

- (iii) In all other respects, the working of a light motor trolley shall conform to the rules laid down for ordinary trolleys while running without block protection and to those laid down for motor trolleys while running under block protection or following another light motor trolley or a motor trolley.
- (iv) Any other restriction on movement of trolleys / motor trolleys / 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