

- (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.*

- ii) *In the case of instruments provided with Galvanometers, the Station Master shall also satisfy himself that the deflection in the Galvanometer is correct.*
  - iii) *The Station Master, after taking over charge of the block instrument, shall test the instrument by attempting to take off the Last Stop Signal without obtaining 'Line Clear'. If Last Stop Signal cannot be taken 'off', the block instrument shall be considered to be in order.*
- f) All the entries in the Train Signal Register shall be made in ink .
- 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 in red ink –**
- Entries shall be made in red ink when -
- i) The section is blocked forward or blocked back.
  - ii) Material trains enter the block section.
  - iii) Motor trollies, lorries and trollies entering the block section on line clear.
  - iv) Testing signals are exchanged.
  - v) Block working is interrupted.
  - vi) Trolley movements, as mentioned in SR 15.26.2.1 and lorry movements, as mentioned in SR 15.27.6.1.
  - vii) Notice of obstruction of up/down lines (Line block) received from the Engineering branch.
  - viii) Any other special occurrence in connection with block working.
  - ix) Whenever a running line at a station is blocked by stabled vehicle / trains.