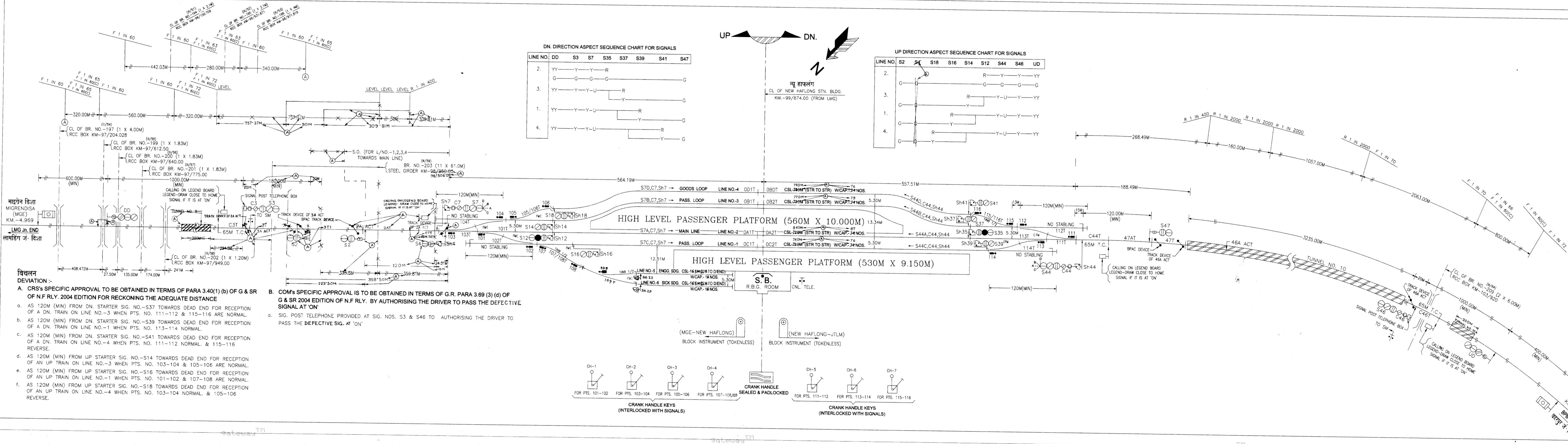




DN. DIRECTION ASPECT SEQUENCE CHART FOR SIGNALS

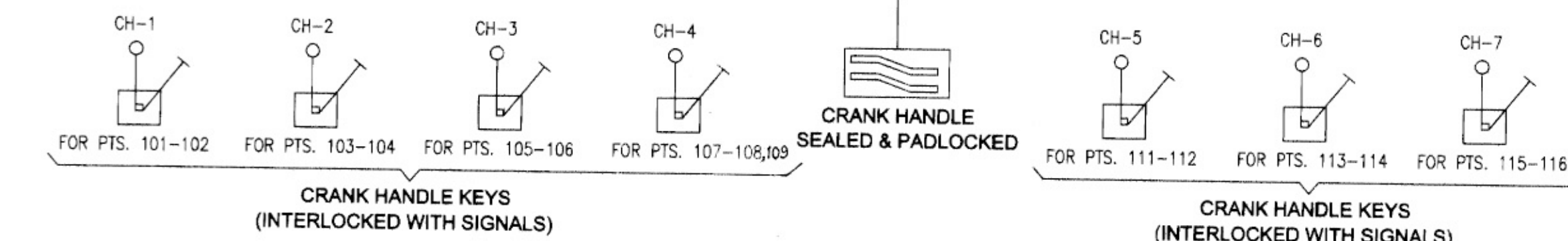
LINE NO.	DD	S3	S7	S35	S37	S39	S41	S47
2.	YY	Y	Y	Y	R			
3.	YY	Y	Y	Y	U	R		
1.	YY	Y	Y	Y	U		R	
4.	YY	Y	Y	Y	U			Y

