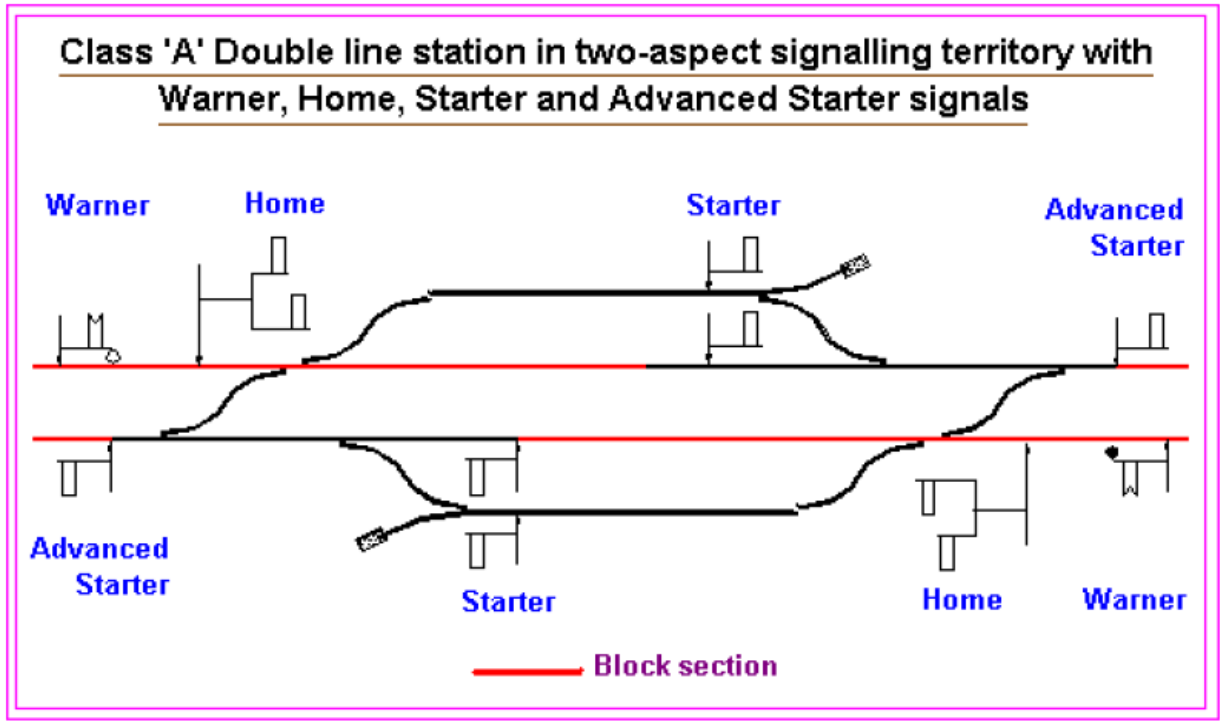
Chapter 13

Classifications of Stations

Classification of Stations

- **Block Stations**,
- **Non - Block stations**.
- Class A station
- Class B station
- Class C station
- Class D station



GR 1.03 Classification of stations

1. Stations shall, for the purpose of these Rules, be divided into two categories
   - **Block Stations**, and
   - **Non - Block stations**.

2. Block stations are those at which the Driver must obtain an authority to proceed under the system of working to enter the block section with his train; and under the absolute Block System consist of three classes-

Classification of Stations

Class A stations - where Line Clear may not be given for a train unless the line on which it is intended to receive the train is clear for at least 400 meters beyond the Home signal, or upto the Starter;

Class B stations - where Line Clear may be given for a train before the line has been cleared for the reception of the train within the station section; and

Class C stations - block huts, where Line Clear may not be given for a train unless the whole of the last preceding train has passed complete at least 400 meters beyond the Home signal, and is continuing journey. This will also include an Intermediate Block Post.

Class D stations or Non-block stations are stopping places which are situated between two consecutive block stations, and do not form the boundary of any block section.

