GENERAL NOTES

1. THIS PLAN IS BASED ON SIGNAL INTERLOCKING PLAN NO. : NIL
2. THIS PLAN IS BASED ON ENGINEERING SCALE PLAN (ESP) NO.Y-195-2021 AND IBP ESP No.Y-48-2018.
3. THIS PLAN SUPERSEDES SPISSP NO. : ECR/SP/DHN/047/2018 ALT-IV & SIP MADE FOR CRS OBSERVATION
4. ALL SIGNAL POSTS ARE LOCATED IN 25 KV AC ELECTRIFIED SECTION.
5. ALL THE CONTROL CABLES ARE LOCATED CLEAR OFF NEUTRAL SECTION.
6. VISIBILITY OF NEW SIGNALS TO BE ENSURED BY SIGNAL SIGHTING COMMITTEE SUBJECT TO LIGHTING OF SIGNALS.
7. SYSTEM OF WORKING IS ABSOLUTE BLOCK SYSTEM.
8. NO APPROACH WARNING IS PROVIDED FOR THE LC GATE .
9. THE GROUND MOUNTED LEVER FRAMES ARE PROVIDED FOR SIDING POINT OPERATION AND LC GATE BOOM LOCKING.-NIL
10. THE HPL IS PROVIDED FOR SIDING POINT AND STANDS NORMALLY IN .:- NIL
11. ALL LEVER FORCES 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.
24. SPECIAL NOTES RELATED TO DESIGN OF RAILWAY STATION INTERLOCKING PLAN (RECORDS UPDATED).
25. ALL MAIN SIGNALS, SUBSIDIARY SIGNALS, GROUND SIGNALS, SHUNTING SIGNALS, LED TYPE STANDARD AND MINIATURE INDICATORS, POSITION LIGHT, JUNCTION INDICATOR, ASPECT LED TYPE
26. INTERMEDIATE BLOCK SIGNALS PROVIDED BETWEEN SMND - HRE BLOCK SECTION IN BOTH DIRECTION
27. DN HOME SIGNAL SHIFTED AT DISTANCE 300.0m FROM FIRST FACING POINT DUE TO STEEPER GRADIENT AT SITE (ALT-IV).
28. PINK BOOK ITEM NO. 564 OF 2021-2022 P.H. 33

SIGNAL SPECIFIC NOTES – I

1. NUMBER GRID:

FUNCTIONS	LOCATION or DIRECTION	RANGE	SPARES
SIGNAL	RIGHT TO LEFT	01-29 (ODD NUMBERS)	7, 9, 13 to 29
	LEFT TO RIGHT	(02-30) (EVEN NUMBERS)	8,10,14 to 30
SHUNT SIGNAL	RIGHT TO LEFT	201-211(ODD NUMBERS)	--
	LEFT TO RIGHT	202-210 (EVEN NUMBERS)	--
POINTS	RIGHT HALF	51, 52, 53, 54,	--
	LEFT HALF	55, 56, 57, 58	--
SIDING POINTS	RIGHT HALF	NIL	--
	LEFT HALF		--
LC GATE	RIGHT HALF	G-31	--
	LEFT HALF	--	--

2. BLOCK WORKING:

SECTION	TYPE OF BLOCK WORKING	BLOCK INSTRUMENT	BPAC	REMARKS IF ANY
SMND - YDD	ABSOLUTE BLOCK	UFSBIBP-DL	HASSDAC	LOCATED AT SM ROOM
SMND(BH) - HRE	ABSOLUTE BLOCK	UFSBIBP-DL	HASSDAC	LOCATED AT SM ROOM

3. DETAILS OF TRACK CIRCUITS:

TRACK CIRCUIT NOS.	TYPE OF TRACK CIRCUITS	REMARKS IF ANY
C11T, 11T, 17T, 1GT, 3T, 03T1, 0372, 4T, 041T, 0411T, 0472, 5T, 51T, 57T, 5AT, 5BT, 0111, 11AXC, C12T, 12T, 12T1, 13T, 1311	DS SINGLE RAIL TRACK CIRCUIT	-

4. DETAILS OF AXLE COUNTERS:

AXLE COUNTER SECTION	TYPE OF AXLE COUNTER	TYPE OF RESETTING	LOCATION OF RESETTING BOX	LOCATION OF CO-OPERATION PANEL/ RESET BOX
UP IBH - HRE (UP)	HASSDAC	PREPARATORY	AT HRE STN.	AT SMND STN.
DN IBH - SMND (DN)	HASSDAC	PREPARATORY	AT SMND STN.	AT HRE STN.
YDD - SMND (UP)	HASSDAC	PREPARATORY	AT SMND. STN.	AT YDD. STN.
SMND - YDD (DN)	HASSDAC	PREPARATORY	AT YDD STN.	AT SMND STN.
AXLE COUNTER PROVIDED BETWEEN UP ADV. STR(S-11) & 400.0m BEYOND UP IBH HOME SIG.(S-13)				

