SAINTHALA(SFC)

S.I. No.- 22186, ALT-'A',(E.I.)
KM:715.914 F/HWH,STD-II(R),CL-'B'.

UP / DN

TO DN CH. LOC- 1 & 2
TO 'C' CLASS LC GATE(M),
AT KM: 716/18-20,LC No:-JT-119.

TO UP CH. LOC- 1 & 2.
TO 'B2' CLASS LC GATE(M),
AT KM: 714/6-7,LC No:-JT-117.
TO 'C' CLASS LC GATE(M),
AT KM: 713/16-18,LC No:-JT-116.
TO 'C' CLASS LC GATE(M),
AT KM: 712/14-15,LC No:-JT-115.
DN IB STOP SIGNAL
AT KM: 706.266

IN SM'S OFFICE

DN ASPECT CONTROL CHART

DN DIST	DN INNER DIST	DN HOME 2A/B	DN STR 16	DN ADV STR 28	DN GATE STOP SIG.OF LC.No-JT-117, GS-2.
1000M. (MIN)	1000M. (MIN)	1172M (APPROX)	294M. (APPROX)	462M. (APPROX)	
G	G	G	G	G	G
	YY	Y	R		
YY	YY	Ywu	Y	R	R
	Y	R			

UP ASPECT CONTROL CHART

UP ADV STR 27	UP STR 17	UP HOME 1 A/B	UP GATE STOP SIG. GS-1.	UP INNER DIST	UP DIST
394M (APPROX)	1129M (APPROX)	743M. (APPROX)	1000M. (MIN)	1000M. (MIN)	
G	G	G	G	G	G
	Y	Y	Y	YY	
R	R	Ywu	Y	YY	YY
		R	R	Y	

DIST.BETWEEN IB POST & ADJACENT STATION

C.L. OF SFC (KM:715.914) — DN IBS POST (KM:706.266) (APPROX) — CL OF DFR (KM:698.498)

KM:9.648(APPR) — KM:7.718(APPR)

UP IBS POST(KM:706.680)(APPROX)

KM:9.214(APPROX) — KM:8.152(APPROX)

DN IBS ASPECT CONTROL CHART

DN IB DIST.	DN IB I/DIST.	DN IB STOP SIG. 30(SFC)
1000M. (MIN)	1000M. (MIN)	
G	G	G
YY	Y	R

126 | 175 | L | 1000 — CH:2206.00M DN LINE — CH:1686.00M DN LINE — CH:689.400M DN LINE

1000 | L | 300 | 215 | 370 — CH:356.00M DN LINE — CH:750.0M. DN LINE — CH:914.00M. DN LINE — CH:1394.00M. DN LINE

S.M.

PASSENGER P.F.600MX9.44M(HL)

PASSENGER P.F.600M.X9.44M(HL)

'C'CL.L-XING(MANNED)
(KM.716/4-5),LC NO-JT-119
ELECTRICALLY OPERATED
CONT. BY 48.(NORMALLY
OPEN TO ROAD TRAFFIC)

DN SIG GOOMTY

SIGNAL CABIN

CSL-92M.(SH-SB)

39 SICK SIDING

120M.ORL

'B2'CL.LC(M),LC NO:JT-117,
KM:714/6-7,(ELECT.OPTD.)
(OPEN TO ROAD TRAFFIC)

'C'CL.LC(M),LC NO:JT-116,
KM:713/6-7,CH:2374M.
(CLOSE TO ROAD TRAFFIC)

'C'CL.LC(M),LC NO:JT-115,
KM:712/14-15,CH:2910M.
(CLOSE TO ROAD TRAFFIC)

