly visible by branches of trees** or by any other cause, or that a **signal light is partially obscured** or **not burning brightly enough** to give a clear aspect, he shall **report the matter to the Station Master** at the next station at which the train stops (GR 3.85)
- Guards must **note on their journals** every case of signals being out of order or working improperly stating the name of the Station or Cabin and the description of the signal. (SR 3.68-1)
- All irregularities in connection with the working of trains such as absence of signals or improper exhibition of signals, must be reported in the **Combined Train Report (CTR).** (SR 4.25.2.1)
- The Guard of a train must, at the end of each trip, before he leaves the station, make over his **CTR to the Station Master for submission to the DRM.** (SR 4.36)
- **When colour light signal goes blank off**, loco pilot must inform the guard through prescribed code of whistle (- 00 : one long two short).
- **In case of flickering/bobbing signal**, if the loco pilot choses to pass the signal based on the most displayed aspect, the loco pilot must inform the guard/station master after stopping the train at the next station.

2. Duties of Guard - When Approach Stop Signal is Defective

- The Guard shall, as soon as the train is stopped at the first stop signal, **check up that the tail board or tail lamp is correctly exhibited and shall maintain a vigilant attitude in rear of the train**.(GR 4.44)
- When a train has, without an apparent cause, been kept standing at the **first Stop signal for five minutes**, the Loco Pilot shall sound the prescribed code of whistle to warn the Guard (GR 4.44)
- **After fifteen minutes or such less time** as may be prescribed by special instructions. the Guard shall, irrespective of whether the cause is apparent or not, **proceed to protect the rear of the train** in accordance with instructions laid down in Rule 6.03.
- If in the **meantime the signal is taken 'Off'** or the Loco Pilot receives the necessary authority to pass the signal in the 'On' position, he shall sound the prescribed code of whistle (SR 4.50-1) to **recall the Guard and exchange hand signal with him before starting the train.**
- **During the night, if the stop signal blanks off -** must inform the Guard/Station Master through prescribed code of whistle (- 00 : one long two short); if proceeding following the day aspect of the signal, cannot proceed without 'All-right signal' of the Guard

RULE 6.03

- When the Loco Pilot finds that his train cannot proceed, **he shall apprise the Guard of the fact by sounding the prescribed code of whistle** or through walkie talkie or other means and exchange hand danger signals with him
- Thereafter the **guard shall immediately exhibit a hand danger signal** towards the rear and checkup that the tail board or tail light is correctly exhibited and switch On flasher light if provided, in the rear of the brakevan.
- The **Guard shall either himself go back or send a competent person back to protect the train**: The person going back to protect the train shall continuously show his hand danger signal to stop any approaching train and in addition to his hand signal, shall take detonators and place them upon the line on which the stoppage has occurred, as follows **One detonator at 600 meters from his train on way out and three detonators, 1200 meters about 10 meters** apart from the place where the train has stopped.
- **When the Guard or the person deputed by him is recalled he shall leave down the three detonators,** and on his way back pick up the intermediate detonator

2. Duties of Guard - When Approach Stop Signal is Defective

- Guard is also **responsible for ensuring that loco pilot performs his duties**
- Loco Pilot of a train shall not pass an Outer, a Home or a routing signal when it is 'On' or defective unless
  - at a **previous station received notice in writing** specifying that the signal is out of order and unless he also receives a Proceed hand signal from a railway servant in uniform at the foot of such signal
  - after coming to a stand, he is either given a **written authority by the Station Master** to proceed to pass such signal or is authorised by a **Calling on signal in the 'Off' position** or is authorised by the Station Master over the **signal post telephone** in accordance with special instructions.

2. Duties of Guard - When Approach Stop Signal is Defective

Defective outer Signal- (S.R. 3.69/2)

- When the Loco Pilot **has been advised at the previous station (T-369/1)**, Station Master will depute a Pointsman/Porter to the Outer Signal after ensuring that the conditions for taking 'Off' the Outer signal are fulfilled. The Pointsman/Porter will show hand signal, the train pass the defective outer, and the Home Signal will be taken 'Off' for the admission of the train.

