DN. DIRECTION ASPECT SEQUENCE CHART FOR SIGNALS
LINE NO. SAI SI S3 S35 S37 S39 S47 SIII
2. YY—Y—R
G—YY—Y—R
Y—Y—R
3. G—G—G—G—G—G
G—YY—Y–U—R
Y—Y—R
G—G
1. G—YY—Y–U—R
Y—Y—R
G—G
UP DIRECTION ASPECT SEQUENCE CHART FOR SIGNALS
LINE NO. SII S2 S16 S14 S12 S46 SIV SAIV
2. R—Y—YY
R—Y—YY—G
R—Y—Y
3. G—G—G—G—G—G
R—Y–U—YY—G
R—Y—Y
G—G
1. R—Y–U—YY—G
R—Y—Y
G—G
UP
DN.
हिलारा
CL OF HILARA STATION BUILDING
KM–160/350.00 (FROM LMG)
N
1 IN 460
LEVEL
LEVEL
1 IN 435
1 IN 435
LEVEL
FOR 439.76M
200.24M
732.105M
567.895M
LEVEL 1 IN 1500
1 IN 1500
1 IN 190
1 IN 190
LEVEL
660.00M
440.23M
221.31M
372.832M
LEVEL 1 IN 1385
57.438 M
319.5M
528.46M
482.660M
167.34M
1 IN 1385
1 IN 200
280.00M
1 IN 200
LEVEL
LEVEL
1 IN 100
282.78M
459.40M
1 IN 100
LEVEL
465.57M
LEVEL
1 IN 800
1 IN 800
LEVEL
392.25M
FOR 446.43M
बिहारा
BIHARA
(BHZ)
KM.–4.649
LMG END
लामडिंग जं. दिशा
SAI
{C.L. OF BR. NO.566 (1 X 1.83M)
BOX KM–157/496.65 (157/4–5)
SI
{CL OF 'SPL' CLASS L–XING(M)
GATE NO. LK–10 AT KM.–158/325.00
RED
WHITE
6M
G/GOOMTY
GATE OPERATING PANEL (ELB)
TO SM/STN
SII
WHITE
RED
301
GATE CONTROL BUTTON FOR LC GATE NO. LK–10
{C.L. OF BR. NO.565 (3 X 6.10M) PSC
SLAB KM–157/100.00 (157/1–2)
400.00M (MIN)
1000.00M (MIN)
180.00M (MIN)
180.00M (MIN)
991.00M
1496.54M
CALLING ON LEGEND BOARD LEGEND–DRAW CLOSE TO HOME SIGNAL IF IT IS AT 'ON'
180.00M (MIN)
C3
S3
B
A
C
C3T
3T
65M TC.
BPAC TRACK DEVICE
S2
CL OF BR. NO.–567
(1 X 61.0M) STEEL
GIRDER KM–159/700.00
20M
158.04M
15M
153.04M
120M (MIN)
2AT
Sh7
NO STABLING
104T
104
103
103T
S14
Sh14
101
101T
102T
S12
Sh12
NO STABLING
102
S16
Sh16
LOCATION BOX
120M (MIN)
S3B,C3,Sh7 →
S3A,C3,Sh7 →
S3C,C3,Sh7 →
CSL–749.608M (STR TO STR) W/CAP.– 80 NOS.
CSL–737.50M (STR TO STR) W/CAP.– 78 NOS.
CSL–749.608M (STR TO STR) W/CAP.– 80 NOS.
5.30M
5.30M
0B1T
0B2T
0A1T
0A2T
0C1T
0C2T
LINE NO.–3
LINE NO.–2
LINE NO.–1
← S46B,C46,Sh44
← S46A,C46,Sh44
← S46C,C46,Sh44
MEDIUM LEVEL PASSENGER PLATFORM (430M X 7.00M)
R.B.G. ROOM
S.B.
CNL. TELE.
TO L.C. GATE NO. LK–10
TO L.C. GATE NO. LK–11
(BHZ–HLX)
BLOCK INSTRUMENT (TOKENLESS)
(HLX–SQF)
BLOCK INSTRUMENT (TOKENLESS)
CH–1
CH–2
FOR PTS. 101–102
FOR PTS. 103–104
CRANK HANDLE KEYS
(ELECTRICALLY INTERLOCKED WITH SIGNALS)
CRANK HANDLE SEALED & PADLOCKED
CH–3
CH–4
FOR PTS. 111–112
FOR PTS. 113–114
CRANK HANDLE KEYS
(ELECTRICALLY INTERLOCKED WITH SIGNALS)
120M (MIN)
Sh37
S37
112
NO STABLING
112T
111
Sh35
S35
111T
113T
113
Sh44
Sh39
S39
114T
NO STABLING
114
LOCATION BOX
120M (MIN)
15M
120.00M (MIN)
180.00M (MIN)
S47
47AT
BPAC TRACK DEVICE
46T
S46
C46
65M TC.
C46T
CALLING ON LEGEND BOARD LEGEND–DRAW CLOSE TO HOME SIGNAL IF IT IS AT 'ON'
1482.59M
{C.L. OF UNDER PASS BR. NO.567(A)
(1 X 6.00M) BOX KM–161/295.00
{CL OF BR. NO.–568 (3 X 18.30M)
COMP Km–161/432.650
987.59M
SIII
{CL OF 'SPL' CLASS L–XING(M)
GATE NO. LK–11 AT KM.–162/3–4
RED
WHITE
G/GOOMTY
6M
GATE OPERATING PANEL (ELB)
TO SM/STN
SIV
SAIV
180.00M (MIN)
WHITE
RED
180.00M (MIN)
1000.00M (MIN)
400.00M (MIN)
302
GATE CONTROL BUTTON FOR LC GATE NO. LK–11
सुकृतिपुर
SUKRITIPUR
(SQF)
KM.–5.360
BPB END
बदरपुर जं. दिशा
AT GATE GOOMTY
X
EMERGENCY KEY (CHAINED WITH GATE CH. HANDLE) ELECTRICALLY INTERLOCKED WITH SIGNALS FOR LC GATE NO. LK–10 IN GLASS FRONTED BOX (SEALED & PADLOCKED)
AT GATE GOOMTY
Y
EMERGENCY KEY (CHAINED WITH GATE CH. HANDLE) ELECTRICALLY INTERLOCKED WITH SIGNALS FOR LC GATE NO. LK–11 IN GLASS FRONTED BOX (SEALED & PADLOCKED)

