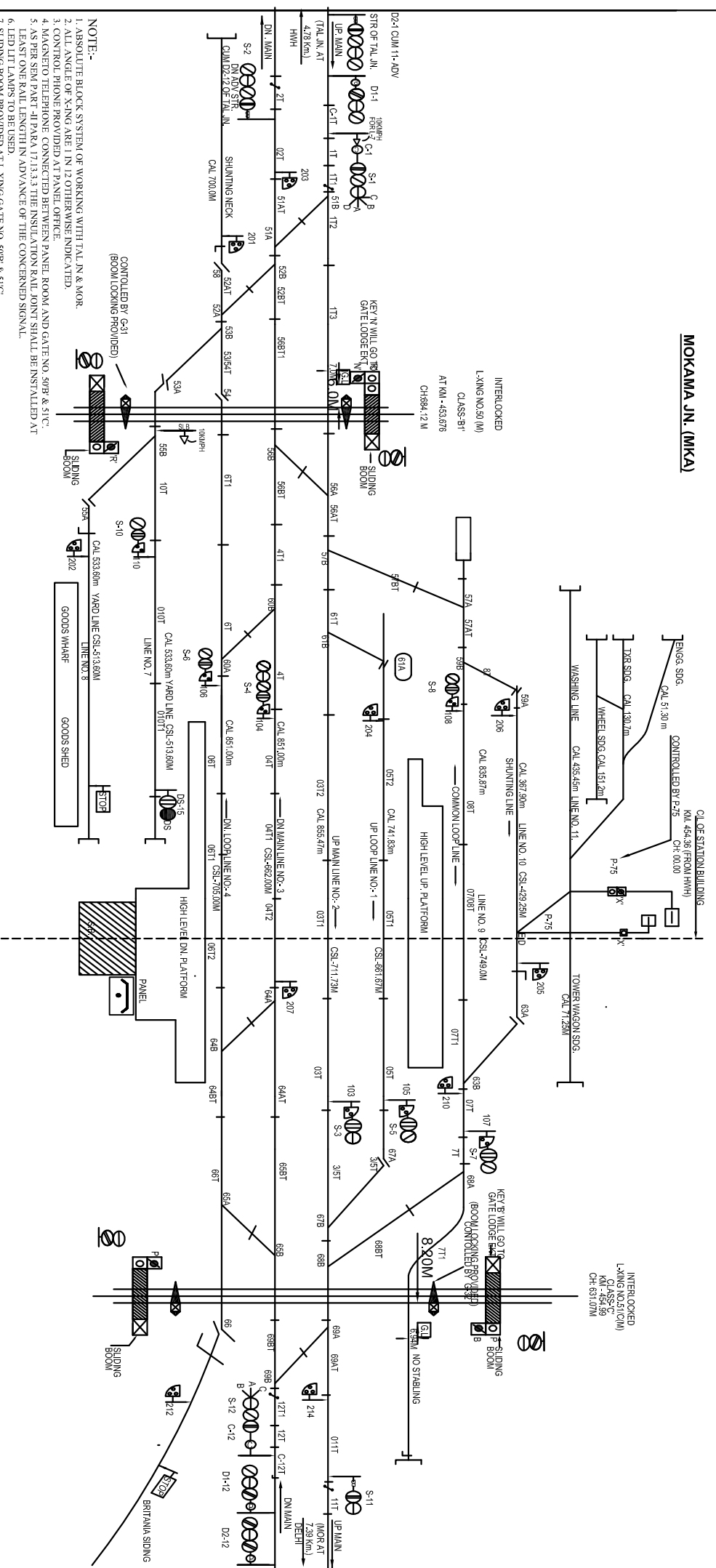


MOKAMA JN. (MKA)



- NOTE:-**
1. ABSOLUTE BLOCK SYSTEM OF WORKING WITH T.A.L.N. & M.O.R.
 2. ALL ANGLE OF X-ING ARE IN 12 OTHERWISE INDICATED.
 3. CONTROL PHONE PROVIDED AT PANEL OFFICE.
 4. MAGNETO TELEPHONE CONNECTED BETWEEN PANEL, ROOM AND GATE NO. 50P & 51C.
 5. AS PER SEM PART-4I PARA 17.13.3 THE INSULATION RAIL JOINT SHALL BE INSTALLED AT LEAST ONE RAIL LENGTH IN ADVANCE OF THE CONCERNED SIGNAL.
 6. LEAD LIT LAMPS TO BE USED.
 7. SLIDING BOOM PROVIDED AT L-ING GATE NO. 50P & 51C.
 8. POINT G3 WILL NORMALLY LOCKED IN NORMAL POSITION UNLESS UNLOCKED BY SPECIAL SLOT BUTTON SW G3.
 9. 10 KMPH SPEED ON PT 55B IN TERMS OF SR 4.10.
 10. UFSBI BLOCK PANEL WITH HASSDAG PROVIDED BETWEEN MOKAMA-TAL.N. & MOKAMA - M.O.R.
 11. INDIRECT RECEPTION IN LINE NO. 7 WITH 10 KMPH SPEED RESTRICTION AFTER OCCUPATION OF C-1T PROVIDED.
 12. ELECTRIC LIFTING BARRIER PROVIDED AT LC GATE NO. 50P & 51C.
 13. ROAD SIGNAL SHALL DISPLAY RED ASPECT AT LC GATE NO. 50P & 51C WHEN SLIDING BOOM IS USED TO CLOSE THE ROAD TRAFFIC.

| | | |
|---------------------|-----------------------------|----------------|
| EXISTING REFERENCE | GENERAL PLAN | SER. NO. 11.15 |
| DATE OF PREPARATION | SIGNALING PLAN | REVISED |
| DESIGNER | SCALE: STRUCTURE CLASS: 3/8 | |
| APPROVED | MOKAMA JN. (MKA) | |
| DATE | | |