

Sending Station 'X'		Receiving Station 'Y'	
8.	<p>TRAIN GOING TO arrowhead indication turns off.</p> <p>LINE CLOSED indication lights up.</p>	7.	<p>On expiry of 120 seconds, TRAIN COMING FROM arrowhead indication and CANCEL indication turns off. 'LINE CLOSED' indication lights up.</p>

3.6. Operation of Slip siding and catch siding while sending/receiving a train:

Slip siding and catch siding control keys are locked in EKT controlled by Block Panel. To operate the slip/catch siding points the key locked in the EKT controlled by Block Panel is removed and inserted in another EKT controlling the slip/catch siding points.

(Station 'X' is assumed to be provided with slip siding protected by Last Stop Signal and station 'Y' with a catch siding protected by First Stop Signal.)

Sending station 'X'		Receiving station 'Y'	
Block Panel displays 'TGT' indication.		Block Panel displays 'TCF' indication.	
1.	Insert SM's key and turn.		
2.	<p>a) Take out the Slip Siding key from the block panel EKT by pressing the 'SCK' push button. Red indication appears on the block panel. Key 'in' indication disappears.</p> <p>b) Insert the slip siding key in the panel EKT controlling Slip siding and turn.</p> <p>c) Observe 'free' indication on slip siding point knob on the panel.</p> <p>d) Set the Slip Siding point.</p>		

Sending station 'X'		Receiving station 'Y'	
	<ul style="list-style-type: none"> a) Take off the Last Stop Signal. b) Train enters block section. c) Last Stop Signal returns to 'ON' automatically. d) 'Section occupied' indicator is lit to RED'; 'Section clear' indicator (GREEN) is extinguished. e) Section buzzer starts ringing and TOL indication (RED) is lit. f) Slip siding warning buzzer starts ringing. 	4.	Section buzzer starts ringing and TOL indication (RED) is lit. 'Section Occupied' indicator turns to Red'
5.	Acknowledge the section buzzer by pressing ACK button. Turn the LSS switch to normal (if any).		
		6.	Acknowledge the buzzer by pressing ACK button.
7.	<ul style="list-style-type: none"> a) Set slip siding point to normal. Slip siding warning buzzer stops. {tc " 13. (a) Set Slip siding point normal."} b) Extract slip Siding Key from panel EKT and restore back to Block Panel Slip siding control EKT. Key IN indication yellow appears. 		
		8.	<ul style="list-style-type: none"> a) After train coming to a halt at First Stop Signal, take out the Catch siding key from block panel by pressing the 'SCK' push button. Key 'out' indication (RED) appears on the block panel; Key 'IN' indication (YELLOW) disappears. b) Insert the Catch siding key in the panel EKT and turn. Observe 'free' indication near point knob in case of panel interlocking. c) Set the Catch siding point.

		9.	<ul style="list-style-type: none"> a) Take off the Home Signal. b) When train passes the home signal, the Home signal returns to 'ON' position. c) The train clears the block section. d) Section buzzer starts ringing. Catch siding warning buzzer e) Ensure that train has arrived complete by the lighting of 'Section clear' indication (GREEN) and extinguishing of 'Section occupied' (RED) indication on the block panel. f) 'Section clear' indication (GREEN) is lit: 'Section occupied' indication (RED) disappears. g) acknowledge the section buzzer by pressing ACK button h) Replace all controls pertaining to reception of train to normal. Ensure SNK indicator is lit.
10.	<ul style="list-style-type: none"> a) Section buzzer starts ringing. b) 'Section clear' indication (GREEN) is lit; 'Section occupied' indication (RED) disappears. c) Acknowledge the buzzer by pressing ACK button. 		

		11.	<p>a) Set Catch siding points to normal. Catch siding warning buzzer stops.</p> <p>b) Extract Catch Siding key from panel EKT and restore back to block panel EKT.</p> <p>c) Check, siding key in (YELLOW) appears on block panel.</p> <p><i>Note: Though home signal may go automatically to 'ON' by passage of the train, home signal switch (if any) shall not be put back to normal, unless the whole of the train has arrived inside the LVT. Failure to adhere to this will result in block failure and the train arrival buzzer will not sound alarm under such circumstances.</i></p>
12.	'TGT' indication disappears. 'Line closed' indication appears.		
		13.	'TCF' indication disappears. 'Line closed' indication appears.

3.7. Shunting.

3.7.1. Shunting between the Last Stop Signal and opposing First Stop Signal at a Class 'B' single line station equipped with two aspect signals- (G.R. 8.11)

- i) At a class 'B' station on single line, the line between the Last Stop Signal and the opposing Outer signal shall not be obstructed, unless a railway servant specially appointed in this behalf by the Station Master is in charge of the operations and unless: -
 - a) The block section into which the shunting is to take place is clear of an approaching train and all relevant signals are at 'ON' position, or
 - b) If an approaching train has arrived at the Outer signal, the Station Master has personally satisfied himself that the train has been brought to a dead stop at the signal.