

- d) In order to avoid excessive detention to trains of lesser importance
 - i) A Mail or Express train running less than ten minutes late may be detained upto a total of ten minutes in order to save a delay of thirty minutes or more to a passenger train or forty five minutes to a goods train.
 - ii) A passenger train running less than ten minutes late may be detained upto a total of ten minutes in order to avoid a delay of thirty minutes or more to a goods train.

2.5. Acknowledgement of Signals (G.R. 14.06):

- a) Each signal received shall be acknowledged by sending its authorised acknowledgement.
- b) No signal shall be acknowledged until it is clearly understood.
- c) A signal shall not be deemed to be complete until it is acknowledged.
- d) If the station to which a signal is sent does not reply, the signal shall be repeated at intervals of not less than twenty seconds until reply is received.
- e) In no circumstances may unauthorised bell signals be exchanged on the instruments.

Note: *As a precaution against unauthorised manipulation of block instrument, great care shall be taken not to acknowledge any but the correct authorised signals. Strange or indistinct bell signals, sometimes received due to disturbances by lightning, contact of wires, or other irregularity, shall on no account be acknowledged or responded to on the instrument. No attempt shall be made to operate the instrument which is affected by one or other of the causes mentioned above.*

2.6. Train Signal Register (G.R.14.07) [TSR (T.14)]:

- a) A Train Signal Register shall be kept by the Station Master or under his order in conjunction with each Block Instrument.
- b) All signals received or sent on the electrical block instrument and the timings of receipt and despatch shall be entered therein immediately after acknowledgement, by the person operating the Block Instrument.