GENERAL NOTES

1. THIS PLAN IS BASED ON SIGNAL INTERLOCKING PLAN NO.:NIL
2. THIS PLAN IS BASED ON EXISTING/ENGINEERING SCALE PLAN (ESP) NO:Y-173-2021
3. THIS PLAN IS BASED ON RDSO/SP NO.: ECR/SP/DHN/0059/2010 ALT-V
4. THIS PLAN SUPERSEDES THE PLAN IN 25 KV AC ELECTRIFIED SECTION.
5. ALL THE STOP SIGNALS ARE LOCATED CLEAR OFF NEUTRAL SECTION.
6. VISIBILITY OF NEW SIGNALS TO BE ENSURED BY SIGNAL SIGHTING COMMITTEE SUBJECT TO LIGHTING OF SIGNAL.
7. SYSTEM OF TRAIN WARNING IS ABSOLUTE BLOCK SYSTEM.
8. NO APPROACH WARNING IS PROVIDED FOR THE LC GATE .
9. THE GATES ARE MOUNTED LEVER FRAMES ARE PROVIDED FOR SIDING POINT OPERATION AND LC GATE BOOM LOCKING:-NIL
10. THE HPI IS PROVIDED FOR SIDING POINT AND STANDS NORMALLY IN : -NIL
11. ALL THE WORKS ARE CARRIED OUT AS PER THE PROVISIONS IN THE SEM, G&SR AND OTHER POLICY LETTERS.
12. THE NEW EQUIPMENT IS PLACED AS PER SITE SURVEY.
13. RECORD OF DESIGN DECISIONS ARE DETAILED IN SCHEME PLAN DESIGN LOG.:-NIL
14. FOULING POINTS ARE REQUIRED TO BE MEASURED ON SITE.
15. SIGNAL AND SIGNAGES ARE IN ACCORDANCE WITH G&SR AND SEM.
16. THE CROSS OVER POINTS ARE OPERATED BY PARALLEL OPERATION.
17. POINT ZONE TELEPHONES (PTZ) ARE PROVIDED AT TOP POINTS:-NIL
18. NON-STANDARD SYMBOLS USED ON THIS PLAN ARE :-NIL
19. LIST OF ASSUMPTION BEING MADE WHILE SCHEME PLAN WAS IN PRODUCTION ARE
    (i) .....
    (ii) .....
20. SCHEME PLAN SPECIFIC ISSUES WHICH ARE STILL TO BE RESOLVED
    (i) .....
    (ii) .....
21. TYPE OF INTERLOCKING :-CENTRALISED ELECTRONIC INTERLOCKING.
22. REFER INTERLOCKING CONTROL CHART FOR DETAILS OF ALL SIGNAL ROUTES.
23. COMPLETION DETAILS TO BE INCORPORATED AFTER COMMISSIONING THE WORKS SUITING TO SITE CONDITIONS FOR GENERATING SIGNAL MAP/ STATION LINE SPT, EMERGENCY GATE KEY etc.
24. SPECIAL NOTES RELATED TO SPECIFICS ,GROUND SHUNT SIGNALS, REPEATER SIGNALS,
25. ALL MAIN SIGNALS, SUBSIDIARY SIGNALS, POSITION LIGHT JUNCTION INDICATORS ARE OF LED TYPE.
    STANDARD AND MINIATURE INDICATORS.
26. PINK BOOK ITEM NO:-888 OF 2003 P.No. 53

SIGNAL SPECIFIC NOTES – I

1. NUMBER GRID:

FUNCTIONS	LOCATION or DIRECTION	RANGE	8PARES
SIGNAL	LEFT TO RIGHT	01-29 (ODD NUMBERS)	9,13 to 29
	RIGHT TO LEFT	(02-30) (EVEN NUMBERS)	10, 14 to 30
SHUNT SIGNAL	LEFT TO RIGHT	201-259 (ODD NUMBERS)	213 to 259
	RIGHT TO LEFT	202-260 (EVEN NUMBERS)	214 to 260
POINTS	LEFT HALF	51, 52, 53, 54, 55, 56.	57
	RIGHT HALF	58, 59, 60, 61, 62,63.	--
SIDING POINTS	LEFT HALF	NIL	--
	RIGHT HALF	NIL	--
LC GATE	LEFT HALF	–	--
	RIGHT HALF	–	--

