

No. 90/SIG/SEM/1

By FAX to

Sh. M.P. Kamal Raj

ESTC/W.R.C.

sd/-

Dir. / Sig.
14/3/95

Pl. issue

14/3/95

Indian Railway Signal Engineering Manual Pt.I(1988 Edition)

.....

Addendum and corrigendum Slip No. 1.

Add the following note under para 7.131

Note(1): Speed of 100 KMPH may be allowed over indirectly locked siding points taking off from main line, within station limits, where:

- a) Equipment provided at the points is in accordance with provisions of facing point equipment on running lines as under:
- i) A plunger type facing point lock.
 - ii) A means for detecting the full travel of the lock plunger by relative signals when the lock and switches are operated by the same lever. It is desirable that plunger detection may also be provided for independently operated facing point locks.
 - iii) A means for preventing the points from being unlocked during passage of the train.
 - iv) A means for locking each switch independently.
 - v) A means for detecting each switch independently by the relative signal.
 - vi) A gauge tie place where steel sleepers are not provided.
- b) A control for operation of points is transmitted either through 'E' type keys and transmitters manufactured as per IRS designs, or through lever lock and circuit controllers.
- c) A control for operation of points as transmitted in conjunction with electrical speaking instruments and special instructions have been laid down for operation of the points.
- d) Route holding is provided to ensure the integrity of the position of the siding points till the signal movement over the same is completed.

The above provisions do not apply to the siding points outside station limits on passenger running lines which are covered under paras. 7.75 & 7.76 of the Signal Engineering Manual.

BY ORDER

(S. Rajagopalan)
Adviser(Signal)
Railway Board.

Case No.90/SIG/SEM/1
New Delhi, Dtd. 18.6.1990

