DAINHAT (PHASE-II)
BARHARWA
(KATWA Km. 7.01)
DSW-2
1 Km.
SW-2 OF LC-20/1/C /D-2
UP G/SIG. OF LC-20/2
180m
DOWN MAIN
UP MAIN
L-XING NO. 20/1/C 'C' CLASS Km. 98/15-16 (FROM BDC)
CONTROLLED BY SW-1 (BOOM LOCKING PROVIDED)
483m
695m
CH:1170m
60m
UP G/DIST. OF LC-20/2
BY SW-3 OF LC-20/1/C
120m OVER RUN (NO STABLING)
CH:810m
GATE PANEL
GATE CONT. SWITCH : SW-1.
SIGNAL SWITCHES : SW-2, SW-3.
* APPROACH WARNING TO BE INITIATED IN DOWN DIRECTION BY OCCUPATION OF DSW-2T & DAL IN UP DIRECTION.
** APPROACH LOCKING WILL BE ACTUATED BY OCCUPATION OF T.C. NO DSW-2T IN DN.DIRECTION.
*** APPROACH LOCKING WILL BE ACTUATED BY OCCUPATION OF T.C. NO 03T1 OF UP MAIN LINE OR 05/010T1 OF COMMON LOOP LINE ALONG WITH OFF ASPECT OF SIG NO-1 IN UP DIRECTION.
ASPECT CONTROL CHART
UP G/SIG. OF LC-20/2
1/UP G/DIST. OF LC-20/2
3
11A/B
D-11
695m
630m
1719m
1000m
SW-2 OF LC-20/1/C /D-2
2A/B/C
4
12
483m
1586m
769m
L-XING NO. 20/C 'B' CLASS (MOTOR OPERATED) Km. 98.018 FROM BDC CH. 328.35
CONTROLLED BY G-31
SB-1
SB-2
7.7m
AT PANEL CABIN
KEY-LOCK POINTS
CRANK HANDLES
P-57
CH1 CH2 CH3 CH4 CH5 CH6
FOR PT. 51 FOR PT. 52 FOR PT. 53 FOR PT. 54 FOR PT. 55 FOR PT. 56
CRANK HANDLE WELDED WITH THE KEY OF EKT
C.L. OF DAINHAT STATION BUILDING AT Km. 136.98 (FROM HOWRAH) AT Km. 97.69 (FROM BANDEL) CH. 0.00
S.B
DN. HIGH LEVEL PLATFORM (275.0 m x 9.14 m)
LINE NO. 1
LINE NO. 2
DOWN MAIN
DOWN LOOP
CAL= 785.3m (FM TO FM)
CAL= 735.0m (TS TO PT)
UP HIGH LEVEL PLATFORM (306.20 m x 10.04 m)
LINE NO. 3
LINE NO. 4
UP MAIN
COMMON LOOP
CAL= 949.85m (LC TO LC)
CAL= 949.85m (LC TO LC)
ISLAND PLATFORM
275m LONG
C.S.R.- 760m.
C.S.R.- 709m.
C.S.R.- 924m.
C.S.R.- 924m.
PANEL CABIN
MAIN SIG. BUTTONS : 1, 2, 3, 4, 5, 6, 10, 11, 12.
SHUNT SIG. BUTTONS : 72, 73, 74, 75, 76, 78, 80, 81.
POINT CONTROL BUTTONS : 51, 52, 53, 54, 55, 56.
KEY LOCK POINT BUTTONS : P-57.
CRANK HANDLE BUTTONS : CH1, CH2, CH3, CH4, CH5, CH6.
GATE CONTROL BUTTONS : G-31, G-32.
L-XING NO. 19 'C' CLASS (MOTOR OPERATED) Km. 97/2-3 FROM BDC CH. 647.50
CONTROLLED BY G-32
CH:630m
7.3m
120m OVER RUN (NO STABLING)
CH:1168m
120m
NOTES:-
1. ABSOLUTE BLOCK SYSTEMS OF WORKING WITH AGRADWIP & KATWA.
2. TOKENLESS BLOCK INSTRUMENT WITH AGRADWIP AND DOUBLE LINE BLOCK INSTRUMENT WITH KATWA LOCATED AT PANEL CABIN.
3. BLOCK PROVING AXLE COUNTERS WORK IN AGRADWIP-DAINHAT & DAINHAT-KATWA SECTION BOTH DIRECTIONS AND INTERLOCKED WITH RESPECTIVE BLOCK INSTRUMENTS.
4. CONTROL TELEPHONE PROVIDED AT PANEL ROOM.
5. MAGNETO TELEPHONE CONNECTED WITH LC GATE NOS. 19, 20, 18/A/4 AT Km.94/9-10, 18/A/6/C AT Km.95/16-96/1, 20/1/C AT Km.98/15-16 & 20/2 AT Km.99/8-9 AND E.I. CABIN.
6. ALL ANGLE OF CROSSINGS ARE 1 IN 12(CS).
7. LED LIT LAMPS USED FOR ALL SIGNALS.
8. KEY LOCK, EMERGENCY KEY LOCK & BOOM LOCKING PROVIDED IN WIRE OPERATED L.C. GATES AS PER DRAWING NO. S1-08678.
9. BLOCK JOINTS BETWEEN 012T & 11/12T ARE STAGGERED BY 1.82m. AS PER APPROVED DRAWING NO. S1-2362.
10. 03T1, 04T, 06T, 05/010T1 & 4T1 ARE TRACK CIRCUITS WITH QBAT RELAYS.
11. LEVEL CROSSING GATE NO. 20/1/C HELD ELECTRICALLY IN UP DIRECTION.
SPECIAL INSTRUCTIONS / APPROVED SPE
SL.NO. INSTRUCTIONS AU
1. DN. DIST. SIG. D-2 OF DAINHAT MERGED WITH DN. G/SIG. SW-2 OF LC-20/1/C. G.R.
2. UP G/DIST. SIG. OF LC-20/2 MERGED WITH UP ADV. STR. SIG. 1 OF DAINHAT. G.R.