

- 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. a) Working of trains required to go beyond the First Stop Signal at a class B station – Dido Handle type tokenless block instrument (G.R. 8.13):

When 'X' requires to send a train partly or fully outside the Outer signal or Home signal (in case of stations equipped with Multiple Aspect signalling) in the direction of 'Y', he shall obtain 'Line clear' from 'Y' explaining the reason which shall also be recorded in the Train Signal Register at 'X' and 'Y'. The Station Master shall then issue to the Driver a written authority authorising him to proceed outside the Outer signal or the Home signal (in case of stations equipped with Multiple Aspect signalling) and return to 'X' and obtain his acknowledgement. The departure signals can be taken 'off'. When the train returns, the reception signals can be taken 'off' using switch S 2 and following the procedure for closing the line as detailed vide para 3.2(C).

b) Working of trains required to go beyond the First Stop Signal at a class B station – Kyosan / Podanur Push button token less block instrument (G.R. 8.13):

When 'X' requires to send a train partly or fully outside the Outer signal or Home signal (in case of stations equipped with Multiple Aspect signalling) in the direction of 'Y', he shall obtain 'line clear' from 'Y' explaining the reasons which shall also be recorded in the Train Signal Registers at both 'X' and 'Y'. He shall then issue to the Driver a written authority, authorising him to proceed outside the Outer signal or the Home signal(in case of stations equipped with Multiple Aspect signalling) and return to 'X' and obtain his acknowledgement. The departure signals can be taken 'OFF'. When the train returns, the reception signals can be taken 'OFF'. The procedure for setting the block instrument to 'Line closed' condition as detailed vide para 3.3 (c) should be followed.

5.4. 'Cancel last signal' :

a) Dido Handle type block instrument:

If 'X' has obtained 'Line clear' from 'Y', and finds it necessary for any reason, to cancel the 'Line clear', 'X' must call 'Y's attention. On getting the acknowledgement from 'Y', 'X' must inform 'Y' on the telephone the reasons for cancelling the 'Line clear'. The procedure as detailed vide para 3.2(B) should be followed.

b) Kyosan / Podanur Push button block instrument:

If, after the block instrument at station 'X' displays TGT indication and 'X' finds it necessary for any reason to cancel it, he shall operate the 'Cancel' push button along with the 'Bell code' push button. After 'Call attention' signal through 'Bell code' push button, he shall advise 'Y' his intention on telephone the reasons for cancellation. The procedure as detailed vide para 3.3(B) should be followed.

Note: After cancelling the 'Line clear' as described above, the Station Master shall enter the reasons for doing so in the Train Signal Register.

5.5. 'Signal given in error' signal:

- a) When incorrect beats have been given or whenever beats received are not understood, the Station Master detecting this 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.

5.6. 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 get information regarding the whereabouts and condition of the 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.
- b) The Guards /Drivers of trains carrying passengers and goods trains who are provided with VHF sets (Walkie-talkie sets) and portable field telephone, when delayed in the block section for over ten minutes and twenty minutes respectively, shall first try to inform the adjacent Station Master over VHF set, the cause and the probable duration of delay for the train. In case it is not possible to contact the Station Master on VHF set, they shall use the portable field telephone to inform the Controller on the controlled sections, the cause and the probable duration of delay for the train.