SIGNAL SPECIFIC NOTES - I

1. NUMBER GRID:

FUNCTIONS	LOCATION or DIRECTION	RANGE	SPARES
SIGNAL	RIGHT TO LEFT	1 - 29 (ODD NUMBERS)	3,31 TO 39
	LEFT TO RIGHT	2 - 30 (EVEN NUMBERS)	4,32 TO 40
SHUNT SIGNAL	RIGHT HALF	101-107,201-205	NIL
	LEFT TO RIGHT	108, 109, 202	NIL
POINTS	RIGHT HALF	51	NIL
	LEFT HALF	52	NIL
SIDING POINTS	LEFT HALF	53,54,55	--
	RIGHT HALF	NIL	--
LC GATE	LEFT HALF	G-31,G-32	--
	RIGHT HALF	G-33	--

2. BLOCK WORKING:

SECTION	TYPE OF BLOCK WORKING	BLOCK INSTRUMENT TYPE	IPAD	REMARKS IF ANY
HIL -SIV'B' SEC	ABSOLUTE BLOCK	UFSB-3E	HASSIAC	LOCATED AT SM ROOM
HIL -IPR SEC	ABSOLUTE BLOCK	UFSB-3E	HASSIAC	LOCATED AT SM ROOM

3. DETAILS OF TRACK CIRCUITS:

TRACK CIRCUIT NOS	TYPE OF TRACK CIRCUITS	REMARKS IF ANY
OG-1T,1-0T,3-0,5-T,5-0T,7-0T,9-0T,11-0T,13-0T,15-0T,17-0T,19-0T,21-0T,OC-10T,5-ST.	4-2-AC AXLE FREE TRACK CIRCUIT.	--

4. DETAILS OF AXLE COUNTERS:

AXLE COUNTER SECTION	TYPES OF AXLE COUNTER	TYPE OF MOUNTING	LOCATION OF RESETTING	LOCATION OF LOCATION BOX PLUNGER LV BOX
HIL-SIV'A' SEC	HAS12AC	PREFABRICATED	AT STATION YARD	AT STN. SIGNAL
HIL -IPR SEC	HAS9AC	PREFABRICATED	AT STATION YARD	AT STN. IPR

5. DETAILS OF MOTOR OPERATED POINTS WITH CRANK HANDLE GROUPING:

GROUP	POINTS	TYPE OF POINT MACHINE	CH EXT /DEPT AT
CH1	51.	RS POINT MACHINE	PANEL ROOM
CH2	52.	RS POINT MACHINE	PANEL ROOM
CH3	53.	RS POINT MACHINE	PANEL ROOM
CH4	54.	RS POINT MACHINE	PANEL ROOM
CH5	55	SEE POINT MACHINE	PANEL ROOM

6. DETAILS OF SIDING POINTS - 53,54,55

i. POINT NO is LOCALLY OPERATED WITH MOORING KEY RELEASE ARRANGEMENT.
ii. SIDING POINT KEY CONTROL is TRANSMITTED TO SITE BY SM FOR OPERATION.
iii. SIDING POINT KEY is HANDED OVER TO SIDING POINT OPERATOR.
iv. THIS KEY is INSERTED TO UNLOCK A END POINT
v. KEY is INSERTED TO DRIVE AND KEY is SUBSEQUENTLY EXTRACTED
vi. POINT is NORMALISED AND KEY is INSERTED TO LOCK THE POINT
vii. SIDING is READY FOR SHUNTING

SIDING POINT DETECTION TABLE(Elec):

