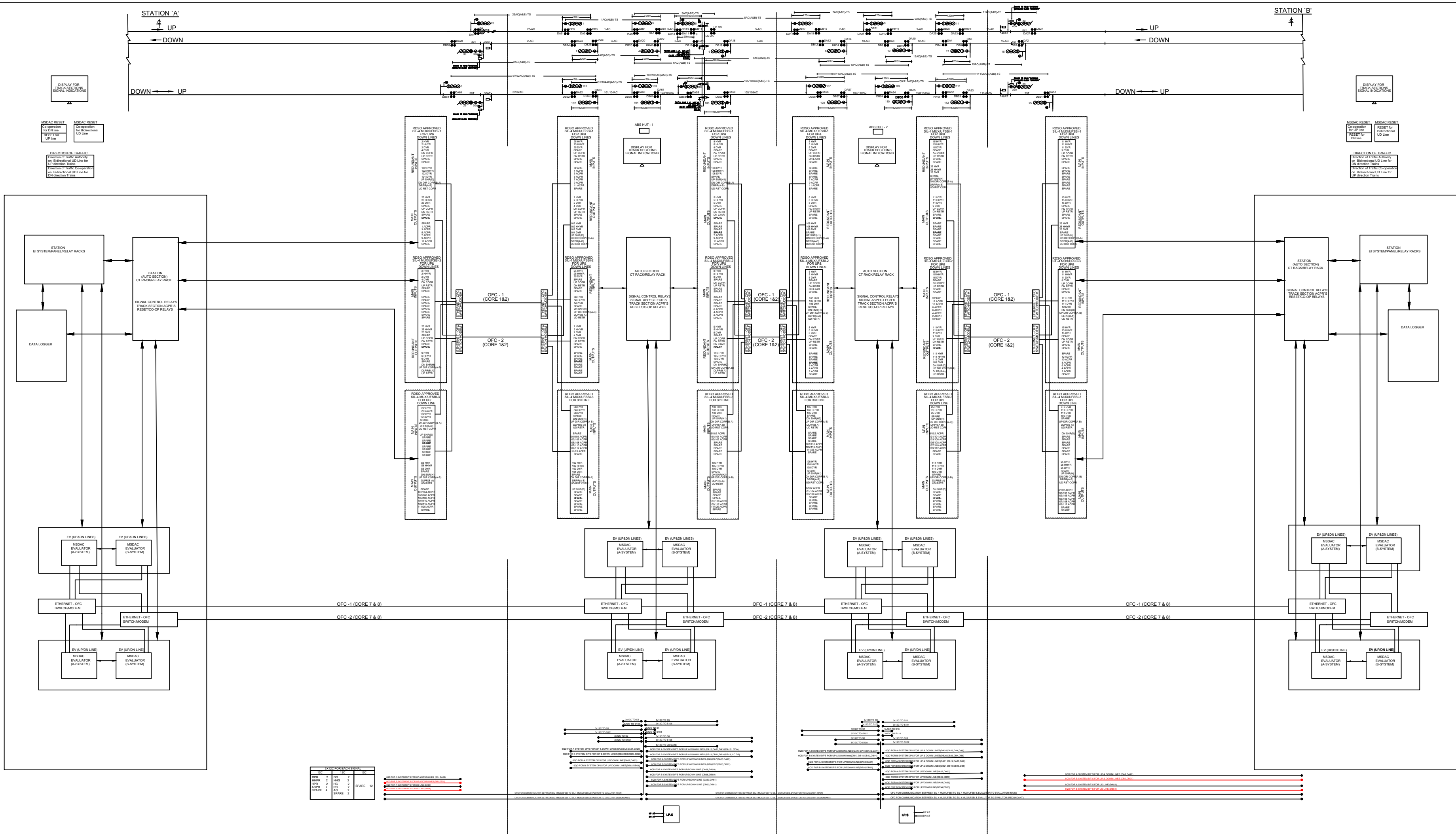




- Note:-
- Typically one ABS Hut shall cater 6 up & 6 Down Automatic signals including Track sections. However actual number of signals controlled from ABS Hut shall be as per approved SIP.
  - Automatic signal control relays are to be wired at ABS Huts.
  - Signal Lamp circuits are fed from concerned ABS Huts.
  - Mid section DP's are fed from concerned ABS Hut MSDAC Evaluators, Entry DP of LSS and Exit DP of Home signal shall be fed from station MSDAC Evaluators. If any other auto signals controlled from stations as per approved SIP, concerned section DP's shall be controlled from station Evaluators.
  - Track section ACPR's are picked up from concerned ABS Hut MSDAC Evaluators to prove in signal control circuits at Huts.
  - Signal Input/output controls from ABS Hut to ABS Hut, and ABS Hut to station are transmitted through SIL-4 MUX/UFSBI's with Redundancy.
  - For Double Line, Track sections ACPR's on Train sending direction of entire automatic block section shall be made available at train sending station for resetting purpose.
  - For Bidirectional UD Line, Track sections ACPR's of entire block section shall be made available at both the stations for resetting purpose.
  - All Track sections ACPR's indications and Automatic signal aspect indications for entire block section of Double Line & Bidirectional UD Line Display shall be made available at both the stations.
  - Automatic signal aspect indications, and track section ACPR indications which are controlled from ABS Hut along with indication of one Automatic signal on either side of each line shall be displayed at ABS Hut.
  - Existing 6 quad cable shall be terminated in ABS Huts and can be utilised for SIL 4 MUX/UFSBI - SIL 4 MUX/UFSBI and EVALUATOR - EVALUATOR communication.
  - 3x12 C Cable is proposed to send each signal for AC/DC signalling requirements.
  - 2(Two) numbers of armoured 24 OFC shall be laid in HDPE ducts (40mm) in the Main path in RCC duct.
  - RCC duct as per IRSEM Para 15.2.3(d) shall be used while laying OFC/6 Quad/Signalling/power cables on one side of the trench. However, under exceptional circumstances any other approved type of Duct can be used with the approval of PCSTE.
  - ABS Huts locations shall have road access to the extent feasible.
  - Supervisory Resets shall be configured.
  - Hard Resetting facility shall be provided at stations only.
  - UP & DN AT supplies shall be given for ABS Huts IPS systems.
  - AT capacity shall not be less than 25KVA.
  - Data logger shall be provided at ABS Huts.
  - Auto change over CLS power Panel shall be provided at ABS Huts.
  - A-Class surge protection shall be provided at ABS Huts.
  - Surveillance camera shall be provided at all ABS Huts, with central monitoring facility at nominated place.
  - The spare bits available in SIL 4 MUX/UFSBI's of Double line are utilised for Redundant input/output bits of 3rd Line.
  - For Bidirectional UD Line, Direction of Traffic shall be established by Train sending station with Co-operation from train Receiving station.
  - For Bidirectional UD Line, Every station shall have resetting authority for axle counter sections towards DN Dispatch/UP Reception side Block section and Co-operation extending facility for resetting of Axle counter sections towards DN Reception/UP Dispatch side Block section.
  - If Signal is located more than 180 meters from LC Gate additional DP's shall be provided for gate holding purpose.
  - Reference for this drawing is HQS/SC typical Drg No.5755.

| REVISION | सिगनल एवं दूरसंचार          |  |
|----------|-----------------------------|--|
|          | SIGNAL & TELECOMMUNICATIONS |  |
|          | SYSTEM CONFIGURATION FOR    |  |
|          | AUTOMATIC SIGNALLING        |  |
|          | (TRIPLE LINE)               |  |
|          | DRG.No.C/P/MISC/06/2025     |  |