KHIRKIYA STATION
KNW END
ITARSI END
DN MAIN
UP MAIN
DN LOOP
UP LOOP
LINE NO.1
LINE NO.2
LINE NO.3
LINE NO.4
CSR: 725.00m
CSL: 717.00m
235T
SH8
FM
113A
G.L.
HOOTER
ROAD SIGNAL
EK
'M'
'Y1'
'X1'
E-KLR
TRIPPLE 'E' TYPE LOCK POST AT GATE LODGE
SLIDE BOOM
STATION BUILDING
G/SIDING
UP DIRECTION
DN DIRECTION

* ONLY FOR STOPPING PURPOSE.

TOTAL CONTROLS	SPARES
SIGNAL (S1 TO S40)	S1, S3, S6, ... S9, S10, (S15 TO S26), S28, S30, S37, S39, S40.
POINTS (101 TO 120)	102, 107, 108, 109, 110, 111, 115, 116, 117, 118, 119, 120.
TRACK CKTS. (201 TO 250)	204T, 208T, 209T, 210T, 215T, 216T, 217T, 218T, 219T, 221T, 228T, 230T, 236T, 237T, 238T, 239T, 240T, 241T, 242T, 243T, 244T, 246T, 248T.

LC-195
DESCRIPTION OF SWITCHES AND BUTTON ON PANEL

BUTTON NO.	DESCRIPTION
SW1	SWITCH FOR ROAD SIGNAL
LXON	BUTTON FOR GATE CONTROL OF OPENING
LXCN	BUTTON FOR GATE CONTROL OF CLOSING
LXN195	COMMON BUTTON FOR GATE CONTROL
YN	GATE CLOSED SLOT BUTTON
YYN	COMMON SLOT BUTTON

POWER OPERATED LIFTING BARRIERS (LC-195)

1. LC GATE CONTROLLED BY BUTTON NO. LX195 'XN & XXN' FROM SM'S VDU OF KKN.
2. PUSH BUTTON OPERATING PANEL IS USED FOR CONTROLLING OF LC GATE AND TRANSMITTING CONTROL TO SM'S VDU.
3. LIFTING BARRIERS ARE OPERATED BY PUSH BUTTON AND OPERATIONS ARE CONTROLLED BY PRESSING OF 'LXON' BUTTON FOR OPENING AND BY PRESSING OF 'LXCN' BUTTON FOR CLOSING RESPECTIVELY ALONG WITH PRESSING OF 'LXN195' BUTTON. AFTER CLOSING THE GATE THE GATE MAN SHALL TRANSMIT CONTROL TO SM'S VDU THROUGH 'LX195YN' & 'YYN' BUTTON AT GATE PANEL.
4. GATE EMERGENCY PARKING KEY IS PARKED IN A KEY LOCK RELAY (KLR), WHICH IS HOUSED IN A BOX WHICH IS GLASS FRONTED AND HAS FACILITY OF SEALING AND LOCK.
5. PARKING KEY IS WELDED WITH THE CHAIN CONNECTED TO CRANK HANDLE AND CAN BE USED FOR OPENING AS WELL AS FOR CLOSING THE POLB BARRIERS.
6. IN CASE OF FAILURE OF ELECTRICAL CONTROL FROM STATION/PANEL TO LC GATE OR FAILURE IN OPENING/CLOSING OF LIFTING BARRIERS, THIS EMERGENCY PARKING KEY CAN BE EXTRACTED FROM KLR FOR OPENING/CLOSING THE LC GATE & MAKES POLB DEFECTIVE.
7. EXTRACTION OF EMERGENCY PARKING KEY FROM KLR SHALL RESTORE/MAINTAIN ALL SIGNALS PROTECTING THE GATE AT 'ON' POSITION.
8. INDICATION OF AVAILABILITY/EXTRACTION OF EMERGENCY PARKING KEY INSIDE KLR SHALL BE AVAILABLE TO GATEMAN.

