

- 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.

Note: The use of special signals described vide paras 5.1 to 5.6 above should be supported by exchange of Private Numbers.

5.7. Train unusually delayed (G.R. 6.04):

- a) If a train carrying passengers does not arrive within ten minutes or if a goods train does not arrive within twenty minutes after allowing for its normal running time from the station in rear, the Station Master at the station in advance shall immediately advise the station in rear and control of this fact. Thereafter on double or multiple lines, the Station Masters at either end of the block section shall immediately stop all trains proceeding into the block section on adjacent line or lines in either direction and warn the Drivers and Guards of such trains by issue of suitable caution orders and shall also ascertain the whereabouts and the condition of the delayed train.
- b) The action mentioned above shall be taken earlier should the circumstances so require.
- c) Station Master shall arrange to send a railway servant into the block section to fetch information regarding the whereabouts and condition of the train and the nature of the assistance required, if any.
- d) On a double line section if there is a tunnel in which the train is delayed, the Station Master shall prevent any train from proceeding on its journey in the opposite direction until he has first ascertained that the 'Line is clear'. If there is no tunnel in the block section, the Station Master shall stop the first train proceeding in the opposite direction and give the Driver a caution order instructing him to proceed cautiously.
- e) 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.