C.L. OF BR. NO.488 (5 X 18.30M) COMP. GIRDER KM-130/730.00 (130/7-8)
C.L. OF BR. NO.490 (2 X 12.20M) COMP. GIRDER KM-131/250.00 (131/2-3)
C.L. OF BR. NO.497 (1 X 18.30M) COMP. GIRDER KM-132/320.00 (132/3-4)
C.L. OF BR. NO.498 (2 X 12.20M) COMP. GIRDER KM-132/585.00 (132/5-6)
1 IN 85 LEVEL
LEVEL 1 IN 70
1 IN 70 LEVEL
LEVEL 1 IN 80
1 IN 80 1 IN 70
1 IN 70 1 IN 400
FOR 542.98M
177.02M
360.00M
314.00M
1156.00M
500.00M
1 IN 70 1 IN 400
Ⓐ
344.494M
375.51M
569.50M
180.494M
DN. DIRECTION ASPECT SEQUENCE CHART FOR SIGNALS
LINE NO. DD S3 S35 S37 S47
2. YY—Y—R
G—G—G—G
1. YY—Y-U—R
Y—G
UP
DN.
Z
CL OF बन्दरखाल BANDARKHAL STN. BLDG. KM. -133/870.00 (FROM LMG)
UP DIRECTION ASPECT SEQUENCE CHART FOR SIGNALS
LINE NO. S2 S14 S12 S46 UD
2. R—Y—YY
G—G—G—G
1. R—Y-U—YY
G—Y
C.L. OF BR. NO.505 (1 X 12.20M ST. GIRDER) KM-134/840.00 (134/8-9)
C.L. OF BR. NO.510 (1 X 30.50M THROUGH/ STEEL GIRDER) KM-135/610.00 (135/6-7)
C.L. OF BR. NO.514 (1 X 30.50M) STEEL GIRDER KM-136/310.00 (136/3-4)
C.L. OF BR. NO.515 (1 X 30.50M) STEEL GIRDER KM-136/480.00 (136/4-5)
C.L. OF BR. NO.518 (1 X 30.50M) ST. GIRDER KM-137/178.00 (137/1-2)
1 IN 400 1 IN 77
1 IN 77 LEVEL
LEVEL 1 IN 140
1 IN 140 LEVEL
LEVEL 1 IN 190
1 IN 190 LEVEL
LEVEL 1 IN 90
1 IN 90 1 IN 130
Ⓑ
880.00M
200.00M
520.00M
330.00M
508.20M
100.80M
461.00M
FOR 540.00M
1 IN 400 1 IN 77
600M
1000.00M
180.00M
डिटोकछेड़ा
DITOCKCHERRA (DTC) 'B' CLASS KM.-4.42
LMG END
लामडिंग जं. दिशा
DD
CALLING ON LEGEND BOARD LEGEND-DRAW CLOSE TO HOME SIGNAL IF IT IS AT 'ON'
C3
S3
C3T
3T
65 M. T.C.
C.L. OF BR. NO.499 (1 X 6.10M) RCC BOX KM-133/140 133/1-2
BPAC TRACK DEVICE
S2
2AT
C.L. OF BR. NO.IV/11 (5 X 30.50M) GIRDER KM-133/383.985 133/3-4
S.O.
SAND HUMP
102T
101T
102
101
Sh7
S14
Sh14
S12
Sh12
1 IN 8½
FM
C.L. OF BR. NO.IV/12 (3 X 4.00M) RCC BOX KM-133/835.00 133/8-9
S. B.
R.B.G. ROOM
CNL. TELE.
MEDIUM LEVEL PLATFORM (430M X 7.0M)
S3B,C3,Sh7→ PASSENGER LINE LINE NO.-1
S3A,C3,Sh7→ MAIN LINE 5.30M LINE NO.-2
0B1T
0B2T
0A1T
0A2T
CSL-720.00M (STR TO STR) W/CAP.-74 NOS.
737·50M
78
← S46B,C46,Sh44
← S46A,C46,Sh44
205.00M
15M
20M
34.26M
C.L. OF BR. NO.497 (1 X 10.30M) COMP. GIRDER KM-132/320.00 (132/3-4)
C.L. OF BR. NO.498 (2 X 12.20M) COMP. GIRDER KM-132/585.00 132/5-6
(DTC-BXK) BLOCK INSTRUMENT (TOKENLESS)
(BXK-DCA) BLOCK INSTRUMENT (TOKENLESS)
CH-1
FOR PTS. 101-102
CRANK HANDLE KEYS (INTERLOCKED WITH SIGNALS)
CRANK HANDLE SEALED & PADLOCKED
CH-2
FOR PTS. 111-112
CRANK HANDLE KEYS (INTERLOCKED WITH SIGNALS)
Sh37
S37
112
112T
Sh35
S35
1 IN 8½
CFM
111
111T
Sh44
47AT
S.O.
SAND HUMP
C.L. OF BR. NO.IV-13 (2 X 24.40 + 1 X 45.7M) GIRDER BRIDGE KM-134/520.00
C.L. OF BR. NO.505 (1 X 12.20M ST. GIRDER) KM-134/840.00 (134/8-9)
S47
180.00M
BPAC TRACK DEVICE
120.00M
15M
46T
S46
C46
65M .TC.
C46T
CALLING ON LEGEND BOARD LEGEND-DRAW CLOSE TO HOME SIGNAL IF IT IS AT 'ON'
1000.00M
C.L. OF BR. NO.510 (1 X 30.50M THROUGH/STEEL GIRDER) KM-135/610.00 (135/6-7)
400M.
UD
दामछड़ा
DAMCHERRA (DCA) 'B' CLASS KM.-8.43
BPB END
बदरपुर जं. दिशा

