

**14.20. Completion of messages.—**

No part of any message shall be despatched or acted upon until the whole message has been written out except with a view to the prevention of an accident, or in some other case of emergency.

**14.21. Preservation of messages and written authorities to proceed.—**

Messages and written authorities to proceed shall be destroyed at such time after issue as may be prescribed by special instructions, provided that no message or written authority to proceed shall be destroyed before one month after issue.

**14.22. Cancellation of Line Clear.—**

On a single line when a 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 is and shall be detained.

**14.23. Loco Pilot to have authority to proceed.—**

The Loco Pilot shall not take his train from a station unless he has in his possession as his authority to proceed, a Line Clear Ticket duly signed by the Station Master.

**14.24. Authority to proceed: when to be given to Loco Pilot.—**

An authority to proceed shall not be given to the Loco Pilot until the procedure prescribed for the purpose, so far as it is applicable in the particular case, has been followed.

S.R.14.24. For special instructions regarding the delivery of Line Clear Ticket, refer Annexure of Block Working Manuals 2005.

**D. Line Clear Tickets****14.25. Line Clear Tickets.—**

- (1) When owing to failure or non-provision of electrical block instruments the authority to proceed is a Line Clear Ticket, it shall, except under special instruction, be in the following form—
- (2) Each such ticket shall bear a serial number which shall be recorded in the Train Signal Register, the numbers for the Down direction being clearly distinguished from those for the Up direction.
- (3) The ticket referred in sub-rules (1) and (2) shall be printed on white paper with blue font. To distinguish Paper Line Clear Ticket for up and down directions, water mark arrow pointing “up” and “down” shall be printed on the ticket.

SR.14.25.1 On Single line, Double line and Multi line sections, when block instrument is interrupted or suspended, every train shall be stopped, run through trains being stopped out of course and the Station Master shall issue to the Loco Pilot of train a Paper Line Clear Ticket in the prescribed form i.e.T/C 1425 or T/D 1425 which shall be the Combined Authority for the train to proceed and to pass interlocked departure signals/IBS or both at ON or in defective position. (*Item No.38 of AS-16 Dt:14.06.24*)

The prescribed Paper Line Clear form numbers are—

- (A) Line Clear Enquiry Message for use by train despatching station - T/A 1425.
- (B) Line Clear Reply Message for use by train receiving station T/B – 1425.

The prescribed Paper Line Clear ticket numbers are—

- (C) Paper Line Clear Ticket – UP T/C 1425
- (D) Paper Line Clear Ticket – DN T/D 1425

**Note :** On double line section between ‘A’ and ‘B’ block stations, in case of partial failure of the Block Instruments, if the Block Instrument is working in, say UP direction (‘A’ to ‘B’) the train will be despatched after taking Line Clear on the Block Instrument from ‘A’ to ‘B’. In the reverse direction (‘B’ to ‘A’) the train will be despatched on the authority of Paper Line Clear Ticket.

SR.14.25.2: Under special instructions, the formats of Paper Line Clear forms and Paper Line Clear Ticket are as below... (*Item No.39 of AS-16 Dt:14.06.24*)

FORM No. T/A1425  
Sr.No. \_\_\_\_\_

**SOUTH CENTRAL RAILWAY**  
**Line Clear Inquiry and Reply Message Book**  
**in the event of Failure/Suspension/Non-provision of Block Instruments**

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**Train Despatching Station**  
**Line Clear Inquiry**

1. Date \_\_\_\_\_; Mode of communication \_\_\_\_\_
  2. From Station Master \_\_\_\_\_ (Name of SM) of \_\_\_\_\_ (station)  
To Station Master \_\_\_\_\_ (Name of SM) of \_\_\_\_\_ (station)
  3. Last train No. \_\_\_\_\_ Up/Dn left \_\_\_\_\_ station at \_\_\_\_\_ hrs.  
and arrived at \_\_\_\_\_ station at \_\_\_\_\_ hrs.
  4. Is line clear for \_\_\_\_\_ Train proceeding in \_\_\_\_\_ direction? Asked at \_\_\_\_\_ hrs.
  5. Line clear Reply received from \_\_\_\_\_ station at \_\_\_\_\_ hrs.
  6. Private number received in support of Line clear (in figures and words) \_\_\_\_\_
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\*7.The LC Gates interlocked with failed signals have become non-interlocked and closure ensured through Private Number.

LC Gate No.	Closure PN

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**Line Clear Cancellation**

- \*8. Line clear Cancelled at \_\_\_\_\_ hrs. Reasons for Cancellation \_\_\_\_\_
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Signature of Station Master

\*Strike out whichever is not applicable

Note: Separate books to be maintained for each block section & for third line.

