

### **3.6. Precautions before giving 'Line clear':**

Before 'Y' gives 'Line Clear' to 'X', he shall inspect the block instrument connected with X, the lever frame and the Train Signal Register in order to ascertain –

- a) that the TCF dial is showing 'Line closed' indication .
- b) that the operating handle is in the 'Line closed' position.
- c) that the reception signals are in the 'ON' position.
- d) that all the entries relating to the previous train over the down block section from 'X' to 'Y' have been completed.

### **3.7. Acceptance of the 'Is line clear' signal and sending of 'Line clear' signal:**

- a) If, on receipt of '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 clear' on the particular block instrument in use.
- b) Except in case of failure of the block instruments, a train shall not be allowed to leave a block station unless the instrument for the block section into which it is about to proceed shows 'Line clear'.
- c) After observing the precautions laid down in para 3.6, if 'Y' is ready to receive the train, 'Y' will keep the bell plunger pressed on the last beat and turn the operating handle to 'Line clear' position. He will then release the bell plunger to normal. The action of 'Y' turning the operating handle to 'Line clear' position on the instrument will bring about the following:
  - i) 'Line clear' will be indicated on the TCF dial of Y's block instrument.
  - ii) 'Line clear' will be indicated on the TGT dial of X's block instrument, and
  - iii) Lock on Last Stop Signal of 'X' will be released.

### **3.8. Driver's authority to proceed:**

The Driver shall not take his train from a block station unless he has been given an authority to proceed:

- a) By taking 'OFF' the Last Stop Signal, when the instruments show that 'Line clear' has been obtained in accordance with procedure described above. 'X' can take 'OFF' that signal, which constitutes the Driver's authority to proceed into the X-Y' block section;

**or**

- b) by issuing Paper Line Clear Ticket when the block instrument is interrupted or suspended between 'X' and 'Y',

**or**

- c) by issuing authority as referred in S.R. 6.02.

### **3.9. The 'Train entering block section' signal:**

- a) On the departure of a train from a block station the 'Train entering block section' signal shall be sent to the block station in advance, and be duly acknowledged.
- b) When so acknowledged, the block section shall be deemed to be blocked, against any other train following.

### **3.10. Change of indications from 'Line clear' to 'Train on line':**

- a) At 'X', as soon as the train passes the Last Stop Signal and enters 'X --Y' block section, it actuates the FVT controlling the Last Stop Signal and the signal will go back to 'ON'. It will be possible to clear this signal again only after obtaining a fresh 'Line clear' from 'Y'.
- b) 'X' will give the 'Train entering block section' signal only after the Last Stop Signal returns to 'ON' and the train has entered 'X --Y' block section. 'Y' will acknowledge the signal and while doing so shall press the bell plunger on the last beat and turn the operating handle to the TOL position. This will change the TCF dial at 'Y' and the TGT dial at 'X' to the TOL indication.

### **3.11. Conditions for closing the block section (G.R. 14.10):**

- a) When the block section has been cleared by the arrival of the train or by the removal of the cause of blocking, the block section shall be closed by the block station in advance by giving the prescribed bell code signal.