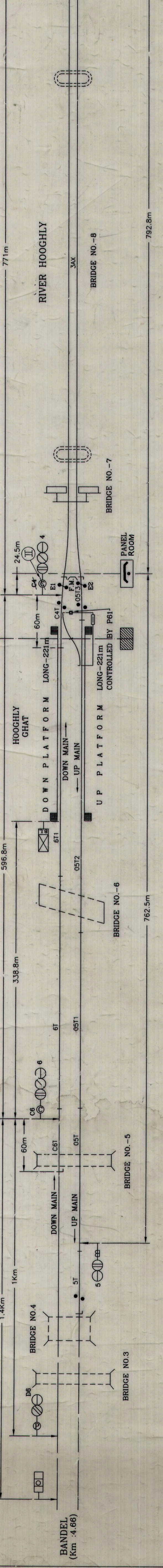


ASPECT SEQUENCE CHART	
UP MAIN	DOWN MAIN
5 1555.3m	5 1469.3m
3 548m	6 596.8m
1 1032m	4 1469.3m
DI	
D6	



- PANEL ROOM**
1. MAIN SIGNAL BUTTONS :-
 2. CALLING-ON SIGNAL BUTTONS :- C1, C3, C4, C6.
 3. KEY-LOCK POINT CONTROL BUTTONS :- P61.

SPECIAL INSTRUCTIONS / APPROVED SPECIAL INSTRUCTIONS			
SL. NO.	INSTRUCTIONS	AUTHORITY	ISSUED BY
1	CALLING-ON SIGNALS - PROHIBED BELOW DISPATCH SIGNALS NO. 3 & 4.	G.R. 3-13(2)	G.M.(E.R)

ALT. NO.	DESCRIPTION	REFERENCE	CHECKED	APPRVD.	COMP.	CRS SANC. NO. & DT.
I	NOTE CORRECTED (ITEM NO-6)	CRS (EC) SANC NO. 5/1/11/05/19/14 dated 29/8/05	SE/W/D	ASTE/W/SSTE/W	ASTE/W/P	5/1/11/05/19/14 29/8/05
II	CALLING-ON SIGNAL NO. C3 & C4 DELETED.	VIPE COM/KKK'S NOTE ON DISPENSATION FILE NO. SGW 272/15/12/1/1/HHW DATED 28-11-05.	SE/W/D	ASTE/W/SSTE/W	ASTE/W/P	
III	B.P.A.C PROVIDED IN DOWN DIRECTION WITH NAIHATI.	VIPE DSTE/W/SDAHS L/NO. SGW 272/35 (90) DT-07-10-09.	SE/W/D	ASTE/W/SSTE/W	ASTE/W/P	
IV	PLATFORM & STN BUILDING OF GARIFA SHIFTED TO WARDS NAIHATI END.	TO SUIT CE'S DRG NO. Y-183-2513 & CSTE/CON'S ORDER VIPE NOTE SH NO. 3 OF FILE NO. 44/HHW/COM/104-281	SE/W/D	ASTE/W/SSTE/W	ASTE/W/P	

NOTE:-

1. ABSOLUTE BLOCK SYSTEM OF WORKING WITH BANDEL AND NAIHATI.
2. BLOCK PROTECTING AXLE COUNTER PROVIDED ON BOTH DIRECTION WITH BANDEL & NAIHATI. BOTH UP & DOWN DIRECTION WITH NAIHATI ALONG WITH DOUBLE LINE BLOCK INSTRUMENTS LOCATED AT PANEL ROOM AND CONNECTED WITH BANDEL & NAIHATI RESPECTIVELY.
3. MINIMUM DISTANCE BETWEEN TRACK DEVICE OF AXLE COUNTER AND INSULATION JOINT OF TRACK CIRCUIT IN THE DIRECTION OF TRAIN MOVEMENT SHALL BE AS PER PARA NO. 17.43.5 OF S.E.M. (PART-I).
4. CONTROL TELEPHONE PROVIDED AT PANEL ROOM.
5. SIGNALS 1 OR 6 WILL REMAIN "ON" UNTIL SUCH TIME THAT THEIR RESPECTIVE APPROACH TRACKS ARE OCCUPIED UNLESS SIGNALS 3 OR 4 HAVE PREVIOUSLY BEEN CLEARED RESPECTIVELY.
6. WHEN TRAINS ARE APPROACHING SIMULTANEOUSLY FROM BANDEL & NAIHATI, SIGNALS 1 & 6 CAN BE CLEARED AT A TIME WITH SIGNALS 3 & 4 ARE AT "ON" AND BOTH THE APPROACH TRACKS ARE OCCUPIED.
7. WHEN SIGNALS 3 & 4 ARE CLEARED AT A TIME, SIGNALS 3 & 4 CAN NOT BE CLEARED UNTIL THE TRAINS ARE TO BE BROUGHT TO A STAND AT FOOT OF THE SIGNALS 3 & 4.
8. THE ANGLE OF CROSSING IS 1 IN 64.
9. TRIPPLE POLE LAMPS ARE PROVIDED FOR ALL SIGNALS.

SPECIAL INSTRUCTIONS / APPROVED SPECIAL INSTRUCTIONS	
INSTRUCTIONS	AUTHORITY
ISSUED BY	DATE
REMARKS	

SPECIAL INSTRUCTIONS / APPROVED SPECIAL INSTRUCTIONS	
INSTRUCTIONS	AUTHORITY
ISSUED BY	DATE
REMARKS	

COMPLETION DRAWING

EASTERN RAILWAY HOWRAH DIVISION	APPROVED BY DIVISION DY. CSTE/W/HHW/Drg L/N-SCW-272/HHW/Drg DT-12.05.04. & SR. DOM'S L/N-N-1/PL/PLI DT-10.02.05.	CRS SANC. NO. 5/1/11/05/19/14 DATE: 29/8/05	APPROVED BY DIVISION DY. CSTE/W/HHW/Drg L/N-SCW-272/HHW/Drg DT-12.05.04. & SR. DOM'S L/N-N-1/PL/PLI DT-10.02.05.	SIGNALLING PLAN (PANEL INTERLOCKING) HOOGHLY GHAT - CLASS B, STD III & GARIFA - FLAG, CLASS D.	S.I. 07649 58
		For CHIEF SIG. & TELE. ENGG. DATE:-	For CHIEF SIG. & TELE. ENGG. DATE:-	REPLACEMENT OF SIGNALLING GEARS WITH CENTRALISED OPERATION OF POINTS AND SIGNALS ON 'C' ROUTE VIPE G.B. ITEM NO. 175 OF 2005-06. BASED ON S.P. NO. S.I. 6143/58 ALT-1 & TO SUIT E.S.P. NO. DRMLHHW-160-2004.	