Sr.No. to be machine numbered.

This memo shall be printed in black.

Form No. T/B 1425  
Sr.No. \_\_\_\_\_

**SOUTH CENTRAL RAILWAY**  
**Line Clear Inquiry and Reply Message Book**  
**in the event of Failure/Suspension/Non-provision of Block Instruments**

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**Train Receiving Station**  
**Line Clear Reply**

1. Date \_\_\_\_\_; Mode of communication \_\_\_\_\_

2. From Station Master \_\_\_\_\_ (Name of SM) of \_\_\_\_\_ (station)  
     To Station Master \_\_\_\_\_ (Name of SM) of \_\_\_\_\_ (station)

3. Last train No. \_\_\_\_\_ Up/Dn left \_\_\_\_\_ station at \_\_\_\_\_ hrs.  
     arrived at \_\_\_\_\_ station at \_\_\_\_\_ hrs.

4. Line clear sought for \_\_\_\_\_ Train Proceeding in \_\_\_\_\_ direction, asked  
     at \_\_\_\_\_ hrs.

\*5. The LC Gates interlocked with failed signals have become non- interlocked and  
     closure ensured through Private Number.

LC Gate No.	Closure PN

6. Private number given in support of Line clear (in figures and words) \_\_\_\_\_  
     \_\_\_\_\_ at \_\_\_\_\_ hrs.

**Line Clear Cancellation**

\*7. Line clear Cancelled at \_\_\_\_\_ hrs. Reasons for Cancellation \_\_\_\_\_  
     \_\_\_\_\_

Signature of Station Master

\*Strike out whichever is not applicable

Note: Separate books to be maintained for each block section & for third line.

Sr.No. to be machine numbered.

This memo shall be printed in black.



South Central Railway  
PAPER LINE CLEAR TICKET (UP)  
(Loco Pilot Copy / Station Record)

Reason for issuing PLCT \_\_\_\_\_.

From  
Station Master of \_\_\_\_\_ station.

To  
The Loco Pilot of \_\_\_\_\_ Train Proceeding in UP  
direction. "The Line is clear and you are authorized to proceed  
to \_\_\_\_\_ Station."

**Line clear obtained through (strike out whichever is not applicable)**

- **Block instrument**
  - **Form No. T/A 1425 and PN received in support of line clear (in words and figures)**
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**AUTHORITY TO PASS SIGNALS AT ON POSITION**

You are authorised to pass the following signals at ON Position, speed not exceeding 15 kmph while passing over points. Observe hand signals at the foot of the defective signal/s, if it protects points.

Signal Description	Signal No.	Point Numbers Set, Clamped and Padlocked	Observe closure of Interlocked LC Gates number
*Starter			
*Intermediate starter			
*Advanced starter			
*IBS			

\*Strike out whichever is not applicable

Signature of Loco pilot

Date

Time

Signature of Station Master

Station Master Stamp

Date & Time

*Note: Sr.No to be machine numbered.*

*Form shall be in duplicate – one station record and one Loco pilot copy.*

*This memo shall be printed in blue.*

Form No.T/D 1425  
Sr.No.\_\_\_\_\_South Central Railway  
PAPER LINE CLEAR TICKET (DOWN)  
(Loco Pilot Copy / Station Record)

Reason for issuing PLCT \_\_\_\_\_.

From \_\_\_\_\_  
 Station Master of \_\_\_\_\_ station.  
 To \_\_\_\_\_  
 The Loco Pilot of \_\_\_\_\_ Train Proceeding in Down  
 direction. "The Line is clear and you are authorized to proceed  
 to \_\_\_\_\_ Station."

**Line clear obtained through (strike out whichever is not applicable)**

- **Block instrument**
  - **Form No. T/A 1425 and PN received in support of line clear (in words and figures)**
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**AUTHORITY TO PASS SIGNALS AT ON POSITION**

You are authorised to pass the following signals at ON Position, speed not exceeding 15 kmph while passing over points. Observe hand signals at the foot of the defective signal/s, if it protects points.

Signal Description	Signal No.	Point Numbers Set, Clamped and Padlocked	Observe closure of Interlocked LC Gates number
*Starter			
*Intermediate starter			
*Advanced starter			
*IBS			

*\*Strike out whichever is not applicable*

Signature of Loco pilot

Date

Time

Signature of Station Master

Station Master Stamp

Date &amp; Time

Note: Sr.No to be machine numbered.

Form shall be in duplicate – one station record and one Loco pilot copy.

This memo shall be printed in blue.