

(b) on a single line –

- (i) between the Shunting Limit Boards or Advanced Starters (if any), or**
- (ii) between the outermost facing points, if there are no Shunting Limit Boards or Advanced Starters;**

(55) “*Subsidiary Rule*” means a special instruction which is subservient to the General Rule to which it relates and shall not be at variance with any General Rule;

(56) “*system of working*” means the system adopted for the time being for the working of trains on any portion of a railway;

(57) “*track circuit*” means an electrical circuit provided to detect the presence of a vehicle on a portion of track, the rails of the track forming part of the circuit;

(58) “*train*” means an engine with or without vehicles attached, or any self-propelled vehicle with or without a trailer, which cannot be readily lifted off the track;

(59) “*Train Examiner*” means a railway servant duly qualified to examine trains and certify their fitness for safe running and includes any other railway servant who may for the time being be performing the duties of a Train Examiner;

(60) “*two-aspect signalling*” means a signalling arrangement in which each signal displays at any one time either of the two aspects.

1.03. Classification of stations.—

(1) Stations shall, for the purpose of these rules, be divided into two categories—Block stations and Non-Block stations.

(2) Block stations are those at which the Loco Pilot must obtain an authority to proceed under the system of working to enter the block section with his train; and under the Absolute Block System consist of three classes of Block stations —

Class ‘A’ stations – where Line Clear may not be given for a train unless the line on which it is intended to receive the train is clear for at least 400 metres beyond the Home signal, or up to the Starter;

Class ‘B’ stations— where Line Clear may be given for a train before the line has been cleared for the reception of the train within the station section; and

Class 'C' stations – Block Huts, where Line Clear may not be given for a train unless the whole of the last preceding train has passed complete at least 400 metres beyond the Home signal and is continuing its journey. This will also include an Intermediate Block Post.

(3) Non-Block stations or Class 'D' stations are stopping places which are situated between two consecutive block stations, and do not forms the boundary of any block section.

S.R. 1.03. (1) The classification of a station shall be mentioned in the SWR of that station and also in the Working Time Table (WTT).

(2) Any Block Station which cannot be worked under Class 'A', Class 'B' or Class 'C' conditions is termed as Special class.

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