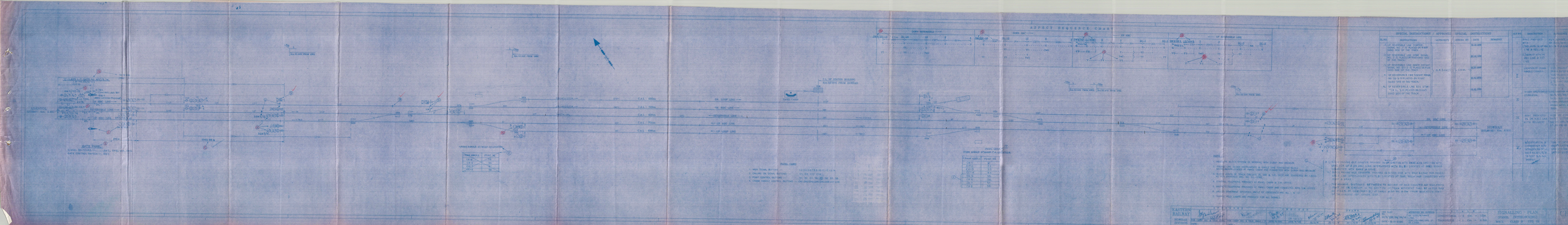

'C' CLASS L.C. GATE No. 41C/E/M.
(AT KM. 55/9-11)
220 M.
ASANSOL
(GURAP Km. 4.49)
SW 2/D2-12
SW 4/D2-14
12 PANEL
6.1M.
6.75M.
10M.
CONTROLLED BY SW-1
(BOOM LOCKING PROVIDED)
DN HBC LINE
REVERSIBLE LINE
UP HBC LINE
SW 3/D2-1
SW 5/D2-3
D1-12
D1-14
C12T
C14T
C12
C14
12
14C
12T
14T
DSW 5/13
DSW 3/11
1Km
60m
180m
120m
315 M.
1063.35 M.
14.78.24 M.
Km. 53.920 FROM HWH.
Km. 62.220 FROM HWH.
UP REVERSIBLE LINE
D1-1
D2-1
SW 5/D2-3
13/DSW 5
7
3
D1-3
D2-3
1063.3 M.
331m
1597m
1Km
1 Km.
G
YY
Y
YWU
ASPECT SEQUENCE CHART

GATE PANEL

SIGNAL SWITCHES :- SW2, SW3, SW4, SW5
GATE CONTROL SWITCH :- SW1.

PANEL CABIN

1. MAIN SIGNAL BUTTONS :- 1,2,3,4,5,6,7,8,9,10,11,12,13,14
2. CALLING ON SIGNAL BUTTONS :- C1, C3, C12, C14
3. POINT CONTROL BUTTONS :- 51, 52, 53, 54, 55, 56, 57, 58
4. CRANK HANDLE CONTROL BUTTONS :- CH1,CH2,CH3,CH4,CH5,CH6,CH7,CH8

PANEL CABIN ⑪

CRANK HANDLE AT EAST C.H. LOCATION

CRANK HANDLE	POINT NO.
CH-1	51
CH-2	52
CH-3	53
CH-4	54
CH-5	55.
CH-6	56.
CH-7	57.
CH-8	58.

