ASPECT SEQUENCE CHART

DN LINE	UP LINE
812M 332M 904M	1100M 352M 540M
SA1068 SA1161 SA1162 AS1168 (NOAPARA STN)	SA1061 SA1165 SA1164 AS-1167 (NOAPARA STN)
G–G–G–G Y–Y–Y–Y R–R–R–R	G–G–G–G Y–Y–Y–Y R–R–R–R Y + ROUTE

SL NO.	TRACK SECTION	FROM	TO	RESETTING TYPE	PLACEMENT OF RESET BOX	PLACEMENT OF LV BOX	INDICATION DOC	INDICATION OCR/AR	COOPERATION WITH STN FOR RESETTING	DUAL DETECTED BY AFTC NO.
DN LINE 1.	TS-1103	DP–1102 DP–1108	DP–1106 DP–1106	CONDITIONAL HARD	KDMI	KDMI	R	G	SAME STN	(1161AT+1161T)
2.	TS-1105	DP–1106	DP–1110	CONDITIONAL HARD	KDMI	KDMI	R	G	SAME STN	1105T
3.	TS-1107	DP–1110 DP–1114	DP–1112 DP–1112	CONDITIONAL HARD	KDMI	KDMI	R	G	SAME STN	1107T
4.	TS-SUP6 (TS-1162 +TS-1164)	DP–1112	DP–1204	MANUAL (PREP)	KDMI	KBEL	R	G	KBEL	–
5.	TS-1162	DP–1112	DP–1119	AUTO	KDMI	–	R	G	–	(1162T1+1162T2+1168AT)
6.	TS-1168	DP–1116	DP–1204	AUTO	KDMI	–	R	G	–	(1164AT+1168T1+1168T2+1262AT)
7.	TS-1262	DP–1202	DP–1208	AUTO	KDMI	–	R	G	–	(1262AT+1262T1+1264AT)
8.	TS-SUP6A (TS-1168 +TS-1262)	DP–1116	DP–1208	MANUAL (PREP)	KDMI	KBEL	R	G	KBEL	–
9.	TS-1068	DP–1002 (NOAPARA STN)	DP–1104	MANUAL (PREP)	(NOAPARA STN)	KDMI	R	G	(NOAPARA STN)	(1068T1+1068T2+1161AT)
10.	TS-1068A	DP–1004 (NOAPARA STN)	DP–1002 (NOAPARA STN)	MANUAL (PREP)	(NOAPARA STN)	KDMI	R	G	(NOAPARA STN)	1068AT

SL NO.	TRACK SECTION	FROM	TO	RESETTING TYPE	PLACEMENT OF RESET BOX	PLACEMENT OF LV BOX	INDICATION DOC	INDICATION OCR/AR	COOPERATION WITH STN FOR RESETTING	DUAL DETECTED BY AFTC NO.
UP LINE 1.	TS-1151	DP–1119	–	CONDITIONAL HARD	KDMI	KDMI	R	G	SAME STN	1151T
2.	TS-1152	DP–1119 DP–1119	DP–1108A DP–1117	CONDITIONAL HARD	KDMI	KDMI	R	G	SAME STN	1152T
3.	TS-1104	DP–1115 DP–1117	DP–1113 DP–1113	CONDITIONAL HARD	KDMI	KDMI	R	G	SAME STN	1104T
4.	TS-1106	DP–1113	DP–1111	CONDITIONAL HARD	KDMI	KDMI	R	G	SAME STN	1106T
5.	TS-1108	DP–1111 DP–1111	DP–1107 DP–1114A	CONDITIONAL HARD	KDMI	KDMI	R	G	SAME STN	(1164AT+1164T)
6.	TSC-1164	DP–1107	DP–1105	AUTO	KDMI	–	R	G	–	C–1164T
7.	TS-1167	DP–1109	DP–1101	AUTO	KDMI	–	R	G	–	(1167AT+1167T+C–1164T+1164AT)
8.	TS-1263	DP–1103	DP–1205	AUTO	KDMI	–	R	G	–	(1263AT+1263T1+1263T2+1167AT)
9.	TS-SUP7 (TS-1264 +TS-1167 +TS-1263)	DP–1109	DP–1205	MANUAL (PREP)	KDMI	KBEL	R	G	KBEL	–
10.	TS-1165	DP–1115A	DP–1003 (NOAPARA STN)	MANUAL (PREP)	KDMI	(NOAPARA STN)	R	G	(NOAPARA STN)	–

SPECIAL INSTRUCTIONS / APPROVED SPECIAL INSTRUCTIONS					
SL. NO.	INSTRUCTIONS	AUTHORITY	ISSUED BY	DATE	REMARKS

ALT.NO.	DESCRIPTION	REFERENCE	CHECKED				APPROVED		DATE OF COMM.	CRS SANCTION NO. & DATE
			SSE/DRG	SSE/S/	ASTE/	SSTE/	f C S T E	f C O M		

3.740KF 0.2KF
CH(-)2563.62M
N
0.2KF LEVEL
CH00.00M
LEVEL 1.25KF
CH:203.97M
1.25KF LEVEL
CH:1395.0M

DUM DUM

UP LINE ⟷ DN LINE

CH–0.00M
KM–0.00

(-)0.982 KM
(-)0.5533 KM
(-)0.366KM
(END OF SIDING)

