

(भारत सरकार) GOVERNMENT OF INDIA  
(रेल मंत्रालय) MINISTRY OF RAILWAYS  
(रेलवे बोर्ड) RAILWAY BOARD

No. 2019/Sig/34-/GR/1

New Delhi, dated 25.09.2019

**PCSTE**  
**N F Railway**  
**Maligaon**

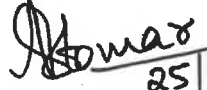
- Sub:- Provision of intermediate Block Hut in Single Line Section  
Ref:- 1. NFR letter No. N/224/5/3/Pt-X dated 12.09.2019  
2. RDSO letter No. STS/E/IBS in Single Line Vol-1 dt. 22.02.2018

Vide ref 2 above, RDSO has issued a typical scheme for provision of IBS on Single Line based on recommendations of Agenda Item No 1198 of 85<sup>th</sup> SSC. (Copy attached).

Note 1 of the RDSO's Typical Scheme says, 'Direction of traffic is required to be established before granting Line Clear. The procedure for establishing direction of traffic needs to be incorporated in 'Station Working Rule'.

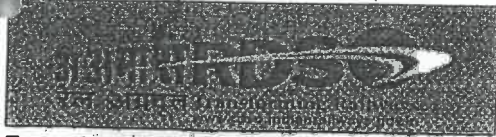
This also has been clearly brought out in gazette notification no. 861 dated 5<sup>th</sup> Dec., 2018 of Indian Railway GR amendment by adding GR Para 3.42 (2).

This has the approval of AM(Sig.)

  
25/09/19  
(Arjun Singh Tomar)  
निदेशक (सिगनल)

Copy to : ED/Sig/Co-ord, RDSO

STSE 179  
(SN-15)



भारत सरकार-रेल मंत्रालय  
Government of India - Ministry of Railways  
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No: STS.E.IBS in Single Line Vol-1

Date: 22.02.2018

मुख्य सिगनल एवं दूरसंचार अभियन्ता	Chief Signal & Telecom Engineer
मध्य रेलवे, मुम्बई सी.एस.टी.- 400 001	Central Rly., Mumbai, CST - 400001
पश्चिम रेलवे, चर्च गेट, मुम्बई - 400 020	Western Rly, Churchgate, Mumbai - 400020
पूर्व रेलवे, फेयरली प्लेस, कोलकाता - 700 001	Eastern Rly., Fairlie Place, Kolkata 700001
दक्षिण पूर्व रेलवे, गार्डन रीच, कोलकाता - 700 043	South Eastern Rly., Garden Reach, Kolkata - 700043
उत्तर रेलवे, बड़ौदा हाउस, नई दिल्ली - 110 001	Northern Rly. Baroda House, New Delhi- 110001
पूर्वात्तर रेलवे, गोरखपुर - 273 012	North Eastern Rly., Gorakhpur- 273012
पूर्वात्तर सीमान्त रेलवे, मालीगांव, गुवाहाटी - 781 011	North East Frontier Rly., Maligaon, Guwahati - 781011
दक्षिण रेलवे, पार्क टाउन, चेन्नई - 600 003	Southern Rly. Park Town, Chennai - 600003
दक्षिण मध्य रेलवे, सिकन्द्राबाद -500 371	South Central Rly., Secunderabad - 500371
पूर्व मध्य रेलवे, हाजीपुर।	East Central Railway, Hajipur.
पूर्व तटीय रेलवे, बी-1, रेल विहार, चन्द्रशेखरपुर, भुवनेश्वर-751023	East Coast Railway, B-1, Rail Vihar, Chandrasekharpur, Bhubneshwar - 751023
उत्तर मध्य रेलवे, गंगा काम्पलेक्स, द्वितीय तल, सुबेदारगंज, इलाहाबाद - 211 033।	North Central Railway, Ganga Complex, 2 <sup>nd</sup> Floor, Subedarganj, Allahabad- 211 033.
उत्तर पश्चिम रेलवे, जयपुर-300206	North Western Railway, Jaipur - 300206
दक्षिण पश्चिम रेलवे, क्लब रोड, केशवपुर, हुबली-23	South Western Railway, Club Road, Keshavapur, Hubali - 23.
पश्चिम मध्य रेलवे, ओएसडी कार्यालय, जबलपुर	West Central Railway, OSD Office, Jabalpur
दक्षिण पूर्व मध्य रेलवे, आरओ ऑफिस काम्पलेक्स, बिलासपुर- 495004	South East Central Railway, R.E. Office Complex, Bilaspur - 495004
कोर, नवाब युसुफ अली रोड, सिविल लाईन्स, इलाहाबाद - 211 001	CORE, Nawab Yusuf Ali Road, Civil Lines, Allahabad- 211001.

