

| Sending Station 'X' | | Receiving Station 'Y' | |
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| 1. | SM/X shall fill the name of Station master of Y station with whom communicated and established mode of communication for Line clear in the Line clear inquiry portion of T/A 1425 | | |
| | | 2. | SM/Y shall fill the relevant columns as ensured with SM/X in the Line clear reply portion Of T/B 1425. . |
| 3 | SM/X shall Cross check with SM/Y, the last train dealt over the section, its clearance and ask for Line clear with full description of train and record the same in T/A 1425. | | |
| | | 4 | SM/Y shall also fill the relevant columns as communicated with SM/X in T/B 1425. If line is clear, ensure LC gates closure and grant permission supported by a PN, and record the same in T/B 1425. |
| 5. | SM shall record the details of PN and Line clear received time in the T/A 1425. | | |
| 6 | On the basis of T/A 1425, prepare (T/C.1425 UP) or (T/D.1425 DN) as the case may be in duplicate and arrange to hand over to the Loco pilot duly obtaining signature in the station record copy. | | |

1.5. Delivery of Paper Line Clear Ticket to the Driver:

- a) The Station Master shall deliver the Paper Line Clear Ticket to the Driver personally or through a competent railway servant. The Driver shall acknowledge in column A of T/A1425.
- b) The PLCT shall not be handed over to the Driver of a train which has to perform shunting at the station until the shunting is completed and the train is ready to start.
- c) **Two engines on one train** – If there are two engines on one train, PLCT shall be delivered to the Driver of the leading engine.

- 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.