

(iii) In all other respects, the working of a light motor trolley shall conform to the rules laid down for ordinary trollies while running without block protection and to those laid down for motor trollies while running under block protection or following another light motor trolley or a motor trolley.

(iv) Any other restriction on movement of trollies / motor trollies / material lorries/tower wagons etc.

7. **Blocking of lines:**

The precautions that are to be taken by the Station Master when lines are blocked by stabled vehicles or otherwise for maintenance works shall be detailed here.

8. **Shunting:**

8.1. General precautions

8.2. Shunting in the face of an approaching train

8.3. Prohibition of shunting, special features if any.

8.4. Shunting on single line –

- within station section
- between last Stop signal and opposite first Stop signal.
- beyond opposite first Stop signal
- during failure of block instrument on single line.

8.5. Shunting on double line-

- block back;
- block forward;
- following a train travelling away;
- up to IBS;
- beyond IBS and
- during failure of block instrument on double line.

8.6. Shunting in the siding taking off from station yard/goods yard.

9. **Abnormal conditions:**

(a) **The Rules to be observed in the event of abnormal conditions.**

The procedure to be followed in the event of following abnormal conditions should be specifically mentioned:

- (i) During partial interruption/failure of electrical communication instrument;
- (ii) The authority to proceed in the occupied block section in case of obstruction of line or accident etc.;
- (iii) Trains delayed in block section;
- (iv) Failure/passing of Intermediate Block Stop signal at 'on';
- (v) Failure of Axle Counter Block/BPAC and
- (vi) Failure of MTRC

**(b) Procedure for emergency operation of points by Crank Handle.**

- (i) The detailed procedure for emergency crank handle operation of motor operated points at different lines at the station from operation point of view should be mentioned here.
- (ii) Procedure for emergency operation of point with point zone / axle counter/track circuit failure and emergency route release, giving reference to Rules 3.39 and 3.77 should be mentioned here.

**(c) Certification of clearance of track before Calling- on signal operation is initiated.**

Mention should be made that before taking 'off' Calling-on signal during failure of Track Circuit/Axle Counter, the route and the clearance of the track over which train would pass shall be verified by the Station Master.

**(d) Reporting failure of points, track circuit/axle counter and interlocking.**

- (i) Mention should be made that whenever there is a failure of points, track circuit/axle counter or any other interlocking gear at the station, the failure should be reported by Station Master / Assistant Station Master on duty to the concerned signalling maintenance staff on duty responsible for attending to the failure and only after receipt of the written memo from the Signalling Maintainer for rectification of the fault, Station Master should restore the normal working.
- (ii) The entries in signal failure register to be done with message to the Section Controller.

**9.1. Total failure of communication.**

Provision of the SR and instructions laid down in Block Working Manual relating to the working of trains during total failure of communication at the station should be briefly summed up giving the action to be taken and by whom and what precaution to be taken giving reference to the relevant provisions of the G&SR.

**9.2. Temporary single line working on double line section.****9.3. Despatch of train under authority to proceed without Line Clear or to assist the crippled train (T/A.602).****10. Visibility Test Object:**

Position of the Visibility Test Object in each zone of operation and the officials authorised to check the V.T.O. from a nominated place at the station should be mentioned here.

**11. Essential equipment at the station:**

The list of the essential equipment should be given in Appendix – 'E'

**12. Fog signalmen nominated to be called in case of fog:**

In Foggy or tempestuous weather or in dust storm when V.T.O. cannot be seen from the Station Master's Office, the Station Master shall send trained men to act as fog signalmen. Instructions regarding their selection from traffic and engineering departments, entry of their names in the fog signal register and taking assurance by the Station Master to be mentioned clearly.