Sub: reg Provision of IBS on Single Line working.  
Ref: Agenda item no.: 1198 of 85<sup>th</sup> SSC

In reference to above subject matter and based on recommendations of 85<sup>th</sup> SSC and its acceptance by Railway board, a typical scheme for provision of IBS on Single Line i.e. (i) with Common Overlap, (ii) with Separate Overlap using DAC is enclosed for further action at your end please-

It is requested that RDSO should be informed for its technical audit/ inspection when installation is ready for commissioning.

DA: As above.

(हरि ओम कुशवाहा)  
निदेशक/सिगनल-6  
कृते महा निदेशक/सिगनल

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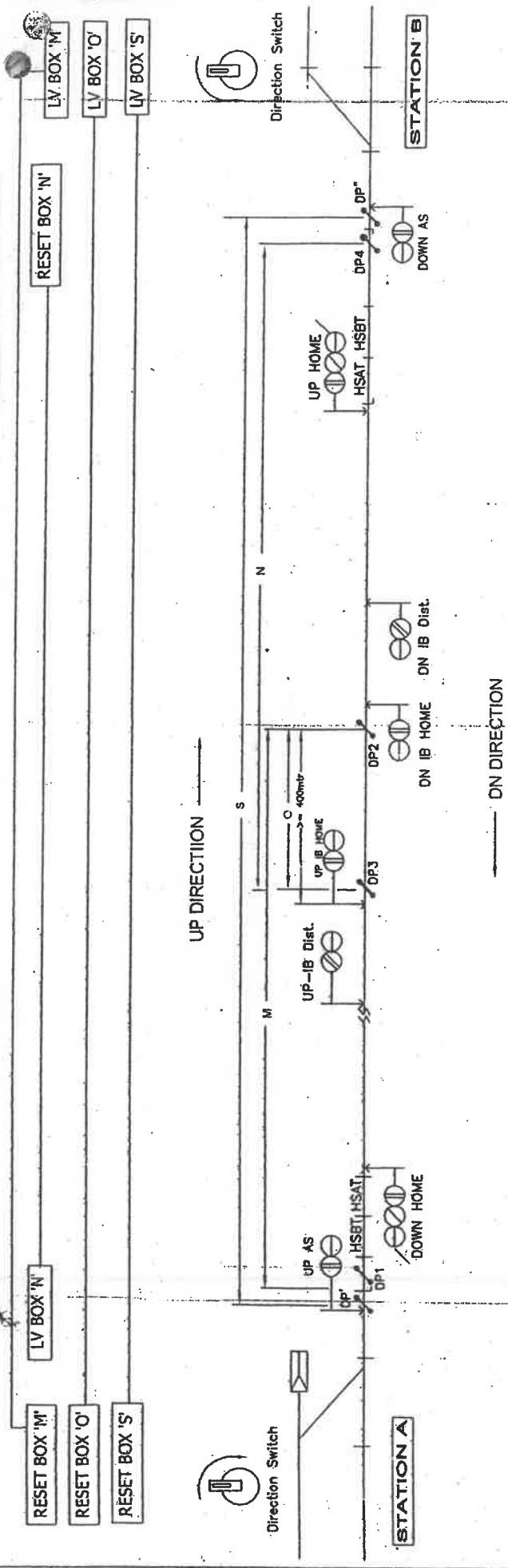
Copy to

Secretary/Signal  
Room No-119, Railway Board,  
Rail Bhawan, New Delhi- 110 001

For kind information please

*Harish Chandra*  
(हरि ओम कुशवाहा)  
निदेशक/सिगनल-6  
कृते महा निदेशक/सिगनल

# TYPICAL SCHEME FOR INTERMEDIATE BLOCK SIGNALLING DAC (Common Overlap)



DP Distribution		TRACK SECTION
FROM	TO	
DP1	DP2	'M'
DP3	DP4	'O'
DP'	DP''	'N'
		'S'

- Note:**
- Direction of traffic is required to be established before granting Line Clear. The procedure for establishing direction of traffic needs to be incorporated in Station Working Rule.
  - Track sections M, O & S shall be reset by SM of station 'A' with co-operation of station 'B' through pressing of key in corresponding LV Box.
  - Similarly, track sections N will be reset by SM of station 'B' with co-operation of station 'A' through pressing of key in corresponding LV Box.
  - For resetting, the entire sections shall have to be vacant in Station Working Rules in consonance with G&SR.
  - The detail procedure of resetting may be incorporated in Station Working Rules in consonance with G&SR.
  - DPS may need local power supply depending upon their distance from evaluators. For details of distance, type of DPS, accessories required etc., respective DAC manufacturer's manual may be referred.
  - All the resetting shall be 'Preparatory' only.
  - Vital Relays of different track sections may be kept either of Station 'A' or Station 'B' as per circuitry requirements.
  - DP' and DP'' makes supervisory section S which will be used for auto reset the failed DAC section.

