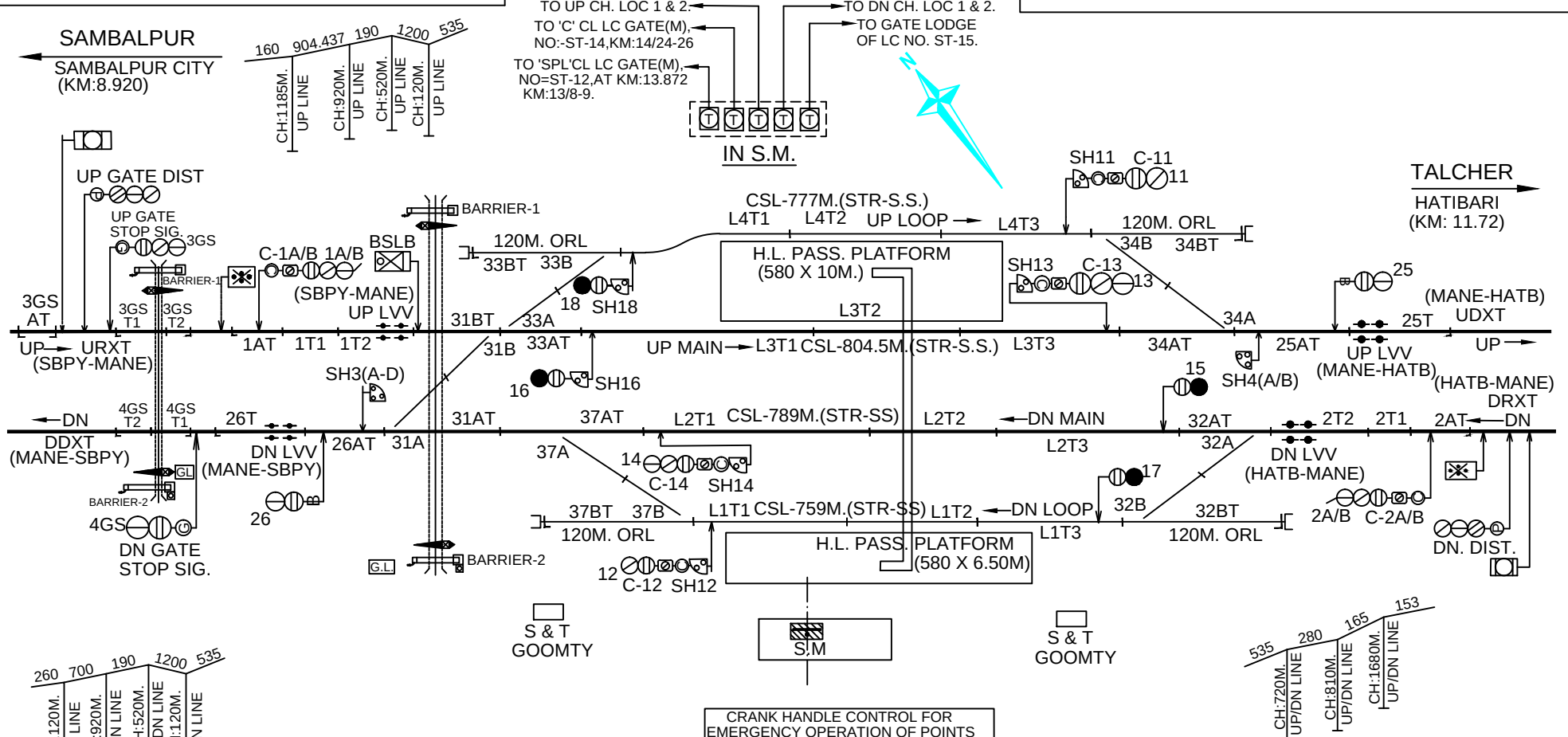


UP GATE DIST	UP GATE STOP	GATE SIG.	UP HOME 1A/B	UP MAIN STR 13	UP ADV STR 25
-----1000M.----- (MIN)	-----703M.----- (Approx)	-----1150M.----- (Approx)	-----225M.----- (Approx)		
G-----G-----G-----G-----G					
YY-----Y-----Y-----Y-----Y-----R					
		L-----Ywu	L-----R		
Y	R		R		

**I.P. NO:- S.I. 22214,ALT-'A', E.I,
KM:- 15.020 F/SBP,STD - II (R)**

DN / UP

The diagram shows the timing of the DN signal relative to other signals: DN GATE, STOP, DN ADV, DN MAIN, DN HOME, and DN DIST. The DN signal is shown as a dashed line with transitions marked by vertical bars. Delays are indicated by horizontal bars with labels: 377M. (Approx) for DN GATE to DN ADV, 402M. (Approx) for DN ADV to DN MAIN, 1045M. (Approx) for DN MAIN to DN HOME, and 1KM. (MIN) for DN HOME to DN DIST. The DN signal transitions from low to high at the first transition point, and from high to low at the second transition point. The signal is high during the DN ADV and DN MAIN periods, and low during the DN HOME and DN DIST periods. The signal is also high during the DN GATE period.



TOTAL NUMBER OF CONTROLS:- 1 TO 50
SIGNAL CONTROLS :- 1.2.3.4.11 TO 18.25.26.
SPARE:- 5 - 10.19 - 24.27 - 30.
POINTS & OTHER CONTROLS :- 31 - 34.37.49.
SPARE:- 35.36.38 - 48.50.

CRANK HANDLE CONTROL FOR EMERGENCY OPERATION OF POINTS		
NO.	CRANK HANDLE	CONTROL POINTS
1.	CH1	31A/B.
2.	CH2	33A/B.
3.	CH3	37A/B.
4.	CH4	32A/B.
5.	CH5	34A/B.

NO.	SYSTEM	SECTION	INSTRUMENT	LOCATION
1.	ABSOLUTE BLOCK	MANE- HATB	TLBI (SGE TYPE)	SM'ROOM
2.	ABSOLUTE BLOCK	MANE - SBPY	TLBI (SGE TYPE)	SM'ROOM

NM: 24.05.23