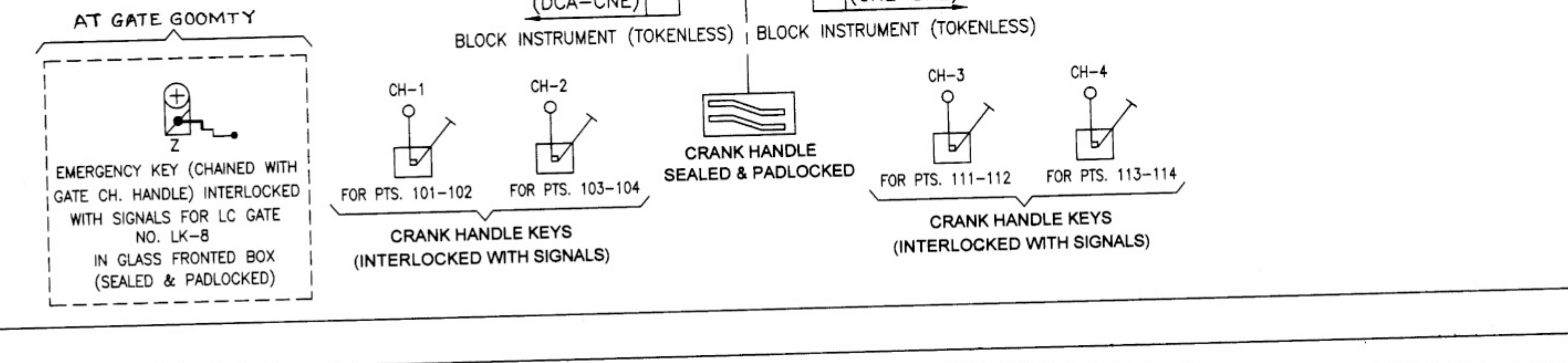
1 IN 64.40 1 IN 245
1 IN 245 1 IN 363
1 IN 363 1 IN 255
1 IN 255 1 IN 550
FOR 380.00M
385.14M
715.11M
838.95M
Ⓐ
1 IN 255 1 IN 550
644.054M FROM CL OF SB.
195.044M
449.01M
UP
DN.
N
चन्द्रनाथपुर
CHANDRANATHPUR STN. BLDG. (CNE)
KM.-151/183.254 (FROM LMG)
CL OF
562.146M
119.304M
681.44M FROM CL OF SB.
1 IN 550 LEVEL
Ⓑ
1 IN 550 LEVEL
LEVEL 1 IN 150
1 IN 150 LEVEL
CL OF BR. NO. 561 (1 X 61.00 ST. TH. GIRDER) KM.-153/178.250 (153/1-2)
LEVEL 1 IN 155
1 IN 155 LEVEL
718.65M
496.65M
205.40M
837.155M
FOR 229.340M
C.L. OF BR. NO.561 (1 X 61.00M ST. TH. GIRDER) KM-153/178.250 (153/1-2)
600M
1000.00M
180.00M
CL OF 'C' CLASS L-XING(M) GATE NO. LK-8 AT KM.-150/7-8
120M(MIN)
दामछाडा
DAMCHERRA
(DCA)
'B' CLASS
KM.-8.793
LMG END
लामडिंग जं. दिसा
CALLING ON LEGEND BOARD LEGEND-DRAW CLOSE TO HOME SIGNAL IF IT IS AT 'ON'
DD
C3 S3
C3T
3T
65 M.T.C.
BPAC TRACK DEVICE
2
2AT
TO SM
OPERATING PANEL
GOOMTY
Sh7
120.00M
15M
32.494M
NO STABLING
104
104T
103
103T
S14
Sh14
101
101T
102T
S12
Sh12
102
S16
Sh16
NO STABLING
S3B,C3,Sh7 →
S3A,C3,Sh7 →
S3C,C3,Sh7 →
LOOP LINE
MAIN LINE
LOOP LINE
5.30M
5.30M
0B1T
0A1T
0C1T
0B2T
0A2T
0C2T
749.62 M
CSL-732.124M (STR TO STR)
737.50 M
CSL-720.000M (STR TO STR)
749.62 M
CSL-732.124M (STR TO STR)
80 NOS.
W/CAP.-74 NOS.
78 NOS.
W/CAP.-74 NOS.
80 NOS.
W/CAP.-74 NOS.
LINE NO.-3
LINE NO.-2
LINE NO.-1
← S46B,C46,Sh44
← S46A,C46,Sh44
← S46C,C46,Sh44
LOW LEVEL PASSENGER PLATFORM (430M X 7.0M)
Sh37
S37
112
112T
NO STABLING
111
111T
SH35
S35
Sh39
S39
113T
113
114T
114
Sh44
NO STABLING
120M(MIN)
15M
120.00M
180.00M
1000.00M
400 M.
47AT
S47
BPAC TRACK DEVICE
46T
65 M.T.C.
C46T
S46
C46
UD
CALLING ON LEGEND BOARD LEGEND-DRAW CLOSE TO HOME SIGNAL IF IT IS AT 'ON'
बिहारा
BIHARA
(BHZ)
'B' CLASS
KM.-4.518
BPB END
बदरपुर जं. दिसा
301
GATE CONTROL BUTTON FOR LC GATE NO. LK-8
120M(MIN)
CNL. TELE.
S.B.
R.B.G. ROOM


