

- c) Detailed instructions for working the sidings shall be incorporated in the Station Working Rules of the stations concerned.

3.6. Exchange of Private Numbers between Station Master and Cabin/Cabins for reception of trains:

The sequence of action to be followed from the time reception line is nominated till Station Master releases his control on the Home/Routing signal and exchange of Private Numbers is explained below:

a) Duty Station Master :

- i) As soon as 'Line Clear' has been granted for a train by the Station Master or CASM (if the block instruments are situated in the cabins), the Station Master shall decide the line on which the train is to be received and satisfy himself that the reception line including the adequate distance is clear and free from obstruction.
- ii) He will then advise the CASM/ Cabinman on telephone to both the cabins simultaneously the train number, description, probable time of arrival, whether the train is stopping or running through and the line nominated for its reception.
- iii) The CASM / Cabin man in both the cabins shall acknowledge by repeating these particulars.

b) CASM/ Cabinman at the facing end:

- i) The CASM / Cabinman, on receipt of the above information from the Station Master, shall set all relevant points at his end correctly for reception of the train on the nominated line and lock all the relevant facing points.
- ii) He will then satisfy himself that the nominated reception line is clear and free from obstruction.
- iii) He will then give a categorical assurance to the CASM /Cabinman in the Cabin at the trailing end after ensuring that: -
 - a) The nominated reception line is clear and free from obstruction, clearly indicating the number of that line.
 - b) All the relevant points at his end have been correctly set for the reception of the train on the said line.

- c) All the facing points have been locked; and
- d) All level crossing gates are closed and locked against the road traffic and ask him to release his slot on the Home/Routing signal referring to the nominated reception line.

c) CASM /Cabinman at the trailing end:

- i) The CASM /Cabinman, on receipt of the categorical assurance from the Cabinman at the facing end shall set all the relevant points at his end correctly for the reception of the train on the nominated line and satisfy himself that the nominated reception line including the adequate distance is clear and free from obstruction.
- ii) Get it confirmed that all level crossing gates are closed and locked against the road traffic.
- iii) Communicate a Private Number to the CASM /Cabinman at the facing end and then release his slot on the relevant Home/Routing signal.

d) CASM /Cabinman at the facing end:

The CASM / Cabinman, on receipt of Private Number communicated to him by the CASM / Cabinman at the trailing end shall, in turn, communicate Private Number to the Station Master on duty to indicate that everything is completed at both end cabins for reception of the train.

e) Duty Station Master:

The Station Master on duty on receipt of Private Number from the CASM / Cabinman at the facing end shall, if everything is ready for the reception of the train, give a Private Number to the CASM /Cabinman at the facing end and release his control on the relevant Home/Routing signal.

f) CASM /Cabinman at the facing end:

The CASM / Cabinman, after satisfying himself that the relevant slot indicator is showing OFF indication, shall take 'OFF' the reception signals.

- g) As the purpose of exchanging of Private Number is to eliminate the chances of a signal being taken 'OFF' for an obstructed line, there is no need for exchange of Private Numbers where '**track circuiting/axle counter**' has been provided and is in working order.
- h) At stations where central cabins are provided, the exchange of Private Numbers between the cabin and the Station Master on duty shall take place as prescribed above before the Station Master's control on the signal is released.

3.7. The 'Call attention' signal:

- a) The 'Call attention' signal shall be given when it is necessary to direct the attention of the Station Master at the other end of the block section on the block instrument.
- b) In order to ascertain that only the correct block station is in contact and to convey the description and number of the train for which 'Line clear' is required, as well as to ascertain whether the block station in advance is in a position to accept the 'Is line clear' signal, the 'Call attention' signal shall be sent to the block station in advance.
- c) 'X' shall call Y's attention by giving single beat until Y's attention is obtained. 'Y' shall signify his attention by acknowledging it with one beat.

3.8. The 'Is line clear' signal - when to be sent:

- a) The 'Is line clear' signal shall be sent only after it has been ascertained according to the procedure laid down in clause (c) of para 3.7, that the station in advance is able to accept the signal.
- b) The 'Is line clear' signal shall not be given until the 'Train out of block section' signal has been received for the last preceding train.

3.9. Precautions before asking 'Line clear':

Before 'X' asks 'Y' for 'Line Clear', he shall examine his Train Signal Register in order to ascertain that—

- a) The 'Train out of block section' or 'Obstruction removed' signal has been received and entered in the Train Signal Register for the previous train that has passed over the 'X' - 'Y' block section and also the block section is clear.