NOTE:-

1. AUTOMATIC BLOCK SYSTEM OF WORKING WITH SIGNAL(AUTO) AND ASIGNIS FOR UP AND DOWN MAIN LINE.
2. PROCEEDIBLE WORKING WITH DIRECTIONAL PANEL ON REVERSIBLE LINE WITH SIGNAL(AUTO) AND ASIGNIS.
3. ABSOLUTE BLOCK SYSTEM OF WORKING WITH SIGNAL(AUTO) AND ASIGNIS ON REVERSIBLE LINE WITH SECONRAL(AUTO)BLOCK INSTRUMENTS(DN-SIDE)(UPSIDE) BEING LOCATED AT PANEL CABIN.
4. ADDITIONAL TELEPHONE BETWEEN SHRIRAMPUR AND RIGHIA ARE WORKED BY MEANS OF EXCHANGE OF PRIVATE NUMBER.
5. CONTROL TELEPHONE PROVIDED AT PANEL CABIN AND S.M.'S OFFICE.
6. MAGNETO TELEPHONE PROVIDED AT PANEL CABIN AND CONNECTED WITH S.M.'S OFFICE, SECONRAL(AUTO) PANEL CABIN, RIGHIA PANEL CABIN & L.C. GATE NO. 5/1
7. UNLESS OTHERWISE SPECIFIED ANGLE OF CROSS OVERS ARE ALL 1 IN 12.
8. TRAPPLE PILE LAMPS ARE PROVIDED FOR ALL SIGNALS.
9. ALL POINTS ARE MOTOR OPERATED EXCEPT OTHERWISE INDICATED.
10. "HONEY-COMB-CHEMIFIBER"-KEY LOCK AND BOOM LOCKING PROVIDED AS PER DRG.NO. S.L-06838.
11. CONTINUOUS TRACK CIRCUIT PROVIDED BET. UHP - SAE ON SLOW KEY LINE.
12. BLOCK JOINT BETWEEN 16T & 18T ARE STAGGERED BY 1 SQ.M (20 PER 1/2 JOINT)
13. ABOVE UPSLEEPERS (LITTLE SLEEPER) IS PROVIDED ON L.P.GATE No. 5/1.
14. STOPBOX SLOWS BUFFER ARRANGEMENT HAS NOW PROVIDED BY ELLE SLEEPERS & L.WIDE GATE NO. 5/1 AS PER R.R.W. LATEST TYPICAL DRAWING.

PANEL CABIN

1. MAIN SIGNAL BUTTONS :-
2. AUTOMATIC SIGNAL BUTTONS :-
3. CALLING ON SIGNAL BUTTONS :-
4. SHUNT SIGNAL BUTTONS :-
5. POINT CONTROL BUTTONS :-
6. KEY LOCK POINT CONTROL BUTTONS :-
7. GATE CONTROL BUTTONS :-
8. CROSS HANDLE CONTROL BUTTONS :-

1, 2, 4, 5, 6, 8, 9, 10, 11, 12, 14, 15
AR1, AR2, AR3, AR11
CA, CT1, CT4, CB
41, 42, 44
17, 18, 19, 20, 21, 22
P23, P24
C50
CH1, CH3, CH4

CRANK HANDLES ARE AT PANEL CABIN

CRANK HANDLE	POINT NO.
CH1	17, 21
CH2	18, 22
CH3	19
CH4	20

SPECIAL INSTRUCTIONS / APPROVED SPECIAL INSTRUCTIONS

SL.NO	INSTRUCTIONS	AUTHORITY	ISSUED BY	DATE	REMARKS
1.	UP STARTER SIGNAL NO. 12 ON DOWN MAIN LINE IS PLACED ON RIGHT HAND SIDE OF THE RESPECTIVE TRACK.	G.R. 3340(1)	— DO —		
2.	ADVTE. SIGNAL NO.6 ON UP SLOW LINE IS PLACED ON RIGHT HAND SIDE OF RESPECTIVE TRACK.	— DO —	— DO —		
3.	SIGNAL NO. AR-1 ON DN. REVERSIBLE LINE IS PLACED ON RIGHT HAND SIDE OF THE SAE LINE.	— DO —	— DO —		
4.	SIGNAL NO. 11 ON UP REVERSIBLE LINE IS PLACED AT THE LEFT HAND SIDE OF UP MAIN LINE.	— DO —	— DO —	7.3.08	TG SIG/U/DNREVING-ATION/Pr.-II
5.	DN. HOME (TEU) SIGNAL NO. 4 IS PLACED ON EXTREME LEFT HAND SIDE OF DN MAIN LINE.	G.R.3.04(1)			
6.	UP REVERSIBLE SIGNAL NO. AR-12 ON RIGHIA END IS PLACED ON EXTREME LEFT HAND SIDE OF UP REVERSIBLE LINE.	G.R. 3.40(1)			
7.	DN REVERSIBLE SIGNAL NO. AR-2 ON RIGHIA END IS PLACED ON EXTREME LEFT HAND SIDE OF DN. REVERSIBLE LINE.				
8.	DN SHT. SIG. No. D-16 OF SLOW DN.REV.LINE IS MERGED WITH DN.REV.SIG.No.D-14 OF DN SAE ON SLOW REV.LINE.	G.R. 3.40(1)			

