

- c) After the block section is cleared the 'Train out of block section' or 'Obstruction removed' signal shall be sent.

5.10. 'Vehicles running away into the block section' signal:

- a) If an engine or vehicles have escaped and be running away into 'X'-'Y' block section, the Station Master at 'X' shall send 'Vehicles running away into the block section' signal to the station 'Y' and the Station Master shall acknowledge it by repeating it and take positive measures and no train shall be allowed to enter the block section from either end, until information is received that the engine or vehicles have been brought back to the station 'X'. A relief engine should be sent, if the engine or vehicles running away have not arrived even after a lapse of 30 minutes more than the running time of the slowest speed goods train, which has to be calculated from the time of the receipt of the 'Vehicles running away into the block section' signal.

Note: If the vehicles contain passengers, 'X' shall also specifically convey this information to 'Y' on block telephone.

- b) On receipt of the 'Vehicles running away into the block section' signal from station 'X', the Station Master at 'Y' shall acknowledge it by repeating the signal, stop any train about to enter into the 'Y'- 'X' block section and take such protective measures as may be considered expedient under the circumstances to prevent an accident.
- c) If his station is on a gradient falling in the direction of the next station towards which the engine or vehicles are running, or if a train is approaching his station from the next station in that direction, whether there is falling gradient or not, he shall do all in his power to stop the run-away vehicles. This shall be done by covering the rails heavily with sand, earth or small broken stones, for as great a distance as possible, before the vehicles come in sight and the points shall be set for a through loop or dead-end siding to receive the vehicles. In case it is not stopped by the obstruction on the rails, the trailing points of such loop shall be set and locked to force the vehicle to trail through them. It is preferable to receive the run away vehicles on a loop line than receiving them on a deadend siding.
- d) If no train is approaching with which the vehicle can collide and the line is not on a falling grade, the vehicles may be allowed to run through the station but a warning shall be sent promptly to the Station Master at the next station.

- e) If the vehicles contain passengers or railway servants, it shall not ordinarily be turned out into a dead-end siding, unless for the purpose of avoiding a more serious accident.
- f) When the obstruction has been removed and the block section is clear 'Line closed' push button shall be operated for resuming normal working in case of push button block instruments and 'Train out of block section' signal in case of handle type tokenless block instruments.
- g) On controlled sections, the Controller shall also be advised immediately.

5.11. Precautions when Government or Railway Telecommunication staff require to work on the telecommunication wires:

- a) Before the Government or Railway Telecommunication Branch commences to work on any line wire between any two stations, likely to affect train signalling, the Government or Railway Telecommunication official in charge of the work shall give notice to the Station Masters at both ends of the block section in the following form:-

To
 SMs 'X' and 'Y'
 Telecommunication line party will commence work on wires section fromtoon.....from.....hours.
 Acknowledge.

.....(designation)

.....(station)

.....(date)

- b) Both the Station Masters shall immediately acknowledge the notice as in no circumstances may the work be commenced until these acknowledgements have been received. If the notice is from the Government Telecommunication official in charge, the Station Masters shall promptly communicate it to the Signal Inspector and DRM/T and S&T, through Control. If the notice is from the Railway Telecommunication official in charge, the Station Master shall promptly communicate it to the DRM/T and S&T.
- c) On receipt of the above warning, block working need not be suspended, but Station Masters shall be particularly careful to carry out the instructions for suspending block working, if they suspect a contact or notice any defect in the working of block instruments.