LUMDING-SILCHAR GAUGE CONVERSION PROJECT

DN. DIRECTION ASPECT SEQUENCE CHART FOR SIGNALS (FROM LMG END)

DOWN →

LINE NO.	DD	S3	S35	S37	S39	S41	S47
3.	G	G	G				G
	YY	Y	R				
4.	YY	Y-U		Y / R			G
2.	YY	Y-U			Y / R		G
1.	YY	Y-U				Y / R	G

DN. DIRECTION ASPECT SEQUENCE CHART FOR SIGNALS (FROM PKB END)

DOWN →

LINE NO.	DD1	S5	S35	S37	S39	S41	S47
2.	YY	Y			Y / R		G
3.	YY	Y-U	G / R				G
4.	YY	Y-U		Y / R			G
1.	YY	Y-U				Y / R	G

UP DIRECTION ASPECT SEQUENCE CHART FOR SIGNALS

← UP

S4	S2	S18	S16	S14	S12	S46	UD	LINE NO.
	G				G	G	G	3.
					R	Y	YY	
G					Y-U			
	G			Y		Y-U	YY	4.
				R				
G				Y-U				
	G		Y-U			Y-U	YY	2.
			R					
G			Y					
	G	Y-U				Y-U	YY	1.
		R						
G		Y						

BUTTON PARTICULARS

BUTTON	FROM	TO	SPARES
SIGNALS	1	100	1,6,8,10,11,13,15,17,19 21 TO 34, 36,38,40,42,45, 48 TO 100.
POINTS	101	200	119 TO 200.
KEY PTS. & NI PTS.	201	250	201 TO 250
T/POINTS	251	300	251 TO 300
GATE & POINT CONTROL	301	351	301 TO 351
CH CONTROL	CH1	CH20	CH10 TO CH20

Ⓐ 2. STARTER SIGNALS ARE TO BE PROVIDED AT A DISTANCE NOT MORE THEN 3M FROM BLOCK JOINT / GLUED JOINT AHEAD FOR MEETING TECHNICAL & LOCAL REQUIREMENTS WITH 5SEC. TIME DELAY IN HR CIRCUIT VIDE RLY. BOARD LET. NO. 2012/SIG/SEM-II/MISC DT-10.10.2012

1. ALL PTS. & CROSSING ARE 1IN 12 EXCEPT OTHERWISE MENTIONED.

N O T E S

SCOPE OF WORK	LUMDING-SILCHAR GAUGE CONVERSION PROJECT
CASE NO.	
GAUGE	B.G.
STD. OF INTERLOCKING	II (R).
CLASS OF STATION	'B'
DEVIATION	AS LISTED
TO SUIT ENGG. PLAN NO.	CE/Y/14/2009
SUPERSEDES SIG. PLAN NO.	NIL

JE/DRG/C/PL	SE/DRG/C/PL	SSE/SIG/C/PL	SSTE/C/PL-II	SSTE/C-1/PL	ALT.	REF.	DESCRIPTION	DY.CSTE/CON/PL	DATE OF OPENING	CRS"s SANC. NO. & DATE–
					Ⓒ	AS PER ALTERED ESP. NO. CE/Y/14/2009 ALT- ②	1. L-XING NO. LK-1 AT KM. 7/371 DELETED AND BR. NO. 9'A' R.C.C. BOX LHS SHOWN.			

ALT.	REF.	DESCRIPTION	DY.CSTE CON/PL
Ⓑ	AS PER ALTERED ESP. NO. CE/Y/14/2009 ALT-①	1. STN. NAME IS ALTERED AS MANDERDISA JN. IN PLACE OF MANDEDISA.	
Ⓐ	AS PER RLY BOARD'S LET. No. 2012/SIG/SEM-II/MISC DT. 10.10.2012	2. NOTE NO. 1&2 ADDED. 1. STARTER SIGNALS ARE SHIFTED TOWARDS BJ/GJ'S AHEAD.	

DEVIATION :-

Ⓐ **CRS's SPECIFIC APPROVAL IS TO BE OBTAINED IN TERMS OF G.R PARA 3.40(1)(b) OF G & SR, 2004 EDITION OF N.F RLY. FOR RECKONING ADEQUATE DISTANCE.**

1. AS 120M (MIN) FROM UP STARTER SIG. NO.–S18 UPTO DEAD END WHILE RECEIVING AN UP TRAIN ON LINE NO.–1 WHEN PTS. NO.105–106 NORMAL.
2. AS 120M (MIN) FROM UP STARTER SIG. NO.–S14 UPTO DEAD END WHILE RECEIVING AN UP TRAIN ON LINE NO.–4 WHEN PTS. NO.103–104 & 109–110 NORMAL.
3. AS 120M (MIN) FROM DN. STARTER SIG. NO.–S41 UPTO DEAD END WHILE RECEIVING A DN. TRAIN ON LINE NO.–1 WHEN PTS. NO.115–116 NORMAL.
4. AS 120M (MIN) FROM DN. STARTER SIG. NO.–S39 UPTO DEAD END WHILE RECEIVING A DN. TRAIN ON LINE NO.–2 WHEN PTS. NO.113–114 & 115–116 NORMAL.
5. AS 120M (MIN) FROM DN. STARTER SIG. NO.–S37 UPTO DEAD END WHILE RECEIVING A DN. TRAIN ON LINE NO.–4 WHEN PTS. NO.111–112 & 117–118 NORMAL.

Ⓑ RLY. BDS. CONDONATION IS TO BE OBTAINED VIDE L/No. .... IN TERMS OF G.R PARA No. 3.50/SR 3.50/2 FOR 1IN77 GRADIENT WITHIN STATION SECTION AT BPB END.

DY.CSTE/CON/PL 01.02.10

DATE OF OPENING	CRS"s SANC. NO. & DATE–

MANDERDISA Jn. Ⓑ

SIGNALLING PLAN (P.I)

JE/DRG/C/PL	SE/DRG/C/PL	SSE/SIG/C/PL	ASTE/C/PL	SSTE/C-1/PL

DRAWN	CHECKED	DATE
VERTICAL	1:500	
HORIZONTAL	1:2000	
SCALE		

CTPM/MLG | CSTE/PL/MLG | CSTE/CON | DIVISION LUMDING | CSTE'S DRG. NO.– SG (SI) 4073

NORTHEAST FRONTIER RAILWAY - SIGNAL AND TELECOMMUNICATION DEPARTMENT.