2. BLOCK WORKING:

SECTION	TYPE OF BLOCK WORKING	BLOCK INSTRUMENT TYPE	BPAC	REMARKS IF ANY
PNME - CEME	ABSOLUTE BLOCK	UFSBI-DL	HASSDAC	LOCATED AT SM ROOM
PNME - NMG	ABSOLUTE BLOCK	UFSBI-DL	HASSDAC	LOCATED AT SM ROOM

3. DETAILS OF TRACK CIRCUITS:

TRACK CIRCUIT NOS.	TYPE OF TRACK CIRCUITS	REMARKS IF ANY
C11T, 17T, 37T, 07T, 0071, 0372, 51AT, 51BT, 53T, 55/5687, 57T, 61T, 0471, 0472, 61AT, 61BT, 63AT, 63BT, 0111, C-121, 127, 121, 121-1/2	DC SINGLE RAIL TRACK CIRCUIT	–

4. DETAILS OF AXLE COUNTERS:

AXLE COUNTER NO.	TYPE OF AXLE COUNTER	TYPE OF RESETTING	LOCATION OF RESETTING BOX	LOCATION OF CONNECTION PLUNGER/V BOX
CEME - PNME (DN)	HASSDAC	PREPARATORY	AT CEME STN.	AT CEME STN.
PNME - CEME (UP)	HASSDAC	PREPARATORY	AT NMG STN.	AT PNME STN.
PNME - NMG (DN)	HASSDAC	PREPARATORY	AT PNME STN.	AT NMG STN.
NMG - PNME (UP)	HASSDAC	PREPARATORY	AT PNME STN.	AT NMG STN.

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

GROUP	POINTS	TYPE OF POINT MACHINE	CH 8/KT KEPT AT
CH1	51	IRS POINT MACHINE	SM ROOM
CH2	52	IRS POINT MACHINE	SM ROOM
CH3	53	IRS POINT MACHINE	SM ROOM
CH4	54	IRS POINT MACHINE	SM ROOM
CH5	55,56	IRS POINT MACHINE	SM ROOM
CH6	58, 61	IRS POINT MACHINE	SM ROOM
CH10	60	IRS POINT MACHINE	SM ROOM
CH12	62	IRS POINT MACHINE	SM ROOM
CH13	63	IRS POINT MACHINE	SM ROOM

6. DETAILS OF SIDING POINTS:- NIL (IF ANY)

i. POINT NO. KL IS LOCALLY OPERATED WITH SUCCESSIVE KEY RELEASE ARRANGEMENT
ii. SIDING POINT KEY CONTROL IS TRANSFERRED TO SITE BY SM FOR OPERATION
iii. SIDING POINT KEY IS ALSO ALSO TRANSFERRED TO SITE FROM EKT LOCATED AT SITE
iv. SIDING POINT IS NORMALLY LOCKED AT STATION
v. SIDING POINT IS SET TO REVERSE AND KEY IS INSERTED TO UNLOCK A END POINT
vi. KEY IS INSERTED AT OTHER END AND TRAP POINT IS SET TO REVERSE
vii. SIDING IS READY FOR SHUNTING

SIGNAL SPECIFIC NOTES – II

SIDING POINT DETECTION TABLE(Elec)

SIDING POINT NO.	DETECTING TRACK/SECTION	PROVED IN SIGNAL NO.	LEADING TO
--	--	--	--

7. INTERLOCKED LC GATE DETAILS:-NIL
8. COMMUNICATION DETAILS:
   TELEPHONE COMMUNICATION IS PROVIDED BETWEEN PANEL ROOM AND LC NO.-13 'B1' & 14 'SPL'.
   SIDING POINT KL:-NIL
9. DETAILS OF SIGNAL ROUTES HAVING ALTERNATE OVERLAPS

SIGNAL NO.	LEADING TO	DETAILS OF OVERLAP
S01	ROAD 1(JN:-1)	UP TO SAND HUMP WHEN POINT 59 'R', 61'N' & 62 'N'. UP TO LSS S-11 WHEN POINT 59 'R', 61'N', 62 'R' & 63N.
S01	ROAD 2(JN:-2)	UP TO SAND HUMP WHEN POINT 59 'N', 61'N' & 62 'N'. UP TO LSS S-11 WHEN POINT 59 'N', 61'N', 62 'R'& 63'N'.
S01	ROAD 3(JN:-3)	UP TO LSS S-11 WHEN POINT 62 NORMAL & 63 NORMAL.

