

9. Single line:

To shunt outside station section up to FSS.—

1. In token section, the Loco Pilot should be given T/806.
2. In Tokenless sections: Handle type block instrument - the Loco Pilot should be given the shunt key extracted from the block instrument. If shunt key cannot be extracted from the block instrument, T/806 should be given.
3. Push button type block instruments (RAB) - shunt key shall be extracted and handed over to the Loco Pilot. If the shunt key cannot be extracted, the station in advance should be asked to take out the shunt key and to give PN to that effect. Then the Loco Pilot should be given T/806.

TO SHUNT INTO REAR BLOCK SECTION:

10. Double line:

Whenever shunting into the block section in rear is to be done (outside Home signal in TAS and outside outer most facing points/BSLB in MAS), the line should be blocked back and T/806 with PN should be given to the Loco Pilot to do the shunting in the rear block section.

11. Single Line:

To shunt beyond the FSS on single line sections, the movement should be treated like a train movement. Take Line Clear and take 'off' all departure signals. A memo should be given to the Loco Pilot to push back into the station after shunting is completed. Reception signals can be taken 'off'.

NOTE: As per the definition of 'Block Back', a message is to be transmitted to the next block station on either side on single line whenever block section is required to be obstructed. If block section is required to be obstructed up to FSS, message need not be given to next block station (as per BWMS and BWMT). As such 'Block Back' is not applicable to single line.

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