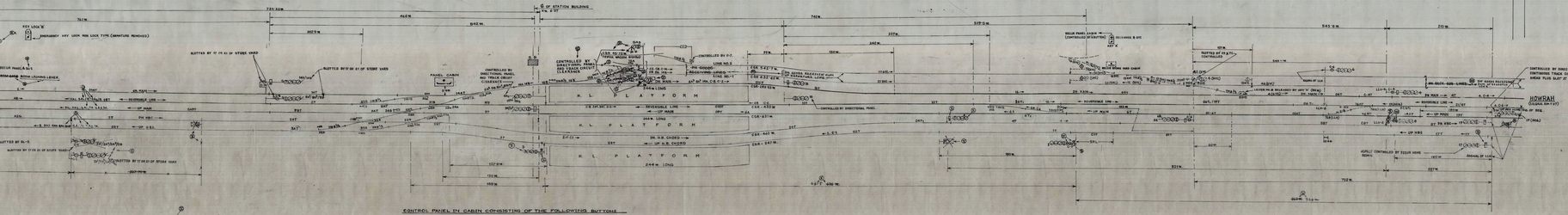


CONTROL PANEL IN CABIN CONSISTING OF THE FOLLOWING BUTTONS

1. SIGNAL PUSH BUTTONS :- 1, 2, 3, 4, 5, 6, 8, 9, 10, 11, 14, 16, 54, 56A, 56B.
2. SLOT BUTTONS :- 13, 33.
3. CALLING ON SIGNAL BUTTONS:- C-1, C-2, C4, C6, C-10
4. LEVEL CROSSING BUTTON :- LC
5. POINT BUTTONS:- 21, 16, 23, 25, 24, 26, 27, 28, 31, 32.
6. AUTO MODE BUTTONS :- AW-6, AW-7, AW-14, AW-16, AW-17, AW-2, AW-3, AW-4, AW-5
7. CRANK HANDLE BUTTONS :- CH1, CH2, CH3, CH4, CH5, CH6.
8. LOCALLY OPERATED PRINT BUTTON :- PT (PLATFORM END)

NOTE:-

WHEN KEY X IS IN THE KEY LOCKED, SIGNAL NO. 16 CAN BE TAKEN OFF. KEY X CAN BE EXTRACTED WHEN SIGNAL NO. 16 IS IN "ON" POSITION & PERMITTED BY BELUR PANEL BY OPERATION OF BUTTON X.

| ALT. NO. | DESCRIPTION | REFERENCE | CHECKED | APPROVED | CORR. |
|---|---|---|---|---|---|
| IX | CONVERT THE MAIN MAINS SIGNALLING AT BELUR TO SEMI-AUTOMATIC TYPE, SIGNALS TYPE ROUTE INDICATOR. | AS PER INSTRUCTION IN AF-CON-IN-SIGNALLING-BELUR-NOW-SEMI-AUTO-SIGNALLING & ATTACHED PLAN & SPECIFICATION. ALSO AS PER INSTRUCTION REGARDING USE OF SEMI-AUTO SIGNALLING-BEN-SAP. DT-10-10-2001. | | | |
| IXA | OPTION BY SLOTTING SIGNALS PROVIDED FOR ROUTE CLASS BETWEEN BLR-SLR. (NOTE NO. 7 ADDED). | AS PER INSTRUCTION IN AF-CON-IN-SIGNALLING-BELUR-NOW-SEMI-AUTO-SIGNALLING-BEN-SAP. DT-10-10-2001 & SEPTEMBER LAN SECTT-2ND-NOV. DT 16-08-2001. | | | |

