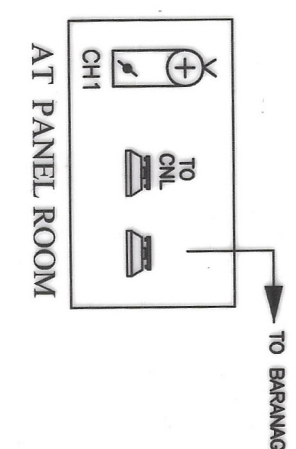


CH-14.15m
FCSB

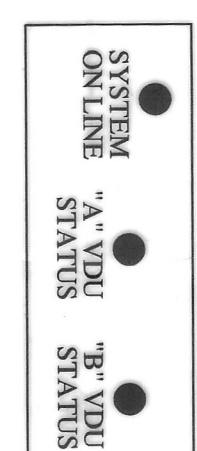
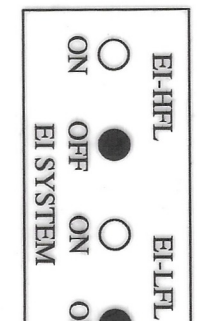
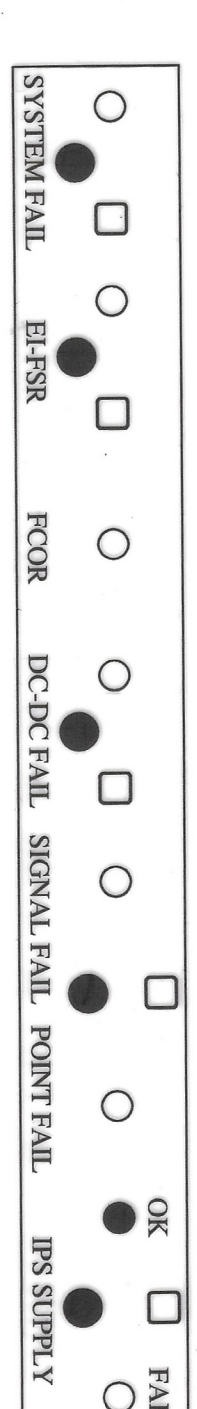
DAKSHINESWAR STATION

UP / DOWN

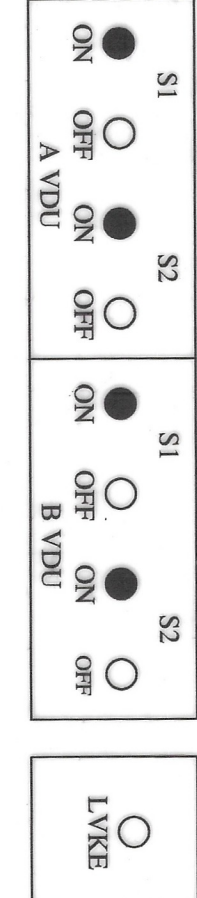
LEVEL 1 IN 187
CH-107.5m(FCSB)