SIDING POINT NO.	DETECTS POINT NORMAL/REVERSE	PROVED IN SIGNAL NO.	LEADING TO
NIL			
NIL			

SIGNAL SPECIFIC NOTES - II

7. INTERLOCKED LC GATE DETAILS:
i. LC NO 20'B' ,21'C' AND 22'C' is PROVIDED WITH MCB.
ii. WHICH is OPERATED TO CLOSE THE LC GATE AND WHICH KEY is TAKEN OUT
iii. SIDING LOCK KEY is INSERTED IN LOCK BOX AND KEY TO SIDING POINT is RELEASED.
iv. BOOM LOCK KEY is TAKEN OUT AND INSERTED IN EKT FOR TRANSMISSION TO STATION MASTER.
v. SLIDING BOOM PROVIDED 20'B' ,21'C' AND 22'C'

8. COMMUNICATION DETAILS:
TELEPHONE COMMUNICATION is PROVIDED BETWEEN SM AND LC No. 20'B',21C, 22C,23A,24C,25C,26A,27A,28C,30A

9. DETAILS OF SIGNAL ROUTES HAVING ALTERNATE OVERLAPS

SIGNAL NO.	LEADING TO	DETAILS OF OVERLAP
S-1	LINE No.- 1	7A&4R&5 ,5A&6 ,9A&8' &9A'
	LINE No.- 2	UP TO S-9 IN 4R&5 R
S-10	LINE No.- 1	7A&4R&5 ,5A&6 ,9A&8' &9A'
	LINE No.- 2	UP TO S-9 IN 4R&5 R

10. 60 SEC. TIME DELAY PROVIDED FOR C-1 & C-10 SIGNALS.
11. ALL HOME SIGNALS ARE PROVIDED WITH 2 SECONDS TIME DELAY.
12. SIGNAL OVERLAP-120M AND BLOCK OVERLAP - 180M IS TAKEN.
13. LED LIT SIGNAL TO BE USED.
14. CONTROL PHONE PROVIDED WITH SM.
15. ELECTRICAL SIGNAL MACHINE MODIFIED TO BE SUIT 230V AC TRACTION.
16. MOTOR OPERATED LIFTING PROVIDED AT LC NO. 'B' AT KM. 20.915,LC NO. 21' C' AT KM 20.740 & LC NO. 22 'C' AT KM 21.842
17. SLIDING BOOM PROVIDED AT LC GATE NO. 20 'B' ,21' C' & 22 'C'.
18. ROAD SIGNAL SHALL DISPLAY RED ASPECT AT LC GATE NO. 20 'B' ,21' C' & 22 'C'
19. WHEN SLIDING BOOM IS CLOSED, ROAD SIGNAL SHALL GIVE DEFECT TO TRAFFIC
DEAD APPROACH LOCKING PROVIDED FOR INTERLOCKED GATES OF BLOCK SECTION WITH 60 SEC. TIME DELAY.

20. PANNEL DETAILS :

MAIN SIGNAL BUTTONS	:-	1,2,5,6,7,8,9,10.
CALLING ON SIGNAL BUTTON	:-	C-1,C-10
POINT BUTTON	:-	51,52,53,54,55.
MOTOR OPERATED CONTROL BUTTONS	:-	CH-1, CH-2,CH-3,CH-4,CH-5.
LOXING GATE CONTROL BUTTONS	:-	20,21,22 & G-33.
SHUNT SIGNAL BUTTONS	:-	201,202,203,205.
DEAD SHUNT SIGNAL BUTTONS	:-	302,304.