| NO. | DESCRIPTION | REFERENCE | CHECKED | APPROVED | CORR. |
|---|---|---|---|---|---|
| VIII | NOMENCLATURE OF BANNERS REGULATING LINE CHANGES IN BEN-ADRA PASSENGERS LINE AT BELUR STATION BETWEEN BELUR-ADRA NO. 1 & 2 BANNERS. | TR ENGINEERS ADRA'S LETTER NO. TR-W-1/ADRA/SIGNAL/NOTE DATED 27-09-01 & ADRA DEPOT DT. 27-9-01. P.W. ADRA DT. 27-9-01. BALLY DT. 27-9-01. ADRA DT. 27-9-01. BELUR DT. 27-9-01. ADRA DT. 27-9-01. BELUR DT. 27-9-01. ADRA DT. 27-9-01. BELUR DT. 27-9-01. | | | |
| VIII | COMPLETION DRAWING FOR ALT. 'X'. | DY. CSTE/PNWL LETTER NO. PLW-23/PNL/PWM DATED 4.2.2002. | | | |
| VII | PROVISION OF SIGNALLING FACILITIES FROM SIG. NO. 16 TO SIG. NO. 54 & 56 ON UP MAIN LINE AND REVERSE LINE. | CSTE'S JOINT NOTE NO. PW-W-01 DT. 5-10-01 & DY. CSTE/PNWL LETTER NO. PW-W-01 DT. 5-10-01 & DY. CSTE/PNWL LETTER DT. 5-10-01. | | | |
| V | SIGNAL NO. 5, 6 & 8 WERE E-DIRECT SEMI AUTOMATIC SIGNALS. | TR. ROUTE AUTO SIGNALLING PLAN NO. 21. PANEL NOTE NOTE 1, 2 & 3. | | | |
| IV | BOTH LOCKED AUTOMATIC AND MANUAL. DATE UNKNOWN. PROVISION OF LC GATE PROTECTION BARS AT LC GATE NO. 1 & 2 ALSO PROVIDING MANUAL LC GATE NO. 1 & 2. | CSTE'S PROJECT NOTE NO. 2 DT. 5-10-01 & DY. CSTE/PNWL LETTER NO. PW-W-01 DT. 5-10-01 & DY. CSTE/PNWL LETTER DT. 5-10-01. | | | |
| III | INTERDICTION OF 'L' LINE GATE NO. 1 & 2 AT KM 109-10 & 109-11 BETWEEN BELUR & BALLY STATION & PROVISION OF LC GATE NO. 1 & 2 AT KM 109-10 & 109-11. | CSTE'S PLN. NO. NR-INTERDICTION DT. 2-10-01 & DY. CSTE/PNWL LETTER NO. PW-W-01 DT. 5-10-01 & DY. CSTE/PNWL LETTER DT. 5-10-01. | | | |
| II | SIGNAL NO. 61 OF BALLY CONVERTED INTO SIGNAL OF BOWR AND TO GET ACC. OF S.P.M. & S.P.M. TO BALLY. | CSTE/PROJECT'S NOTE NO. 2 DT. 5-10-01 AND DESIGNATION NOTE 'L' LINE GATE DT. 2 DT. 5-10-01 & DY. CSTE/PNWL LETTER DT. 5-10-01. | | | |
| I | ON GATE DISTANT SIGNAL PROVIDED IN A DISTANCE OF 8m FROM GATE. STOP SIGNAL TO BE ACC. LINE. | CSTE'S LETTER NO. PW-W-01 DT. 5-10-01 & DY. CSTE/PNWL LETTER DT. 5-10-01 & DY. CSTE/PNWL LETTER DT. 5-10-01. | | | |
| NOTE OR ALT. NO. | DESCRIPTION | REFERENCE | CHECKED | APPROVED | CORR. |

SIGNAL NOS. 15A(UP)/16A(UP) ARE PLACED RIGHT HAND SIDE OF THEIR RESPECTIVE TRACK.

| SL. NO. | INSTRUCTIONS | ISSUED BY. | AUTHORITY | DATE | REMARKS. |
|---|---|---|---|---|---|
| | SPECIAL INSTRUCTIONS/APPROVED SPECIAL INSTRUCTIONS. | | | | |

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