

## **CHAPTER V**

### **USE OF SPECIAL SIGNALS AND PROCEDURE IN EMERGENCIES**

#### **5.1. Refusal of the 'Is line clear' signal and sending of the 'Obstruction danger signal':**

- a) If, for any reason, the station in advance is unable to accept the 'Is line clear' signal, such station shall refuse it by sending the 'Obstruction danger signal'.
- b) If the block station in advance is not in a position to accept 'Is line clear' signal, the train shall be stopped at the station and shall not be allowed to leave it, until 'Is line clear' signal has been given to and accepted by the block station in advance,
- c) When 'Y' intimates refusal to accept the train, both 'X' and 'Y' shall enter the words 'Line Clear refused' in the Train Signal Register duly signed, showing the time of receipt of intimation with the reasons there for.
- d) When 'Y' sends 'Obstruction removed' signal, both 'X' and 'Y' shall enter the same with time in the Train Signal Register.

#### **5.2. Special use of 'Obstruction danger signal':**

- a) 'Y' may discover after giving line clear to 'X' that a bridge or some part of the permanent way is damaged or that there is some other train or obstruction on the 'X' – 'Y' block section. Under these circumstances 'Y' shall immediately send to 'X' the 'Obstruction danger signal,' to avoid an accident.
- b) On receipt of the 'Obstruction danger signal,' 'X' shall prevent the train from entering 'X' – 'Y' block section. Should he succeed in stopping the train, the Line Clear shall be cancelled.
- c) Only after the obstruction has been removed, 'X' or 'Y' may allow this train or any other train to enter the 'X'- 'Y' block section.

#### **5.3. Cancel last signal (G.R. 14.22):**

- 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 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.