

- d) The BCC shall be kept in the personal custody of the staff while on duty and produced for inspection on demand by the inspecting officials.

2.3. Bell Code (G.R. 14.05)

For the signalling of trains, the prescribed code of bell signals as detailed below, shall be used and a copy thereof shall be exhibited at each block station near the place of operation of the block working equipment –

Ref. No.	Indication	Code	How signalled	How acknowledged
1	Call attention or Attend telephone	0	One stroke or beat	One stroke or beat
2	Is Line Clear or Line Clear enquiry	00	Two	Two
3 *	Train	000	Three	Three
4*	(a) Train out of block section (b) Obstruction removed	0000	Four	Four
5	(a) Cancel (b) Signal given in error	00000	Five	Five
6	(a) Obstruction danger signal (general)	000000	Six	Six
	(b) Stop and examine train	000000-0	Six pause one	Six pause one
	(c) Train passed without tail lamp or tail board	000000-00	Six pause two	Six pause two
	(d) Train divided	000000-000	Six pause three	Six
	(e) Vehicles running away into the block section on single line	000000-0000	Six pause four	Six pause four
7	Testing	0000000000000000	Sixteen	Sixteen

Note: 1) '0' indicates a stroke or a beat and '—' indicates a pause.

- 2) *Each signal shall be given slowly and distinctly.*
- 3) * *Item (3) and (4) are not required to be given wherever Axle counter proving Block Instruments or continuous track circuiting is in use.*

2.4. 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, such as may sometimes be 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.

2.5. Precedence of trains:

- a) On controlled sections, trains shall be worked strictly in accordance with the orders of the Controller.
- b) On non-controlled sections or in the event of breakdown of control, the trains shall be given precedence over each other in the following order
 - 1st Relief trains or light engines proceeding to the site of an accident. 2nd Postal specials.
 - 3rd Mail and Express trains. 4th Troop trains.
 - 5th Passenger trains, including rail cars.
 - 6th Specials engaged by public.