

- b)** Before such signal is given, the Station Master shall satisfy himself:
  - i)** *that the train has arrived complete, or the cause of blocking the section has been removed, and*
  - ii)** that the conditions under which line clear can be given, are complied with.
- c)** After the complete train has passed inside the LVT at 'Y', 'Y' will replace the Home signal lever/knob to normal position. The replacement of the signal lever/knob and the operation of the track circuit will release the lock on the operating handle at 'Y'. 'Y' will then give 'Train out of block section' signal and keeping the bell plunger pressed on the last beat, turn the operating handle to 'Line closed' position. The TCF dial at 'Y' and TGT dial at 'X' will then display 'Line closed' position.

**3.12. Precautions before giving the 'Train out of block section' or 'Obstruction removed' signal:**

- a)** Before Y gives the 'Train out of block section' or 'Obstruction removed' signal to X, he shall satisfy himself that the train has arrived complete by seeing the tail board by day or tail lamp/ flashing tail lamp by night. He shall also ensure that the Home signal has been replaced to 'ON'.
- b)** If the above conditions are satisfied, Y will clear the section as detailed in para 3.11.
- c)** For run through trains, and for other trains, where the trains come to a stop at a place where the Station Master can conveniently notice the tail lamp / flashing tail lamp / tail board, responsibility for ascertaining that the train has arrived complete will be that of the Station Master.
- d)** At station or yard where two or more cabins are provided, whenever stopping trains come to a stand, where the Station Master cannot easily see whether the train has arrived complete, this duty will devolve on the Cabinman / Leverman nearest to which the last vehicle stands. In such cases, the Cabinman / Leverman will satisfy himself that the train has arrived complete by seeing the tail lamp/ flashing tail lamp /tail board.

The Guard of the train shall verify that the last vehicle is standing clear of the fouling mark or derailing switch/lock bar where provided and exhibit an 'All right' signal to the Cabinman / Leverman by waving his arm by day and a white light by night. If not, he will exhibit a red flag by day and a red light by night.

After having satisfied himself that the train has arrived complete and after receiving the Guard's signal, the Cabinman/Leverman will inform the Station Master on duty accordingly and give a Private Number to the Station Master and until the Station Master receives the Private Number, he shall not send the 'Train out of block section' signal.

- e) At other stations, except those having two or more cabins, the Guard of the train, after verifying that the last vehicle is standing clear of the fouling mark, shall give an 'All right' signal to the Station Master on duty by waving his arm by day and a white light by night.

The Station Master on duty shall send the 'Train out of block section' signal only on seeing the hand signal of the Guard.

In all cases where the train has arrived complete but without a tail lamp/ flashing tail lamp / tail board on the last vehicle, it is the personal responsibility of the Guard to bring the fact to the notice of the Station Master on duty without delay.

- f) At stations where due to the physical location of cabins or station building, it is not possible either for the cabin staff or Station Master to observe the tail lamp/tail board or the 'All right' signal of the Guard, the Station Master on duty shall depute a Points man in advance towards the fouling mark who would relay the 'All right' signal displayed by the Guard to the Station Master to operate the 'Train out of block section' signal. At such stations the procedure to be adopted for giving the 'Train out of block section' signal should be incorporated in the Station Working Rules.

- g) In the absence of the Guard, these duties will devolve on the Driver or other person in charge of the train

### 3.13. Private Numbers:

- a) Two PN sheets shall be supplied to each Station Master and the sheets issued shall be numbered by the Traffic Inspector in the order in which they are to be used and shall bear the signature of Traffic Inspector. The PN sheets shall be kept under lock and key in the personal custody of the Station Master to whom they are issued. A page of the PN sheet is given below as a specimen:–

**Note:** Train Number is represented as TN.

Date		Date		Date		Date	
PN	TN	PN	TN	PN	TN	PN	TN
25		24		21		18	