SLIDING BOOM INTERLOCKING (LC-195)

i) KEY 'X1' RELEASED FROM DN SIDE SLIDING BOOM LOCK POST AFTER CLOSING THE DN SIDE SLIDING BOOM AGAINST THE ROAD TRAFFIC & INSERTED & TURNED IN THE TRIPPLE 'E' TYPE LOCK PROVIDED ON UP SIDE SLIDING BOOM LOCK POST IN CASE OF POLB IS DEFECTIVE.
ii) KEY 'Y1' IS INSERTED & TURNED IN TRIPPLE E-TYPE LOCK AFTER CLOSING THE UP SIDE SLIDING BOOM AGAINST THE ROAD TRAFFIC IN CASE OF POLB IS DEFECTIVE.
iii) KEY 'M' IS RELEASED FROM TRIPPLE 'E'-TYPE LOCK ONLY WHEN BOTH KEY(X1 & Y1) ARE INSERTED & TURNED.
iv) KEY 'M' IS WELDED WITH KLCR KEY 'EK' WHICH IS INSERTED & TURNED IN 'E'-KLR, WHICH IN TURN WILL PERMIT TO TAKE 'OFF' GATE SIGNALS FROM GATE PANEL. THIS KEY 'M' CAN NOT BE EXTRACTED FROM E-KLR UNLESS ALL THE CONCERNED SIGNAL HAVE BEEN PUT BACK TO 'ON'.
v) SLIDING BOOM SHOULD BE LOCKED DIRECTLY BY 'E' TYPE LOCK RATHER THAN THROUGH CHAIN.
vi) SLIDING BOOM SHOULD ALWAYS BE OUTSIDE OF LIFTING BARRIER.
vii) STOP INDICATOR BOARD SHOULD BE RETRO REFLECTIVE TYPE.
viii) ROAD SIGNAL BE TURN TO RED AUTOMATICALLY WITH SLIDING BARRIERS.

UP DIRECTION

UP SIGNAL – ASPECT SEQUENCE CHART

* YELLOW WITH ROUTE INDICATOR

LC-196
DESCRIPTION OF SWITCHES AND BUTTON ON PANEL

BUTTON NO.	DESCRIPTION
S-1	SPARE
S-2	DN GATE SIGNAL
S-3	SPARE
S-4	UP GATE SIGNAL
SW	SPARE
SW1	SWITCH FOR ROAD SIGNAL
UP UN	UP ROUTE BUTTON
DN UN	DN ROUTE BUTTON
ERN	COMMON BUTTON FOR REPLACING SIG AT 'ON'
LXON	BUTTON FOR GATE CONTROL OF OPENING
LXCN	BUTTON FOR GATE CONTROL OF CLOSING
LXN	COMMON BUTTON FOR GATE CONTROL

POLB (LC GATE NO.196)

i) PUSH BUTTON OPERATING PANEL IS USED FOR CONTROLLING OF LC GATE AND TAKE 'OFF' SIGNALS.
ii) LIFTING BARRIERS ARE OPERATED BY PUSH BUTTON AND OPERATIONS ARE CONTROLLED BY PRESSING OF "LXON" BUTTON FOR OPENING AND BY PRESSING OF LXCN BUTTON FOR CLOSING RESPECTIVELY ALONG WITH PRESSING OF 'LXN' BUTTON.
iii) GATE EMERGENCY PARKING KEY IS PARKED IN A KEY LOCK RELAY (PARKING KLR), WHICH IS HOUSED IN A BOX WHICH IS GLASS FRONTED AND HAS FACILITY OF SEALING AND LOCK.
iv) PARKING KEY IS WELDED WITH THE CHAIN CONNECTED TO CRANK HANDLE AND CAN BE USED FOR OPENING AS WELL AS CLOSING THE POLB BARRIERS.
v) IN CASE OF FAILURE OF OPENING/CLOSING OF LIFTING BARRIERS ELECTRICALLY, THIS EMERGENCY PARKING KEY CAN BE EXTRACTED FROM KLR FOR OPENING/CLOSING THE LC GATE.
vi) EXTRACTION OF EMERGENCY PARKING KEY FROM PARKING KLR SHALL RESTORE/MAITAIN ALL SIGNALS PROTECTING THE GATE AT 'ON' POSITION & MAKE POLB DEFECTIVE.
vii) INDICATION OF AVAILABILITY / EXTRACTION OF EMERGENCY PARKING KEY INSIDE PARKING KLR SHALL BE AVAILABLE TO GATEMAN.

