

14.12. Special responsibility as to electrical token instruments and to the token.—

- (1) The Station Master shall be responsible to ensure that –
 - (a) no one but himself operates the electrical block instruments,
 - (b) the procedure regarding bell signals and, in addition any communication made by electrical communication instruments including the use of a private number, as laid down under special instructions, is correctly carried out,
 - (c) in the case of stopping trains, the incoming token is surrendered by the Loco Pilot before an outgoing token is delivered to him,
 - (d) when he receives the token of an incoming train, it is put in the electrical block instrument immediately, and
 - (e) no one except the person authorized by special instructions opens the electrical block instruments.
- (2) (a) A token shall not be taken out of an electrical block instrument earlier than necessary and when taken out, its number shall be recorded in the Train Signal Register, and it shall be kept in the personal custody of the Station Master till issued to a Loco Pilot or returned to the instrument.
- (b) On arrival of the train at the block station in advance, the Loco Pilot shall give up the token in accordance with special instructions, and this token shall then be placed in the electrical block instrument at that station.
- (c) If the train has to return to the block station from which it started, the token shall, on such return, be replaced in the electrical block instrument from which it was extracted.

14.13. Failure of electrical block instruments or track circuits or axle counters.—

- (1) If the electrical block instruments, track circuits or axle counters or their electric connections fail, Line Clear shall be obtained through the electrical communication instruments.
- (2) When Line Clear has been so obtained, an entry to that effect shall be made in the Train Signal Register, and the train may be allowed to proceed on the issue of a written authority to proceed, which shall also bear a remark to that effect.

S.R.14.13.1. Resetting buttons for failure of Analog Axle Counter in IB section.

- PB.1. To reset the axle counter whenever the IB Home is passed at 'on'.
- PB.2. To reset the axle counter due to failure or improper counting.
- PB.3. To give co-operation to the station in rear.

14.13.2. PB 1 or PB 2 is used only with the co-operation of the station ahead. This co-operation is given by pressing PB 3 and indicated by a white light near PB 1 or PB 2 button.

S.R.14.13.2.1. Resetting buttons for failure of Digital Axle Counter in IB section.

PB.1. To permit LSS of the rear station to be taken 'off' whenever the IB Home is passed at 'on'.

PB.3. To give co-operation to the station in rear.

Reset Button: To reset the axle counter of rear section due to failure or improper counting.

S.R.14.13.2.2. PB 1 is used only with the co-operation of the station ahead. This co-operation is given by pressing PB 3 and indicated by a white light near PB 1 button.

S.R.14.13.2.3. (a) When reset is initiated, Digital Axle Counter of rear section enters into preparatory reset mode. The first train shall be dealt on authority to pass station LSS at 'on'.

S.R.14.13. (b) On clearing the section by first train on preparatory reset, if the axle counter shows clear indication at both stations, all subsequent trains can be dealt normally. However, if again the axle counter does not show clear indication, but 'occupied' indication continuously, the Digital Axle Counter shall be treated as failed.

14.14. Closing of Intermediate Block Post.—

If the electrical block instruments provided at the stations on either side of an Intermediate Block Post or the track circuiting provided beyond the Last Stop signal, or the Axle Counters provided at either end of block section fail, the Intermediate Block Stop signal shall be treated as defective and the Intermediate Block Post shall be deemed to be closed and the section between the stations on either side of the Intermediate Block Post shall be treated as one block section.

SR 14.14 The following indications are provided at the place, where IBS signal is operated:

SR 14.14.1 K1 INDICATOR

SR 14.14.1.1 K1 indicator appears and audible alarm sounds, when a train passes IBS at 'on'. The audible alarm can be stopped by pressing the acknowledgement button. Immediately Station Master on duty must alert Station Master at the station in advance and then he must notify the particulars of the train and time at which the train passed the IBS at 'on'.

SR 14.14.1.2 In case the train entered into the IB section, which is already occupied with a train, the Station Master shall --

SR 14.14.1.2.1 advise the Gatekeeper, if any, in section to stop the train and inform Loco Pilot and Guard of the circumstances,

SR 14.14.1.2.2 inform the TPC in case, the train is hauled by electric loco, to switch off OHE power supply and to advise the circumstances when Loco Pilot contacts on emergency phone,

SR. 14.14.1.2.3 advise the Station Master at the station in advance to issue Caution Order to the train which may enter block section on adjacent line from the other end to proceed cautiously and be prepared to stop short of any obstruction.

SR. 14.14.1.3 In case the train entered into the IB section, which is not occupied, Station Master shall act as per para 1.1 above.

SR. 14.14.1.4 On complete arrival of the said train in both the circumstances, at the station in advance, Station Master must inform the arrival of train and clearance of section under exchange of private numbers duly making all the entries in the TSR / Station Diary in RED INK at both the stations.

14.14.1.5 The indication disappears after normal restoration of circuits by using PB1 and co-operation from Station Master from other end of the block section. Till that time, no other train shall be allowed to enter into axle counter block section.