

L-XING DETAILS BETWEEN BWH-GMR				
LC NO	CLASS	KM	BLACK SECTION	TELEPHONE CONNECTION
82	C-1 B1	695/0-72	M	BWH - GMR
83	C	687/21-23	M	BWH - GMR

EXT 29	CONTROLLED BY 6-31 EXT B	EMERGENCY KEY
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AT G.L. (L.C. 84 B)

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

DESCRIPTION	REFERENCE	CHECKED	DATE	APPROVED DATE	COMPL.	SINCE DATE
COMPLETION DRAWING MADE.	-	5/8/81 GIMB	5/8/81 GIMB	5/8/81 GIMB	5/8/81 GIMB	5/8/81 GIMB

KEY 'B' TO COME OUT
FROM EXT. A AFTER BOOM
LOCKING AND CLOSING THE
DETECTION CONTACTS

OPEN
GATE CLOSE
SWITCH

OPEN
GATE COMMON
SWITCH

[Faint, illegible handwritten notes]

[illegible]

C/L OF STATION BUILDING
Km. - 689.40 (FROM HWH.)

F. No. - 84/D
LOCKED BY C-31
On. 10/6/9
18cm

[illegible]

112				
	5.9	R. L. DOWN	PLATEFORM (250.0m.)	
I	0.371	ALT-1	0372 ALT-1	
	5m	R. L. UP	PLATEFORM (250.0m.)	

KEY B GOES TO GATE LOUSE EKT

171

BY C-31 (ROOM LOCKING)

S-2

S-1

C-1

F-1

UP INN. DIST. D1=1

HOWRAH END

(NEXT STN. GAMARA AT W.M.-7.76)

NOTE:-	CANAL	CHQ	D/S	P.S.D.	SECTION
1. ABSOLUTE BLOCK SYSTEM OF WORKING WITH GAMARA - DIENDARGAR					
2. DOUBLE LINE LOCK & BLOCK-INSTRUMENT WITH GAMARA & DEBANGA					
3. BLOCK PROVEN BY AXLE COUNTERS WORK IN BHADURA-GAMARA LUS DIRECTION AND IN BHADURA-DIENDARGAR IN BOTH DIRECTION SECTION					
4. CONTROL TELEPHONE CONNECTED AT PANEL CABIN					
5. MAGNETO TELEPHONES PROVIDED WITH S.M.PANEL (C.F.R.)					

POINT - 599.5m.

UP LOOP LINE

(S-5) Line

EAST LOCATION.

CH - 2. CH - 1.

(+)

(+)

2000'

⑧

⑨

⑩

Diagram of a rectangular gate structure. The width is labeled as 180m. The height is labeled as S-18'. The gate is labeled G-31. A red line indicates the gate's position, with a red arrow pointing to it labeled G-31. A red circle with a cross is labeled (R). A red circle with a plus sign is labeled (+).

5. CRANK HANDLE LOCATIONS ARE SAME AS CRANKS ON THE WINTER LINE.
6. VERIFICATION LOCATIONS ARE SAME AS IN 1980'S, 83, 87, 88, 89.
7. A LOT OF "Y-INC ARE INDICATED."
8. LEAD LITS - LAMPS TO BE USED.
9. SLIDING BOOM PROVIDED AT LC GATE NO. B-3 AT CH-226.0TH
10. UPPER BLOCK PANEL WITH BRASS WORKING.
11. LOWER BLOCK PANEL WITH BRASS WORKING.
12. UPPER BLOCK PANEL WITH BRASS WORKING.
13. LOWER BLOCK PANEL WITH BRASS WORKING.
14. UPPER BLOCK PANEL WITH BRASS WORKING.
15. LOWER BLOCK PANEL WITH BRASS WORKING.

IN PANEL

MAIN SIGNAL BUTTONS : 1,2,3,4,5,7,8.
C-ON SIGNAL BUTTONS : C-1,C-8.
POINT CONTROL BUTTONS : **P-53**.
CRANK HANDLE CONTROL BUTTONS : CH1,CH2.
POINT BUTTONS : 51,52, 54.

Diagram showing the connection of the crank handle or chain to the PT.-51 and PT.-52 components. The diagram is enclosed in a dashed box. A line from the text "CRANK HANDLE OR CHAINED" points to the PT.-51 component. The PT.-52 component is also shown with a connection point.

CONTROLLED BY G-31
EMERGENCY KEY
NON-LOOK TYPE
SIGNATURE REMOVED

STANDARD OF AUTOMATIC
LOCKING CHANGED
FROM 10 TO 18

SY DATE NAME
LT NP-S/DAGS
DNR DT - 18 /
08/2026

Handwritten notes:
- "10" above the first column header.
- "18" above the second column header.
- "10" above the third column header.
- "18" above the fourth column header.

[illegible]

APPROVED.	C
21. 21.05 (OY C STE / C / MHX)	25.05

[illegible]

2	L.T. CERTIFIED DATE / /	Comp.
3	APPROVED DATE / /	Comp.
E	CENTRAL - PANEL. "SIGNAL INTERLOCKING PLAN" MACL STD-III CLASS - 'B'. -1cm=10m. -1cm=5m.	भदौरा BHADAURA ECR/SIP/DNR/O 2004
TO SULT C.E.S. DRC NO. 68-2003		

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MINAPUR DIVISION.	T.C.S.I.E./C/CCR/MPX	S.S.I.E./
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A.S.I.E./CON/MHX.	S.S.E./SIG/C/MHX.	JE-II/DRG/C/DNR.
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TO 3011	CL. 3	JUN 3	72-1	1000
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