Classification of Stations

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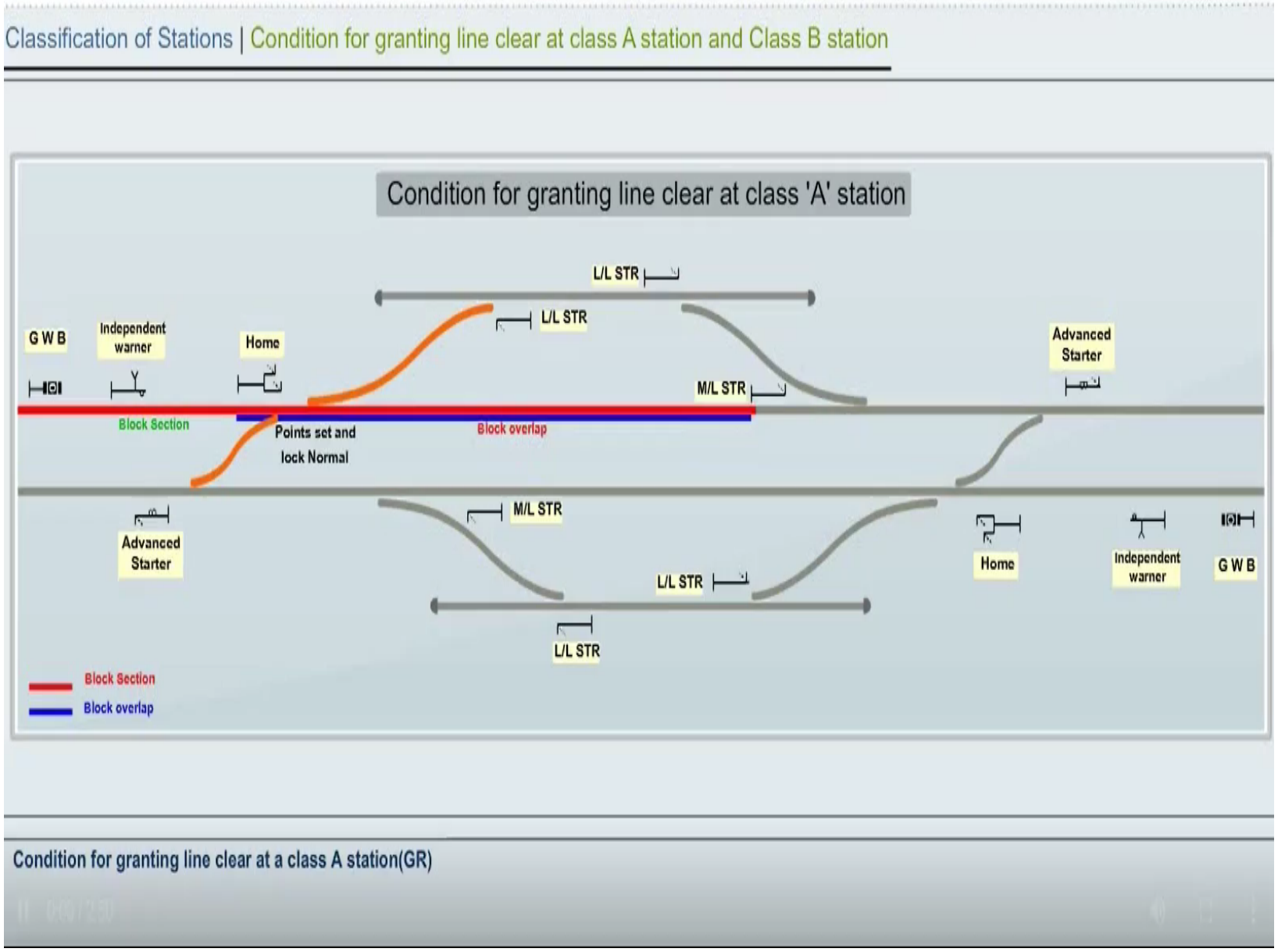

