

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.

SR. 14.14.2 K2 INDICATOR

K2 indicator appears and audible alarm sounds when train passes LSS and enters axle counter section. The indication disappears and the audible alarm stops as LSS knob is put back to normal.

14.14.3 K3 INDICATOR

K3 indicator appears and audible alarm sounds as train passes IBS at 'off' position and enters block section. The indication disappears and audible alarm stops as IBS knob is normalised.

14.14.4 K4 INDICATOR

K4 indicator appears and audible alarm sounds whenever the normal / clear aspect bulb of IBS / IB distant signal bulb fuses or power supply to IB signal fails. Pressing the acknowledgement button stops the alarm. The indication will disappear after the replacement of fused bulb or resumption of power supply as the case may be.

C. Block Stations at which Electrical Block Instruments are not provided.**14.15. Transmission of signals.—**

For the working of trains at such stations where electrical block instruments are not provided, signals as prescribed under special instructions shall be transmitted, as occasion may require, on the electrical communication instruments.

S.R.14.15. For detailed instructions, see Chapter VIII of Part A (BWMS-T), Part B (BWMS-TL) and Part C (BWMD) of Block Working Manual 2005.

14.16. Train Signal Register.—

The Train Signal Register referred to in Rule 14.07 shall also be maintained at block stations where block instruments are not provided.

14.17. Forms for messages and written authority to proceed.—

- (1) All messages despatched in connection with the working of trains, and all written authorities to proceed, shall be written on forms specially provided for the purpose by the Railway Administration.
- (2) Such forms shall be bound up in books and kept at each block station by the Station Master, or by some railway servant appointed in this behalf by special instructions.

14.18. Distinction of messages.—

- (1) Every message despatched in connection with the working of a train shall distinctly describe the train to which it relates.
- (2) For every train a separate enquiry and reply shall be sent.

14.19. Writing and signing of messages and written authorities to proceed.—

- (1) All messages despatched in connection with the working of trains, and all written authorities to proceed, shall be written up in ink and signed by the person authorised to despatch or issue the same.
- (2) No message or written authority to proceed shall be written out, either in full or in part or signed, until necessary.