

Ref. No.	Indication	Code	How signalled	How acknowledged
6 (Contd.)	(D) Train divided	000000 – 000	Six pause three	Six pause three
	(E) Vehicles running away in wrong direction on double line or into the block section on single line	000000 – 0000	Six pause four	Six pause four
	(F) Vehicles running away in right direction on double line	000000 – 00000	Six pause five	Six pause five
7	Testing	000000000000000000	Sixteen	Sixteen

**Note:-** (1) '0' indicates a stroke or a beat and '-' indicates a pause

(2) Exchange of bell codes under reference numbers 3 and 4 are not required in a section provided with block proving axle counters or track circuit having complete track circuiting of station yard excluding non-running lines on either end.

#### 14.06. Acknowledgement of signals.—

- (1) Each signal received shall be acknowledged by sending its authorised acknowledgement.
- (2) No signal shall be acknowledged until it is clearly understood.
- (3) A signal shall not be deemed to be complete until it is acknowledged.
- (4) If the station to which a signal is sent does not reply, the signal shall be repeated at intervals of not less than 20 seconds until reply is received.

#### 14.07. Train Signal Register.—

- (1) A Train Signal Register shall be kept by the Station Master or under his orders.
- (2) 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 instruments.
- (3) The timings entered in the register shall be the actual timings, except that any fraction of a minute shall be counted as one.

- (4) All entries in the register shall be made in ink.**
- (5) No erasure shall be made in the register, but 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 shall be made above it.**
- (6) The person who keeps the register for the time being shall be responsible for all entries made therein and for correctly filling in each column thereof.**

S.R. 14.07.1 The Station Master who makes an entry for a train in the TSR 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 asked for Line Clear for a train to enter the block section shall remain on duty till the 'Train out of block section' signal is given 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.

S.R. 14.07.2. A line shall be drawn across the TSR whenever Station Masters change duty. The Station Master who is going off duty shall sign his name legibly and enter the time above the line and the Station Master coming on duty shall sign legibly and enter the time below the line.

S.R. 14.07.3. In the case of a train working on line, (clause 1) need not be observed but enter in the TSR, so far made, shall be initialed by both the Station Masters. An entry, as under, shall be made immediately below the entry for the train and above the line (clause2). "Block section still occupied by train (number and description).....working on line". Both the Station Masters shall sign this entry as required in clause 2. An entry to this effect shall also be made in the station diary and initialed by the both Station Masters.

S.R. 14.07.4. The procedure detailed in clause 3 above shall also be applicable in case of accidents, engine failures, OHE failures etc, when there is a likelihood of trains getting abnormally delayed and it is not possible for the same persons to continue to remain on duty to complete all the transactions for which he/they had granted/obtained Line Clear.

#### **14.08. Authority to proceed.—**

**The Loco Pilot shall not take his train from a block station unless he has been given an authority to proceed —**

- (a) on the double line, by taking 'off' of the last Stop signal, and**
- (b) on the single line, either-**
  - (i) by a token for the block section, taken from an electrical block instrument, or**
  - (ii) by a Line Clear Ticket duly signed by the Station Master, or**
  - (iii) by any document prescribed in this behalf by special instructions, or**
  - (iv) by taking 'off' of the last Stop signal in lieu of tangible authority as mentioned in sub-clauses (i) to (iii) on sections provided with electrical block instruments of tokenless type or track circuits or axle counters.**