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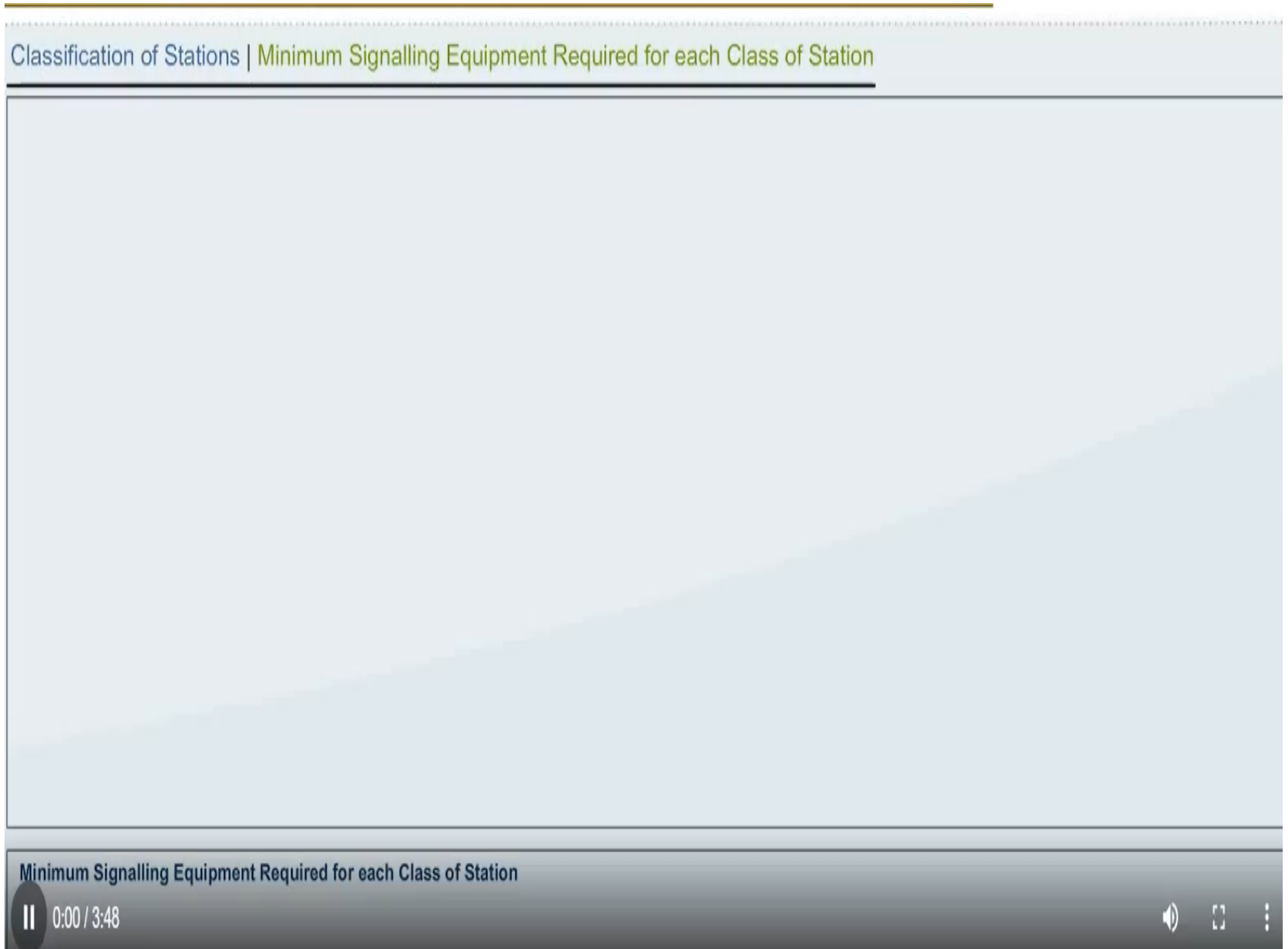