FAILURE INDICATION & BUZZER

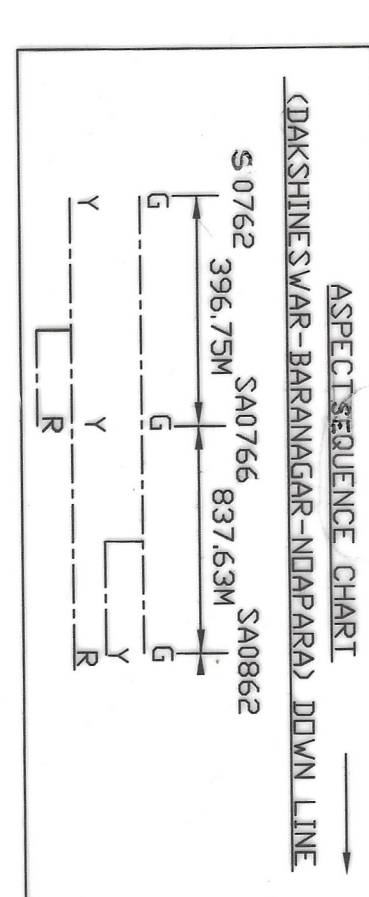


SYSTEM COMMUNICATION INDICATION



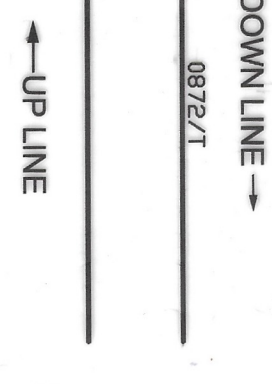
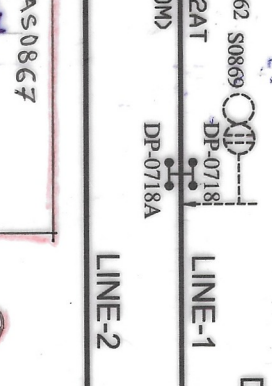
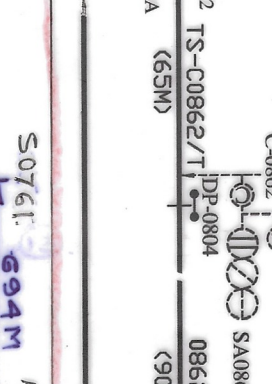
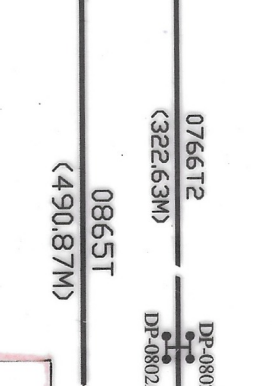
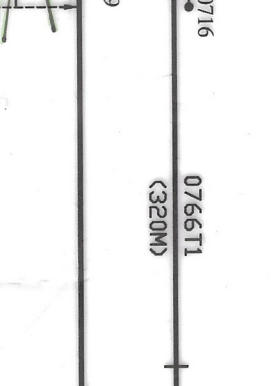
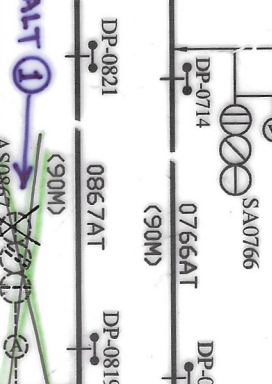
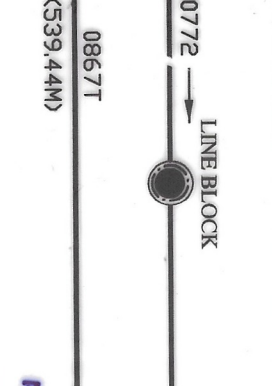
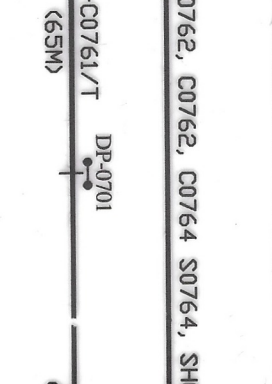
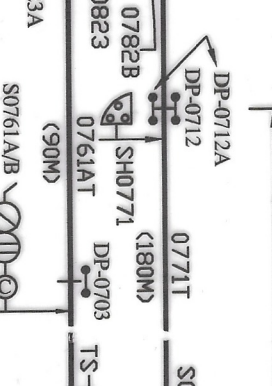
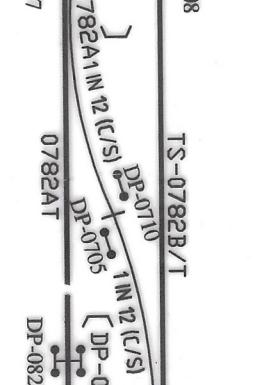
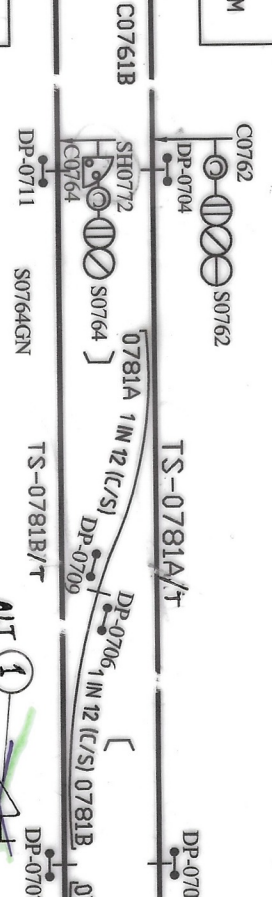
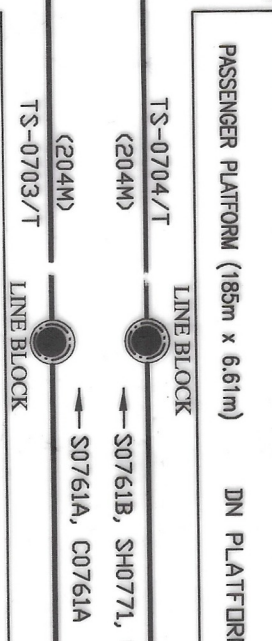
MSDAC INDICATIONS DN LINE
TRACK SECTION OCC CLEAR
TS-SUP-0702
DP0712A-DP0718A

VDU COLORS HEALTH
INDICATION
[Color indicators]



OF
DAKSHINSHWAR STATION.
6.230 Km FROM DUM DUM.
CH:- 0.00m

PLATFORM END
CH:- 92.5m(FCSB)



