

### 8.03. Conditions for granting Line Clear at a class ‘B’ station.—

- (1) At a class ‘B’ station on double line, the line shall not be considered clear and Line Clear shall not be given, unless –
  - (a) the whole of the last preceding train has arrived complete ;
  - (b) all necessary signals have been put back to ‘on’ behind the said train; and
  - (c) the line is clear -
    - (i) at stations equipped with two-aspect signalling –up to the Home signal, or
    - (ii) at stations equipped with multiple-aspect signalling or modified lower quadrant signalling – upto the outermost facing points or the Block Section Limit Board (if any).
- (2) At a class ‘B’ station on single line, the line shall not be considered clear and Line Clear shall not be given, unless –
  - (a) the whole of the last preceding train has arrived complete;
  - (b) all necessary signals have been put back to ‘on’ behind the said train; and
  - (c) the line is clear –
    - (i) at stations equipped with two-aspect signalling –
      - a) upto the Shunting Limit Board or Advanced Starter (if any) at that end of the station nearest to the expected train, or
      - b) upto the Home signal if there is no Shunting Limit Board or Advanced Starter, or
      - c) upto the outermost facing points if there is no Shunting Limit Board or Advanced Starter or Home signal;
    - (ii) at stations equipped with multiple-aspect signalling or modified lower quadrant signalling –
      - a) Upto the Shunting Limit Board or Advanced Starter (if any ) at the end of the station nearest to the expected train, or
      - b) Upto the outermost facing points if there is no Shunting Limit Board or Advanced Starter.

Note.— At a class ‘B’ single line station, this rule does not forbid direct reception of a train from one side, when Line Clear has been given to the block station on the other side provided the distance between the Outer signal and outermost facing points in two aspect signalling, and between the Home signal and outer most facing points in multiple-aspect signalling, or modified lower quadrant signalling is not less than the sum-total of the adequate distances prescribed in Rule 8.01 in regard to conditions for granting Line Clear and Rule 3.40 in regard to conditions for taking ‘off’ Home signal for the admission of a train even where Shunting Limit Boards or Advanced Starters have not been provided as prescribed in sub-rule (1) of Rule 3.32. See illustrative diagrams at the end of this chapter.