SLIDING BOOM INTERLOCKING (LC-196)

i) KEY 'Q1' RELEASED FROM DN SIDE SLIDING BOOM LOCK POST AFTER CLOSING THE DN SIDE SLIDING BOOM AGAINST THE ROAD TRAFFIC & INSERTED & TURNED IN THE TRIPLE 'E' TYPE LOCK PROVIDED ON UP SIDE SLIDING BOOM LOCK POST IN CASE OF POLB IS DEFECTIVE.
ii) KEY 'P' IS INSERTED & TURNED IN TRIPLE E-TYPE LOCK AFTER CLOSING THE UP SIDE SLIDING BOOM AGAINST THE ROAD TRAFFIC IN CASE OF POLB IS DEFECTIVE.
iii) KEY 'M1' IS RELEASED FROM TRIPLE 'E'-TYPE LOCK ONLY WHEN BOTH KEY(Q1 & P) ARE INSERTED & TURNED IN TRIPLE E-TYPE LOCK.
iv) KEY 'M1' IS WELDED WITH KLR KEY 'EK1' WHICH IS INSERTED & TURNED IN 'E'-KLR, WHICH IN TURN WILL PERMIT TO TAKE 'OFF' GATE SIGNALS. THIS KEY 'M1' CAN NOT BE EXTRACTED FROM E-KLR UNLESS ALL THE CONCERNED SIGNAL HAVE BEEN PUT BACK TO 'ON'.
v) SLIDING BOOM SHOULD BE LOCKED DIRECTLY BY 'E' TYPE LOCK RATHER THAN THROUGH CHAIN.
vi) SLIDING BOOM SHOULD ALWAYS BE OUTSIDE OF LIFTING BARRIER.
vii) STOP INDICATOR BOARD SHOULD BE RETRO REFLECTIVE TYPE.
viii) ROAD SIGNAL BE TURN TO RED AUTOMATICALLY WITH SLIDING BARRIERS.

(LC196 & LC197) SIGNAL – ASPECT SEQUENCE CHART

DN DIRECTION

विशेष टिप्पणी
SPECIAL NOTE:-

S.N.	DESCRIPTION	SANCTION NO.
1)	PCOM'S SANCTION ~~TO BE~~ OBTAINED IN TERMS OF GR-3.47 FOR TAKING OFF SIGNALS FOR MORE THAN ONE TRAIN AT A TIME WHEN TWO OR MORE TRAINS ARE APPROACHING AND/OR DEPARTING FROM ANY DIRECTION WHERE YARD LAYOUT PROVIDES ISOLATION BETWEEN SUCH MOVEMENTS.	PCOM/WCR/JBP NO. 2025/03 DT: 01.01.2025
2)	CRS'S SANCTION ~~TO BE~~ OBTAINED IN TERMS OF G.R. 3.07(7) FOR COMBINING OF FOLLOWING SIGNALS:- UP GATE INN DIST (LC196) WITH UP IBS S10 (BRI).	FOR S-12 CRS'S SANCTION NO. 17/2022-23, DT. 05.07.22 (REF:- BRI SIP 4330)

टिप्पणी
NOTE:

