

S.R. 5.16. At stations where shunting movements towards points over which the incoming train is to pass, are permitted under Special Instructions, the following instructions shall be followed:

- (1) The shunting movements which are permitted under special instructions should be clearly endorsed on the Signalling & Interlocking Plan and Station Working Rule Diagram.
- (2) The details of shunting movements that have been permitted under special instructions should be clearly mentioned in the Station Working Rules along with the list of precautions to be taken as follows:

S. No.	Signalled shunting movements permitted		Precautions to be taken
	From Signal No.	Towards point no. (over which incoming train is to pass).	
1.			
2.			

- (3) The shunting movement shall normally be carried out with Loco in leading towards the point over which incoming train is to pass.
- (4) Shunting movement with engine pushing towards the point over which incoming train is to pass shall be done under exceptional circumstances duly observing the following precautions:
 - (a) One of the shunting staff shall travel in the leading vehicle (towards the direction of movement) of the formation. If there is no facility to travel by the leading vehicle, the shunting staff shall walk by the side of the leading vehicle;
 - (b) The shunting staff shall keep a sharp lookout and continuously exhibit Proceed Hand Signal to the Loco Pilot;
 - (c) During the pushing the Loco pilot shall continuously observe the Proceed Hand Signal that is being exhibited by the shunting staff;
 - (d) In the absence of Proceed Hand Signal from the Shunting Staff, the Loco Pilot shall stop the movement immediately
 - (e) The Shunting staff shall continuously whistle to warn the people on the way and
 - (f) The Loco Pilot shall whistle continuously and keep a sharp look out and be prepared to stop the train short of any obstruction.

5.17. Shunting near level crossing.—

The railway servant in charge of shunting near or across a level crossing, before giving permission to the Loco Pilot to move his train across it, shall ensure that the level crossing gates have been closed and locked against road traffic.

5.18. Drawing of a train to an advanced position.—

- (1) A train waiting for an authority to proceed shall not be allowed to draw out up to an Advanced Starter for despatch, except where track circuit or axle counter has been provided between the Starter and Advanced Starter to indicate the presence of a train in advanced position.

(2) The provision of sub-rule (1) shall not apply in case of shunting of a train within a station section itself.

5.19. Obstruction of running line.—

- (1) No railway servant shall commence any loading, shunting or any other operation by which a running line may be fouled or obstructed without obtaining the previous sanction of the Station Master or of other railway servant nominated in this behalf under special instructions, who shall see that all necessary steps are taken for the protection of traffic, while such operation is being carried on and the necessary signals are kept at 'on' until the obstruction is removed.**
- (2) A sand hump or snag dead end shall not be obstructed for any purpose and when it has become obstructed, it shall cease to be a substitute for the adequate distance for the purpose of taking 'off' signals.**

S.R. 5.19.1. Vehicles (especially with passengers) detached from trains or waiting to be attached to trains shall not be allowed to stand on a running line for a longer period than absolutely necessary. While they are standing on a running line, they shall be coupled together and all the hand - brakes applied. Vehicles not fitted with hand - brakes or with inoperative hand - brakes shall be secured with safety chains fastened to the rail and padlocked. The hand brakes of brake-vans of passenger rakes shall be applied and automatic vacuum brakes on vehicles so fitted must not be released. At night, side and tail lamps of vehicles at both ends shall be switched on. Where side and tail lamps are not provided, a hand signal lamp showing red light shall be exhibited in both up and down directions. In case of goods vehicles berthed on main line, tail lamps duly lit up shall be fixed on the last vehicle on either end of the running line, if sufficient numbers of lamps are available at that station.

S.R. 5.19.2. If, for some reason, any vehicle is allowed to remain on a running line for some length of time, a clear remark in red ink shall be made immediately in the TSR indicating the time and the number of the running line on which it is detained. A record of the blocking of the running line shall be made in the station diary also and later, the time, when the vehicle is removed and the running line cleared of obstruction shall be indicated in the TSR and the station diary. The occupation of running line shall be recorded in the station diary at the time of handing over/taking over charge of duties by the Station Masters.

S.R. 5.19.3. At stations where Cabin SMs are in charge of cabins, the Station Master shall also advise the CASM of the time and the number of running line on which any vehicle/wagon has been allowed to remain, confirming the same by exchange of PNs with each CASM. The CASM shall also exchange PNs mutually between themselves.

S.R. 5.19.4. When the vehicle is removed from the running line and the obstruction is cleared, the Station Master shall again inform the Cabin SM and exchange PNs with each CASM. In a similar manner, Cabin SMs shall also exchange PNs amongst themselves.

S.R. 5.19.5. The responsibility for recording an appropriate entry (vide SR 5.19.2) in the TSR and in the station diary devolves respectively on the Cabin SMs and the Station Master.

5.20. Shunting on gradients.—

When shunting is being performed on a gradient, the railway servant in charge of the shunting shall ensure that -