

## **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)** This signal shall be used by 'Y' if for any reason he is unable to accept the 'Is line clear' signal, from 'X'. When Y refuses 'Line clear' for any train both 'X' and 'Y' shall enter the words 'Line clear refused' on the same line against the train entry, in the Train Signal Register showing the time 'X' asked 'Y' 'Is line clear'. They shall make entirely new entries in their Train Signal Registers when 'X' again asks 'Y' 'Is line clear'.

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

- a)** 'Y' may discover after he has given 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. In these circumstances, Y shall immediately send to 'X' the 'Obstruction danger' signal and turn his operating handle commutator from 'Line clear' to TOL position. This will prevent the Last Stop Signal at 'X' from being taken 'OFF' if it has not already been taken 'OFF'.
- b)** On receipt of 'Obstruction danger' signal, 'X' shall, if possible prevent the train from entering the 'X -- Y' block section. If he succeeds in stopping the train he shall acknowledge 'Y's signal by repeating it and cancel 'Line clear' in accordance with para 5.5(f), (g) and (h).