

- d) In the case of any delay in the receipt of the 'in-report' for a train, the Station Master, who despatched the train shall enquire the reasons for the delay.

1.6. Counter 'Line clear' enquiry during interruption of control phone:

- a) When 'Y' receives 'Line clear enquiry' from 'X', if 'Line clear' is required for a more important train waiting at 'Y', 'Y' should send a counter 'Line clear enquiry'.
- b) 'Y' should write in red ink in column A of the inward portion of T/B.1425 the words 'Cancelled'. He shall then record the 'Counter Line clear enquiry' in column A of outward portion of T/A1425 (fresh form) and inform 'X'. Station Master at 'X' shall write the words 'Cancelled' in red ink in column A of outward portion of T/A1425. 'X' shall then record in column A of inward portion of T/A.1425 (fresh form) and inform 'Y'.

Note : Refer Chapter II for Precedence of trains.

1.7. Refusal of 'Line clear':

If, owing to obstruction, shunting or any other reason, the Station Master at 'Y' is unable to give the Station Master at 'X' 'Line clear' for a train, he shall refuse 'Line clear' stating reasons for doing so. The refusal of 'Line clear' shall be entered in the Out ward message T/A1425 and Inward message-T/B.1425 at both the stations and fresh form of T/A1425 shall be used when the Station Master at 'X' asks the Station Master at 'Y' 'Is line clear' again when conditions for 'Line clear' are favourable.

1.8. Withdrawal of 'Line clear' in case of emergency:

- a) If Station Master 'X' , after obtaining 'Line clear' from 'Y' desires to withdraw 'Line Clear' in case of any emergency , he shall withhold PLCT from sending to the Driver. If PLCT already handed over to the Driver, it shall be collected back, if possible. If the train has already left the station 'X' to 'Y' before the withdrawal of PLCT, the Station Master at 'X' shall immediately warn the Station Master at 'Y' about the train's position.
- b) If Station Master 'Y' , after granting 'Line clear' to 'X', desires to withdraw 'Line Clear' in case of any emergency , he shall make all possible efforts to inform station 'X' through any means of communication.

- c) If 'X' or 'Y' succeeds in withdrawing 'Line clear' in an emergency the PLCT shall be cancelled following prescribed procedure.

1.9 Applying for 'Line clear' for shunting train outside the First Stop Signal on Single line token territory and Single line tokenless territory:

- a) When the Station Master at 'X' requires to shunt a train partly or fully outside the First Stop Signal in the direction of the station 'Y', he shall obtain 'Line clear' from the Station Master at 'Y' as per the procedure laid down in 1 to 3 of 1.4 above.
- b) The Station Master shall then issue to the Driver, along with the PLCT, a memo authorising him to shunt outside the First Stop Signal and return to the station and obtain his acknowledgement. The shunting shall not be commenced until this is done. When the shunting is completed and the 'X' – 'Y' block section is again clear, 'X' shall cancel the 'Line clear' and inform 'Y'.

1.10. Cancelling 'Line clear':

- a) When, after 'X' has obtained 'Line clear' from 'Y', he finds it necessary, for any cause to cancel 'Line clear', he shall recover the PLCT from the Driver and call 'Y's attention.
- b) If 'Line clear' is cancelled due to the train having been detained, the PLCT shall be cancelled and the Driver's copy of T/C1425 or T/D1425 attached to the record copy.
- c) The Station Masters at 'X' and 'Y' shall then make entries in the D column of T/A.1425 / T/B.1425.