CH233M
DS CH1776.64M
CH489M
CH995M

CH1 PT.1183
CH2 PT.1184,1185 1186

TO KNDA STN
CNL
TO KBEL

812M
90M
232M
904M

TS-1068/(1068T1+ 1068T2+1161AT)
TS-1103/(1161AT+1161T)
TS-1105/T
TS-1107/T
TS-1162/(1162T1+1162T2+1168AT)
TS-1168/(1168AT+1168T1+1168T2+1262AT)

SA-1068
DP–1004 DP–1002
TS-1068A/T
BUFFER WITH RED LIGHT
180 M LONG
CAR REVERSING SIDING (STABLING ALLOWED)
STOP
NOAPARA 2.090km
SA-1061
DP–1006
DN LINE
UP LINE
SA-1161
DP–1102
TS-1068/(1068T1+ 1068T2+1161AT)
TS-1151/T
TS-1165/(1165T1+1165T2+C1061T)
1176,1175
1165
1161AT
DP–1104
11617
DP–1108
SH-1176
DP–1106
DP–1113
1161,1171A
1171B
1165T
1106T
1164,C–1164
1179
DP–1119
DS 1186
TS-1152/T
DP–1108A
1185
1184
1184B
DP–1117
SH-1171 A/B
DP–1115
DP–1115A
FROM NOAPARA STN.
SLOT–5 WHEN DV SET TO MAIN LINE
& SLOT–7 WHEN DV SET TO CARSHED
1104T
SA-1165
SH-1175
PANEL ROOM
DN PLATFORM (181M LONG)
UP PLATFORM (181M LONG)
SA-1162
DP–1110
1107T
1183A
DP–1114
1183B
DP–1112
SH-1172
DP–1111
1164T
SH-1177
S-1163
DP–1109
1164AT
DP–1114A
1162,1163,1177
1162T1
STOP
1162T2
AS-1168
DP–1116
1168AT
DP–1118
1168T1
KAVI SUBHASH (BELGACHIA)
km 2.151
1263T2
1263T1
UP LINE
DP–1107
SA-1164
C–1164T
DP–1105
1167T
DP–1103
1167AT
DP–1101
AS-1167
TS1104/T
TS1106/T
TS-1167/(1164AT+C–1164T+1167T+1167AT)
TS-1108/(1164AT+1164T)
TSC-1164/T
TS-1263/(1167AT+1263T2+1263T1+1263AT)
90M (MIN)
352M
540M
CH860M
CH931M
CH1266M
CH1806M

SUPERCEDED DRG. NO. SI-0011/07(ALT-1)
BASED ON ESP NO. MRC/W/KDMI STN./YARD PLAN/03-2012
(REDRAWN)

NOTE:

I) MULTI SECTION DIGITAL AXLE COUNTER IN DUAL WITH AFTC HAVE BEEN PROVIDED.
II) EVERY AUTOMATIC SIGNAL IS CONTROLLED BY RESPECTIVE TRACK SECTION/TRACK CIRCUIT AND ASPECT OF THE SIGNAL AHEAD.
III) EACH TRACK SECTION COMMENCES FROM THE FOOT OF THE SIGNAL AND ENDS ATLEAST 90M BEYOND THE NEXT AUTOMATIC/ SEMI AUTOMATIC SIGNAL IN ADVANCE IN THE STRAIGHT ROUTE, UNLESS OTHERWISE SPECIFIED. MULTIPLE AFTC TRACK CIRCUITS IN SERIES ARE PROVIDED IN PARALLEL WITH THOSE TRACK SECTIONS.
IV) MAGNETO TELEPHONES ARE PROVIDED AT PANEL ROOM AND THEY ARE CONNECTED WITH PANEL ROOMS OF BELGACHIA AND NOAPARA STN.
V) CONTROL TELEPHONES ARE PROVIDED WITH PANEL, SM AND TS/SS ROOMS.
VI) ALL TURNOUTS ARE 1 IN 10.
VII) LED LAMPS ARE PROVIDED FOR SIGNAL LIGHTING AND LED 'A' MARKERS ARE PROVIDED IN SEMI AUTOMATIC SIGNALS.
VIII) FOR LOWERING SA–1165, SLOT–5(FOR MAIN LINE OVERLAP) OR SLOT–7(FOR CARSHED OVERLAP) IS REQUIRED FROM NOAPARA STN.
IX) SEPERATE INDICATION PANEL HAS BEEN PROVIDED TO INDICATE STATUS OF AFTC & MSDAC.

METRO RAILWAY KOLKATA	PREPARED	CHECKED						APPROVED		CRS SANCTION	SCALE			DRG. No.:-
	30.06.22	21.06.22	21.06.22								LONGITUDINAL : 1:1000 TRANSVERSE: 1:500	SIGNAL INTERLOCKING PLAN CLASS-SPL, STD-II(R)	DUM DUM (EI)	SI 0011 09
	JE/D&D/S&T	SSE/D&D/S&T	SSE/S/C	ASTE/C	Dy.CSTE/C	Dy.COM/O&M	CSTE/PROJ.	PCSTE	PCOM					