1. BLOCK WORKING :-
   (i) (KHIRKIYA-BHIRINGI SEC.) : - SGE TYPE DOUBLE LINE BLOCK INSTRUMENT ALONG WITH BPAC.
   (ii) (KHIRKIYA-DAGARKHEDI SEC.) : - SGE TYPE DOUBLE LINE BLOCK INSTRUMENT ALONG WITH BPAC.
2. TELEPHONE COMMUNICATION PROVIDED BETWEEN S.M.'s OFFICE AND
   i) LC GATE NO. 195 (KKN-BRI)
   ii) LC GATE NO. 196 (KKN-BRI)
3. SIGNAL POST TELECOMMUNICATION PROVIDED BETWEEN S.M.'s OFFICE (KKN) AND
   i) DN IBS S12 (KKN)
   ii) UP IBS S28 (KKN)
4. POINTS IN THE YARD ARE GROUPED AS UNDER, FOR THE PURPOSE OF CRANK HANDLE INTERLOCKING.

GROUPING OF CRANK HANDLE	POINT NOS.	GROUPING OF CRANK HANDLE	POINT NOS.
CH1	101A/B	CH9	SP
CH2	SP	CH10	SP
CH3	103A/B	CH11	SP
CH4	104/A/B	CH12	112A/B
CH5	105	CH13	113A/B
CH6	106A/B	CH14	114A/B
CH7	SP	CH15	SP
CH8	SP		

5. AN EMERGENCY SWITCH IS PROVIDED IN A GLASS FORNTED SEALED AND LOCKED BOX AT LC-195. IN CASE OF EMERGENCY, THE EMERGENCY SWITCH WHEN OPERATED BY GATE MAN AFTER BREAKING GLASS OF BOX WILL RESTORES/MAINTAINS ALL THE SIGNALS PROTECTING THE GATE AT 'ON' POSITION.
6. THE FOLLOWING CONVENTIONAL TRACK CIRCUITS ARE PROVIDED ALONGWITH DIGITAL AXLE COUNTER FOR DUAL DETECTION.
   201T, 202T, 203T, 205T, 206T, 207T, 211T, 212T, 213T, 214T, – , 220T, 222T, 223T, 224T, 225T, 226T, 227T, 229T, 231T, 232T, 233T, 234T, 235T, 245T, 247T, 249T, 250T

