

- b) 'Line Clear' has not been obtained from 'Y' for any other train,
- c) 'Line Clear' has not been given to 'Y' for a train in the opposite direction.
- d) A Private Number has been obtained for the train, and
- e) The Operating handle is in the 'Line closed' position and that the Last Stop Signal control key, if provided, is in the instrument in the case of Neale's ball or tablet instruments.

3.10 'Is line clear' - when to be asked :

At train originating stations 'Is line clear' shall be asked five minutes before the booked departure time of passenger carrying trains and in case of goods trains when the train is formed and ready to start. At intermediate stations, for all stopping trains with a halt of less than five minutes, 'Is line clear' shall be asked when the train is sighted and for all trains booked to pass through that station, seven minutes before the train is due to pass through, from the time the 'Train entering block section' signal is received or immediately after the 'Train entering block section' signal is received, when the running time is less than seven minutes.

3.11. Acceptance of the 'Is line clear' signal and sending of 'Line clear' signal:

- a) If, on receipt of an 'Is line clear' signal, the conditions under which 'Line clear' can be given are complied with, the block station in advance shall accept the signal by sending the prescribed signal to indicate 'Line is clear'.
- b) Except in case of failure of the block instruments, a train shall not be allowed to leave a block station unless the 'Line clear' signal has been received.

3.12. Precautions before giving 'Line clear':

Before 'Y' gives 'Line clear' to 'X', he shall examine his Train Signal Register in order to ascertain that –

- a) The 'Train out of block section' or 'Obstruction removed' signal has been received and entered in his Train Signal Register for the previous train that has passed over the 'X' – 'Y' block section and also that the block section is clear,

- b) 'Line clear' has not been given to 'X' for any other train,
- c) 'Line clear' has not been obtained from 'X' for a train in the opposite direction,
- d) A Private Number has been given for the train; and
- e) The Operating handle is in the 'Line closed' position and that the Last Stop Signal control key, if provided, is in the instrument in the case of Neale's ball or tablet instruments.

3.13. Giving 'Line clear':

After observing the precautions laid down in paras 3.11 and 3.12, Y shall give 'Line clear' as detailed in para 3.2(A). If the needle of the galvanometer points to the right in the case of Neale's ball or tablet token block instrument, no attempt shall be made to extract a token.

3.14. Securing of token for delivery:

- a) The Station Master shall place the token in the pouch provided for the purpose and keep it in his personal custody until it is delivered to the Driver. The station names engraved on the token shall be visible through the openings.
- b) If no pouch is available, the token shall be handed over to the Driver with a memo. Run through trains may be stopped out of course for this purpose.

3.15. Authority to proceed (G.R. 14.08):

- a) The Driver shall not take his train from a block station unless he has been given an 'Authority to proceed' on single line, either,
 - i) by a token for the block section taken from an electrical block instrument,
 - or**
 - ii) by Paper Line Clear Ticket duly signed by Station Master,
 - or**
 - iii) by an authority prescribed in S.R. 6.02.
- b) Once the train returns to the block station from which it was started and clears the block section, the currency of the token, or Paper Line Clear Ticket or an authority prescribed in S.R. 6.02, with which the Driver entered the block section ceases. If this train is required to enter the block section, a fresh 'Authority to proceed' under the rules shall be delivered to the Driver.