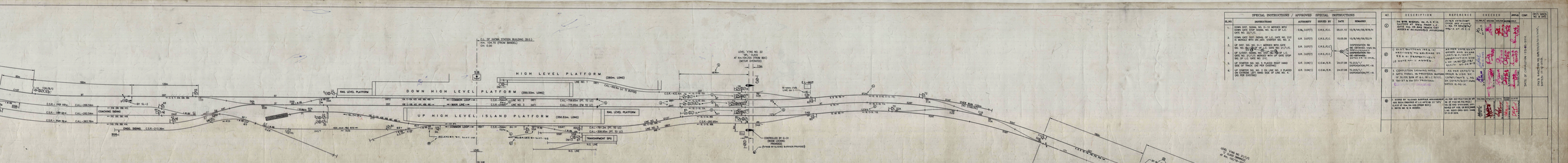

SPECIAL INSTRUCTIONS / APPROVED SPECIAL INSTRUCTIONS			
SL.NO.	INSTRUCTIONS	AUTHORITY	ISSUED BY	DATE	REMARKS
1.	DOWN DIST. SIGNAL NO. D-10 MERGED WITH DOWN HOME SIGNAL NO. D-12 OF L.C. GATE NO. 22/1/E.	G.M.,S.&T(T)	C.R.S./E.C.	05.01.10	10/R/W/05/R18/N
2.	DOWN DIST SIGNAL OF L.C. GATE NO. 21C IS MERGED WITH DN.HOME SIGNAL NO. D-2.	G.M. S.&T(T)	C.R.S./E.C.	15.05.09	10/R/W/05/R2/N
3.	UP DIST. SIG. NO. U-1 MERGED WITH GATE SIG. NO. 21/1/E OF L.C. GATE NO. 21/1/E.	G.M. S.&T(T)	C.R.S./E.C.		INFORMATION NO. 10/R/W/05/R1/N.
4.	UP LOCKET SIGNAL NO. 30T AT KM 104.316 OF L.C. GATE NO. 22 (SPC CLASS) AND UP GATE STOP SIG. OF L.C. GATE NO. 21C.	G.M. S.&T(T)	C.R.S./E.C.	15.05.09	INFORMATION NO. 10/R/W/05/R3/N. ALSO SEE CTC/T.C. DATED 29.10.09.
5.	UP STARTER SIG. NO. 3 PLACED RIGHT HAND SIDE OF TRACK. DIS. PER EXISTING.	G.M. S.&T(T)	C.O.M./E.R.	24.07.08	TC.2021/1 INFORMATION/MT.-16
6.	UP STARTER SIG. NO. 3 ON LINE NO. 3 PLACED RIGHT HAND SIDE OF LINE NO. 4 AS PER EXISTING.	G.M. S.&T(T)	C.O.M./E.R.	24.07.08	TC.2021/1 INFORMATION/MT.-16

A.T.	DESCRIPTION	REFERENCE	CHECKED	APPROV.	COMP.	DATE WHEN DONE & SIGN
1	IN DWN BUSHAL, AT A.T. K'LE SHIFTED AT 104m FROM L.C. GATE NO. 25 AND TRACK CAT MERGED W IN MAINTRACK. PROPOSED	PLAN CTC/T.C. DRWG AND ATTACHED L.-No. 19 14/5/2010 DRW. A.T. NO. 1				
2	2 OUT BUTTONS (RED & GR) PROVIDED TO SELECTED TO B.A. IN STANDBY(G.V) IS GATE NO. 1 ADDED.	AS PER EXISTING DRWG AND SCLAS NO. 1 OF L.C. GATE NO. 22 (SPC CLASS) L.-No. 24/07 (21/3/2) S.L.-07. DATED 07				NAME OF OPERATOR THE REC'DING
3	1. CORRECTION DRAWING PATUL 2. GATE PANEL IN PROPOSED AUTOMA OF SLOTS BOX AT G.L. W.L.C. D/V.C. (Sl-37 to Sl-37) PROVIDED.	AS PER CTC/T.C. DRWG. L.-No. 19 CORRECTION/T.C. L.-No. 19 DRW. A.T. NO. 1 & 2 DATED 16.10.10				
4	1. SIGNAL BY SLIDING BARRIER ARRANGEMENT AND BOX PROVIDED AT L.C.GATE NO 22 SPC CLASS AT KM 104.316 (FROM BGC) 2. SLOTS NO. 12 & 13 ADDED.	AS PER INSTRUCTION NO. 10/R/W/05/R4/N. ALSO SEE NO.15/R/C/ 10/R/W/05/R5/N. DRW. NO. 5.L.-0605 (BRD-BGC-MAIN) 2010-09-08/10.				

SL.NO.	DESCRIPTION
1.	ABSOLUTE BLOCK SYSTEM OF WORKING WITH SMART & SAHAY-MUART.
2.	DOUBLE LINE BLOCK INSTRUMENT WITH SMART AND SAHAY LINE TRANSMISSION BI-BLOCK INSTRUMENT WITH SAHAY-MUART LOCKED AT TWO ENDS.
3.	ELECTRIC TELEPHONE CIRCUIT BETWEEN STATIONS.
4.	MANUAL TELEPHONE CONNECTED WITH SMART, KOYA AND GATE LODGES OF L-XING NOS. 22, 22/1/E/E, 21/1, 21C IN PARTS.
5.	ALL AXLE OF CROSSING ARE 1 IN 12 UNLESS OTHERWISE INDICATED.
6.	BLOCK PROVING AXLE COUNTERS WORK IN SMART-KATWA SECTION AND IN MUARAI-KATWA SECTION IN BOTH DIRECTIONS AND MEDLOCKED WITH KATWA-MUARAI SECTION.
7.	LED LT LAMPS USED FOR SIGNALS.
8.	KEY LOCK EMERGENCY KEY LOCK & BOXX LOCKING PROVIDED IN L.C. GATES AS PER DRAWING NO. S.L.-0605 FOR GATES WITH LTRNG BARRIER.
9.	BLOCK JOINTS BETWEEN IST & CMT ARE STAGGERED BY 180m. AS PER APPROVED DRG. NO. S.T.-2562.
10.	DIAL BRAC PROVIDED IN KATWA-SMART SECTION ON UP & DN LINES. IST DS WILL BE ALREADY BY SLOT-184 CMT DS WILL BE ALREADY BY SLOT-141
11.	STAND BY SIGNAL BARRIER ARRANGEMENT HAS BEEN PROVIDED AT L.C.GATE NO 22 SPC CLASS AT KM 104.316 (FROM BGC). AS PER R.B.E LEVEL TYPICAL DRAWING.