THIS SUPERSEDES WCR-SIP KKN/4317 ALT 'G' DT: 28.01.2022

प्रत्या. ALT.	कार्य WORK	मंडल का अनुमोदन, APPROVAL FROM DIVN.	आरेखन, DRAWN BY JE/D	परीक्षण, CHECKED BY SSE/D	परीक्षण, CHECKED BY AESTE	परीक्षण, CHECKED BY ESTE	अनुमोदन, APPROVAL DY.CSTE D&D	अनुमोदन, APPROVAL (VIDE RAILWAY BOARD'S L. NO. 2016/ SG/ DRG. OFF/ 1. DT: 09.11.2017) CTPM	अनुमोदन, APPROVAL (VIDE RAILWAY BOARD'S L. NO. 2016/ SG/ DRG. OFF/ 1. DT: 09.11.2017) CSTE / P	रेल सुरक्षा आयुक्त / मु.सं.एवं.दू.सं.इंजी. की मंज़ूरी संख्या और तारीख, SANCTION OF C.R.S./ C.S.T.E. NO. & DATE	समापन की तारीख, DATE OF COMPLETION
'_'	IN CONNECTION WITH REPLACEMENT OF OLD AND OUTLIVED SIGNALING GEARS BY PROVISION OF ELECTRONIC INTERLOCKING. (AS PER ENGG. SCALE PLAN NO. GM/W/WCR/JBP/0502/C DT.21.01.22).	VIA E-DAS VIA E-OFFICE FILE NO. 131372	Rajan 25.04.2022 (R.MAHOUR)		(KIRAN PASI)	25.04.22 (M.P.SAPKAL)	25.4.2022 (C.BHARADWAJ) f P.C.S.T.E.	25/4/22 (K.K.SINHA)	27/04/22 (RAKESH KUMAR)	VIDE CRS SANCTION NO. BPL/13/2024-25 DT. 26-02-2025	26-04-2025
'A'	UPDATED AS PER BRI SIP NO. BRI-4330 ALT 'C' DT: 15.09.2022		Rajan 16.04.25 (R.MAHOUR)		किरन 16/4/25 किरन पासी	16-4-25 गिरीश मौरशिया	16.4.25 एम.पी. सपकाल f P.C.S.T.E.	--	संजीव 16.4.26 संजीव तिवारी		
'B'	SIP IS UPDATED AS PER COMPLETION UPTO ALT-'A' WITH NO CHANGE.	VIDE DY.CSTE/P/BPL'S L.NO. BPL/N/P/GEI/D-20 DT. 30.04.2025	07.05.2025		07.05.25	02.05.25 (किरन पासी)	07.5.25 (एम.पी. सपकाल) fPCSTE	--	संजीव 07.5.25 संजीव तिवारी		
'C'	IN CONNECTION WITH ENHANCING THE SYSTEM REDUNDANCY BY PROVISION OF DIGITAL AXLE COUNTERS IN PARALLEL WITH DC TRACK CIRCUITS AT COMPLETE STATION YARD IN KNW-ITARSI 'B' SECTION OF BPL DIV. (NOTE NO. 6 ADDED)	VIDE DRM(S&T) BPL'S L.NO. BPL/N/DRG/EX.KNW-ET B/01 A DT. 24.03.2025	07.05.2025		07.05.25	07/05/25 (किरन पासी)	07.5.25 (एम.पी. सपकाल) fPCSTE	--	संजीव 07.5.25 संजीव तिवारी	VIDE PCSTE SANCTION NO. 2025-26/BPL/1/4, DT. 08.12.2025.	29.12.2025.
'D'	SIP IS UPDATED AS PER COMPLETION UPTO ALT-'C' WITH NO CHANGE.	VIDE DRM(S&T) BPL's L.NO. BPL/N/DRG/EX.KNW-ET B/01A. DATED:- 27.01.2026.	02.02.26		रवि 02.02.26 (रवि रंजन कुमार)	किरन 03/2/26 (किरन पासी)	03.2.26 (एम.पी. सपकाल) f PCSTE		संजीव 03.02.26 (संजीव तिवारी)		

IMPORTANT REFRENCES FROM SUPERSEDED I.P. NO SI- 4153 ALT -'G' DATED 12.10.2017

प्रत्या. ALT.	प्रत्या. कार्य ALT.WORK	अनुमोदन, APPROVAL	रेल सुरक्षा आयुक्त की अनुमोदन, SANCTION OF C.R.S.	समापन की तारीख DATE OF COMPLETION
'-'	IN CONNECTION WITH PROVISION OF (i) RELAY INTERLOCKING (NON ROUTE SETTING TYPE) (W.P.ITEM NO.280 OF 2006-07) (ii) BLOCK PROVING BY AXLE COUNTER (W.P. ITEM NO.273 OF 2006-07) REF:- ENGG. PLAN NO. GM(E)M/22502	08.08.2008 f C.S.T.E.	VIDE HIS NO.BPL/14/2008-09 DT: 08.10.2008	28.01.09
'A'	IN CONNECTION WITH • CHANGE OF STD OF INTERLOCKING FROM STD-III TO STD-III® • GRADIENT CORRECTED.	22.09.2008 f C.S.T.E.		
'C'	MODIFIED AS PER ESP NO. GM/W/WCR/JBP/0502	13.08.2012 f C.S.T.E.		
'E'	PROVISION OF SLIDING BOOM ARRANGEMENT AT LC GATE NO.195 'SPL' CLASS.	07.01.2013 f C.S.T.E.	CSTE/SANCTION/NO.282 DT:12.01.2015	09.02.2015

