

CHAPTER X

GENERAL WORKING OF TRAINS AT STATIONS PROVIDED WITH END CABINS.

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

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

(1) Duty Station Master.

- (a) As soon as 'Line Clear' has been granted for a train by the Station Master or Cabin Assistant Station Master/Switchman (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.
- (b) He will then advise the Cabin Assistant Station Master/Switchman/ Cabinman on the telephone of 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.
- (c) The Cabin Station Master/Switchman/Cabinman in both the cabins shall acknowledge by repeating these particulars.

(2) Cabin Station Master/Cabinman at the facing end :

- (a) The Cabin Station Master/Cabinman at the facing end 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.
- (b) He will then satisfy himself that the nominated reception line is clear and free from obstruction.
- (c) He will then give a categorical assurance to the Cabin Station Master/cabinman in the Cabin at the trailing end after ensuring that :-
 - (i) The nominated reception line is clear and free from obstruction, clearly indicating the number of that line.

- (ii) All the relevant points at his end have been correctly set for the reception of the train on the said line.
- (iii) All the facing points have been locked; and
- (iv) All level crossing gates (including chained 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.

(3) Cabin Station Master/Cabinman at the Trailing end :

- (a) The Cabin Assistant Station Master/Cabinman at the trailing end 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, lock all the facing points (if any) and satisfy himself that the nominated reception line including the adequate distance is clear and free from obstruction.
- (b) Ensure all Level Crossing gates (including chained gates) are closed and locked against the road traffic.
- (c) Communicate a Private Number to the Cabin Assistant Station Master/ Cabinman at the facing end and then release his slot on the relevant Home/ Routing signal.

(4) Cabin Station Master/Cabinman at the facing end-

The Cabin Assistant Station Master/Cabinman at the facing end on receipt of the Private Number communicated to him by the Cabin Assistant Station Master/ 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 ends for the reception of the train.

(5) Duty Station Master-

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

(6) Cabin Station Master/Cabinman at the facing end-

The Cabin Station Master/Cabinman at the facing end after satisfying himself, that the relevant slot indicator is showing the 'OFF' indication shall take off the reception signals.

- (7) 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 Number where track-circuiting has been provided.
- (8) 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 in paras (1) to (6) above before the Station Master's control on the signal is released.
