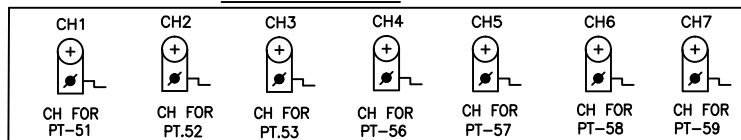


- NOTE FOR LC 52'A':-**
- DEAD APPROACH LOCKING WITH TIME DELAY OF 60 SEC. PROVIDED FOR DN. GATE S- 2 AND FOR UP GATE SIGNAL S- 3.
  - ELECTRIC LIFTING BARRIER & EMERGENCY SLIDING BOOM WITH KEY LOCKS PROVIDED AT LC 52'A'.
  - ROAD SIGNAL SHALL DISPLAY DANGER ASPECT WHEN SLIDING BOOM IS USED TO CLOSE THE ROAD TRAFFIC.
  - BACK LOCKING PROVIDED BY TRACK CIRCUIT 3 T & 3 T1 ON S- 3 IN UP DIRECTION & USING TRACK CIRCUIT 2 T & 2 T1 ON S- 2 IN DN DIRECTION.
  - APPROACH LOCKING BELL ACTUATED BY THE OCCUPATION OF TRACK CIRCUIT CT& DTFOR DN TRAIN & UP TRAIN BY OCCUPATION OF TRACK CIRCUIT AT & BT.

**VDU DETAILS**  
 MAIN SIGNAL : 01,02,03,04,05,06,07,11,12.  
 CALLING-ON SIG. : C-01,C-12.  
 SHUNT SIGNAL : 107,201,202,203, 204  
 POINT : 51,52,53,54,55,56,57,58, 59.  
 CRANK HANDLE CONTROL : CH-1, CH-2, CH-3,CH-6, CH-7, CH-8,CH-9.  
 L-XING GATE CONTROL : G-31, G-32.  
 DEAD SHUNT : 301,302,304.

- NOTE:-**
- ABSOLUTE BLOCK SYSTEM OF WORKING WITH HJP & AYRN.
  - DOUBLE LINE UFSBI WITH HASSDAC WORKING WITH HJP & AYRN SITUATED IN VDU ROOM.
  - CONTROL TELEPHONE PROVIDED AT PANEL ROOM.
  - LED SIGNAL PROVIDED FOR ALL MAEL SIGNALS.
  - MAGNETO TELEPHONE PROVIDED BETWEEN PANEL CABIN & GATE NO.48, 49, 50, 51 & 52.
  - SLIDING BOOM PROVIDED AT LC GATE NO. 50, 51 & 52.
  - PROVISION OF EOLB AT L.C. GATE NO. 50, 51 & 52.
  - ROAD SIGNAL SHALL SHOWN DANGER ASPECT WHEN SLIDING BOOM IS USED TO CLOSE ROAD TRAFFIC IN CASE OF FAILURE OF LIFTING BARRIER.
  - THIS SIGNALLING INSTALLATION MODIFIED TO SUIT 25 KV A.C. TRACTION.

**CRANK HANDLES**



EAST CENTRAL RAILWAY SONPUR DIVISION		STATION WORKING RULE DIAGRAM MAEL EI STD-II CLASS-'B'	CHAKMAKRAND
	DSTE/ECR/SEE	SSE/DRG/SEE	