SIGNAL NO.	LEADING TO	DETAILS OF OVERLAP
S12	ROAD 1(JN:-1)	UP TO SAND HUMP WHEN POINT 56 NORMAL.
S12	ROAD 4(JN:-4)	UP TO LSS S-02 WHEN POINT 51'N' & 52'N'.
S12	ROAD 5(JN:-5)	UP TO LSS S-02 WHEN POINT 51'N', 54'N' & 52'R'.

10. 60 SEC. TIME DELAY PROVIDED FOR C- 1 & C-12 SIGNAL.
11. ALL AXLE OF WHEELS ARE 1 IN 12 EXCEPT AS MENTIONED .
12. ALL AXLE OVERLAP-120M AND BLOCK OVERLAP-180M IS TAKEN.
13. LC GATE NO. 13 'B1' IS SITUATED AT KM:-314/6-11 CH:NIL & LC GATE NO. 14 'SPL' IS SITUATED AT KM:-316/42-317/02, CH:1087 . ALL GATES ARE ELECTRICALLY OPERATED BY ELECTRICAL LIFTING BARRIER. WITH 60 SEC. TIME DELAY.
14. TWO CPU & VDU (ONE SET STAND BY) PROVIDED IN SIGNAL MAINTENANCE ROOM. AND ONE COLOUR MONITOR PROVIDED IN SM ROOM.
15. CONTROL TELEPHONE PROVIDED AT TOP POINT.
16. ROAD SIDE SIGNAL SHALL BE GAVE BACK TO DANGER BEFORE MOVING OF SLIDING BOOM BARRIER.
17. ROAD APPROACH LOCKING PROVIDED FOR INTERLOCKED GATES OF BLOCK SECTION
18. NON-STANDARD SYMBOLS USED ON THIS PLAN WAS IN PRODUCTION ARE
19.
    VDU DETAILS:-
    MAIN SIGNAL – 1, 2, 3, 4, 5, 6, 7, 8, 11, 12.
    CALLING –ON SIGNAL – C-1, C-12.
    SHUNT SIGNAL – 103, 104, 105, 106, 107, 108, 201, 202, 204, 205, 206, 207, 212.
    DISTANT SIGNAL – 203, 208, 209, 210, 211.
    POINT – 51, 52, 53, 54, 55, 56, 58, 59, 60, 61, 62.
    CRANK HANDLE CONTROL – CH-1, CH-2, CH-3, CH-4, CH-5, CH-8, CH-10, CH-11, CH-12, CH-13.
    L-XING GATE CONTROL – G 31
20. L-XING DETAILS BETWEEN PNME - CEME STATION.

SL. NO	L.C. NO	KM	(MU/M)	CLASS	APR-2019 WITH STN.	INTERLOCKED NON-INTERLOCKED	REMARKS ENGG
1	12C/E	311/25-27	(M)	C	16/14	PNME	INTERLOCKED ENGG
2	13B/E	314/6-11	(M)	B1	16/14	PNME	INTERLOCKED ENGG
3	14SPL/T	317/02	(M)	SPL	21/370	PNME	INTERLOCKED TRSKP/C

20. L-XING DETAILS BETWEEN PNME - NMG STATION.

SL. NO	L.C. NO	KM	(MU/M)	CLASS	APR-2019 WITH STN.	INTERLOCKED NON-INTERLOCKED	REMARKS ENGG
1	19C/E	1227-9	(M)	C	16/94	CEME	INTERLOCKED ENGG

21. FOULING TRACK CIRCUIT:-NIL

	Signature block
CSTE/D&D/HJP	LALJI CHAUDHARY Digitally signed by LALJI CHAUDHARY Date: 2022.02.04 17:26:52 +05'30'
CTPM/ECR	NEERAJ AMBASTHA 2022.02.04 11:38:50+05'30'
SrDOM/DHN	PANKAJ KUMAR Digitally signed by PANKAJ KUMAR Date: 2022.02.01 18:32:26 +05'30'
SrDSTE(Co-ord)/DHN	GAUTAM GUPTA Digitally signed by GAUTAM GUPTA Date: 2022.02.01 19:33:02 +05'30'
DyCSTE/W/DHN	RAJNISH KUMAR PANDEY Digitally signed by RAJNISH KUMAR PANDEY Date: 2022.01.28 16:19:33 +05'30'
DyCSTE/PLG	BINOD KUMAR SINGH Digitally signed by BINOD KUMAR SINGH Date: 2022.02.07 20:48:53 +05'30'
ASTE/D&D/2/HQ	SANJAY KUMAR PANDEY Digitally signed by SANJAY KUMAR PANDEY Date: 2022.01.25 02:41:38 +05'30'