ALT.NO.	DESCRIPTION	REFERENCE
I.	LOCATION OF SIGNAL NO. 14 ON UP SLOW LINE IS PLACED BETWEEN 3.0M & 2.0M SHOWN.	AS PER SITE CONDITION.
II.	STATION YARD SIGNALLING PLAN (DANGER SIGNAL NO. 5 ON UP SLOW LINE, SIGNAL NO. 6 ON UP SLOW LINE, SIGNAL NO. 7 ON UP LOOP LINE, SIGNAL NO. 8 ON UP MAIN LINE, SIGNAL NO. 9 ON DN MAIN LINE, SIGNAL NO. 10 ON DN LOOP LINE, SIGNALLING).	CSTE/PROJECT/ CRCCE OS 20 CSTE/W/2/ 2003/ 5 LETTER No SAW. 172/2004/ DRG. NO.TEU-21 DT. 21.2.2006.
III.	COMPLETION DRAWING.	AS PER LETTER No.- G.R.W. 272/Pers/IRS.ST.11-96-97 DT 29 CSTE/O/Hqrs.
IV.	DIMENSION OF AT SLOW LINE BETWEEN SHIVRAMPUR AND RIGHIA STATION ON DN.REV. MAIN LINE (TO SAFTY LIMIT) (L-4-42-2200).	OUTST GRADE LVIS P.No.249 DT 9.11.94 Sig. No. 16 (Sig. No. 14 & 15 are SIG. Signals) Sig. No. 17 (Sig. No. 16 & 17 are Shunting Signals) Sig. No. 18 (Sig. No. 18 & 19 are Shunting Signals) Sig. No. 20 (Sig. No. 20 & 21 are Shunting Signals)
V.	MOTOR OPERATED LEVELCROSSING BARRIER IN MANUAL MODE (GATE No. 5/1 IN RIGHIA AND SHIVRAMPUR STATION) AT Km. 19.4 (Km. 19.9 AS PER SITE PRELIMINARY CUPT.	CSTE/W/2 ORDER VIDE P.No. 1.2.2.2 DT 9.11.2006 AND SHIVRAMPUR STATION ORDER VIDE P.No. 1.2.2.2 DT 9.11.2006
VI.	DETAILS OF SLOWS BUFFER ARRANGEMENT PROVIDED AT L-WIDE GATE No.5/1 AT Km. 19.4 (Km. 19.9 AS PER SITE PRELIMINARY CUPT.	AS PER INSTRUCTION (SB-BP-2003) DT 12.12.2003 AND AS PER RRWI LETTER, APPROVED CSP DRAWING. (RE-SIGNALLING LETTER No. SIG/CTR 2004/ LVIS/ 20 DT 20.7.2005)

ALT.NO.	DESCRIPTION	REFERENCE
VII.	DETAILS OF SLOWS BUFFER ARRANGEMENT PROVIDED AT L-WIDE GATE No.5/1 AT Km. 19.4 (Km. 19.9 AS PER SITE PRELIMINARY CUPT.	AS PER INSTRUCTION (SB-BP-2003) DT 12.12.2003 AND AS PER RRWI LETTER, APPROVED CSP DRAWING. (RE-SIGNALLING LETTER No. SIG/CTR 2004/ LVIS/ 20 DT 20.7.2005)

EASTERN RAILWAY	APPROVED	CHECKED	DRAWN	THE SIG. TEL. LINE ARE TO BE ON THE PCC POLE	SIGNALLING PLAN (PANEL INTERLOCKING)	SHRIRAMPUR श्रीरामपुर
HOWRAH DIVISION	FOR CHIEF SIG. & TELE. ENGG.	STE/W/SIG	STE/W/SIG	SE/S/W	DATE-01.-05-06.	MACL. IPL CLASS STTD III
	DATE:-	SIGNAL				

REPLACEMENT OF SIGNALLING SIGNS WITH CONTROLLED OPERATION OF POINTS AND SIGNALS ON 'A' ROUTE VIDE S.R.(P.Way) No. 172 DT 2005-06 UNDER SEC S.P.No.01-01/Misc/A UPTO R.O.T. AND SITE VERIFIED COPY.

SCALE: LONGITUDINAL - 1 Cm. = 20m. TRANSVERSE - 1 Cm. = 4.5m.

S.I. 076-74 9