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 UP STARTER SIG. NO.–S14 TOWARDS DEAD END WHILE RECEIVING AN UP TRAIN ON LINE NO.–3 WHEN PTS. NO.103–104 NORMAL.

b. AS **120M(MIN)** FROM UP STARTER SIG. NO.–S16 TOWARDS DEAD END WHILE RECEIVING AN UP TRAIN ON LINE NO.–1 WHEN PTS. NO.101–102 NORMAL.

c. AS **120M(MIN)** FROM DN. STARTER SIG. NO.–S37 TOWARDS DEAD END WHILE RECEIVING A DN. TRAIN ON LINE NO.–3 WHEN PTS. NO.111–112 NORMAL.

d. AS **120M(MIN).** FROM DN. STARTER SIG. NO.–S39 TOWARDS DEAD END WHILE RECEIVING A DN. TRAIN ON LINE NO.–1 WHEN PTS. NO.113–114 NORMAL.

B) CRS's SPECIFIC APPROVAL IS TO BE OBTAINED IN TERMS OF G.R. PARA 3.07(7) OF G & SR, 2004 EDITION OF N. F. RLY. FOR COMBINING :-

a. UP GATE DISTANT SIGNAL IN REAR OF **UP GATE** STOP SIGNAL NO. SII OF L.C. GATE NO. LK–10 WITH UP ADV. STARTER SIGNAL NO. S2.

b. DN. GATE DISTANT SIGNAL IN REAR OF **DN.GATE** STOP SIGNAL NO. SIII OF L.C. GATE NO. LK–11 WITH DN. ADV. STARTER SIGNAL NO. S47.

c. UP DISTANCE SIGNAL IN REAR OF UP MAIN HOME SIGNAL NO.–S46 WITH THE **UP GATE** STOP SIGNAL NO. SIV OF L.C. GATE NO. LK–11.

d. DN. DISTANCE SIGNAL IN REAR OF DN. MAIN HOME SIGNAL NO.–S3 WITH THE **DN. GATE** STOP SIGNAL NO. SI OF L.C. GATE NO. LK–10.

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.

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/23/2010 ALT.-①
सिगनल योजना का स्थान लेना SUPERSEDES SIG. PLAN NO.	SG (SI) 4097

मु परिवहन योजना प्रबंधक मालिगाँव
CTPM/MLG

मु सिग एवं दुरसंचार इंजी यो
CSTE/PL

चेद नक्शा JE/I/DRG.	एसएसइ नक्शा SSE/DRG.	एसएसइ सिग नि SSE/SIG/C	वरिष्ठ सिग एवं दुरसंचार इंजी नि SSTE/C–II/PL	वरिष्ठ सिग एवं दुरसंचार इंजी नि SSTE/C–I/PL	DY.CSTE/C/PL	ALT	REF.	DESCRIPTION	CSTE/C		

11·08·14
उप मु सिग एवं दुरसंचार अभियंता नि यो
DY.CSTE/CON/PL

11/8/14
मु सिग एवं दुरसंचार अभियंता नि
CSTE/CON/II

APPROVED

DATE OF OPENING

CRS's SANC. NO. & DATE

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

हिलारा
HILARA
SIGNALLING PLAN

मंडल
लामडिंग
DIVISION
LUMDING

DRG. NO. नक्शा सं
SG (SI) 4097 / 1

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