

CHAPTER V

USE OF SPECIAL SIGNALS AND PROCEDURE IN EMERGENCIES

5.1. Refusal of the 'Is line clear' signal and sending of the 'Obstruction danger signal':

- a) If, for any reason, the station in advance is unable to accept the 'Is line clear' signal, such station shall refuse it by sending the 'Obstruction danger signal'.
- b) If the block station in advance is not in a position to accept 'Is line clear' signal, the train shall be stopped at the station and shall not be allowed to leave it, until 'Is line clear' signal has been given to and accepted by the block station in advance,
- c) When 'Y' intimates refusal to accept the train, both 'X' and 'Y' shall enter the words 'Line Clear refused' in the Train Signal Register duly signed, showing the time of receipt of intimation with the reasons there for.
- d) When 'Y' sends 'Obstruction removed' signal, both 'X' and 'Y' shall enter the same with time in the Train Signal Register.

5.2. Special use of 'Obstruction danger signal':

- a) 'Y' may discover after giving line clear to 'X' that a bridge or some part of the permanent way is damaged or that there is some other train or obstruction on the 'X' – 'Y' block section. Under these circumstances 'Y' shall immediately send to 'X' the 'Obstruction danger signal,' to avoid an accident.
- b) On receipt of the 'Obstruction danger signal,' 'X' shall prevent the train from entering 'X' – 'Y' block section. Should he succeed in stopping the train, the Line Clear shall be cancelled.
- c) Only after the obstruction has been removed, 'X' or 'Y' may allow this train or any other train to enter the 'X'-'Y' block section.

5.3. Cancel last signal (G.R. 14.22):

- a) The 'Cancel last signal' cancels the last signal given from the block station from which it is sent.