

- 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.

3.4.2. Shunting beyond First Stop Signal on single line in Two Aspect Signal & Multiple Aspect Signal territory:

When 'X' requires shunting a train partly or fully outside the First Stop Signal, he shall obtain 'Line Clear' from 'Y' explaining the reasons which shall also be recorded in the Train Signal Registers at 'X' and 'Y'. This movement shall be treated as train movement. The Station Master shall then issue to the Driver an 'Authority to proceed' applicable to the section and a manuscript memo to return to 'X'. The departure and the reception signals can be taken 'OFF' for this purpose.

3.5. Outlying sidings controlled by the token of the block section (G.R.3.35):

- a) Outlying sidings, taking off the running line, are provided on certain block sections. The points taking off the running line to such sidings are provided with locking arrangements, the siding lock being controlled and operated by the 'token' of the block section.
 - i) On certain sidings, key token exchanger (siding key apparatus) is in use. At these sidings the key token is inserted into the exchanger to release the siding key which shall be used to unlock the siding lock.
 - ii) On the sections worked with Neale's (ball or tablet) token instrument, where such tokens cannot be directly inserted into the siding locks, a token key exchanger (siding key apparatus) is provided at the siding. The ball or the tablet shall be inserted into the apparatus to release the siding key which shall, in turn be inserted into the siding lock and the lock unlocked for performing shunting into and out of the siding.
- b) On busy sections where the regular train services are not to be dislocated by the work inside such siding i.e., where the service has to be maintained even before the shunting train sent into the siding returns to either of the block stations auxiliary token (occupation block) instruments are provided, one instrument at one of the two adjacent block stations and the other at the siding itself. With this arrangement, it is possible after shunting the train into the siding, to set and lock the points for the main line and clear the block section maintaining the main line trains services.

- c) Detailed instructions for working the sidings shall be incorporated in the Station Working Rules of the stations concerned.

3.6. Exchange of Private Numbers between Station Master and Cabin/Cabins for reception of trains:

The sequence of action to be followed from the time reception line is nominated till Station Master releases his control on the Home/Routing signal and exchange of Private Numbers is explained below:

a) Duty Station Master :

- i) As soon as 'Line Clear' has been granted for a train by the Station Master or CASM (if the block instruments are situated in the cabins), the Station Master shall decide the line on which the train is to be received and satisfy himself that the reception line including the adequate distance is clear and free from obstruction.
- ii) He will then advise the CASM/ Cabinman on telephone to both the cabins simultaneously the train number, description, probable time of arrival, whether the train is stopping or running through and the line nominated for its reception.
- iii) The CASM / Cabin man in both the cabins shall acknowledge by repeating these particulars.

b) CASM/ Cabinman at the facing end:

- i) The CASM / Cabinman, on receipt of the above information from the Station Master, shall set all relevant points at his end correctly for reception of the train on the nominated line and lock all the relevant facing points.
- ii) He will then satisfy himself that the nominated reception line is clear and free from obstruction.
- iii) He will then give a categorical assurance to the CASM /Cabinman in the Cabin at the trailing end after ensuring that: -
 - a) The nominated reception line is clear and free from obstruction, clearly indicating the number of that line.
 - b) All the relevant points at his end have been correctly set for the reception of the train on the said line.