TO LC GATE NO. LK-8
(DCA-CNE)
BLOCK INSTRUMENT (TOKENLESS)
(CNE-BHZ)
BLOCK INSTRUMENT (TOKENLESS)
AT GATE GOOMTY
Z
EMERGENCY KEY (CHAINED WITH GATE CH. HANDLE) INTERLOCKED WITH SIGNALS FOR LC GATE NO. LK-8 IN GLASS FRONTED BOX (SEALED & PADLOCKED)
CH-1
CH-2
FOR PTS. 101-102
FOR PTS. 103-104
CRANK HANDLE KEYS (INTERLOCKED WITH SIGNALS)
CRANK HANDLE SEALED & PADLOCKED
CH-3
CH-4
FOR PTS. 111-112
FOR PTS. 113-114
CRANK HANDLE KEYS (INTERLOCKED WITH SIGNALS)

DN. DIRECTION ASPECT SEQUENCE CHART FOR SIGNALS

| LINE NO. | DD | S3 | S35 | S37 | S39 | S47 |
|---|---|---|---|---|---|---|
| 2. | YY | Y | R | | | |
| | G | G | G | | | G |
| 3. | YY | Y–U | | R | | |
| | | | | Y | | G |
| 1. | YY | Y–U | | | R | |
| | | | | | Y | G |

UP DIRECTION ASPECT SEQUENCE CHART FOR SIGNALS

| LINE NO. | S2 | S16 | S14 | S12 | S46 | UD |
|---|---|---|---|---|---|---|
| 2. | | | | R | Y | YY |
| | G | | | G | G | G |
| 3. | | | R | | Y–U | YY |
| | G | | Y | | | |
| 1. | | R | | | Y–U | YY |
| | G | Y | | | | |

BUTTON PARTICULARS

| BUTTON | FROM | TO | SPARES |
|---|---|---|---|
| SIGNALS | 1 | 100 | 1,4,5,6, 8 TO 11,13,15, 17 TO 34, 36,38, 40 TO 43,45, 48 TO 100. |
| POINTS | 101 | 200 | 105 TO 110 & 115 TO 200. |
| KEY PTS. & NI PTS. | 201 | 250 | 201 TO 250 |
| T/POINTS | 251 | 300 | 251 TO 300 |
| GATE & POINT CONTROL | 301 | 351 | 302 TO 351 |
| CH CONTROL | CH1 | CH20 | CH5 TO CH20 |

2. STARTER SIGNALS ARE TO BE PLACED AT A DISTANCE NOT MORE THAN 3M FROM BJ/GJ AHEAD FOR MEETING TECHNICAL & LOCAL REQUIREMENTS WITH 5 SEC. DELAY IN HR CIRCUIT, VIDE RLY. BOARD CIRCULAR NO. 2012/SIG/ Ⓐ SEM-II/MISC, DT. 10-10-2012.

