

- 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.