

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