

- 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
  - 1<sup>st</sup> Relief trains or light engines proceeding to the site of an accident. 2<sup>nd</sup> Postal specials.
  - 3<sup>rd</sup> Mail and 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 the site of accident (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 and empty passenger stock trains. 13<sup>th</sup> 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.