

CHAPTER V

USE OF SPECIAL SIGNALS AND PROCEDURE IN EMERGENCIES

5.1. Refusal of the 'Is Line clear' signal; 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) When 'Y' intimates refusal to accept the train, both 'X' and 'Y' shall enter the words 'Line clear refused' in the Train Signal Register duly signed, showing the time of receipt of intimation with the reasons therefore.
- d) When 'Y' sends 'Obstruction removed' signal, both 'X' and 'Y' shall enter the same with time in the Train Signal Register.

Note: In case of Push button token-less block instruments, the Station Master, who is unable to accept 'Is line clear signal', shall remove shunt key/reverse Last Stop Signal/First Stop Signal lever/knob.

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 the 'Train coming from' indication displayed on the block instrument 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. Under the circumstances 'Y' should immediately send to 'X' the 'Obstruction danger signal,' to avoid an accident.
- b) On receipt of the 'Obstruction danger signal,' 'X' should, if possible, prevent the train from entering 'X' – 'Y' block section. If he succeeds in stopping the train, the 'Line clear' should be cancelled.