

- d) 'Y' shall not give 'Line clear' to 'Z' (the block station in rear) for a train on the same line and if a train is already on the 'Z – Y' block section, he shall stop it at the First Stop Signal and warn the Driver of the impending danger. If this train can be received and berthed on a line the points of which can be set, so that the run away vehicles will not enter thereon, this shall be done.
- e) When it is known that the line is clear again, the 'Train out of block section' or 'Obstruction removed' signal shall be sent and this will be an intimation that the obstruction has been removed and that the 'X – Y' block section is clear.

5.12. Vehicles running away in right direction (G.R. 6.11):

- a) If any vehicle escapes from a station, the Station Master shall take immediate steps to warn the other stations or persons concerned, as far as practicable to prevent an accident.
- b) If an engine or vehicles have escaped and running away in the right direction, 'X' shall give 'Y' the signal 'Vehicles running away in right direction' and no train shall be allowed to enter from either end of the Down or Up direction between 'X' and 'Y', until intimation is received that the engine or vehicles have been brought to a stand or have arrived at 'Y'. If the engine or vehicles have not arrived after a lapse of 30 minutes more than the running time of the slowest speed goods train, it may be safely assumed that they have come to a stand and a relief engine shall then be sent out (e.g if the running time of the slowest speed goods train to Y, to which the engine or vehicles are running is 20 minutes, the engine shall not be sent out until 50 minutes after the 'vehicles running away in right direction' signal was given).

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

- c) **(i)** On receipt of the 'Vehicles running away in the right direction' signal from 'X', 'Y' shall acknowledge by repeating it, stop any train about to proceed to 'X' and take such protective measures as may be considered expedient under the circumstances to prevent an accident. He shall also, if necessary, send the signal to 'Z', the block station in advance. On controlled sections, the Controller shall be advised immediately.

- ii) If this station is on gradient falling in the direction of the next station towards which the engine or vehicles are running, or if a train is approaching the station from the next station in that direction, whether there is falling gradient or not, the Station Master shall 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. It is preferable to receive the run away vehicles on a loop line for receiving it on a dead-end siding.
- iii) If no train is approaching against which the vehicle may collide and the line is not on a falling gradient, 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 who shall act according to these instructions.
- iv) In all cases, the Station Master shall take into consideration the circumstances existing at the time and be guided by the state of his yard (i.e., as to whether the sidings are occupied or not) and vary his action accordingly.
- v) If the vehicles contain passengers, they shall not ordinarily be turned into a dead-end siding, unless for the purpose of avoiding a more serious accident.
- vi) If a portion of train or a brake van has run away, the Station Master shall place three detonators on the track to attract the attention of the Guard.
- vii) The Station Masters at both ends of the section shall depute competent railway servants to make a search for the vehicle and after it is ascertained that the vehicle has come to a stand and has been secured, send assistance into the section to bring back the vehicle in consultation with each other.
- d) When it is known that the line is clear again, the 'Train out of block section' or 'Obstruction removed' signal shall be sent and this will be an intimation that the obstruction has been removed and the block section is clear.

5.13. Signal given in error:

Whenever, through a mistake, incorrect beats are given, or whenever beats received are not clear or not understood, the Station Master detecting the irregularity shall give the 'Signal given in error' signal. After this has been acknowledged, the signal which ought to have been sent, shall be distinctly repeated.