

tower car / track machine / train has to pass shall be correctly set, clamped and padlocked. The Loco pilot shall be issued a written Authority T/510 authorising to start from the opposite direction Last Stop Signal of the corresponding line, and to enter the station section duly being piloted-in by a railway servant in uniform. The intervening signals authorised to be passed at ON, if any, shall be written on the Authority issued.

(f) If the tower car / track machine / train is being received on to a line which is also obstructed, (3), (4) and (5) of GR 5.09 shall also be complied

5.10.3. Whenever a train is being received on a non-signalled line or from a wrong line (in double line section), if there exists any LC Gate in the route, the Station Master shall ensure closure of the Gate by exchange of PN with the Gateman before issuing the written authority to the Loco Pilot.

### 5.11 Departure of a train from a non-signalled line.—

(1) In the event of a train having to be started from a line not provided with a Starter signal, the Loco Pilot shall be given a written permission to start:

Provided that such permission may be dispensed with where a tangible authority to proceed is given to the Loco Pilot.

(2) The written permission or the tangible authority to proceed referred to in sub-rule (1) shall not be given unless all the points for the departure of the train have been set and the facing points locked.

### 5.12 Departure of a train from a line provided with a common departure signal.—

(1) In the event of a train having to be started from a line out of a group of lines provided with a common departure signal, the Loco Pilot shall be given a written permission to start in addition to the authority to proceed under the system of working.

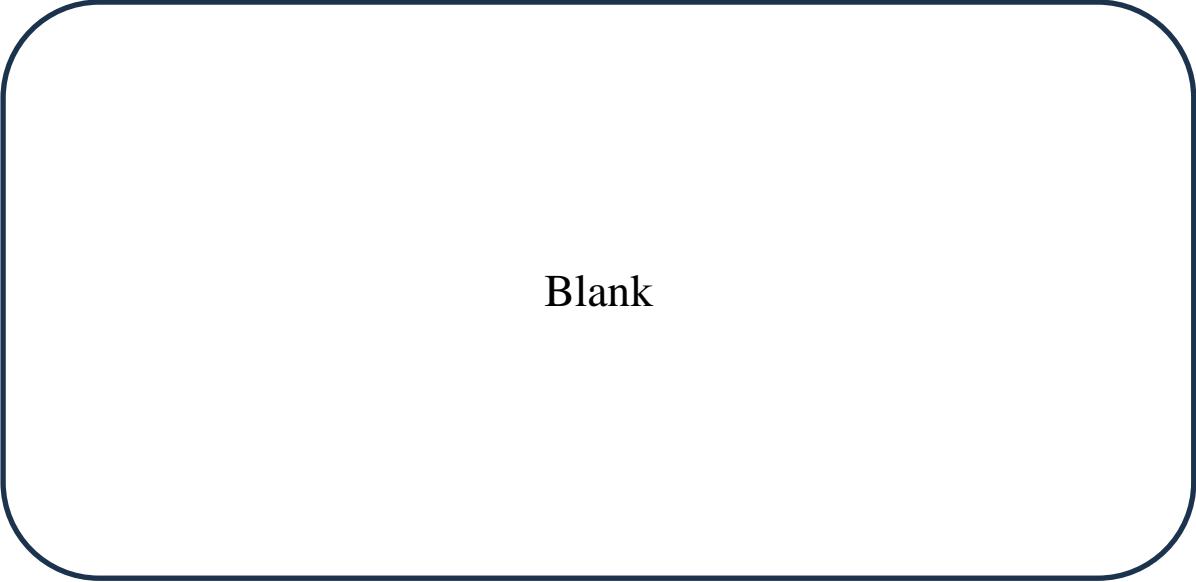
(2) The written permission and the authority to proceed referred to in sub-rule (1) shall not be given unless all the points for the departure of the train have been set and the facing points locked.

S.R. 5.12. The written permission referred to in Rule 5.12 (1) shall be T/512.

### 5.13 Control of shunting.—

(1) Shunting operations shall be controlled by fixed signals or hand signals or by verbal directions.

(2) The Loco Pilot shall not, however, depend entirely on signals and shall always be vigilant and cautious.



Blank

Replacement page no. 145 to G&SR including and upto AS no. 12

**(3) The speed during shunting operations shall not exceed 15 kilometres an hour unless otherwise authorised by special instructions.**

S.R. 5.13.1. The Loco Pilot shall, before moving on the Stop signal taken 'off' for him, observe the hand signals of the Railway servant conducting shunting, whenever necessary. The shunting staff need not accompany during shunt movements of light engine(s) on to a free line governed by fixed signals. In case of any doubt or when the line is not clear of obstruction, the engine(s) shall be accompanied and hand signalled by Shunting Staff.

S.R. 5.13.2. At stations, where shunting is performed for attaching or detaching the coaches/slip coaches on Mail/Express, Passenger and other passenger carrying trains, such coaches/slip coaches shall not be kept on blocked lines in the rear of a train carrying passengers, either before or after the completion of shunting.

S.R. 5.13.3. When shunting is required to be carried out for attaching or detaching coaches/slip coaches/saloons/dead engine on passenger carrying trains, the train engine/the banking engine/the shunting engine with or without the above vehicles shall first come to a halt 20 metres away from the train and there after perform the shunting carefully.

S.R. 5.13.4. No engine should be allowed on any running line at a station occupied by a train carrying passengers, except train engine or banking engine or shunting engine required to perform shunting on that particular train. The movement of such an engine should be permitted only under control of the person in charge of shunting.

- (i) If it is unavoidable to allow the engine(s) in rear of a passenger carrying train, such engine(s), not involving shunting with passenger carrying train, shall be accompanied and hand signalled by shunting staff and stopped in rear of passenger carrying train at a safe distance.
- (ii) The Shunter/Loco Pilot of light engine(s) shall be informed before commencing such shunting.
- (iii) All such light engine(s) should not be left unmanned by Shunter/Loco Pilot.

**5.14. Responsibility for shunting.—**

**The Station Master shall see that the shunting of trains or vehicles is carried on only at such times and in such manner as will not involve danger.**

S.R. 5.14.1. At stations where separate shunting staff are employed, they shall attend to all shunting operations. At all other stations, shunting operations shall be supervised personally by the Guard of the train, under the orders of Station Master.

S.R. 5.14.2. In case it is necessary to shunt a train from one line to another across the main line, the Guard shall travel in his brake-van and such shunting shall be conducted only under the supervision of Station Master.

S.R. 5.14.3. While shunting wagons loaded with petrol, kerosene oil, liquid fuel, spirit and other highly inflammable liquids, the speed should be restricted to 8 KMPH.

S.R. 5.14.4. Carriages containing passengers shall not be moved for shunting purposes without the personal orders of the Station Master and also the Guard of the train concerned, who will jointly be responsible for taking all precautions, to warn passengers and to prevent accidents either to the passengers in the carriages or to those attempting to get into or out of them under the impression that the train is being started. The Guard shall have the vacuum brake connected up and ensure that the shunting is performed safely.

S.R. 5.14.5. In case shunt movements are governed by Shunt signal/Starter signal, which detect the facing points, the Shunt/Starter shall be taken 'off' and in all other cases, the facing points shall be clamped/cotter bolted and padlocked.