- [redacted] will hand over this authority to the Loco Pilot and **pilot the train up to the Home Signal**, and on the train [redacted]

Defective Home Signal- (S.R. 3.69/3)

- [redacted] Outer and Home Signal accompanied by green hand signal from the Pointsman/Porter at Outer signal

- [redacted] **Signal**

2. Duties of Guard - When Approach Stop Signal is Defective

Defective Routing Signal- (S.R. 3.69/4)

- **In case the Routing signal is interlocked with the Home signal**, Station Master will send one Pointsman/Porter in uniform with hand signal and prescribed authority to pass defective Outer, Home and Routing signal at 'On' **at the foot of Outer signal.** The **T/369(3b)** will be handed over to the Loco Pilot and after stopping train at Outer signal and the train will be piloted up to the station.

- **In case Routing signal is not interlocked with Home signal**, Station Master will send one Pointsman/Porter in uniform with hand signal and prescribed authority to pass defective Routing signal at 'On' **at the foot of Routing signal.** Outer and Home signal will be taken 'On' after stopping train at Outer signal. **T/369(3b)** will be handed over to pass Routing signal at 'On' at the foot of Routing signal and train will be piloted up to the station.

Annexure-C

FormNo.T/369(1)
Sr. No._____

WESTERN RAILWAY

ADVANCE AUTHORITY TO PASS DEFECTIVE SIGNALS

AT STATION_____

(Record / Loco Pilot)

Station_____ **Date _____**

To

The Loco Pilot of Train No. _____Up/Down

As per advice of Station Master, _____ Station, *Up/Down _____Signal/s *is/are out of order at _____Station. You shall, therefore, stop at the first Stop Signal and after being Hand Signalled past the approach Signal proceed at a restricted speed not exceeding 15 KMPH.

_____ **_____**
Signature of Loco Pilot **Signature of Station Master**
Station Master Stamp

Date _____

***Strike out whichever is not applicable**

Annexure-D

Form No.T/369-(3 b)
Sr. No._____

WESTERN RAILWAY

AUTHORITY TO PASS SIGNALS IN 'ON' OR DEFECTIVE POSITION
(Record/Loco Pilot)

Station _____ **Date _____**
Time _____

TO

The Loco Pilot of Train No._____ Up/Down

Description and _____]
No. of Signals. _____] AT STATION _____is /are OUT OF ORDER.

_____]
_____]

You are hereby authorised to pass the defective Outer/Home/Inner Home/Routing/ Starter/ Intermediate Starter/ Advanced Starter/IBS signal/s at 'ON' position at a speed not EXCEEDING 15 KMPH.

*** The train will be admitted on line No.(in words)____and (figures) _____.**

**** In case of failure of Advanced Starter Signal/Last Stop Signal - Line clear has been obtained on Electrical Communication Instrument from____station. Private No. Received(in figures)_____(in words) _____**

_____ **_____**
Signature of Loco Pilot **Signature of Station Master**
Station Master Stamp

Date _____ **Date_____**

*** In case of Routing/Inner Home/Home Signal is defective**
****In case of failure of Advance Starter/Last Stop Signal on Double Line Territory.**

3. Duties of Guard - When Departure Stop Signal is Defective

- Guard has the primary duty to **ensure that the Loco Pilot performs his duty** when starter/advanced starter is defective
- In the event of a **Starter becoming defective**, the Station Master may authorise the Loco Pilot to pass such signal by a **written authority** [Form T/369/(3b)] which shall be handed over to the Loco Pilot at the station where the defective signal is located and in addition a **competent railway servant shall show hand signals** [pointsman/porter] to the departing train or by **taking 'Off' the Calling-on signal**, if provided. (GR 3.70)
- When a **Starter Signal is the last Stop signal**, Station Master shall mention clearly in authority that 'Line Clear' has been obtained from the station in advance, quoting the Private Number received from the station in advance (S.R. 3.70/1)
- In the event of an **advanced Starter becoming defective**, the Station Master may authorise the Loco Pilot to pass such signal **by a written authority** [Form T/369/(3b)], which shall be handed over to the Loco Pilot at station (GR 3.70)

3. Duties of Guard - When Departure Stop Signal is Defective

To depart a train which has stopped after the starter signal

- **If the starter signal is not turning 'OFF'**, Station Master must give a **written memo** to Guard and Loco pilot to start the train after all the conditions are satisfied to take OFF the signal

- **If the starter signal is not turning 'OFF',** because the **track circuit is jammed**, Station Master must give a **written memo** to Guard and Loco pilot to start the train after all the conditions are satisfied to take OFF the signal

Thank You