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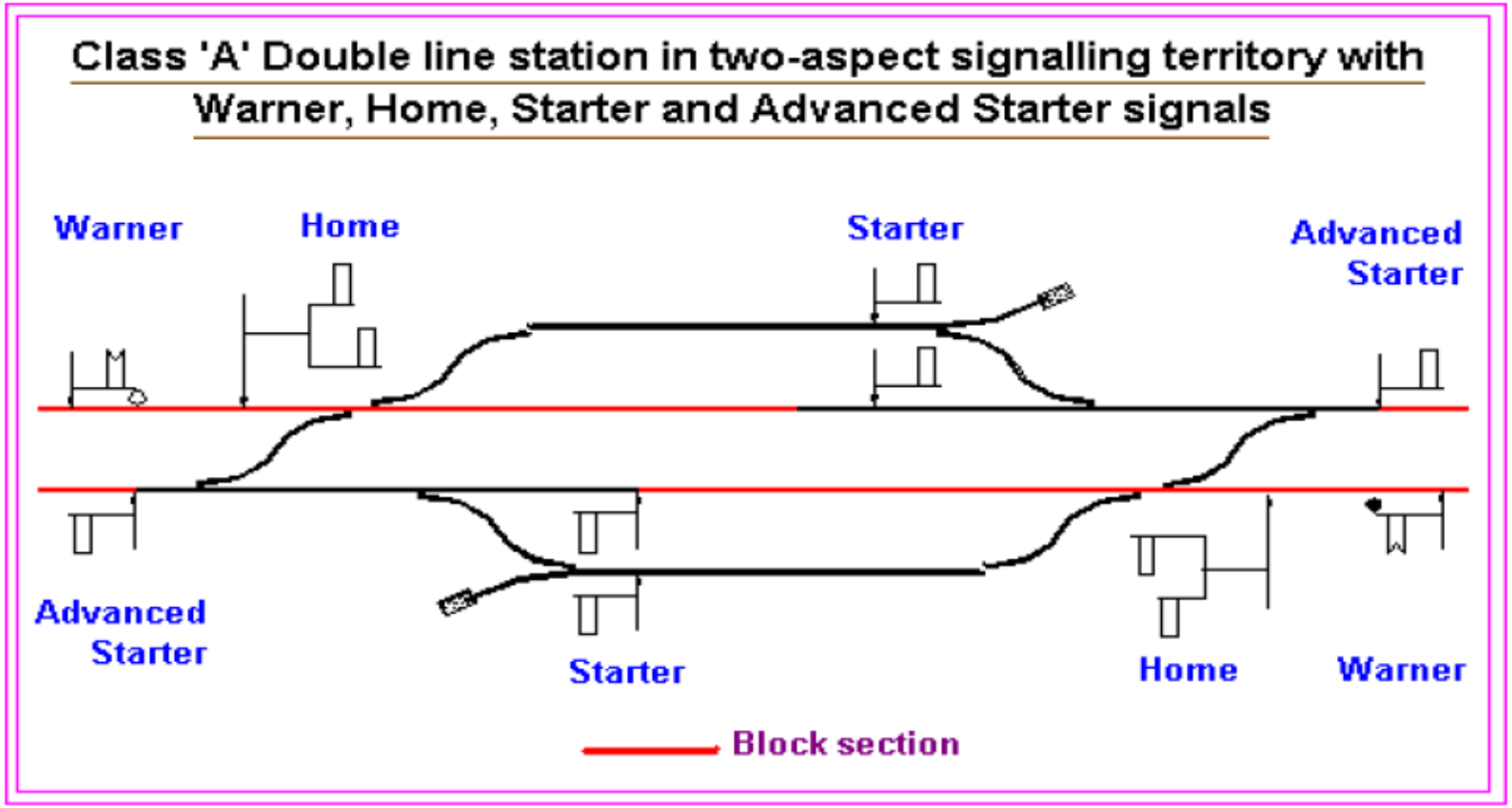