**R. D. S. O.**

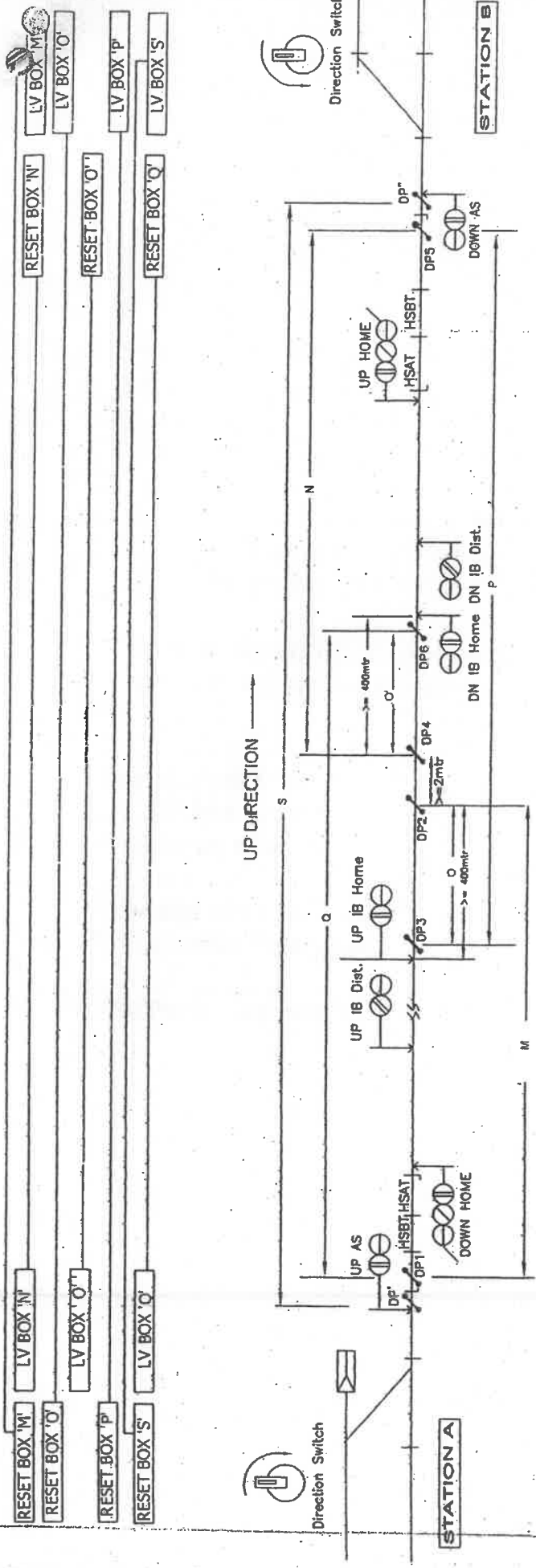
**INTERMEDIATE BLOCK SIGNALLING  
USING DAC**

Amendment	Date	JE/SIG	ADE/SIG	For DG/SIG	Drg. No. IBS/DAC/SL/2018.

SHEET 1 of 2

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# TYPICAL SCHEME FOR INTERMEDIATE BLOCK SIGNALLING DAC (Separate Overlap)



DP Distribution	
FROM	TO TRACK SECTION
DP1	DP2 'M'
DP3	DP2 'O'
DP5	DP5 'P'
DP6	DP4 'N'
DP6	DP4 'O'
DP'	DP'' 'S'

- Note:
1. Direction of traffic is required to be established before granting Line Clear. The procedure for re-establishing direction of traffic needs to be incorporated in Station Working Rules.
  2. Track sections M, O, P & S shall be reset by SM of station 'A' with co-operation of station 'B' through crossing of key in corresponding LV Box.
  3. Similarly, track sections N, O' & Q shall be reset by SM of station 'B' with co-operation of station 'A' through pressing of key in corresponding LV Box.
  4. For resetting, the entire sections shall have to be vacant of trains.
  5. The detail procedure of resetting may be incorporated in Station Working Rules in consonance with G&SR.
  6. DPs may need local power supply depending upon their distance from evaluators. For details of distance, type of DPs, accessories required etc. respective DAC manufacturer's manual may be referred.
  7. All the resetting shall be 'Preparatory' only.
  8. Vital Relays of different track sections may be kept either of Station 'A' or Station 'B' as per circuitry requirements.
  9. DP' and DP'' makes supervisory section S which will be used for auto reset the failed DAC section.

**R. D. S. O.**

**INTERMEDIATE BLOCK SIGNALLING  
USING DAC**

Amendment	Date	JE/SIG/ADE/SIG	For DG/SIG
Drg. No. IBS/DAC/SL/2018			SHEET 2 of 2

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