SPECIAL INSTRUCTIONS/APPROVED SPECIAL INSTRUCTIONS

SL.NO.	INSTRUCTIONS	ISSUED BY	AUTHORITY	DATE	REMARKS
I	UNDER THE PROVISION OF GR PMM 3.40(iii) & AUTOMATIC SIGNAL RULES, SIGN WILL BE RECKONED FROM THE STARTER. (A) S-26 FOR DN TRAINS (B) FROM DN HOME FOR RECEPTION OF DN TRAINS ON LINE NO-1 & 2 ONLY. SAND-HUMP KEEPING SIGNAL NORMAL. (C) FROM DN HOME FOR RECEPTION OF DN TRAINS ON LINE NO-3, 4, 5, 6, 7 & 8 RESPECTIVELY. DN HOME WILL BE STOPPING UPTO 74A/TS AND KEEPING TS NORMAL. (D) S-1 FOR UP TRAINS FROM SIGNAL NO-11 FOR RECEPTION OF UP TRAINS ON LINE NO-4, TO AVOID SAND HUMP. SIGNAL UPTO 74A/TS AND KEEPING TS NORMAL.		CRS.	(II) — NO BE OBTAINED. VIDE CRS LETTER NO-16/A/19/VIII/17/3/H DT-10.04.2017	

UP ASPECT CONTROL CHART / DN ASPECT CONTROL CHART

NOTE-
1. ABSOLUTE BLOCK SYSTEM OF WORKING WITH ANPARA AND SHAKTINAGAR.
2. SINGLE LINE TOKENLESS BLOCK INSTRUMENT PROVIDED WITH ANPARA AND SHAKTINAGAR LOCATED AT PANEL ROOM.
3. BLOCK PROVING AXLE COUNTER PROVIDED BETWEEN KRISHNASHILLA - ANPARA AND KRISHNASHILLA - SHAKTINAGAR AND INTERLOCKED WITH RESPECTIVE BLOCK INSTRUMENT.
4. CONTROL TELEPHONE PROVIDED AT PANEL ROOM.
5. ALL ANGLE OF 'X' ING ARE 1 IN 12 OTHERWISE INDICATED.
6. LED SIGNAL LAMPS TO BE USED.
7. TRACK CIRCUIT No. 17-21 & 37-301 ARE STAGGERED BY 1.92 M.
8. TRACK CIRCUIT 17-21 & 37-301 ARE ALLAGNOW RECEPTION SIGNAL.
9. POINT 65 WILL NORMALLY BE LOCKED IN NORMAL POSITION UNLESS UNLOCKED BY SPECIAL SLOT BUTTON SN 65.
10. THE SIGNALLING INSTALLATION TO MODIFY TO SUIT 25 KV AC TRACTION.
11. I&W-AK PROVIDED BETWEEN ANPARA-KRISHNASHILLA AT KM-17.03 FROM KRLR
12. 2/13 AKT PROVIDED BETWEEN KRISHNASHILLA - I&W-AK

AUTHORITY OF WORK-PB ITEM No.87 OF 2014-15.

| PROPOSAL OF I&W-AK BETWEEN ANPARA-KRISHNASHILLA AT KM-17.03 FROM KRLR. | | |