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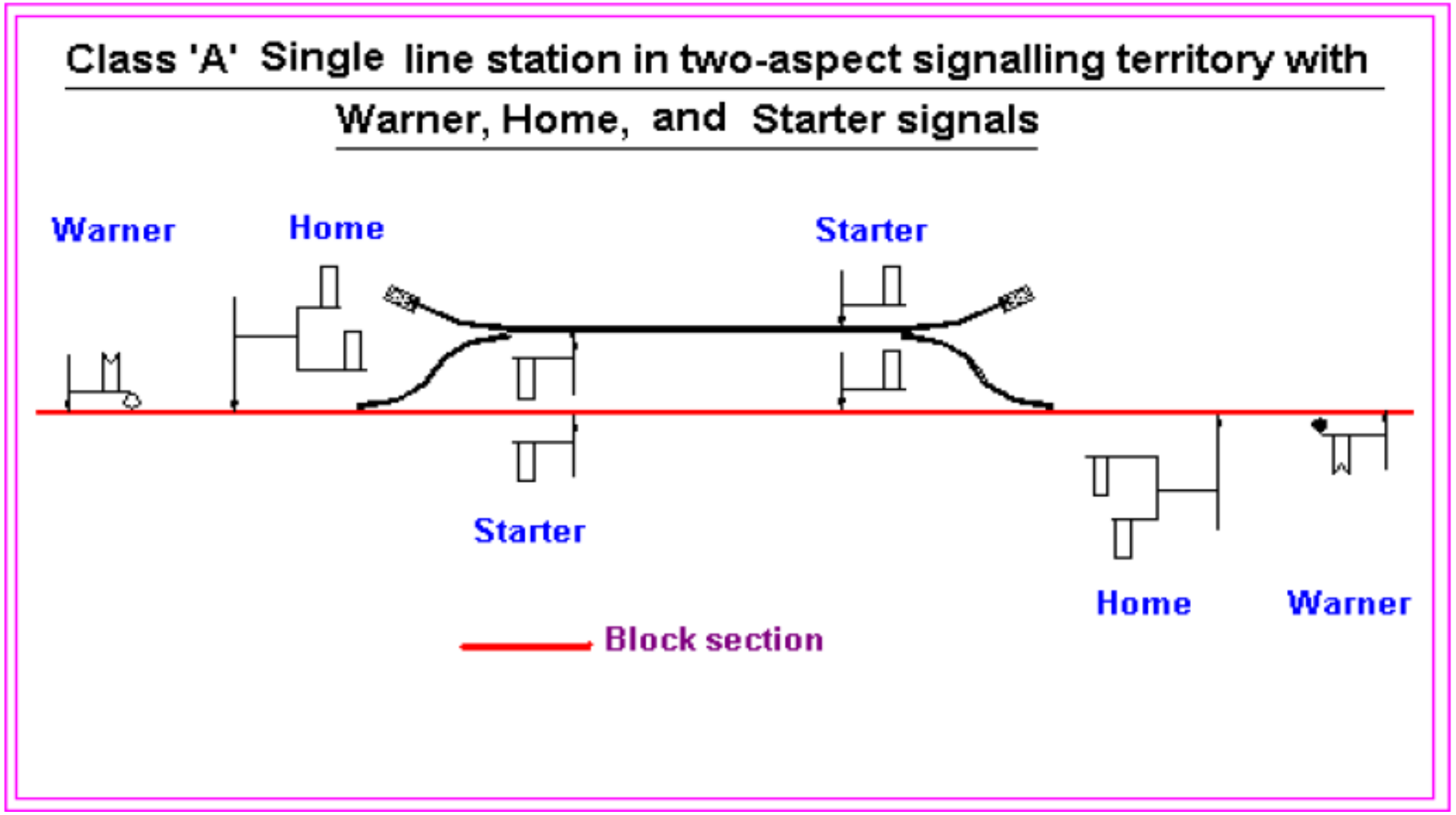

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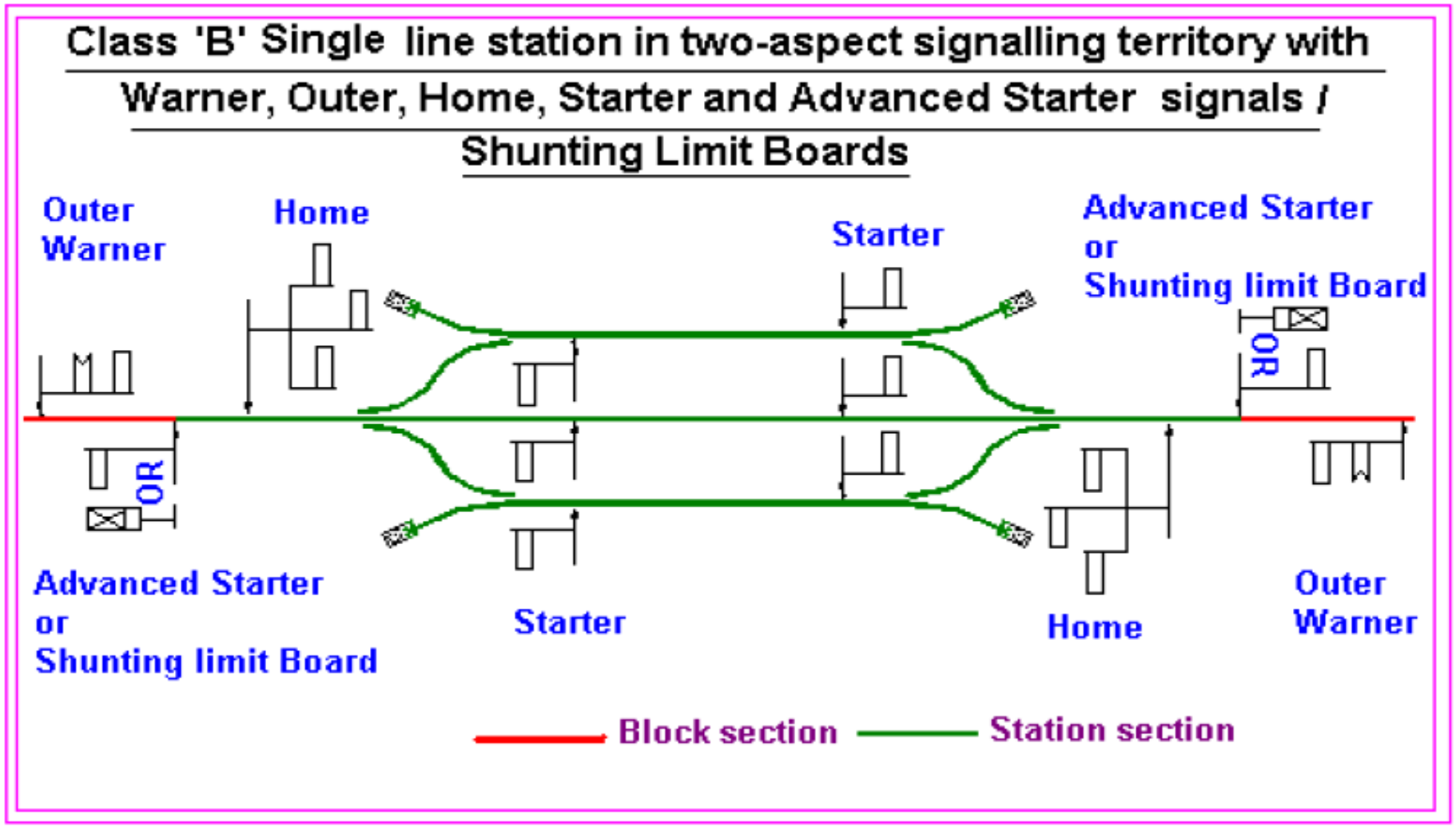