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

## टिप्पणी NOTES

| | |
|---|---|
| कार्य का क्षेत्र<br>SCOPE OF WORK | LUMDING-SILCHAR GAUGE CONVERSION PROJECT |
| मिसिल सं<br>CASE NO. | |
| गेज<br>GAUGE | B.G. |
| अन्तर्पाशन का मानक<br>STD. OF INTERLOCKING | II (R). |
| स्टेशन का वर्ग<br>CLASS OF STATION | 'B' |
| विचलन<br>DEVIATION | AS LISTED |
| इंजी योजना के अनुसार<br>TO SUIT ENGG. PLAN NO. | CE/Y/38/2010 |
| सिगनल योजना का स्थान लेना<br>SUPERSEDES SIG. PLAN NO. | NIL |

| 30.09.2010 | 02.10.10 |
|---|---|
| मु परिवहन योजना प्रबंधक मालीगांव<br>CTPM/MLG | मु सिग एवं दुरसंचार इजी यो<br>CSTE/PL |

| चेइ नक्शा JE/I/DRG. | एसइ नक्शा SE/DRG. | एसइ सिग नि SE/SIG/C | सहा सिग एवं दुरसंचार इंजी नि यो ASTE/C/PL | वरिष्ठ सिग एवं दुरसंचार इंजी नि यो SSTE/C/PL | ALT. | REF. | DESCRIPTION | उप मु सिग एवं दुरसंचार अभियंता नि यो DY.CSTE/C/PL | DATE OF OPENING | CRS's SANC. NO. & DATE |
|---|---|---|---|---|---|---|---|---|---|---|

| ALT | REF. | DESCRIPTION | DY.CSTE/C/PL |
|---|---|---|---|
| Ⓐ | AS PER RLY. BOARD'S LET. NO. 2012/SIG/SEM-II/MISC DT. 10.10.'12 | 2. NOTE NO. 2 ADDED.<br>1. STARTER SIGNALS ARE SHIFTED TOWARDS BJ/GJ'S AHEAD. | 20.11.13 |

8/11/13 15/11/13 17.11.13

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.-S14 UPTO DEAD END WHILE RECEIVING AN UP TRAIN ON LINE NO.-3 WHEN PTS. NO.103-104 NORMAL.
2. AS 120M (MIN) FROM UP STARTER SIG. NO.-S16 UPTO DEAD END WHILE RECEIVING AN UP TRAIN ON LINE NO.-1 WHEN PTS. NO.101-102 NORMAL.
3. AS 120M (MIN) FROM DN. STARTER SIG. NO.-S37 UPTO DEAD END WHILE RECEIVING A DN. TRAIN ON LINE NO.-3 WHEN PTS. NO.111-112 NORMAL.
4. AS 120M (MIN) FROM DN. STARTER SIG. NO.-S39 UPTO DEAD END WHILE RECEIVING A DN. TRAIN ON LINE NO.-1 WHEN PTS. NO.113-114 NORMAL.

1. OPENING OF NEW STATION.

| 26.7.10 | ओम प्रकाश 29.07.2010 | | |
|---|---|---|---|
| उप मु सिग एवं दुरसंचार अभियंता नि यो<br>DY.CSTE/CON/PL | मु सिग एवं दुरसंचार अभियंता नि<br>CSTE/CON | DATE OF OPENING | CRS's SANC. NO. & DATE |

APPROVED

| चेइ नक्शा JE/I/DRG. | एसइ नक्शा SE/DRG. | एसइ सिग नि SE/SIG/C | सहा सिग एवं दुरसंचार इंजी नि यो ASTE/C/PL | वरिष्ठ सिग एवं दुरसंचार इंजी नि यो SSTE/C/PL |
|---|---|---|---|---|
| 26/07/10 | G. Mahanta 26.07.10 | 26/7/10 | | 26.7.10 |

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

# चन्द्रनाथपुर
# CHANDRANATHPUR
## SIGNALLING PLAN (PANEL INTERLOCKED)

मंडल
लामडिंग
DIVISION
LUMDING

DRG. NO. नक्शा सं
SG (SI) 4095

पुर्वोत्तर सीमा रेलवे संकेत एवं दुरसंचार विभाग
NORTHEAST FRONTIER RAILWAY – SIGNAL AND TELECOMMUNICATION DEPARTMENT.