NOTE :-

1. ABSOLUTE BLOCK SYSTEM OF WORKING WITH GURAP AND BELMURI.
2. DOUBLE LINE BLOCK INSTRUMENTS & SINGLE LINE TOKENLESS BLOCK INSTRUMENTS LOCATED AT PANEL CABIN AND CONNECTED WITH GURAP AND BELMURI.
3. BLOCK JOINTS OF TRACK CIRCUITS 3T, 04T & 14T, 013T ARE STAGGERED BY 1.82m AS PER APPROVED DRG. NO. SJ-2362.
4. CONTROL TELEPHONE PROVIDED AT PANEL CABIN & S.M. OFFICE.
5. MAGNETO TELEPHONE PROVIDED AT PANEL CABIN AND CONNECTED WITH S.M. OFFICE.
6. UNLESS OTHERWISE SPECIFIED, ANGLE OF CROSSINGS ARE ALL 1 IN 12.
7. TRIPPLE POLE LAMPS ARE PROVIDED FOR ALL SIGNALS.
8. i) BLOCK PROVING AXLE COUNTER PROVIDED ON ~~UP~~ BOTH DIRECTION WITH BMAE & DN DIRECTION WITH GRAE FOR UP & DN HBC LINE. INTERLOCKED WITH D.L.B.I LOCATED AT PANEL ROOM & CONNECTED WITH BMAE & GRAE. ⑪
   ii) BLOCK PROVING AXLE COUNTER PROVIDED ON EITHER SIDE WITH BMAE & GRAE FOR REVERSIBLE LINE INTERLOCKED WITH TLBI LOCATED AT PANEL ROOM AND CONNECTED WITH BMAE & GRAE. ①
9. THE MINIMUM DISTANCE BETWEEN TR DEVICE OF AXLE COUNTER AND INSULATION JOINT OF TR. CIRCUIT IN THE DIRECTION OF TRAIN MOVEMENT SHALL BE AS PER PARA NO. 7.43.5 OF SEM (PART-II). IT SHALL ALSO BE 19.5m FROM INSULATION JOINT OF TR. CIRCUIT OF OTHER END.

SPECIAL INSTRUCTIONS / APPROVED SPECIAL INSTRUCTIONS

SL.NO	INSTRUCTIONS	AUTHORITY	ISSUED BY	DATE	REMARKS
1.	UP REVERSIBLE LINE STARTER SIGNAL NO. 7 IS PLACED ON RIGHT HAND SIDE OF THE TRACK.	G.R. 3.04(1)	C.O.M.	18.02.2006	
2.	UP REVERSIBLE LINE HOME SIGNAL NO. 3 IS PLACED ON RIGHT HAND SIDE OF THE TRACK.			22.02.2006	
3.	UP REVERSIBLE LINE INNER DISTANT SIGNAL NO. D1-3 IS PLACED ON RIGHT HAND SIDE OF THE TRACK.			22.02.2006	
4.	UP REVERSIBLE LINE DISTANT SIGNAL NO. D2-3 IS PLACED ON RIGHT HAND SIDE OF THE TRACK.			22.02.2006	
5.	UP REVERSIBLE LINE ADV. STARTER No. 3 IS PLACED ON RIGHT HAND SIDE OF THE TRACK.			18.02.2006	

ALT NO	DESCRIPTION	REFERENCE
I	BPAC PROVIDED WITH— i) BELMURI IN UP HBC LINE & REV. LINE ii) GURAP WITH DN HBC LINE & REV. LINE	RLY BOARD'S L No. 2002/SIG/ DT- 9-7-2002
II	LOCATION OF CRANK HANDLE CHANGED.	[illegible]
III	TO SUIT CRS/E CIRCLE STIPULATION.	CRS SANCTION No. 30/5/VIII/06/ DATED 16.01.20
V.	INTERLOCKING OF L.C. GATE No. 41C/E/M. TO SUIT S.I. No. 06851.	SGW 272/HW DATED- 21-0

EASTERN RAILWAY	APPROVED		CHECKED			DRAWN			CRS SANC. NO.	APPROVED BY DIVISION	SCALE
HOWRAH DIVISION	FOR CHIEF SIG. & TELE. ENGG.	FOR CHIEF SIG. & TELE. ENGG./P	SSTE/W/DRG	ASTE/W/HRL	SE/D/W	JE-II/W	JE-I/D/W	JE-II/D/W	30/5/VIII/06/791/H	DY. CSTE/W/HWH'S L/NO. SGW.272/HWH/DRG. DT. 02.3.2005.	LONGITUDINAL :- 1 Cm. = 12m
DATE:-	DATE:-		29.11.05		27.04.05	20.4.05	19.4.05	18.4.05	DATE - 16.01.2006		TRANSVERSE :- 1 Cm. = 4.8m

SIGNALLING PLAN
(PANEL INTERLOCKING)
MACL CLASS B STD. III