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**Provided that when the block section in advance is occupied by a train travelling away from the station, shunting or obstruction may be permitted behind the train under special instructions taking into consideration the speed, weight and brake power of trains and the gradients on the section, and as soon as intimation has been received that the train has arrived at the block station in advance, the line shall be blocked forward if it is still obstructed.**

**Note. — See Rule 8.14 also.**

#### D. Obstruction - Single Line

##### D.1. Class 'A' stations

**8.07. Obstruction on single line at a class 'A' station when a train is approaching.—**

When Line Clear has been given, no obstruction shall be permitted outside the Home signal, or, on the line on which it is intended to admit the train, up to the Starter which controls the train.

**8.08. Obstructing the block section at a class 'A' station on single line.— The block section shall not be obstructed for shunting purposes, unless-**

- (a) the Station Master has received Line Clear from the Station Master at the other end of the block section, or
- (b) the block section is blocked back, or
- (c) is occupied by a train travelling away from the block station at which the shunting is to be performed which shunting may be permitted under special instructions taking into consideration the speed, weight and brake power of trains and the gradients on the section. As soon as intimation has been received that the train has arrived, the block section shall be blocked back, and
- (d) the Loco Pilot or other person in charge of the shunting operations has received distinct orders from the Station Master to shunt in a manner directed by special instructions.

##### D.2. Class 'B' stations

**8.09. Obstruction in the face of an approaching train at a class 'B' station on single line.—**

The line outside the Home signal in two-aspect signalling territory or outermost facing points in multiple-aspect or modified lower quadrant signalling territory in the direction of a train for which Line Clear has been given, shall only be obstructed when a Shunting Limit Board or an Advanced Starter is provided and under special instructions which take into consideration the speed, weight and brake power of trains, the gradients, the position of the first Stop signal and the distance from which that signal can be seen by the Loco Pilot of an approaching train.

S.R. 8.09.1. At stations where obstruction of the line in the face of an approaching train is permitted in accordance with Rule 8.09, it shall be specifically indicated in the SWR.

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S.R. 8.09.2. A Board shall be provided at these stations in rear of the Outer signal or Home signal, as the case may be, to warn the Loco Pilots of approaching trains that such shunting is permitted. This provision shall also be indicated in the SWR.

S.R. 8.09.3. If obstruction in the face of an approaching train is permitted under Rule 8.09 in the SWR, shunting shall be carried out adhering strictly to the precautions laid down in Rule 5.20.

S.R. 8.09.4. All restrictions required to be observed in performing shunting at the stations concerned shall be incorporated in the SWR and rigidly complied with.

#### **8.10. Obstruction within station section at a class ‘B’ station on single line.—**

- (1) **If the necessary signals are kept at ‘on’, shunting may be carried on within the station section, provided the provisions of Rule 8.09 are complied with for shunting up to Shunting Limit Board or Advanced Starter, where provided.**
- (2) **When signals have been taken ‘off’ for an incoming train on to a line which is not isolated, no shunting movement shall be carried out towards points over which the incoming train is to pass except as permitted by rule 5.16 of these rules. (Item no. 4 of AS-11 dt. 22.08.2023).**

S.R. 8.10 When Line Clear has been given for a train, shunting shall not be carried out under the provisions of G.R. 8.10 (1) in thick, foggy or tempestuous weather impairing visibility.

#### **8.11. Obstruction outside station section at a class ‘B’ single line station equipped with two-aspect signals.—**

**The line outside the station section and upto the 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 and necessary 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 stand at the signal:**  
**Provided that, the line shall not be obstructed under clause (b) in thick, foggy or tempestuous weather impairing visibility or in any case unless authorized by special instructions.**

S.R. 8.11.1. The line shall not be obstructed under Clause (b) of Rule 8. 11 during night. Detailed instructions for performing shunting under the provisions of this rule shall be incorporated in the SWR.

S.R. 8.11.2. If a Shunt signal is not provided on the LSS, the Loco Pilot shall be given a written authority to pass the LSS at ‘on’ for shunting purposes in the prescribed form (T/806). This authority shall be returned to the Station Master for cancellation as soon as shunting operation is brought inside the LSS.

S.R. 8.11.3. A tail lamp or 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 vehicles before the cancel last signal is given.