

3.9 SHUNTING OF TRAIN

3.9.1 SHUNTING OF TRAIN UP TO LAST STOP SIGNAL

While shunting on dispatch line, the LAST STOP SIGNAL should be kept at ON.

SM Key shall be taken out. The driver of shunting train shall be given shunting order to shunt up to LAST. STOP SIGNAL. On completion of shunting, the line between STARTER/Shunt Signal/Stop Board/fouling mark and LAST STOP SIGNAL should be checked free from any vehicle and only then SM key shall be inserted and turned to IN position.

3.9.2 SHUNTING BEHIND A TRAIN

Shunting behind a train should be performed with a message to station in advance. The station in advance shall take LCB Key out and keep in safe custody.

Shunting shall be performed as per 8.9.1. On completion of shunting, SM of sending station verifies the line between STARTER/Shunt Signal/Stop Board /fouling mark and LAST STOP SIGNAL free from any vehicle. The message regarding completion of shunting shall be sent to station in advance.

SM of station in advance inserts LCB Key and turns to IN position.

4.0 BLOCK FAILURES AND ACTION TO BE TAKEN:

The block failures can be categorized into the following:

4.1 FAILURE of the BLOCK PANEL:

Block panel should be considered defective for Up and /or Down trains, as the case may be. The Block Panel should not be restored for normal working until tested by competent signal staff and certified fit by them for use after the under-mentioned cases except for the case of Communication Link Failure (steady yellow indication). After the Communication Link Failure indication becomes flickering (OK indication) again block panel operation can be restored.