

adhered to. On confirmation of arrival of the train intact from the station 'Y', station 'X' shall operate the 'Line closed' push button or give 'Train out of block section' signal, as the case may be. If he suspects train parting, he should follow the instructions given in para 5.9 below. 'Y' should stop the train even if it is non-stopping and examine it. If only tail board is missing or tail lamp / flashing tail lamp is extinguished the same should be rectified. Only then the 'Line closed' push button shall be operated in the case of push button block instrument or the 'Train out of block section' signal given in case of handle type block instruments.

- b)** If 'Y', on examination finds any portion of the train missing, the occurrence shall be reported as an accident and the Station Masters at 'X' and 'Y' shall take necessary action thereon.

5.9. 'Train divided' signal:

- a)** During the passage of a train through the station 'Y', if it is observed that some portion of the train is missing, 'Y' should not exhibit a Stop hand signal but should endeavor to attract the attention of the Driver or the Guard by shouting and gesticulating or by other means. The station 'Y' should send the 'train divided' signal to the station 'X' in rear and 'Train passed without tail lamp/ flashing tail lamp or tail board' signal to the station 'Z' in advance. The Station Master 'X' receiving the 'Train divided' signal should immediately take action to safeguard vehicles or train on the line, especially, if the gradient is a falling one. He shall not give 'Line clear' for a following train at stations where handle type block instruments are provided. At stations where push button block instruments are in use, he must remove the shunt key to prevent the block instrument being operated at the other end and keep it in his personal custody. If a train is already in the block section, he should stop it at the First Stop Signal and inform the Driver of the impending danger. If this train can be received and berthed on a line, this can be done, before the run away vehicles are sighted and it is safe to do so.
- b)** If parting has occurred, a relief engine should be sent 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 'Train divided' signal.

- 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.