

- b) The 'TGT' indication has not been obtained from 'Y' for any other train.
- c) The 'SHK' and 'SCK' are in their normal position in the instrument.
- d) 'X' should also press the 'Panel lamp' button to verify that the instrument is set to 'Line closed' position. In case of Podanur type block instruments, he should also check up whether the 'SNR indication' is lit when the button is pressed.

3.12. 'Is Line clear' in case of Diodo Handle type block instruments and 'Train Going To' indication in respect of Kyosan / Podanur Push button block instruments – when to be obtained:

At train starting stations, 'Line clear' in case of Handle type block instruments and TGT indication in case of Push button block instruments, shall be obtained on the respective block instrument five minutes before the departure time of the train, if the train is ready to start. At intermediate stations, for all stopping trains, which halt for less than five minutes, the 'Line clear' in case of Handle type block instruments and the TGT indication in case of Push button block instruments shall be obtained when the train is sighted; and for all the trains booked to run through the station, it shall be obtained seven minutes before the train is due to pass through, calculating from the time the 'Line clear'/TOL indication is obtained or immediately after getting the 'Line clear'/TOL indication , in case the running time is less than seven minutes.

3.13. Giving 'Line clear' – Daido Handle type token less block instruments:

After observing the precautions laid down in para 3.7 above, 'Y' shall give 'Line clear' as detailed in para 3.2(A). If the beats for giving 'Line clear' are not received distinctly from 'Y' or if 'X' cannot turn the operating handle to the TGT position, 'X' shall give the 'signal given in error' and get the prescribed beats from 'Y' correctly and distinctly once again.

3.14. Driver's Authority to proceed' (G.R. 14.08):

- a) When the instruments show that 'Line clear' or TGT indication as the case may be, has been obtained in accordance with the procedure described above, 'X' can then take 'OFF' the Last Stop Signal which constitutes the Driver's 'Authority to proceed' into the 'X' – 'Y' block section.

- b) If the Last Stop Signal for any reason returns to 'ON', the Station Master is responsible for seeing that the Warner signal in the case of Two Aspect signalling is at 'ON' or the Home signal in the case of Multiple Aspect signalling is at 'Caution' in case that signal has been previously taken 'OFF'.

3.15. a) 'Train entering block section' signal:

'X' must send the 'Train entering block section' signal to 'Y' as the train enters the block section. This is in addition to the automatic TOL indication appearing on the block instrument and the audible warning bell.

b) TOL indication and buzzer – Handle type block instruments:

Immediately the train passes the Last Stop Signal at 'X' and enters the 'X' – 'Y' block section, the FVT is operated. This brings about the 'TOL' indication at both the stations and also buzzer sounds automatically at both the stations 'X' and 'Y' until 'Y' acknowledges the 'train entering block section' signal by pressing PB 1.

c) 'TOL' indication and audible warning in Push button tokenless block instruments:

Immediately, the train passes the Last Stop Signal at 'X' and enters the 'X' – 'Y' block section, the FVT is operated. This brings about the 'TOL' indication automatically at both the stations and also audible warning sounds intermittently at the receiving station 'Y', until 'Y' acknowledges the TOL signal by operating 'Bell code push' button

3.16. a) Clearing the section and train arrival buzzer-Diodo Handle type

After the complete train has passed inside LVT at 'Y', the train arrival buzzer will operate. The replacement of SM's control slide for Home signal (or putting back the Home signal lever itself where block cabins are provided) will stop the operation of buzzer. 'Y' will give prolonged beat by pressing both PB 1 and PB 2 buttons which will enable 'X' to turn his block handle to 'Line closed' position. With the prolonged beat of 'X' by pressing of both the PB-1 and PB-2 buttons, 'Y' can turn his block handle to 'Line closed' position.

b) Clearing the section and train arrival buzzer – Kyosan / Podonur Push button block instruments:

After the complete train has passed inside LVT at 'Y', the train arrival buzzer will operate. The replacement of SM's control slide for Home signal (or putting back the Home signal lever itself where