UP DIRECTION ASPECT SEQUENCE CHART FOR SIGNALS

LINE NO.	S2	S4	S18	S16	S14	S12	S44	S46	UD
2.						R	Y	Y	YY
3.	G	G				G	G	G	G
1.	G	G				R	Y	U	YY
4.	G	G				R	Y	U	YY

- विचलन DEVIATION :-**
- A. CRS's SPECIFIC APPROVAL TO BE OBTAINED IN TERMS OF PARA 3.40(1) (b) OF G & SR OF N.F. RLY. 2004 EDITION FOR RECKONING THE ADEQUATE DISTANCE**
- a. AS 120M (MIN) FROM DN. STARTER SIG. NO.-S37 TOWARDS DEAD END FOR RECEPTION OF A DN. TRAIN ON LINE NO.-3 WHEN PTS. NO. 111-112 & 115-116 ARE NORMAL.
 - b. AS 120M (MIN) FROM DN. STARTER SIG. NO.-S39 TOWARDS DEAD END FOR RECEPTION OF A DN. TRAIN ON LINE NO.-1 WHEN PTS. NO. 113-114 NORMAL.
 - c. AS 120M (MIN) FROM DN. STARTER SIG. NO.-S41 TOWARDS DEAD END FOR RECEPTION OF A DN. TRAIN ON LINE NO.-4 WHEN PTS. NO. 111-112 NORMAL. & 115-116 REVERSE.
 - d. AS 120M (MIN) FROM UP STARTER SIG. NO.-S14 TOWARDS DEAD END FOR RECEPTION OF AN UP TRAIN ON LINE NO.-3 WHEN PTS. NO. 103-104 & 105-106 ARE NORMAL.
 - e. AS 120M (MIN) FROM UP STARTER SIG. NO.-S16 TOWARDS DEAD END FOR RECEPTION OF AN UP TRAIN ON LINE NO.-1 WHEN PTS. NO. 101-102 & 107-108 ARE NORMAL.
 - f. AS 120M (MIN) FROM UP STARTER SIG. NO.-S18 TOWARDS DEAD END FOR RECEPTION OF AN UP TRAIN ON LINE NO.-4 WHEN PTS. NO. 103-104 NORMAL. & 105-106 REVERSE.

- B. COM's SPECIFIC APPROVAL IS TO BE OBTAINED IN TERMS OF G.R. PARA 3.69 (3) (d) OF G & SR 2004 EDITION OF N.F. RLY. BY AUTHORIZING THE DRIVER TO PASS THE DEFECTIVE SIGNAL AT 'ON'**
- a. SIG. POST TELEPHONE PROVIDED AT SIG. NOS. S3 & S46 TO AUTHORIZING THE DRIVER TO PASS THE DEFECTIVE SIG. AT 'ON'



4. SIGNAL POST TELEPHONE PROVIDED AT SIG. NOS. S3 & S46 IN BOX.

3. FOR TAKING 'OFF' OF CALLING ON SIG. NO. C7, 24 SEC. TIME DELAY REQUIRED AFTER OCCUPATION OF 24 ACT, C7T.

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

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

10. TUNNEL NO. 10A ADDED.

9. NOTE NO.-3 ALTERED.

8. CSL & W.CAP. ALTERED.

7. TUNNEL NO.-9 DELETED.

6. GRADIENT POST AT LMG END SHIFTED.

5. T.C. NO. 3A ACT, 3T1, 2AT, C7T ADDED.

4. T.C. NO. 3T, 2AACT DELETED.

3. SIGNAL NO.- S2 AND DD SHIFTED.

2. SIGNAL NO.- S4 DELETED.

1. BR. NO. 203 (11/59) SHIFTED.

AS PER SITE VERIFIED SLP SENT BY CSTE/H/HAFLONG DATED:-22/8/14

APPROVED

DATE OF OPENING & DATE

CRS's SANC. NO.

टिप्पणी NOTES

कार्य का क्षेत्र	SCOPE OF WORK	LUMDING-SILCHAR GAUGE CONVERSION PROJECT
मिथिल सं	CASE NO.	
गज गाउ	B.G.	
अनफिल का मानक	II (R).	
स्टड. OF INTERLOCKING		
स्टेशन का वर्ग	'B'	
विचलन DEVIATION	AS LISTED	
इसी योजना के अनुसार TO SUIT ENGG. PLAN NO.	CEY/11/2010	
मिथिल योजना का स्थान बना SUPERSEDES SIG. PLAN NO.	NIL	

SCALE

DRG. NO. नक्शा सं SG (SI) 4086

पुर्वोत्तर सीमा रेलवे संकेत एवं दुरसंचार विभाग

NORTHEAST FRONTIER RAILWAY - SIGNAL AND TELECOMMUNICATION DEPARTMENT.