

7th Inspection trains, whether working on time table or not and light engines when not going to an accident spot

8th Mixed trains.

9th Parcel trains.

10th Relief trains returning from the site of accident (If with injured passengers higher priority shall be given.)

11th Fast through goods trains.

12th Work trains/Road goods trains and empty passenger stock trains. 13th Material trains

- c) Owing to the irregular running of trains, if two or more trains are ready to start from the same end of a block section, preference shall be given to the trains standing higher in the table of precedence. If both trains have the same order of precedence, preference shall be given to the one having the greater distance to run.
- 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 up to 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 up to a total of ten minutes in order to avoid a delay of thirty minutes or more to a goods train.

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

- 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 Instruments 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).
- 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) In the case of Diodo make handle type Token less block instruments; the Station Master shall try to turn the block handle to the TGT and TCF position without the co-operation of the Station Master at the other end. If the handle cannot be so turned to the two positions the instrument should be considered to be in order.
- iii) In the case of Kyosan / Podanur make push button Token less block instruments; the Station Master shall, when taking over charge of the block instrument, test the instrument by attempting to take off the Last Stop Signal without obtaining 'Line Clear' to see that the Last Stop Signal is not taken 'OFF'. If Last Stop Signal cannot be taken off, the instrument should be considered to be in order. Where block instruments are housed in the station, the Station Master should ask the Cabin man / Lever man in the cabin, to take off Last Stop Signal and advise.
- iv) In the case of 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 instrument shall be considered to be defective and block working suspended.
- f) All the entries in the Train Signal Register shall be made in ink and signed.
- 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 up/down 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/ train.

2.7. Station Masters handing over/ taking over charge:

- a) The Station Master who makes an entry for a train in the Train Signal Register shall continue to be on duty till all entries pertaining to that train are completed. By this it is meant that the Station Master who asks for 'Line clear' for a train to enter a block section shall remain on duty till the 'Train out of block section' signal is received and acknowledged and the Station Master who gives 'Line clear' for a train to enter a block section shall remain on duty till the train has arrived and the 'Train out of block section' signal is given and acknowledged.
- b) Line shall be drawn across the Train Signal Register whenever Station Masters change duty. The Station Master who is going off duty shall sign and enter the time above the line and the Station Master coming on duty shall sign and enter the time below the line.
- c) In the case of a train in the block section, clause (a) need not be observed but the entry in the Train Signal Register so far made shall be initialled by both the Station Masters. An entry, as under, shall be made immediately below the entry for the train and above the line
{see Clause (b)}.

"Block section is still occupied by Train number _____ and description_____".

Both the Station Masters shall sign this entry as required in clause (b) above. An entry to this effect shall also be made in the Station Diary and initialled by both the Station Masters.

- d) The procedure detailed in clause (c) above shall also be applicable in cases of accidents, engine failures, O.H.E.failures etc.,when there is a Likelihood of trains getting abnormally delayed and it is not possible for the same person/persons to continue to remain on duty to complete all the transactions for a train for which he/they had granted/obtained 'Line clear'.