IMPORTANT REFRENCES FROM SUPERSEDED WCR-SIP KKN/4317 ALT 'G' DT: 28.01.2022

प्रत्या. ALT.	कार्य WORK	मंडल का अनुमोदन, APPROVAL FROM DIVN.	अनुमोदन, APPROVAL DT.	रेल सुरक्षा आयुक्त/ मु.सं.एवं दू.सं.इंजी.की मंज़ूरी संख्या और तारीख SANCTION OF C.R.S./ C.S.T.E. NO. & DATE	समापन की तारीख DATE OF COMPLETION
'-'	IN CONNECTION WITH THE IBS BETWEEN DRHI-KKN STATION.	VIDE SR.DSTE/CO/BPL'S L.NO. BPL/N/DRG/KNW-ET/08 IBH DT: 31.05.18 (SR. NO.78 OF BPL/XXIII)	S.D. 03.06.19 (EKNATH MOHKER) f P.C.S.T.E.	VIDE HIS NO. BPL/06/2019-20 DT: 20.06.2019	30.07.2019
'A'	IN CONNECTION WITH THE IBS BETWEEN KKN-BRI STATION.	VIDE SR.DSTE/CO/BPL'S L.NO. BPL/N/DRG/KNW-ET/08 IBH DT: 13.11.18 (SR. NO. 191 OF BPL/XXIII)	S.D. 03.06.19 (EKNATH MOHKER) f P.C.S.T.E.	VIDE HIS NO. BPL/12/2020-21 DT: 28.08.2020	06.09.2020
'E'	IN CONNECTION WITH REMOVAL OF SLIP SIDING AT KNW END (REF: ESP HQ DRG NO. GM/W/WCR/JBP/0502/ALT-B DT:19.11.2020) NOTE NO. 3(ii), 4 & 7 ARE DELETED	VIDE SR.DSTE/CO/BPL'S L.NO. BPL/N/DRG/KKN-BRI DT: 02.12.2020	S.D. 05.01.21 (EKNATH MOHKER) f P.C.S.T.E.		