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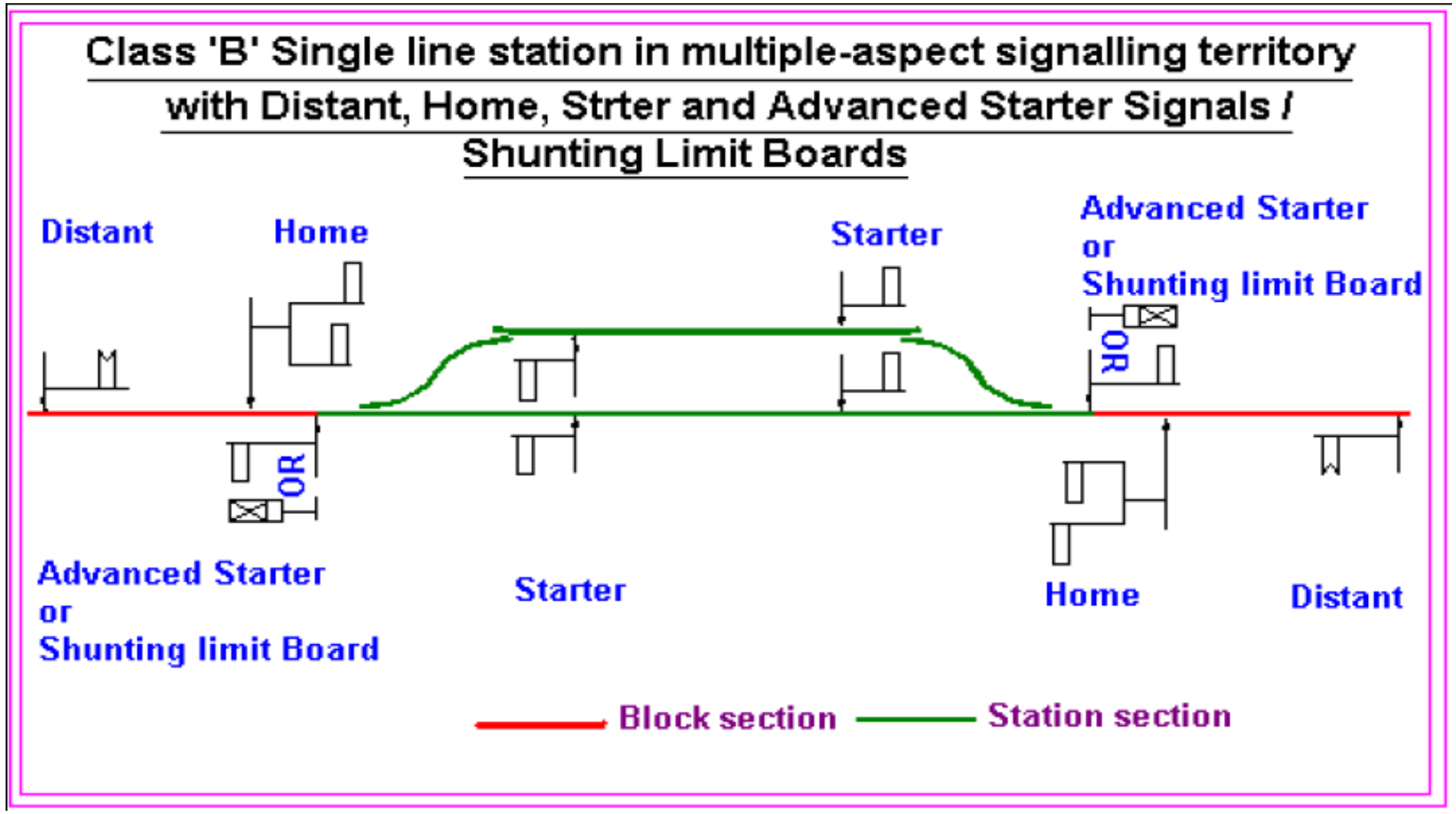

