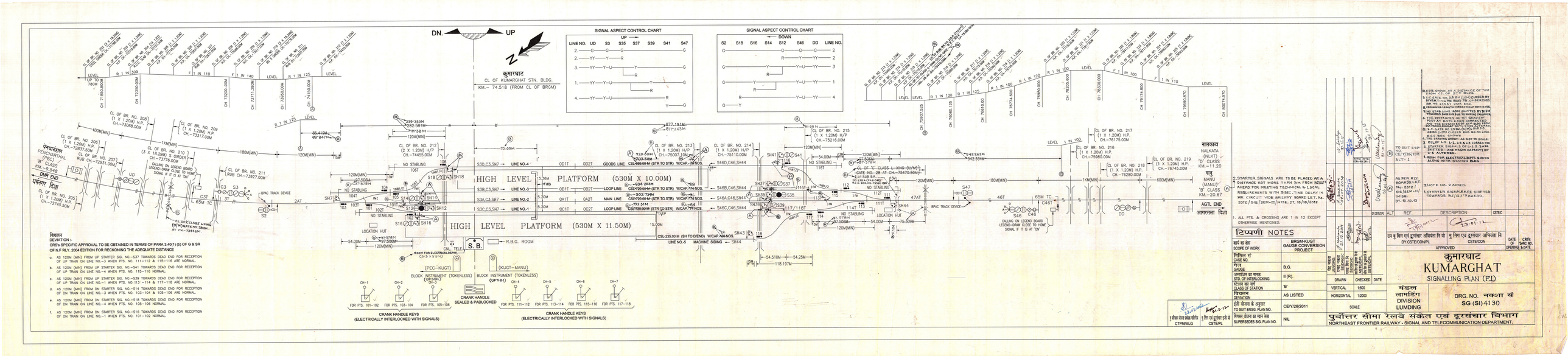

विचलन
DEVIATION :-
CRS's SPECIFIC APPROVAL TO BE OBTAINED IN TERMS OF PARA 3.40(1) (b) OF G & SR OF N.F RLY. 2004 EDITION FOR RECKONING THE ADEQUATE DISTANCE

a. AS 120M (MIN) FROM UP STARTER SIG. NO.–S37 TOWARDS DEAD END FOR RECEPTION OF UP TRAIN ON LINE NO.–3 WHEN PTS. NO. 111–112 & 115–116 ARE NORMAL.

b. AS 120M (MIN) FROM UP STARTER SIG. NO.–S41 TOWARDS DEAD END FOR RECEPTION OF UP TRAIN ON LINE NO.–4 WHEN PTS. NO. 115–116 NORMAL.

c. AS 120M (MIN) FROM UP STARTER SIG. NO.–S39 TOWARDS DEAD END FOR RECEPTION OF UP TRAIN ON LINE NO.–1 WHEN PTS. NO. 113 –114 & 117–118 ARE NORMAL.

d. AS 120M (MIN) FROM DN STARTER SIG. NO.–S14 TOWARDS DEAD END FOR RECEPTION OF DN TRAIN ON LINE NO.–3 WHEN PTS. NO. 103–104 & 105–106 ARE NORMAL.

e. AS 120M (MIN) FROM DN STARTER SIG. NO.–S18 TOWARDS DEAD END FOR RECEPTION OF DN TRAIN ON LINE NO.–4 WHEN PTS. NO. 105–106 NORMAL.

f. AS 120M (MIN) FROM DN STARTER SIG. NO.–S16 TOWARDS DEAD END FOR RECEPTION OF DN TRAIN ON LINE NO.–1 WHEN PTS. NO. 101–102 NORMAL.

1. BLDG. SHOWN AT A DISTANCE OF 7.00M FROM CL OF U/T BLDG.
2. LC GATE NO. 2.8 RH (U/M) CLOSED BY DRIVER TILL THE REAR TRAIN UNDERPASS BR. NO. 210 AT CHR. 0.0.
3. CHAINAGE LENGTH CORRECTION BTN S.NO. 2 TO 3 AT CHR. 73711.280M.
4. NO STAB LINE 100M (APTTLS) BY S/M.
5. THE DISTANCES ARE ON TANGENT.
6. THE DISTANCES OF 1ST GRADIENT POST AT BOTH ENDS CORRECTED.
7. 2.5 KVA UPS FOR SIGNALLING SYSTEM (STARTER SIGNALS) WITH 2 HRS. BATTERY BACK UP.
8. L.C. GATE NO. 2.8 RH (U/M), OLD NO. 209 AT CHR. 73317.00M WAS NO. 1.0 R.C.C. BOX GATES.
9. THE TRAINING BROWN AS NOT TO SCALE.
10. SIGP 1-1, 1-3, 1-5 & 1-6 CORRECTED.
11. 2. STARTER SIGNALS OF L-1, 2, 3 & 4.
12. 3. BATTERY BACK UP AND WASH CAPACITY OF U/S AUTH. AS.
13. **NOTE FOR ELECTRICAL DEPTT. SHOWN ALONG WITH STATION BLDG.**

TO SUIT ESP NO. CE(Y)/26/2008 ALT.– 1

AS PER LY. BOARD'S LET. No. 2012 / Sig / S&M–II / MISC / DT. 16.10.12

1. NOTE NO. 9 ADDED.
2. STARTER SIGNALS ARE SHIFTED TOWARDS KM/TG. 38.86/-

2. STARTER SIGNALS ARE TO BE PLACED AT A DISTANCE NOT MORE THAN 3M FROM BZUE AHEAD FOR MEETING TECHNICAL & LOCAL REQUIREMENTS WITH 2 SEC. TIME DELAY IN MR CIRCUIT. VIDE RAILWAY BOARD LET. No. 2015 / Sig / S&M–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	BRGM-KUGT GAUGE CONVERSION PROJECT
सिग्निल नं CASE NO.	
गेज GAUGE	B.G.
अन्तर्पाश का मानक STD. OF INTERLOCKING	II (R).
स्टेशन का वर्ग CLASS OF STATION	'B'
विचलन DEVIATION	AS LISTED
ड्रॉ योजना के अनुसार TO SUIT ENGG. PLAN NO.	CE/Y/26/2011
सेवान योजना का संदर्भ SUPERSEDES SIG. PLAN NO.	NIL

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

NO.	ALT	REF.	DESCRIPTION	DATE
				CSTEC
			2.9.01.12	

उप मु वित्त एवं दूरसंचार अधिकारी मि को / DY.CSTE/CONPL
मु वित्त एवं दूरसंचार अधिकारी नि / CSTE/CON
APPROVED
DATE OF OPENING & DATE
CRS's SANC. NO.

कुमारघाट
KUMARGHAT
SIGNALLING PLAN (P.I)

मंडल लामडिंग DIVISION LUMDING
DRG. NO. नक्शा सं SG (SI) 4130

पूर्वोत्तर सीमा रेलवे सकेत एवं दूरसंचार विभाग
NORTHEAST FRONTIER RAILWAY - SIGNAL AND TELECOMMUNICATION DEPARTMENT.

वरि वित्त नियंत्रक (सिग्नल) / CTPM/MLG
मु वित्त एवं दूरसंचार इंजी के लि / CSTE/PL