BUTTON PARTICULARS

BUTTON	FROM	TO	SPARES
SIGNALS	1	100	1,4,5,6, 8 TO 11,13,15 TO 34, 36,38 TO 43,45, 48 TO 100.
POINTS	101	200	103 TO 110 & 113 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	CH3 TO CH20

Ⓐ 2. STARTER SIGNALS ARE TO BE PLACED AT A DISTANCE NOT MORE THAN 3M FROM BJ/GJ AHEAD FOR MEETING TECHNICAL & LOCAL REQUIRMENTS WITH 5 SEC. TIME DELAY IN HR CIRCUIT VIDE RLY. BOARD LET. 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 SCOPE OF WORK	LUMDING-SILCHAR GAUGE CONVERSION PROJECT
मिसिल सं CASE NO.	
गेज GAUGE	B.G.
अन्तर्पाशन का मानक STD. OF INTERLOCKING	II (R).
स्टेशन का वर्ग CLASS OF STATION	'B'
विचलन DEVIATION	AS LISTED
इंजी योजना के अनुसार TO SUIT ENGG. PLAN NO.	CE/Y/60/2010
सिगनल योजना का स्थान लेना SUPERSEDES SIG. PLAN NO.	NIL

10.6.2010
मु परिवहन योजना प्रबंधक मालिगाँव
CTPM/MLG

30/08/10
मु सिग एवं दुरसंचार इंजी यो
CSTE/PL

ALT	REF.	DESCRIPTION	DY.CSTE/C/PL
Ⓐ	AS PER RLY. BOARD'S LET. No- 2012/SIG./SEM-II/MISC. DT- 10.10.2012	2. NOTE No. 2 ADDED. 1. STARTER SIGNAL ARE SHIFTED TOWARDS BG/GJ'S AHEAD.	31.10.13

J. Mahanta 31.10.13
31/10/13
31/10/13

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. FROM DN. STARTER SIG. NO.- S37 TOWARDS SAND HUMP FOR RECEPTION OF DN TRAIN ON LINE NO.-1 WHEN PTS. NO.111-112 NORMAL.
2. FROM UP STARTER SIG. NO.- S14 TOWARDS SAND HUMP FOR RECEPTION OF UP TRAIN ON LINE NO.-1 WHEN PTS. NO.101-102 NORMAL.

Ⓑ IN REFERENCE TO GM(S&T) MLG'S L/No. N/224/5/3_Pt-IX DT.30.04.13. RLY. BDS CONDONATION VIDE L.No.______ IS TO BE OBTAINED FOR GRADIENTS STEEPER THAN 1 IN 80 TOWARDS STATION SECTION AND 1 IN 100 TOWARDS BLOCK SECTION IN TERMS OF G R PARA 3.50/SR 3.50/2.

1. OPENING OF NEW STATION.

ALT.	REF.	DESCRIPTION	उप मु सिग एवं दुरसंचार अभियंता नि यो DY.CSTE/C/PL	DATE OF OPENING	CRS's SANC. NO. & DATE

चेड नक्शा JE/I/DRG.	एसइ नक्शा SE/DRG.	एसइ सिग नि SSE/SIG/C	सहा सिग एवं दुरसंचार नि यो ASTE/C/PL	वरिष्ट सिग एवं दुरसंचार नि यो SSTE/C/PL
13/08/10	J. Mahanta 13.08.10			13.8.10

13.08.10	ओम प्रकाश 23/08/2010
उप मु सिग एवं दुरसंचार अभियंता नि यो DY.CSTE/CON/PL	मु सिग एवं दुरसंचार अभियंता नि CSTE/CON

APPROVED

DATE OF OPENING | CRS's SANC. NO. & DATE

बन्दरखाल
BANDARKHAL
SIGNALLING PLAN (PANEL INTERLOCKED)

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

मंडल लामडिंग
DIVISION LUMDING

DRG. NO. नक्शा सं
SG (SI)4093

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