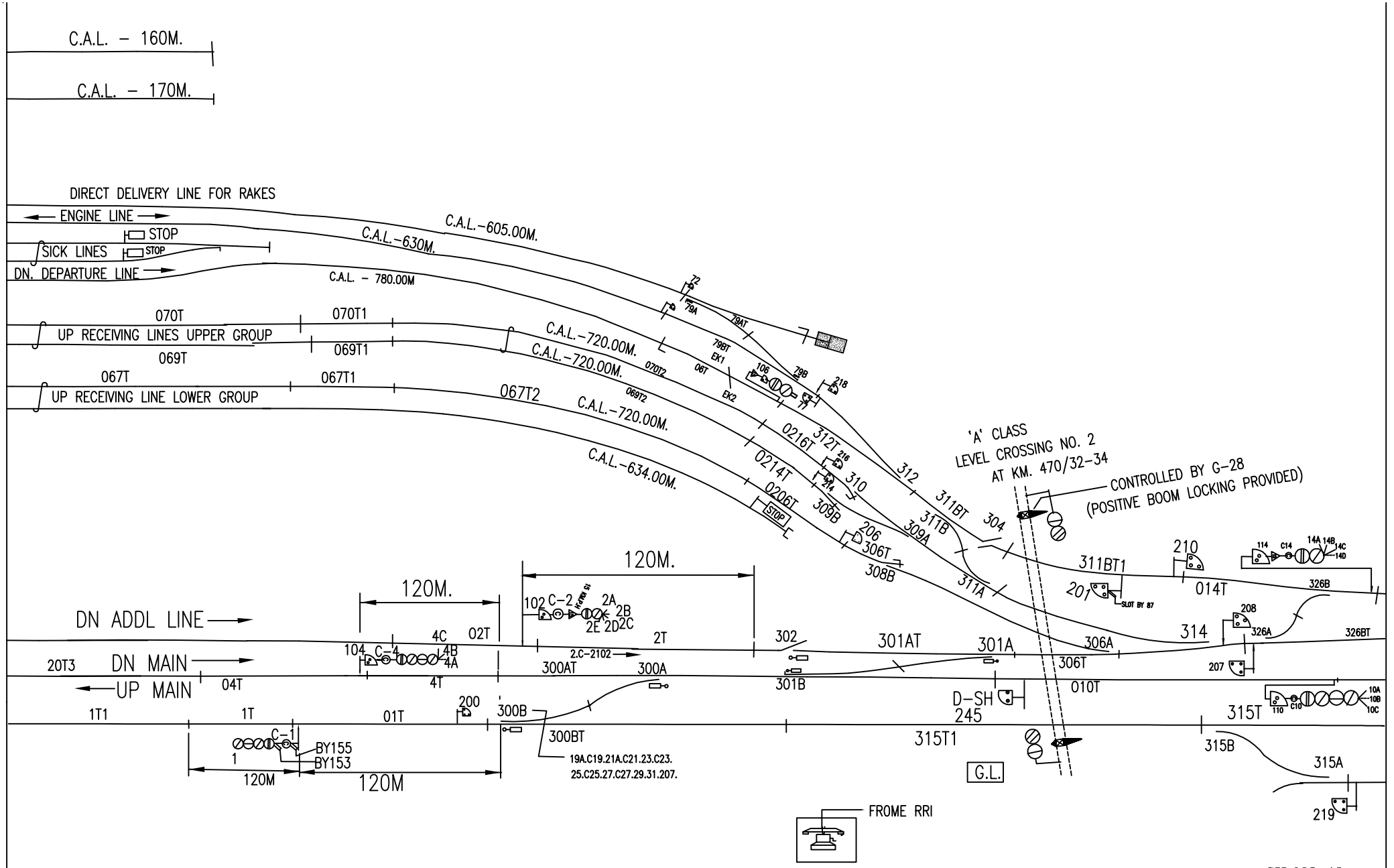
C.A.L. – 160M.
C.A.L. – 170M.
DIRECT DELIVERY LINE FOR RAKES
ENGINE LINE
STOP
SICK LINES
STOP
DN. DEPARTURE LINE
C.A.L.–605.00M.
C.A.L.–630M.
C.A.L. – 780.00M
070T
070T1
UP RECEIVING LINES UPPER GROUP
069T
069T1
067T
067T1
UP RECEIVING LINE LOWER GROUP
067T2
C.A.L.–720.00M.
C.A.L.–720.00M.
C.A.L.–720.00M.
C.A.L.–634.00M.
0216T
0214T
0206T
STOP
312T
310
312
311BT
304
311B
309A
309B
308B
206
306T
311A
'A' CLASS
LEVEL CROSSING NO. 2
AT KM. 470/32-34
CONTROLLED BY G-28
(POSITIVE BOOM LOCKING PROVIDED)
311BT1
210
014T
326B
201
SLOT BY 87
208
326A
326BT
314
306A
306T
207
010T
315T
315T1
315B
315A
219
120M.
120M.
DN ADDL LINE
DN MAIN
UP MAIN
20T3
04T
4C
02T
4B
4A
4T
2T
2A
2B
2E
2D
2C
2.C–2102
302
301AT
301A
301B
300AT
300A
D-SH
245
1T1
1T
01T
200
300B
300BT
C–1
BY155
BY153
1
120M
120M
19A.C19.21A.C21.23.C23.
25.C25.27.C27.29.31.207.
G.L.
FROME RRI
SH. NO. 45
SSE/ D&D
DSTE/ MGS