SR. NO.	ROUTE NO.	DESCRIPTION OF ROUTE
1	S2a (i)	DN MAIN HOME FROM DN MAIN TO DN LOOP UPTO S4 (WITH OV1-4 TOWARDS SAND HUMP)
2	S2a (ii)	DN MAIN HOME FROM DN MAIN TO DN LOOP UPTO S4 (WITH OV2-4 UPTO S11)
3	S2	DN MAIN HOME FROM DN MAIN TO DN MAIN UPTO S5. (WITH OV-5 UPTO S11)
4	CO2(1)	DN 'CALLING ON' FROM DN MAIN TO DN LOOP UPTO S4.
5	CO2(2)	DN 'CALLING ON' FROM DN MAIN TO DN MAIN UPTO S5.
6	S4	DN STG FROM DN LOOP TO DN MAIN UPTO S11.
7	S5	DN MAIN STG FROM DN MAIN TO DN MAIN UPTO S11.
8	S11	DN ADV STG
9	S12	DN IBS (KKN)
10	SH13 (1)	DN SHUNT FROM UP MAIN TO G/SIDING UPTO SB2.
11	SH13 (2)	DN SHUNT FROM UP MAIN TO DN LOOP UPTO S3.
12	SH13 (3)	DN SHUNT FROM UP MAIN TO DN MAIN UPTO S4.
13	SH13 (4)	DN SHUNT FROM UP MAIN TO UP MAIN UPTO SH7.
14	SH13 (5)	DN SHUNT FROM UP MAIN TO UP LOOP UPTO SH8.
15	SH14 (1)	DN SHUNT FROM TW SIDING TO G/SIDING UPTO SB2.
16	SH14 (2)	DN SHUNT FROM TW SIDING TO DN LOOP UPTO S4.
17	SH27 (1)	UP SHUNT FROM DN MAIN TO DN MAIN LINE UPTO SH33.
18	SH27 (2)	UP SHUNT FROM DN MAIN TO DN LOOP LINE UPTO SH35.
19	S29	UP ADV STG
20	S31	UP STG FROM UP LOOP TO UP MAIN UPTO S29
21	S32	UP MAIN STG FROM UP MAIN TO UP MAIN UPTO S29.
22	SH33	UP SHUNT FROM DN MAIN TO UP MAIN UPTO S29.
23	SH34 (1)	UP SHUNT FROM DN LOOP TO UP MAIN UPTO S29.
24	SH34 (2)	UP SHUNT FROM DN LOOP TO TW SIDING UPTO SB1.
25	SH35	UP SHUNT FROM DN LOOP TO DN LOOP UPTO SH34.
26	SH36	UP SHUNT FROM G/SIDING TO DN LOOP UPTO SH34.
27	S38a (i)	UP MAIN HOME FROM UP MAIN TO UP LOOP UPTO S31. (WITH OV1-31 TOWARDS SAND HUMP)
28	S38a (ii)	UP MAIN HOME FROM UP MAIN TO UP LOOP UPTO S31. (WITH OV2-31 UPTO S29)
29	S38	UP MAIN HOME FROM UP MAIN TO UP MAIN UPTO S32. (WITH OV-32 UPTO S29)
30	CO38(1)	UP 'CALLING ON' FROM UP MAIN TO UP LOOP LINE UPTO S31.
31	CO38(2)	UP 'CALLING ON' FROM UP MAIN TO UP MAIN UPTO S32.
32	SH7	ONLY FOR STOPPING PURPOSE.
33	SH8	ONLY FOR STOPPING PURPOSE.
34	S28	UP IBS (KKN)

टर्नआउटों का ब्योरा
PARTICULARS OF TURNOUTS

POINTS NO.	KNW END	ET END
101A/B	1 IN 8 1/2	1 IN 8 1/2
103A/B	1 IN 12	1 IN 8 1/2
104A/B	1 IN 12	1 IN 8 1/2
105	DS	--
106A/B	1 IN 8 1/2	DS
112A/B	1 IN 12	1 IN 12
113A/B	DS	1 IN 12
114A/B	1 IN 12	1 IN 12

सिग्नल गियर का विवरण
DETAILS OF SIGNALLING GEARS

POINTS	SINGLE ENDED	01
	DOUBLE ENDED	07
SIGNALS	2 ASP.	07
	2 ASP WITH R.I.	00
	3 ASP.	07
	3 ASP WITH R.I.	02
	4 ASP.	01
	4 ASP WITH R.I.	00
SHUNT	DEPENDENT	00
	INDEPENDENT	09
C.O. SIG.		02
TRACK CKTS.	CONVENTIONAL	27
	AXLE COUNTER	~~00~~ 27

पश्चिम मध्य रेल
WEST CENTRAL RAILWAY
संकेत एवं दूरसंचार विभाग
SIGNAL & TELECOM. DEPARTMENT

खिरकिया
KHIRKIYA STATION
कोड CODE : KKN
(B.G.)
संकेत अंतर्पाशन आरेख
SIGNAL INTERLOCKING PLAN
'B' CLASS/ 'बी' श्रेणी STD.III

इलैक्ट्रॉनिक अंतर्पाशन (रुट सेटिंग प्रकार) ELECTRONIC INTERLOCKING (ROUTE SETTING TYPE)	भोपाल मंडल BPL DIV.
मापनी: SCALE:	समतल LONG: 1 cm = 10 m शीर्ष VER.: 1 cm = 5 m
नक्शा संख्या DRG. NO.	WCR-SIP-KKN-4364

प्रत्यावर्तन, ALTERATION. : '_'/'A'/'B'/'C'/'D'