

Sending Station 'X'		Receiving Station 'Y'	
11.	Give T/806 with PN to the Driver.		
12.	Give 'Train entering block section signal' and on acknowledgement		
		13.	Acknowledge, attend telephone and note the departure time.
14.	When shunting is completed, ensure that train has arrived complete.		
15.	Give 'Call attention' and on acknowledgement, attend telephone and give clearance time supported by Private Number.		
		16.	Acknowledge, attend Telephone, note the timings and repeat PN.
17.	Give 'Call attention'.		
		18.	Acknowledge
19	i) Give 'Cancel last signal' and holding the plunger pressed during the last beat, turn the operating handle to 'Line closed' position. ii) The TCF dial changes to 'Line closed' position.		
		20.	i) TGT dial changes to 'Line closed' position. ii) Acknowledge 'Cancel last signal'.

5.5 Cancel last signal:

- a) The 'Cancel last signal' cancels the last signal given from the block station from which it is sent.
- b) Where 'Is line clear' signal has been forwarded and it is afterwards found that the train to which it referred has to be detained for shunting or other purposes at, or has returned to block station from which that signal was sent, the 'Cancelling signal' shall be sent to the block station in advance, so that the previous signal may be cancelled.

- c) During single line working on double 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 'Line clear' has been given, shall be detained.
- d) If after 'X' has obtained 'Line clear' from 'Y', it is necessary for any cause to cancel 'Line clear' before the train has left his station, he shall satisfy himself that all the signal levers/knobs at his station referring to the down block section are in the normal position and shall then give 'Y' the 'Cancelling' signal.
- e) Before acknowledging the 'Cancelling' signal, 'Y' shall make certain that all the signal levers/knobs at his station referring to the 'X --Y' down block section are in the normal position.
- f) When 'Y' has acknowledged the 'Cancel last signal' signal by exchanging Private Numbers with 'X', 'Y' shall change the indication to the 'Line closed' position. This will cause the 'Line closed' to be displayed on TCF dial at 'Y' as well as TGT dial at 'X'.
- g) When 'X' sees his TGT dial indicator showing 'Line closed', he will acknowledge the 'Cancel last signal' signal.
- h) Whenever 'Line clear' has been cancelled, an entry to this effect shall be made in the Train Signal Register giving the reasons for cancellation.

Note: *Whenever the 'Line clear' has been cancelled, one train has to be passed on PLCT. When the train is received on proper signals at receiving station, the block instrument will be released after which normal working may be resumed.*

5.6. Train wrongly described:

If 'Line clear' has been obtained by 'X' from 'Y' for a certain train, and it is afterwards found necessary to pass another train over the block section instead of the train for which 'Is line clear' was originally asked, 'Line clear' shall be cancelled and obtained afresh for the latter. If 'Line clear' has been obtained with incorrect description or number, this shall be cancelled and fresh line clear obtained and the train started thereon. If the mistake is noticed after the departure of the train, this shall immediately be notified over the phone to the station ahead to enable the latter to arrange for correct train reception and handling.