

3.4. Shunting between the Last Stop Signal and opposing First Stop Signal at a class 'B' single line station equipped with two aspect signals- (G.R. 8.11)

a) At a class 'B' station on single line, the line between the Last Stop Signal and the opposing Outer signal shall not be obstructed, unless a railway servant specially appointed in this behalf by the Station Master is in charge of the operations and unless: -

i) The block section into which the shunting is to take place is clear of an approaching train and all relevant signals are at 'ON' position,

or

ii) If an approaching train has arrived at the Outer signal, the Station Master has personally satisfied himself that the train has been brought to a dead stop at the signal.

"Provided that the line shall not be obstructed under clause (ii) in thick, foggy or tempestuous weather impairing visibility, or during night or at stations where the Outer signal concerned is not visible from the Station Master's office".

b) T.806 alone shall be given where shunt key is not available. Shunt key, where available, shall be given in addition to T.806.

c) A tail lamp/tail board shall be placed on the rear most vehicle or on the engine if no vehicles are attached on the side facing the station in rear so as to serve as an indication of the complete return of all the vehicles before the 'Cancel last signal' is given.

3.4.1. Shunting between the Last Stop Signal and opposing First Stop Signal at a class 'B' single line station equipped with Multiple aspect signals- (G.R. 8.12)

a) The line outside Last Stop Signal / Shunting Limit Board and upto opposing First Stop Signal shall not be obstructed unless a railway servant specially appointed in this behalf by the Station Master is in charge of operations and also the block section into which shunting is to take place is clear of an approaching train.

b) T.806 alone shall be given where shunt key is not available. Shunt key, where available, shall be given in addition to T.806.