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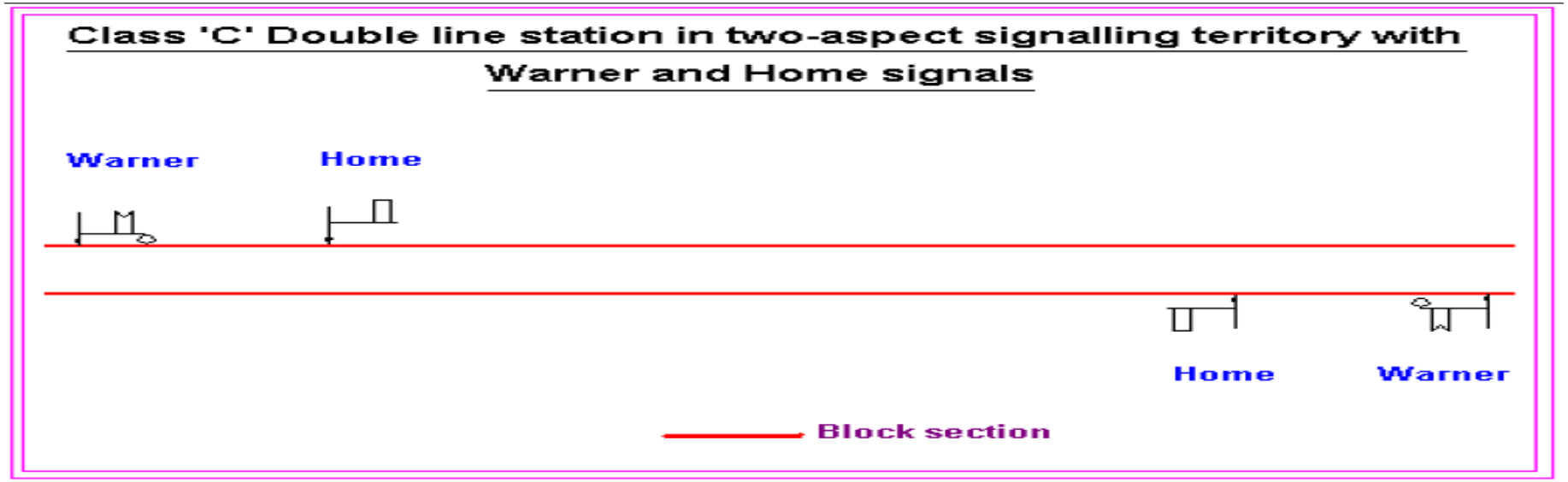