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

GROUP	POINTS	TYPE OF POINT MACHINE	CH EXT 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	IRS POINT MACHINE	SM ROOM
CH6	56	IRS POINT MACHINE	SM ROOM
CH7	57	IRS POINT MACHINE	SM ROOM
CH8	58	IRS POINT MACHINE	SM ROOM

6. DETAILS OF SIDING POINTS: NIL
7. INTERLOCKED LC GATE DETAILS:
   I. LC GATE IS INTERLOCKED WITH FIELD.
   II. WHICH IS OPERATED TO CLOSE THE LC GATE AND WHICH KEY IS TAKEN OUT:- NIL
   III. WHICH KEY IS INSERTED IN BOOM LOCK LEVER TO RELEASE AND BOOM LEVER IS REVERSED:- NIL
   IV. BOOM LOCK KEY IS TAKEN OUT AND INSERTED IN EKT FOR TRANSMISSION TO STATION MASTER.
8. COMMUNICATION DETAILS:
   TELEPHONE COMMUNICATION IS PROVIDED BETWEEN SM AND LC NO.:-29,30 & UP IBS SIG. POST S13. SIDING POINT KL:-NIL
9. DETAILS OF SIGNAL ROUTES HAVING ALTERNATE OVERLAPS

SIGNAL NO.	LEADING TO	DETAILS OF OVERLAP
S01	ROAD 5(UN-3)	UP TO LSS S11 WHEN POINT 57& 58 NORMAL
S01	ROAD 4(UN-4)	UP TO SAND HUMP WHEN POINT 56, 58 NORMAL & 57 REVERSE.

SIGNAL NO.	LEADING TO	DETAILS OF OVERLAP
S12	ROAD (UN-1)	UP TO SAND HUMP WHEN POINT 54 & 54 NORMAL
S12	ROAD 5(UN-2)	UP TO TRACK 4T WHEN POINT 51& 52 NORMAL & 52 REVERSE
S12	ROAD 3(UN-3)	UP TO TRACK 4T WHEN POINT 51& 52 NORMAL

10. 60 SEC. TIME DELAY PROVIDED FOR C-21 & C-12 SIGNAL.
11. ALL ANGLE OF XINGS ARE 1 IN 12 EXCEPT A& B MERGING.
12. SIGNAL OVERLAP-120M AND BLOCK OVERLAP-180M IS TAKEN.
13. LC GATE NO. 29 IS SITUATED AT KM.-375/23-25 CH:649.0M. LC GATE NO. 30 IS SITUATED AT KM.-378/12-14 CH:1702.0M. LC GATE IS OPERATED BY ELECTRICAL LIFTING BARRIER.
14. TWO CPU & VDU (ONE SET STAND BY) PROVIDED FOR VDU OPERATION IN ASM/SM ROOM
15. CONTROL CUBICLE MONITOR PROVIDED IN MAINTENANCE ROOM.
16. ROAD SIDE SIGNAL SHALL BE RAISED BACK TO DANGER BEFORE MOVING OF SLIDING BOOM BARRIER TO CLOSE THE L.C. GATE
17. REAR ROAD SIDE SIGNAL IS PROVIDED FOR INTERLOCKED GATES OF BLOCK SECTION WITH 60 SEC. TIME DELAY.
18. RESETTING CONDITION & PROCEDURE OF AXLE COUNTER BETWEEN S11 & S13 SHOULD BE MENTIONED IN SWR.
19. V.D.U. DETAILS:-
    SIDING SIGNAL :- 01, 02, 03, 04, 05, 06, 11, 12, 13.
    CALLING ON SIGNAL :- 103, 104, 105, 106, 201, 202, 203, 204, 205, 210.
    SHUNT SIGNAL :- 205, 207, 208, 209
    DEAD SHUNT HANDLE :- 51, 52, 53, 54, 55, 56, 57, 58.
    POINTS :- CH-1, CH-2, CH-3, CH-4, CH-5, CH-6, CH-7, CH-8.
    CRANK HANDLE CONTROL :- G-31.
    L-X ING GATE CONTROL :-
20. I) L-XING DETAILS BETWEEN YDD-SMND STATION:

SL. NO.	L.C. NO.	KM.	(MM:MM)	CLASS	TVU	TELE. CONNECTED WITH	INTERLOCKED WITH	REMARKS
1.	28/SPL/E	378/12-14	(M)	SPL	18442/ AHC-2016	SMND PANEL	INTERLOCKED	-
2.	31/SPL/E	382/7-9	(M)	SPL	21137/ MAY-2018	HRE PANEL	INTERLOCKED	-

    II) L-XING DETAILS BETWEEN SMND-HRE STATION.
21. FOULING TRACK CIRCUIT:-NIL
22. POINT MACHINES SHOULD BE OUTSIDE LINES, IN YARD WHERE FEASIBLE.

