

**(b) Last Stop Signal lever (Shunt) key:**

A mechanical key, if provided for the Last Stop Signal lever, locks the lever in the normal position, and when extracted, the key is used for shunt movements past the Last Stop Signal. The station code and the line, 'UP' or 'DOWN' to which it applies are inscribed on the respective keys.

**Note:** *Where there is no provision of mechanical key lock for the Last Stop Signal lever, the Last Stop Signal has to be passed for shunting purposes on a written authority in the prescribed form T.806. The key should be extracted for shunting purposes when the instrument shows TOL indication and the instrument should be normalized only after the shunt key is restored.*

**1.5. Home signal contacts:**

- a) The electrical contacts on the Home signal are provided for the release of the lock on the 'Operating handle' after the arrival of the train.
- b) The Home signal which has been operated for the reception of a train, should be put back to normal only after the train has passed the Last Vehicle Track Circuit. The replacement of the Home signal to normal together with the operation of the LVT releases the lock on the 'Operating handle'.

**Note:** *The Home signal lever/knob/button should be reversed/operated for the reception of a train even if the signal has failed.*

**1.6. Outdoor Apparatus:**

**a) First Vehicle Track Circuit:**

This is fixed slightly in advance of the Last Stop Signal. As soon as the engine or first vehicle of a train travelling away from the station passes over the First Vehicle Track Circuit, the Last Stop Signal is replaced to 'ON' automatically.

**b) Electric signal reverser on Last Stop Signal:**

This is controlled by the First Vehicle Track Circuit and replaces the Last Stop Signal, at the station from which the train starts, to 'ON' immediately the engine or first vehicle of the train starting from the station passes over the First Vehicle Track Circuit.