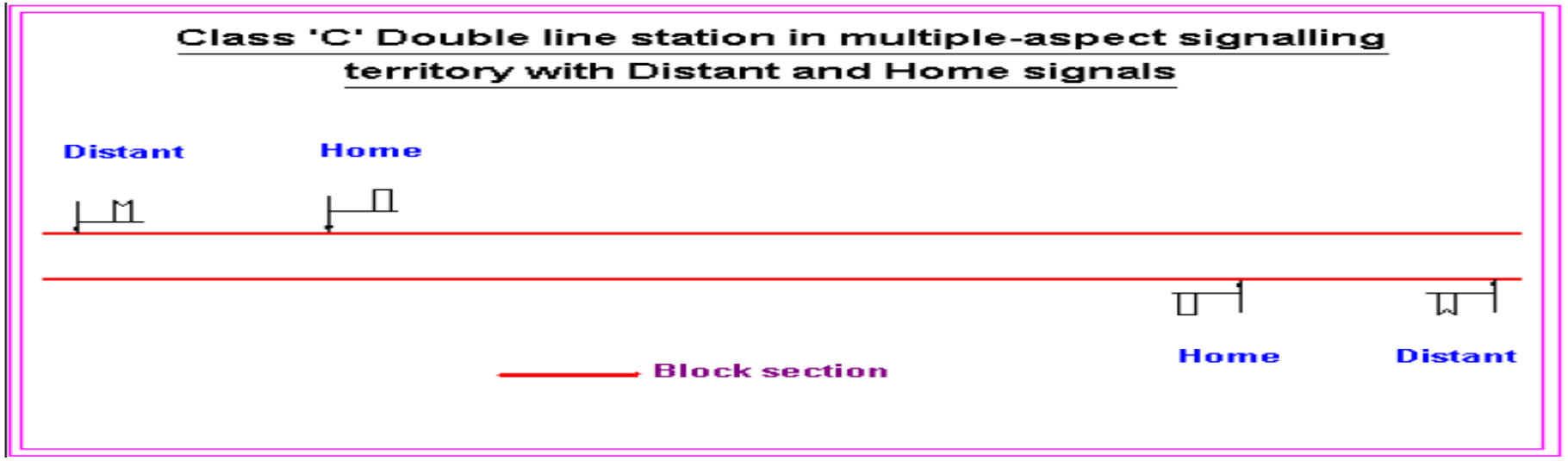

Equipment of signals

Two aspect Lower Quadrant (GR 3.29)

Class of Station	Minimum Equipment	Additional Equipment
A	Warner, Home, Starter	
B	On single line - Outer, Home On double line - Outer, home,Starter	Warner (if trains run through at > 50 kmph Adv Str /SLB (GR 3.32)
C	Warner, Home	

Equipment of signals

Manually operated Multi aspect (GR 3.27)

Class of Station	Minimum Equipment	Additional Equipment
A	Does not exist	
B	Distant, Home, Starter	Adv Str / SLB
C	Distant, Home	

Equipment of signals

Provision of Advanced Starter, SLB and BSLB

At class B single line stations:

- Adv. Str or SLB required if obstructing of line outside Home is to be permitted.
- Distance between AS or SLB and opposing FSS shall not be less than 400m (for 2 aspect) or 180m (for MA)

At class B double line stations:

- BSLB only for MA and MLQ stations
- Only where there are no points or outermost points at approaching end are trailing
- Located not less than 180m in advance of Home and protects outermost trailing points, if any

Comparison between A & B class stations

A' class stations

- Exist only in 2 aspect signalling & in SL sections.
- Now obsolete. Used only under special circumstances.
- There is no station section.
- No shunting after LC is given.
- LC cannot be given to both sides simultaneously.
- LC cannot be given unless reception line is clear.
- Obstruction is protected by 2 signals

B' class stations

- Exist in 2 aspect as well as in multi-aspect signalling
- Most stations are B class, more trains can be dealt
- There is a definite station section
- Shunting is possible.
- No such restriction.

- No such restriction.
- Obstruction is protected by one signal.

Points to remember

- A class station exists only in 2 aspect LQ signalling. It restricts flexibility and hence has become obsolete now.
- On double line, starter is specified as minimum equipment since it is the authority to enter the block section (there being no token)
- C class stations do not need starters because no train is booked to stop there, they are intended to split DL block sections in an economical manner near terminals.

Points to remember

- MAS combines the advantages of Class A & B working, as there is station section & shunting may be permitted in the face of app. Train.
- There is a separate distant signal repeats the home & distinguishes all movements thus possible to control the speed within station limits.
- The reduced overlaps enables quicker crossings. Signals repeat the signals in advance and when correctly located eliminates the problem of sighting distances, repeating signals etc.,


THANK
YOU

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