

block cabins are provided) will stop the operation of buzzer. After visually checking that the complete train has arrived and that all signals and signal levers are put back to normal the 'Line closed' button along with the 'Bell code push' button is operated and block instrument set to 'Line closed' condition.

3.17. Precautions before giving the 'train out of block section' or 'Obstruction removed' signal (G.R.14.05):

'Y' shall send to 'X' the 'Train out of block section' or 'Obstruction removed' signal, after taking the precautions given under G.R. 14.10.

3.18. Private Numbers:

- a) Two Private Number sheets shall be supplied to each Station Master. The PN sheets issued shall be numbered by the Transportation 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	
32		15		64		29	
29		16		34		57	
37		27		18		21	
23		39		15		42	
12		43		22		18	
31		58		26		35	
10		14		38		42	
14		10		47		66	
56		11		55		48	
18		17		69		74	
44		32		12		83	

- b) A Private Number shall be given for each train for which the Station Master grants 'Line clear' to the Station Master applying for 'Line clear'. Both Station Masters shall record the Private Number given and received for the train in the Train Signal Register. Numbers shall be allotted to the successive trains in the order in which the numbers are printed in the sheet in use. When a number is allotted to a train, it shall be scored out with a line drawn horizontally through it, the number of the train for which it is issued and the date on which it is issued being entered in the columns provided for the purpose. If

a Private Number has been allotted to a train the running of which is subsequently cancelled, the same Private Number shall not be re-allotted to any succeeding train.

- c) If the next number to be used is the same as the one last issued, the sender shall cancel the number in his sheet, add the remark 'same as last PN', sign it and issue the next number. If the similar number had already been given before it is detected, the station to which the number has been given shall be advised so that the number can be cancelled and the next number issued. The Station Master receiving the Private number shall be held responsible for seeing that no two consecutive Private Numbers are received from the same station giving 'Line Clear'.
- d) No person (except Traffic Inspector) shall be allowed to have access to it. Each sheet, when exhausted, shall be sent in a sealed cover to the Traffic Inspector of the section who shall replace it by another.
- e) Only one sheet shall be in use at a time. Care shall be taken to see that adjacent stations are supplied with books bearing different numbers. The PN sheets shall not be issued to individuals and shall be issued to a post. Not more than two PN sheets shall be available with staff on duty. PN sheets shall be serially numbered before issue.
- f) Traffic Inspector when visiting station shall see that Private Numbers are scored out correctly and that the train number and date are entered against each.
- g) When a PN sheet in use is lost or mislaid, the Station Master shall utilise, if available, the PN sheet supplied for future use. The Station Master shall also immediately write to the Traffic Inspector for a fresh PN sheet stating the reasons.
- h) Used up PN sheets shall be preserved for six months after the half year in which they are completed and after that they shall be treated as old records and disposed off .
