

- b) Train passed without tail lamp or tail board.
- c) Train divided.
- d) Vehicles running away in the wrong direction.
- e) Vehicles running away in the right direction.

## **2.6. Precedence of trains:**

- a) On controlled sections, trains shall be worked strictly in accordance with the orders of the control.
- 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:

1<sup>st</sup> - Relief trains or light engines proceeding to the accident spot.

2<sup>nd</sup> - Postal Specials.

3<sup>rd</sup> - Mail/Express trains. 4<sup>th</sup> - Troop trains.

5<sup>th</sup> - Passenger trains, including Rail cars.

6<sup>th</sup> - Specials engaged by Public.

7<sup>th</sup> - Inspection trains, whether working on time table or not and light engines when not going to an accident spot.

8<sup>th</sup> - Mixed trains.

9<sup>th</sup> - Parcel trains.

10<sup>th</sup> - Relief trains returning from accident spot. (If with injured passengers higher priority shall be given)

11<sup>th</sup> - Fast through goods trains.

12<sup>th</sup> - Work trains/Road Goods trains/Empty passenger stock trains.

13<sup>th</sup> - Material trains.

- (c) If owing to the irregular running of trains, 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.

## **2.7. Train Signal Register : (T.15)**

- 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)

### ***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.*