SIGNAL SPECIFIC NOTES – II

7. INTERLOCKED LC GATE DETAILS:
   I. LC GATE IS INTERLOCKED WITH FIELD.
   II. WHICH IS OPERATED TO CLOSE THE LC GATE AND WHICH KEY IS TAKEN OUT:- NIL
   III. WHICH KEY IS INSERTED IN BOOM LOCK LEVER TO RELEASE AND BOOM LEVER IS REVERSED:- NIL
   IV. BOOM LOCK KEY IS TAKEN OUT AND INSERTED IN EKT FOR TRANSMISSION TO STATION MASTER.
8. COMMUNICATION DETAILS:
   TELEPHONE COMMUNICATION IS PROVIDED BETWEEN SM AND LC NO.:-29,30 & UP IBS SIG. POST S13. SIDING POINT KL:-NIL
9. DETAILS OF SIGNAL ROUTES HAVING ALTERNATE OVERLAPS

SIGNAL NO.	LEADING TO	DETAILS OF OVERLAP
S01	ROAD 5(UN-3)	UP TO LSS S11 WHEN POINT 57& 58 NORMAL
S01	ROAD 4(UN-4)	UP TO SAND HUMP WHEN POINT 56, 58 NORMAL & 57 REVERSE.

SIGNAL NO.	LEADING TO	DETAILS OF OVERLAP
S12	ROAD (UN-1)	UP TO SAND HUMP WHEN POINT 54 & 54 NORMAL
S12	ROAD 5(UN-2)	UP TO TRACK 4T WHEN POINT 51& 52 NORMAL & 52 REVERSE
S12	ROAD 3(UN-3)	UP TO TRACK 4T WHEN POINT 51& 52 NORMAL

10. 60 SEC. TIME DELAY PROVIDED FOR C-21 & C-12 SIGNAL.
11. ALL ANGLE OF XINGS ARE 1 IN 12 EXCEPT A& B MERGING.
12. SIGNAL OVERLAP-120M AND BLOCK OVERLAP-180M IS TAKEN.
13. LC GATE NO. 29 IS SITUATED AT KM.-375/23-25 CH:649.0M. LC GATE NO. 30 IS SITUATED AT KM.-378/12-14 CH:1702.0M. LC GATE IS OPERATED BY ELECTRICAL LIFTING BARRIER.
14. TWO CPU & VDU (ONE SET STAND BY) PROVIDED FOR VDU OPERATION IN ASM/SM ROOM
15. CONTROL CUBICLE MONITOR PROVIDED IN MAINTENANCE ROOM.
16. ROAD SIDE SIGNAL SHALL BE RAISED BACK TO DANGER BEFORE MOVING OF SLIDING BOOM BARRIER TO CLOSE THE L.C. GATE
17. REAR ROAD SIDE SIGNAL IS PROVIDED FOR INTERLOCKED GATES OF BLOCK SECTION WITH 60 SEC. TIME DELAY.
18. RESETTING CONDITION & PROCEDURE OF AXLE COUNTER BETWEEN S11 & S13 SHOULD BE MENTIONED IN SWR.
19. V.D.U. DETAILS:-
    SIDING SIGNAL :- 01, 02, 03, 04, 05, 06, 11, 12, 13.
    CALLING ON SIGNAL :- 103, 104, 105, 106, 201, 202, 203, 204, 205, 210.
    SHUNT SIGNAL :- 205, 207, 208, 209
    DEAD SHUNT HANDLE :- 51, 52, 53, 54, 55, 56, 57, 58.
    POINTS :- CH-1, CH-2, CH-3, CH-4, CH-5, CH-6, CH-7, CH-8.
    CRANK HANDLE CONTROL :- G-31.
    L-X ING GATE CONTROL :-
20. I) L-XING DETAILS BETWEEN YDD-SMND STATION.

SL. NO.	L.C. NO.	KM.	(MM:MM)	CLASS	TVU	TELE. CONNECTED WITH	INTERLOCKED WITH	REMARKS
1.	28/SPL/E	378/12-14	(M)	SPL	18442/ AHC-2016	SMND PANEL	INTERLOCKED	-
2.	31/SPL/E	382/7-9	(M)	SPL	21137/ MAY-2018	HRE PANEL	INTERLOCKED	-

    II) L-XING DETAILS BETWEEN SMND-HRE STATION.
21. FOULING TRACK CIRCUIT:-NIL
22. POINT MACHINES SHOULD BE OUTSIDE LINES, IN YARD WHERE FEASIBLE.

SIGNAL SPECIFIC NOTES – III

SIDING POINT DETECTION TABLE (S#o):

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