DN DIST. — DN I/DIST — C-2A/B — 2A/B — 2AT — 2T1 — 2T2 — DR AXT (BUDM-SFC) — SH4(A-D) — DN — UP

(FROM EKT-5) KEY'S' BSLB — BARRIER-2 — SB-1 — BARRIER-1 — (BUDM-SFC) DR AXT

36BT — 36B — 21 — 34BT — 36A — 34B — 36AT — SH19 — 27T — 27AT — 42AT — 34A — 34AT — 42A — 17 — 42BT — 42B — 15

L1T1 L1T2 LOOP COMMON CSL-813M(STR-STR) L1T3

DN MAIN CSL-831M(STR-SH)

L2T1 L2T2 L2T3

L3T1 L3T2 UP MAIN CSL-789M(STR-SS) L3T3

L4T1 L4T2 UP LOOP CSL-757M.(STR-SS) L4T3

SH14 — 14 — 120M.ORL — 39 SICK SIDING — S.B — SH5 — SH14 — 35B — 35BT — 16 — 35A — 33BT — 28AT — 28 — 28AXT — 28T — 5RL — 35AT — 18 — 33B — SH3A/B — 33A — 41T — 1AT — SH20 — 20 — 41B — 41A — 33AT — 1T2 — 1T1

(FROM EKT-5) KEY'S' BARRIER-1 — BARRIER-2 — SB-1 — GS2 — GS2T1 GS2T2 — 28AXT — G/L

(DFR-SFC) URAXT — DN — UP

1A/B/C — C-1A/B/C. — SB-1 — SB-2 (TO EKT-4) FROM BARRIER-1 — BARRIER-2 — GS1 — UP GATE STOP — CONT.BY 1A/B/C — UP I/DIST — UP DIST

UD AXT (SFC-BUDM) — UD AXT (SFC-BUDM) — 27 — BARRIER-2 — SB-2 (TO EKT-4) BARRIER-1 — GATE LODGE

BADMAL (KM: 8.751)

150 | 185 | L | 1000 — CH:2126.00M. UP LINE — CH:1569.00M. UP LINE — CH:877.400M. UP LINE

1000 | L | 300 | 215 | 370 — CH:356.00M. UP LINE — CH:750.0M. UP LINE — CH:914.00M. UP LINE — CH:1394.00M. UP LINE

DEOGAON ROAD (KM: 17.366)

'C'CL.LC(M),
LC NO:JT-111,
KM:706.860,
(CLOSE TO
ROAD TRAFFIC)

DN IB DIST. — DN IB I/DIST. — 30 (SFC) DN IB STOP SIG.

28AXT (SFC) — 30T1 — 28AXT (SFC) — (SFC-DFR) DD LVV — DD LVV (SFC-DFR) — 30T2 — DN — UP

(DFR-SFC) URAXT — G/L — 29T2 — (DFR-SFC) UD LVV — GS1AT — 5RL — UP — 27AXT (DFR) — 29T1 — IBS GOOMTY — 29 (DFR) UP IB STOP SIG. — 27AXT (DFR) — UP IB I/DIST — UP IB DIST

CRANK HANDLE GROUPING FOR EMERGENCY OPERATION OF POINTS

SL. NO.	CRANK HANDLE	CONTROL POINTS
1.	CH1	33A/B.
2.	CH2	41A/B. 42A/B.
3.	CH3	35A/B. 36A/B.
4.	CH4	34A/B.
5.	CH5	39.

SYSTEM OF WORKING

No.	SYSTEM	SECTION	INSTRUMENT	LOCATION
1.	ABSOLUTE BLOCK	SFC-DFR	DLBI (SGE)	SM's ROOM
2.	ABSOLUTE BLOCK	SFC-BUDM	DLBI (SGE)	SM's ROOM

CONTROL AT S.M. WITH DUAL VDU.
TOTAL NUMBER OF CONTROLS :-1 TO 50
SIGNAL CONTROL :- 1 TO 30.
SPARE :- 6 -13.22 - 26.29.
POINTS & OTHER CONTROLS :- 31 TO 50.
SPARE :- 31.32.37.38.40.43-47.49.50.

N06.08.20