

- b) Where 'Is line clear' signal has been forwarded and it is afterwards found that the train to which it refers has to be detained for shunting or other purposes, or has returned to the block station from which that signal was sent, the 'Cancel last signal' shall be sent to the block station in advance so that the previous signal may be cancelled.
- c) On a single line when 'Line clear' has been cancelled, no train shall be allowed to leave in the opposite direction until a message has been received acknowledging such cancellation and stating that the train for which the 'Line clear' has been given shall be detained.
- d) The procedure as detailed in Paras 3.3(A) and 3.3(B) shall be followed. After canceling the 'Line clear' Station Master shall enter the reasons for doing so in the remarks column of the Train Signal Register against the entry pertaining to the train.

5.4. 'Signal given in error' signal:

- a) Whenever incorrect beats have been given or whenever beats received are not understood, the Station Master detecting the irregularity shall give the 'Signal given in error' signal. After this has been acknowledged, the signal, which ought to have been sent, shall be distinctly repeated.
- b) If the error mentioned above is not rectified even after repeating the signal, block working shall be suspended.

5.5. Trains unusually delayed (G.R. 6.04):

- a) If a train carrying passengers does not arrive at 'Y' within ten minutes or if a goods train does not arrive at 'Y' within twenty minutes after allowing for its normal running time from 'X', the Station Masters at 'X' and 'Y' shall contact each other immediately and ascertain the cause and
 - i) Inform the Controller on the controlled sections,
 - ii) Arrange to send a competent railway servant into the block section to fetch information regarding the whereabouts and condition of the delayed train and the nature of assistance required, if any; and
 - iii) Take such other action as may be deemed necessary depending on the merits of the case.

- b) The Guards /Drivers of trains carrying passengers and goods trains who are provided with VHF sets (Walkie-talkie sets) and portable field telephone, when delayed in the block section for over ten minutes and twenty minutes respectively, shall first try to inform the adjacent Station Master over VHF set, the cause and the probable duration of delay for the train. In case it is not possible to contact the Station Master on VHF set, they shall use the portable field telephone to inform the Controller on the controlled sections, the cause and the probable duration of delay for the train.
- c) The Controller on receipt of such advice shall immediately warn the stations where Accident Relief Train & Medical Relief Train are located to arrange to keep them in readiness for moving immediately on receipt of further information. He will also issue preliminary warning to the Chief Crew Controller / Crew Controller and the Station Master concerned to get the Accident Relief Train ready and will also arrange for an engine to be made available immediately for despatching the Medical Relief Train to the site of the accident, if necessary.
- d) The action mentioned above shall be taken earlier if the circumstances so warrant.

5.6. 'Stop and examine train' signal:

- a) When the Station Master at 'X' observes anything unusual (other than the Tail lamp or Tail board missing) on a train during its passage through his station, such as goods falling off, a vehicle on fire, broken axle or coupling etc., rendering it necessary to stop such trains at the next station, the 'Stop and examine train' signal shall be sent to 'Y', the station in advance intimating the nature of the irregularity observed. The Station Master at 'Y' shall acknowledge this signal by repeating it. He shall examine the train on arrival, stopping run through trains out of course for the purpose and take remedial action. On ensuring that the line is clear, he shall send to the station 'X' the 'Train out of block section' signal, which will be an intimation that all is right.
- b) If the Station Master at 'X' observing the unusual occurrence suspects that it would have caused damage or obstruction to the block section in rear, he shall inform the Station Master 'W' in rear, the nature of irregularity. Both the Station Masters should issue caution orders for trains entering the block section until it is confirmed that all is right.