SIGNAL SPECIFIC NOTES - III

21. L-XING DETAILS BETWEEN HILSA-ISLAMPUR

S.NO	LC NO.	CLASS	M OR U/M	KM	TELEPHONE CONNECTED WITH STN.	BLOCK SECTION	INTERLOCKED OR NON INTERLOCKED	TVU & YEAR
1.	22	C	M	21/7-8	HIL	HIL YARD	INTERLOCKED	12305 APR/2019
2.	23	A	M	23/5-6	HIL	HIL - IPR	INTERLOCKED	4660 APR/2019
3.	24	C	M	26/9-9	HIL	HIL - IPR	NON INTERLOCKED	1580 APR/2019
4.	25	C	M	27/8-9	HIL	HIL - IPR	NON INTERLOCKED	1580 APR/2019
5.	26	A	M	28/4-5	HIL	HIL - IPR	INTERLOCKED	4324 APR/2019
6.	27	A	M	29/2-3	HIL	HIL - IPR	INTERLOCKED	5120 APR/2019
7.	28	C	M	31/6-7	HIL	HIL - IPR	NON INTERLOCKED	1580 APR/2019
8.	29	A	M	32/5-7	IPR	HIL - IPR	INTERLOCKED	4660 APR/2019
9.	30	C	M	34/5-6	IPR	HIL - IPR	NON INTERLOCKED	1580 APR/2019
10.	31	C	M	36/3-4	IPR	HIL - IPR	NON INTERLOCKED	2365 APR/2019
11.	32	C	M	36/9-37/0	IPR	HIL - IPR	NON INTERLOCKED	1580 APR/2019
12.	33	C	M	38/9-39/0	IPR	HIL - IPR	NON INTERLOCKED	2365 APR/2019
13.	34	C	M	40/3-4	IPR	HIL - IPR	NON INTERLOCKED	2365 APR/2019
14.	35	C	M	41/5-6	IPR	HIL - IPR	NON INTERLOCKED	650 MARCH/2019
15.	36	C	M	41/7-8	IPR	HIL - IPR	INTERLOCKED	3500 MARCH/2019

22. L-XING DETAILS BETWEEN DHWN-HIL

S.NO	LC NO.	CLASS	M OR U/M	KM	TELEPHONE CONNECTED WITH STN.	BLOCK SECTION	INTERLOCKED OR NON INTERLOCKED	TVU & YEAR
1.	11	C	M	10/5-6	DHWN	DHWN YARD	INTERLOCKED	5018 MARCH/2019
2.	11A	SPL	M	11/6-120	DHWN B/C (BGYN HALT)-HIL	DHWN B/C (BGYN HALT)-HIL	INTERLOCKED	17340 MARCH/2019
3.	12	C	M	12/8-9	DHWN B/C (BGYN HALT)-HIL	DHWN B/C (BGYN HALT)-HIL	NON INTERLOCKED	2210 MARCH/2019
4.	13	C	M	13/2-3	DHWN B/C (BGYN HALT)-HIL	DHWN B/C (BGYN HALT)-HIL	NON INTERLOCKED	1040 MARCH/2019
5.	14	C	M	14/2-3	DHWN B/C (BGYN HALT)-HIL	DHWN B/C (BGYN HALT)-HIL	NON INTERLOCKED	1040 MARCH/2019
6.	15	C	M	16/6-7	DHWN B/C (BGYN HALT)-HIL	DHWN B/C (BGYN HALT)-HIL	NON INTERLOCKED	880 MARCH/2019
7.	16	C	M	17/2-3	HIL	DHWN B/C (BGYN HALT)-HIL	NON INTERLOCKED	17280 MARCH/2019
8.	17	C	M	18/1-2	HIL	DHWN B/C (BGYN HALT)-HIL	NON INTERLOCKED	2710 MARCH/2019
9.	18	C	M	19/6-8	HIL	DHWN B/C (BGYN HALT)-HIL	NON INTERLOCKED	2710 MARCH/2019
10.	19	C	M	20/2-3	HIL	DHWN B/C (BGYN HALT)-HIL	NON INTERLOCKED	1240 MARCH/2019
11.	20	B	M	20/4-5	HIL	HIL YARD	INTERLOCKED	24000 MARCH/2019
12.	21	C	M	20/7-8	HIL	HIL YARD	INTERLOCKED	11500 MARCH/2019

23. STANDARD COLOUR SCHEME NEEDS TO BE ADOPTED FOR DEFECTING INTENDED ALTERATION IN THE SIP.
i. FOR NEW WORK:- RED COLOUR.
ii. FOR DEFECTIVE WORK:- GREEN COLOUR