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.