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S.R. 8.03 The Station Master shall also comply with the provisions of S.R. 3.49.2 & 3 before granting Line Clear for a train.

#### **8.04. Conditions for granting Line Clear at a class ‘C’ station.—**

**At a class ‘C’ station on single line or double line in two-aspect, multiple-aspect or modified lower quadrant signalling, the line shall not be considered clear and Line Clear shall not be given, unless—**

- (a) **the whole of the last preceding train has passed complete at least 400 metres beyond the Home signal and is continuing its journey ; and**
- (b) **all signals taken ‘off’ for the preceding train have been put back to ‘on’ behind the said train:**

**Provided that on a single line, the line is also clear of trains running in the opposite direction towards the block hut from the block station at the other end.**

#### **C. Obstruction - Double Line**

##### **8.05. Obstruction on double line at a block station when a train is approaching.—**

###### **(1) Class ‘A’ station –**

**When Line Clear has been given, no obstruction shall be permitted outside the Home signal, or, on the line on which it is intended to admit the train, up to the Starter pertaining to the said line.**

###### **(2) Class ‘B’ station-**

**When Line Clear has been given, no obstruction shall be permitted outside the station section but shunting within the station section may go on continuously, provided the necessary signals are kept at ‘on’.**

###### **(3) When signals have been taken ‘off’ for an incoming train on to a line which is not isolated, no shunting movement shall be carried out towards points over which the incoming train is to pass except as permitted by rule 5.16 of these rules. (Item no. 3 of AS-11 dt. 22.08.2023).**

##### **8.06. Obstruction on double line in the block section.—**

- (1) When Line Clear has been given, no obstruction shall be permitted in the block section in rear.**
- (2) Shunting or obstruction for any other purpose shall not be permitted in the block section in rear unless it is clear and is blocked back.**
- (3) Shunting or obstruction for any other purpose shall not be permitted in the block section in advance unless it is clear and is blocked forward:**

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**Provided that when the block section in advance is occupied by a train travelling away from the station, shunting or obstruction may be permitted behind the train under special instructions taking into consideration the speed, weight and brake power of trains and the gradients on the section, and as soon as intimation has been received that the train has arrived at the block station in advance, the line shall be blocked forward if it is still obstructed.**

**Note. — See Rule 8.14 also.**

#### D. Obstruction - Single Line

##### D.1. Class 'A' stations

**8.07. Obstruction on single line at a class 'A' station when a train is approaching.—**

When Line Clear has been given, no obstruction shall be permitted outside the Home signal, or, on the line on which it is intended to admit the train, up to the Starter which controls the train.

**8.08. Obstructing the block section at a class 'A' station on single line.— The block section shall not be obstructed for shunting purposes, unless-**

- (a) the Station Master has received Line Clear from the Station Master at the other end of the block section, or
- (b) the block section is blocked back, or
- (c) is occupied by a train travelling away from the block station at which the shunting is to be performed which shunting may be permitted under special instructions taking into consideration the speed, weight and brake power of trains and the gradients on the section. As soon as intimation has been received that the train has arrived, the block section shall be blocked back, and
- (d) the Loco Pilot or other person in charge of the shunting operations has received distinct orders from the Station Master to shunt in a manner directed by special instructions.

##### D.2. Class 'B' stations

**8.09. Obstruction in the face of an approaching train at a class 'B' station on single line.—**

The line outside the Home signal in two-aspect signalling territory or outermost facing points in multiple-aspect or modified lower quadrant signalling territory in the direction of a train for which Line Clear has been given, shall only be obstructed when a Shunting Limit Board or an Advanced Starter is provided and under special instructions which take into consideration the speed, weight and brake power of trains, the gradients, the position of the first Stop signal and the distance from which that signal can be seen by the Loco Pilot of an approaching train.

S.R. 8.09.1. At stations where obstruction of the line in the face of an approaching train is permitted in accordance with Rule 8.09, it shall be specifically indicated in the SWR.