

### **3.9 SHUNTING OF TRAIN**

#### **3.9.1 SHUNTING OF TRAIN UP TO LAST STOP SIGNAL**

While shunting on dispatch line, the LAST STOP SIGNAL should be kept at ON.

SM Key shall be taken out. The driver of shunting train shall be given shunting order to shunt up to LAST. STOP SIGNAL. On completion of shunting, the line between STARTER/Shunt Signal/Stop Board/fouling mark and LAST STOP SIGNAL should be checked free from any vehicle and only then SM key shall be inserted and turned to IN position.

#### **3.9.2 SHUNTING BEHIND A TRAIN**

Shunting behind a train should be performed with a message to station in advance. The station in advance shall take LCB Key out and keep in safe custody.

Shunting shall be performed as per 8.9.1. On completion of shunting, SM of sending station verifies the line between STARTER/Shunt Signal/Stop Board /fouling mark and LAST STOP SIGNAL free from any vehicle. The message regarding completion of shunting shall be sent to station in advance.

SM of station in advance inserts LCB Key and turns to IN position.

### **4.0 BLOCK FAILURES AND ACTION TO BE TAKEN:**

**The block failures can be categorized into the following:**

#### **4.1 FAILURE of the BLOCK PANEL:**

Block panel should be considered defective for Up and /or Down trains, as the case may be. The Block Panel should not be restored for normal working until tested by competent signal staff and certified fit by them for use after the under-mentioned cases except for the case of Communication Link Failure (steady yellow indication). After the Communication Link Failure indication becomes flickering (OK indication) again block panel operation can be restored.

CAUSE OF FAILURE	ACTION TO BE TAKEN
<ol style="list-style-type: none"> <li>1. When no indication of any sort, at all appears on the block panel or;</li> <li>2. When the Bell Code signals are received indistinctly or;</li> <li>3. Any damage is seen or reported to block equipment or;</li> <li>4. When none of the indications viz. 'TRAIN COMING FROM' and 'TRAIN GOING TO' appears on the block panel except 'LINE FREE' or;</li> <li>5. When no train has entered into the block section but the 'LINE OCCUPIED' indication lights on RED on both lines and these indication persists even after resetting of the Axle Counters have been tried or;</li> <li>6. When a train has arrived at the receiving station but the Block Panel still shows 'TRAIN ON LINE' RED indication and persist on both lines or;</li> <li>7. When BI Fail indication (SSBPAC (D) red) comes or;</li> <li>8. When Link Fail indication becomes steady yellow.</li> <li>9. When 'TRAIN GOING TO' or 'TRAIN COMING FROM' Arrow Head Indications do not appear by appropriate action though condition for asking 'LINE CLEAR' and granting permission to approach are available. or;</li> <li>10. TRAIN GOING TO or TRAIN COMING FROM Arrow Head Indications does not turn to RED to give TRAIN ON LINE indication on the entry of train into Block Section at either of the stations or;</li> <li>11. When a train has arrived at the receiving station but the Block Panel shows FLASHING GREEN/GREEN indication even after ensuring SNK indication and LCB key IN or;</li> </ol>	<p>For case 1-9, Block Panel should be treated as defective block working suspended and trains should be dealt with by taking LINE CLEAR on the electrical communication equipment provided.</p> <p>For cases 10-12, the block panel should be treated as defective for respective line and trains should be dealt with by taking Line Clear on the electrical communication equipment provided.</p> <p>In addition to action taken for cases 1-12, all efforts should be made to keep the LAST STOP SIGNAL at ON position.</p> <p>If it is not possible to keep the LAST STOP SIGNAL at ON position, then a competent Railway servant should be deputed with RED hand signal at the foot of the LAST STOP SIGNAL to warn Loco Pilots of the approaching trains.</p>

CAUSE OF FAILURE	ACTION TO BE TAKEN
12. When, after a cancellation, CANCEL indication does not light up FLASHING YELLOW or STEADY YELLOW after appropriate actions or;	In addition, all trains in the relevant direction should be stopped at Home signal and after ensuring that they have come to a stop, the Home signal should be taken off to 'Caution' aspect only. Caution order should also be issued to the Loco Pilot about the defect of LAST STOP SIGNAL.
13. When Last Stop Signal cannot be kept at 'ON' during its suspension/disconnection.	The STARTER signal should not be taken OFF until relevant authority to pass the LAST STOP SIGNAL is issued to the Loco Pilot.
14. When Last Stop Signal of the station does not go back to 'ON' position on the entry of a train into the Block Section	
15. Total failure of communication during which train shall be worked as per extant rules in force on the Railway.	In addition to action taken for case 1-14, the trains should be dealt with under the extant rules as outlined in GR 6.02 and SR there under.

#### 4.2.1 Failure of LAST STOP SIGNAL & Action to be taken

S. No.	Cause of failure of the LAST STOP SIGNAL	Action to be taken
1.	When LSS cannot be taken OFF even though Line Clear has been obtained through Block instrument (where there is no IBS).	BLOCK PANEL shall not be suspended. The Last stop signal shall be treated as defective and PLCT (T/C or T/D 1425) shall be issued to Loco pilot as authority to proceed and pass LSS at ON, duly indicating that line clear has been obtained through Block instrument. And inform Signal staff.
2.	When LSS can be cleared without obtaining Line Clear (where there is no IBS).	BLOCK PANEL shall be suspended. The LAST STOP SIGNAL should be considered to have failed and failure shall be informed to signal staff immediately. Action to be taken as mandated against 4.1.14 above.
3.	LSS does not restore to ON position on entry of train into Block section	BLOCK PANEL shall be suspended. The LAST STOP SIGNAL should be considered to have failed and failure shall be informed to signal staff immediately. Action to be taken as mandated against 4.1.14 above.
4.	In station with IBS, when LSS cannot be taken OFF despite track circuit and axle counters governing the LSS are in working condition, through which SM can ensure that the Block section between LSS and IBS is clear up to adequate distance beyond IBS. (IBS is in working condition)	BLOCK PANEL shall not be suspended. The Last stop signal shall be treated as defective and PLCT (T/C or T/D 1425) shall be issued to Loco pilot to pass LSS at ON, duly indicating that line clear has been obtained through Block instrument. IBS can be taken OFF. And inform Signal staff.