

**3.4. 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)**

a) 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: -

i) 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

ii) 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 (ii) in thick, foggy or tempestuous weather impairing visibility, or during night or at stations where the Outer signal concerned is not visible from the Station Master's office".

b) T.806 alone shall be given where shunt key is not available. Shunt key, where available, shall be given in addition to T.806.

c) 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.

**3.4.1. 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)**

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

b) T.806 alone shall be given where shunt key is not available. Shunt key, where available, shall be given in addition to T.806.

- c) 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.

#### **3.4.2. Shunting beyond First Stop Signal on single line in Two Aspect Signal & Multiple Aspect Signal territory:**

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'. This movement shall be treated as train movement. The Station Master shall then issue to the Driver an 'Authority to proceed' applicable to the section and a manuscript memo to return to 'X'. The departure and the reception signals can be taken 'OFF' for this purpose.

#### **3.5. Outlying sidings controlled by the token of the block section (G.R.3.35):**

- a) Outlying sidings, taking off the running line, are provided on certain block sections. The points taking off the running line to such sidings are provided with locking arrangements, the siding lock being controlled and operated by the 'token' of the block section.
  - i) On certain sidings, key token exchanger (siding key apparatus) is in use. At these sidings the key token is inserted into the exchanger to release the siding key which shall be used to unlock the siding lock.
  - ii) On the sections worked with Neale's (ball or tablet) token instrument, where such tokens cannot be directly inserted into the siding locks, a token key exchanger(siding key apparatus) is provided at the siding. The ball or the tablet shall be inserted into the apparatus to release the siding key which shall, in turn be inserted into the siding lock and the lock unlocked for performing shunting into and out of the siding.
- b) On busy sections where the regular train services are not to be dislocated by the work inside such siding i.e., where the service has to be maintained even before the shunting train sent into the siding returns to either of the block stations auxiliary token (occupation block) instruments are provided, one instrument at one of the two adjacent block stations and the other at the siding itself. With this arrangement, it is possible after shunting the train into the siding, to set and lock the points for the main line and clear the block section maintaining the main line trains services.