

- 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.

- c) The timings entered in the register shall be the actual timings except that any fraction of a minute shall be counted as one.
- d) The person who keeps the register for the time being shall be responsible for all entries made therein and for correct filling in each column thereof.
- e) The time of relief and handing over the Block Instruments shall be recorded by the outgoing Station Master in the Train Signal Register along with the last number registered in the counters and signed by both the Station Masters (Relieved and Reliever).

**Note:**

- i) *The Station Master taking over charge shall test the block instrument and make a record of the result then and there in the Train Signal Register.*
- ii) a) *On single line token sections, wherever despatch signals are not provided and the 'TGT' position of the Block Instrument is interlocked with 'Proceed' aspect of Main.*

*Home signal in the Multiple Aspect signalling Territory, the Main Home signal lever should be pulled without turning the 'operating handle' to 'TGT' position and if the signal can be taken off to 'proceed' , the block working shall be suspended, advising all concerned accordingly.*

*b) In the Lower Quadrant signalling territory, wherever departure signals are not provided and the 'TGT' position of the Block Instrument is interlocked with 'OFF' aspect of Warner signal, the Warner signal lever should be pulled without turning the 'operating handle' to TGT position and if the signal can be taken off, the block working shall be suspended, advising all concerned accordingly.*

- iii) *In the case of Neale's Token Instruments, the Station Master shall try to turn the 'operating handle' to the 'TGT' and 'TCF' positions without the co-operation of the Station Master at the other end. If the handle cannot be turned to these positions the instrument shall be considered to be in order.*
- iv) *In the case of block instruments provided with Galvanometers, the Station Master shall also satisfy himself that the deflection in the Galvanometer is correct.*

- v) *If the test conditions detailed above are not satisfied, the block instrument should be considered as defective and the token working suspended. If a token can be extracted during such test without the co-operation of the Station Master at the other end, the token working shall be suspended and all concerned shall be advised. The token so extracted, shall be secured safely and handed over to the Signal Inspector or any Authorized Official.*
- f) All the entries in the Train Signal Register shall be made in ink.
- g) No erasures or overwriting shall be made in the Train Signal Register. If any entry is found to be incorrect, a line shall be drawn through it, so that it may be read at any time and the correct entry made above it and initialled.
- h) A line shall be drawn, in red ink, below the entry for the last train of the date.
- i) Entries shall be made in **red ink** in the following circumstances:
  - i) Material trains entering the block section.
  - ii) Motor trollies, lorries and trollies entering the block section on line clear.
  - iii) Testing signals are exchanged.
  - iv) Block working is interrupted.
  - v) Trollies movements, as mentioned in SR 15.26.2.1 and lorries movements, as mentioned in SR 15.27.6.1.
  - vi) Notice of obstruction of \_\_\_\_\_ lines (Line block) received from the Engineering Branch.
  - vii) Any other special occurrence in connection with block working.
  - viii) Whenever a running line at a station is blocked by stabled vehicle / trains.

## **2.7. Inspection of Train Signal Register:**

- a) The Train Signal Register in use shall be checked and signed by the Station Master in charge of the Station daily and his signature in the remarks column (at the end of the entries for the previous day) will be considered as a certificate and all trains have been duly and correctly entered in their regular course and sequence and that he has taken note of the irregularities of any description recorded in the Train Signal Register and also those observed by him in the course of his check.