

		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.

“Provided that the line shall not be obstructed under clause (b) in thick, foggy or tempestuous weather impairing visibility or during night at stations where the Outer signal concerned is not visible from the Station Master’s office”.

- ii) T/806 shall be given along with shunt key where available.
- iii) A tail lamp/tail board shall be placed on the rear most vehicle or on the engine if no vehicles are attached on the side facing the station in rear so as to serve as an indication of the complete return of all the vehicles before the ‘Cancel last signal’ is given.

3.7.2. Shunting between the Last Stop Signal and opposing First Stop Signal at a class B’ single line station equipped with multiple aspect signals- (G.R.8.12)

The line outside Last Stop Signal/Shunting Limit Board and up to First Stop Signal shall not be obstructed unless a railway servant specially appointed in this behalf by the Station Master in charge of operations and also the block section into which shunting is to take place is clear of an approaching train.

3.7.3. Shunting beyond First Stop Signal on single line in Two Aspect Signalling & Multiple Aspect Signalling territories.

When ‘X’ requires shunting a train partly or fully outside the First Stop Signal, he shall obtain ‘Line clear’ from ‘Y’ explaining the reasons which shall also be recorded in the Train Signal Registers at ‘X’ and ‘Y’. The Station Master shall then issue to the Driver an ‘Authority to proceed’ applicable to the section and manuscript memo to return to ‘X’. The departure and the reception signals shall be taken ‘OFF’ for this purpose.

3.7.4. Shunting between Last Stop Signal and opposing First Stop Signal:(Daido Handle type tokenless block instruments)

Sending station ‘X’		Receiving station ‘Y’	
1.	Block handle in ‘Line Closed’ position. All relevant signals and signal levers in normal position.		
		2.	Block handle in ‘Line closed’ position. All relevant signals and signal levers in normal position.
3.	Give ‘Call attention’ signal to station ‘Y’ and obtain his consent on telephone.		

		4.	Give consent on telephone.
5.	(a) Insert SM's key and turn. Take out the shunt key of the concerned section from the block instrument. Take out SM's key. (b) Hand over Shunt key to Driver. (c) Driver completes shunting and returns shunt key to Station Master. (d) Insert SM's key and turn, replace 'shunt key' in the instrument and turn. (e) Inform the Station Master at 'Y' on telephone.		
		6.	Acknowledge.

3.7.5 Shunting between Last Stop Signal and opposing First Stop Signal:(Kyosan / Podanur push button type tokenless block instruments)

Sending station 'X'		Receiving station 'Y'	
1.	Ensure that section is clear, 'Line closed' & SNR indicators are lit and SM's Key is in..		
		2.	Ensure that section is clear, 'Line closed' & SNR indicators are lit and SM's Key is in..
3.	Give 'Call attention' signal to station 'Y' and obtain his consent on telephone.		
		4.	Give consent on telephone.
5.	a) Insert SM's key and turn. Take out the shunt key of the concerned section from the block instrument. Take out SM's key. b) Hand over Shunt key to Driver. c) Driver completes shunting and returns shunt key to Station Master.		

5.	d) Insert SM's key and turn, replace 'shunt key' in the instrument and turn. e) Inform the Station Master at 'Y' on telephone		
		6.	Acknowledge.

3.7.6. To shunt between Last Stop Signal and opposing First Stop Signal:

Axle Counter Proven Block Panel. (UFSBI & SSBPAC (D) single line):

(The shunt key is normally locked in EKT, controlled by Block Panel. The shunt key can be extracted only when block panel is displaying 'Line closed' condition. Shunt key is the authority for the Driver to shunt between Last Stop Signal and opposing First Stop Signal)

Sending station 'X'		Receiving station 'Y'	
Block panel in the 'Line closed' condition. All relevant signals in normal position.		Block panel in the 'Line closed' condition. All relevant signals in normal position.	
1.	Insert SM's key and turn.		
2.	Give information to Station Master / 'Y' on telephone.		
		3.	Give consent by giving a PN.
4.	a) Press shunt key on block panel and take out shunt key from EKT. b) Shunt key 'in' indication (YELLOW) disappears and 'out' indication (RED) appears. c) Handover the shunt key to the Loco Pilot. d) Take 'OFF' shunt signal, if any.		
5.	On train entering the block section, buzzer starts ringing and 'Line closed' indication (GREEN) disappears. 'Section occupied' indicator (RED) appears. Acknowledge the section buzzer by pressing ACK button.		

		6.	On train entering the block section, section buzzer starts ringing and 'Section clear' indication (GREEN) disappears. 'Section occupied' indicator (RED) appears. Acknowledge the buzzer by pressing ACK button.
7.	<p>i) After completion of shunting, Driver returns the shunt key to the Station Master who shall replace the key. Turn the EKT clock-wise position as far as possible and leave. 'S' key 'IN' indication appears.</p> <p>ii) On clearing the block section, buzzer starts ringing and 'Section clear' indication (GREEN) appears; 'Section occupied' indication (RED) disappears. Acknowledge the buzzer by pressing ACK button. Inform SM/ 'Y' by giving the PN.</p>		
		8.	On clearing the block section, section buzzer starts ringing and 'Section clear' indication (GREEN) appears; 'Section occupied' indication (RED) disappears. Acknowledge the buzzer by pressing ACK button. Acknowledge repeating the PN.

Note:- If station 'Y' fails to establish TGT condition, station/ 'Y' should verify the position of shunt key from station/ 'X' who should advise station/ 'Y' as soon as shunting is completed

3.7.7. Procedure for shunting during failure of Shunt key in all tokenless block instruments.

In the event of Shunt key getting stuck in the block instrument / block panel, inform Station Master at the other end about the shunting to be performed and obtain Private Number from him. Advise Station Master at the other end to extract Shunt key and keep it in his personal custody. An entry shall be made in red ink in the Train Signal Register indicating the shunt movement made without shunt key. Issue T/806 to the Driver for performing shunting. On completion of shunting advise Station Master at the other end supported by a Private Number. On receipt of shunting completed advice, Station Master at 'Y' shall replace the shunt key.

3.8. The 'Call attention' signal:

- a) 'Call attention' signal shall be given when it is necessary to attract the attention of Station Master at the other end of the block section on the block instrument.
- b) In order to ascertain that only the correct block station is in contact and then convey the description and number of the train for which 'Line clear' is required, as well as to ascertain whether the block station in advance is in a position to accept the 'Is line clear' signal, the 'Call attention' signal shall be sent to the block station in advance.
- c) 'X' shall call 'Y's attention by giving single beat until Y's attention is obtained. 'Y' shall signify his attention by acknowledging with one beat.

3.9. Precautions before asking 'Is Line Clear'— Diodo Handle type token less block instrument:

Before 'X' asks 'Y' for 'Line clear', he shall examine his Train Signal Register in order to ascertain —

- a) That the 'Train out of block section' or 'Obstruction removed' signal has been received and entered in his Train Signal Register for the previous train that has passed over the 'X' – 'Y' block section and also that the block section is clear.
- b) That 'Line clear' has not been obtained from 'Y' for any other train.
- c) That 'Line clear' has not been given to 'Y' for a train in the opposite direction.