

- (2) The provision of sub-rule (1) shall not apply in case of shunting of a train within a station section itself.**

#### **5.19. Obstruction of running line.—**

- (1) No railway servant shall commence any loading, shunting or any other operation by which a running line may be fouled or obstructed without obtaining the previous sanction of the Station Master or of other railway servant nominated in this behalf under special instructions, who shall see that all necessary steps are taken for the protection of traffic, while such operation is being carried on and the necessary signals are kept at 'on' until the obstruction is removed.**
- (2) A sand hump or snag dead end shall not be obstructed for any purpose and when it has become obstructed, it shall cease to be a substitute for the adequate distance for the purpose of taking 'off' signals.**

S.R. 5.19.1. Vehicles (especially with passengers) detached from trains or waiting to be attached to trains shall not be allowed to stand on a running line for a longer period than absolutely necessary. While they are standing on a running line, they shall be coupled together and all the hand - brakes applied. Vehicles not fitted with hand - brakes or with inoperative hand - brakes shall be secured with safety chains fastened to the rail and padlocked. The hand brakes of brake-vans of passenger rakes shall be applied and automatic vacuum brakes on vehicles so fitted must not be released. At night, side and tail lamps of vehicles at both ends shall be switched on. Where side and tail lamps are not provided, a hand signal lamp showing red light shall be exhibited in both up and down directions. In case of goods vehicles berthed on main line, tail lamps duly lit up shall be fixed on the last vehicle on either end of the running line, if sufficient numbers of lamps are available at that station.

S.R. 5.19.2. If, for some reason, any vehicle is allowed to remain on a running line for some length of time, a clear remark in red ink shall be made immediately in the TSR indicating the time and the number of the running line on which it is detained. A record of the blocking of the running line shall be made in the station diary also and later, the time, when the vehicle is removed and the running line cleared of obstruction shall be indicated in the TSR and the station diary. The occupation of running line shall be recorded in the station diary at the time of handing over/taking over charge of duties by the Station Masters.

S.R. 5.19.3. At stations where Cabin SMs are in charge of cabins, the Station Master shall also advise the CASM of the time and the number of running line on which any vehicle/wagon has been allowed to remain, confirming the same by exchange of PNs with each CASM. The CASM shall also exchange PNs mutually between themselves.

S.R. 5.19.4. When the vehicle is removed from the running line and the obstruction is cleared, the Station Master shall again inform the Cabin SM and exchange PNs with each CASM. In a similar manner, Cabin SMs shall also exchange PNs amongst themselves.

S.R. 5.19.5. The responsibility for recording an appropriate entry (vide SR 5.19.2) in the TSR and in the station diary devolves respectively on the Cabin SMs and the Station Master.

#### **5.20. Shunting on gradients.—**

**When shunting is being performed on a gradient, the railway servant in charge of the shunting shall ensure that -**