NOTES:-

- MULTI SECTION DIGITAL AXLE COUNTER IN DUAL WITH AFTC HAVE BEEN PROVIDED.
- EVERY AUTOMATIC SIGNAL IS CONTROLLED BY RESPECTIVE TRACK SECTION / TRACK CIRCUIT AND ASPECT OF THE SIGNAL AHEAD.
- EACH TRACK SECTION COMMENCES FROM THE FOOT OF THE SIGNAL AND ENDS AT LEAST 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.
- MAGNETO TELEPHONES ARE PROVIDED IN PANEL ROOM AND THEY ARE CONNECTED WITH SIDE STATION BARANAGAR PANEL ROOM.
- CONTROL TELEPHONES ARE PROVIDED AT PANEL, SM AND TS / TSS ROOMS.
- ALL TURNOUTS ARE IN 1 IN 12.
- LED LAMPS ARE PROVIDED FOR SIGNAL LIGHTING AND LED 'A' MARKERS ARE PROVIDED IN SEMI AUTOMATIC SIGNALS.
- SEPARATE INDICATION HAS BEEN PROVIDED TO INDICATE STATUS OF AFTC & MSDAC ON VDU.
- DUAL VDU (ONE STAND BY) PROVIDED FOR VDU OPERATION.
- SEPARATE ELECTRO MAGNETIC COUNTER FOR EMERGENCY POINT OPERATION.
- C/O.N. EUVA, RRBUN & AUTO CANCELLATION PROVIDED.
- UP HOME SIGNAL 50761A/B WILL BE CLEARED ON OCCUPATION OF TS-C0761/T AS PER GFM/RY-INSPECTION NOTE NO.-08/14/17/020 (INDIRECT RECEPTION AS PER GFM/RY-17/020)

CRANK HANDLE GROUPING FOR EMERGENCY OPERATION OF POINTS		
CRANK	HANDLE	LOCATION
CH-1		0781A/B & 0782A/B

POINT INDICATION		
	NORMAL	REVERSE
0781A/B	●	○
0782A/B	●	○

CRANK HANDLE CONTROL & INDICATION		
IN	●	
LOCK	●	
OUT	○	

NOTE: 1) NOTE NO. 11 ADDED. 2) GREEN ASPECT OF AS0867 DELETED. 3) ASPECT SEQUENCE CHART CORRECTED. 4) 8 KMPH BOARD REMOVED.

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OUT IN
PC SMOKEY
OPEN CLOSE
E.I. RELAY ROOM

1) DIRECT RECEPTION OF UP HOME SIGNAL, 50761A/B IS PROVIDED AT THE JOINT SAFETY CERTIFICATE DT-05-07-2024 AFTER SUCCESSFUL TESTING OF FRICTION TYPE SLIDING BUFFER BY RDSO IN BOTH EMPTY AND LOADED CONDITION AND PROPOSED MODIFICATION OF GR-1060.

2) FRICTION TYPE SLIDING BUFFER PROVIDED BEYOND FIXED RED SIGNALS 50763 AND 50765.

3) DIRECT RECEPTION OF UP HOME SIGNAL, 50761A/B IS PROVIDED AT THE JOINT SAFETY CERTIFICATE DT-05-07-2024 AFTER SUCCESSFUL TESTING OF FRICTION TYPE SLIDING BUFFER BY RDSO IN BOTH EMPTY AND LOADED CONDITION AND PROPOSED MODIFICATION OF GR-1060.

4) FRICTION TYPE SLIDING BUFFER PROVIDED BEYOND FIXED RED SIGNALS 50763 AND 50765.

5) DIRECT RECEPTION OF UP HOME SIGNAL, 50761A/B IS PROVIDED AT THE JOINT SAFETY CERTIFICATE DT-05-07-2024 AFTER SUCCESSFUL TESTING OF FRICTION TYPE SLIDING BUFFER BY RDSO IN BOTH EMPTY AND LOADED CONDITION AND PROPOSED MODIFICATION OF GR-1060.

6) FRICTION TYPE SLIDING BUFFER PROVIDED BEYOND FIXED RED SIGNALS 50763 AND 50765.

7) DIRECT RECEPTION OF UP HOME SIGNAL, 50761A/B IS PROVIDED AT THE JOINT SAFETY CERTIFICATE DT-05-07-2024 AFTER SUCCESSFUL TESTING OF FRICTION TYPE SLIDING BUFFER BY RDSO IN BOTH EMPTY AND LOADED CONDITION AND PROPOSED MODIFICATION OF GR-1060.

8) FRICTION TYPE SLIDING BUFFER PROVIDED BEYOND FIXED RED SIGNALS 50763 AND 50765.

9) DIRECT RECEPTION OF UP HOME SIGNAL, 50761A/B IS PROVIDED AT THE JOINT SAFETY CERTIFICATE DT-05-07-2024 AFTER SUCCESSFUL TESTING OF FRICTION TYPE SLIDING BUFFER BY RDSO IN BOTH EMPTY AND LOADED CONDITION AND PROPOSED MODIFICATION OF GR-1060.

10) FRICTION TYPE SLIDING BUFFER PROVIDED BEYOND FIXED RED SIGNALS 50763 AND 50765.

CH-14.15m
FCSB

CH-107.5m(FCSB)

CH-630.5m(FCSB)

CH-14.15m
FCSB

CH-107.5m(FCSB)

CH-630.5m(FCSB)

CH-14.15m
FCSB

CH-107.5m(FCSB)

CH-630.5m(FCSB)

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CH-630.5m(FCSB)

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