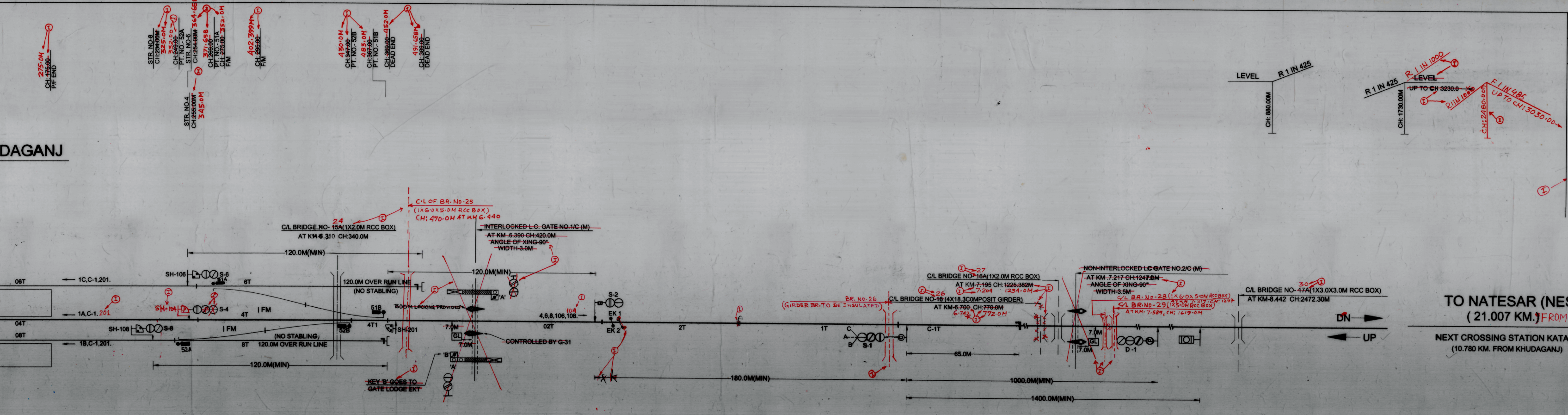
खुदागंज KHUDAGANJ · (DNR) - 218


KHUDAGANJ
275.0M
CH: 175.00
P/F END
STR. NO-8
CH:234.00M
325.0M
332.00
CH:249.00
PT. NO.- 52A
STR. NO-6
CH:254.00M
364.658
371.658
CH:269.00
PT. NO.- 51A
CH: 275.00
352.0M
F/M
STR. NO-4
CH:255.00M
345.0M
402.399M
CH: 295.00
F/M
430.0M
CH:347.00
PT. NO.- 52B
483.0M
CH:367.00
PT. NO.- 51B
452.0M
CH: 369.00
DEAD END
491.658M
CH: 389.00
DEAD END
C.L OF BR. NO-25
(1X6.0X5.0M RCC BOX)
CH: 470.0M AT KM 6.440
24
C/L BRIDGE NO- 15A(1X2.0M RCC BOX)
AT KM-6.310 CH:340.0M
INTERLOCKED L.C. GATE NO.1/C (M)
AT KM .6.390 CH:420.0M
ANGLE OF XING-90°
WIDTH-3.0M
120.0M(MIN)
06T
1C,C-1,201.
SH-106
S-6
51A
6T
120.0M OVER RUN LINE
(NO STABLING)
1A,C-1. 201
SH-104
S-4
4T
I FM
51B
BOOM LOCKING PROVIDED
'A'
04T
08T
SH-108
S-8
I FM
52B
4T1
SH-201
7.0M
GL
CONTROLLED BY G-31
1B,C-1,201.
52A
8T
(NO STABLING)
120.0M OVER RUN LINE
'B'
KEY 'B' GOES TO GATE LODGE EKT
S-2
104
4,6,8,106,108.
EK 1
EK 2
02T
2T
1T
180.0M(MIN)
C
A
B
S-1
C-1T
65.0M
BR. NO. 26
(GIRDER BR. TO BE INSULATED)
27
C/L BRIDGE NO- 16A(1X2.0M RCC BOX)
AT KM-7.195 CH:1225.382M
7.204 1234.0M
26
C/L BRIDGE NO- 16 (4X18.3COMPOSIT GIRDER)
AT KM-6.700 CH:770.0M
6.742 772.0M
NON-INTERLOCKED LC GATE NO.2/C (M)
AT KM .7.217 CH:1247.0M
ANGLE OF XING-90°
WIDTH-3.5M
C/L BR. NO-28 (1X6.0X5.0M RCC BOX)
AT KM. 7.217, CH: 1247
C/L BR. NO-29 (1X3.0M RCC BOX)
AT KM. 7.589, CH: 1619.0M
D -1
1000.0M(MIN)
1400.0M(MIN)
30
C/L BRIDGE NO- 47A(1X3.0X3.0M RCC BOX)
AT KM-8.442 CH:2472.30M
DN
UP
LEVEL
R 1 IN 425
CH: 880.00M
R 1 IN 425
LEVEL
R 1 IN 1000
UP TO CH 3230.0
R 1 IN 1000
F 1 IN 485
UP TO CH: 3030.00
CH: 2480.00M

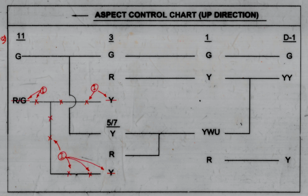
TO NATESAR (NES)
(21.007 KM.) FROM IPR

NEXT CROSSING STATION KATARI
(10.780 KM. FROM KHUDAGANJ)

SPECIAL INSTRUCTION / APPROVED SPECIAL INSTRUCTION

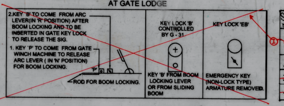
SL.NO.	INSTRUCTION	ISSUED BY	AUTHORITY	REMARKS
~~(1).~~	~~UNDER THE PROVISION OF GR. PARA 3.40 (1)(b) ADEQUATE DISTANCE OF 120M HAS BEEN RECKONED FROM THE STARTER FOR THE FOLLOWING SIGNAL.~~ ~~(a) SIGNAL NO. 5 FOR COMMON LOOP LINE NO.-1 FOR THE RECEPTION OF UP TRAIN TOWARDS UP TO DEAD END.~~ ~~(b) SIGNAL NO. 6 FOR COMMON. LOOP LINE NO.-3 FOR THE RECEPTION OF DN TRAIN TOWARDS UP TO DEAD END.~~ ~~(c) SIGNAL NO. 8 COMMON LOOP LINE NO.-1 FOR THE RECEPTION OF DN TRAIN TOWARDS UP TO DEAD END.~~	~~C.R.S E/CIRCLE~~		~~DISPENSATION TO BE OBTAINED~~
(2)	DISPENSATION FOR SIMULTANEOUS MOVEMENT UNDER THE PROVISION OF GR PARA 3.47 - TAKING 'OFF' SIGNALS FOR MORE THAN ONE TRAIN AT A TIME.	COM/~~ECR/HJP~~		TO BE OBTAINED.

ALT	DESCRIPTION	REFRENCE	CHECKED BY SSE/S/HJP	CHECKED BY ASTE/C/HJP	CHECKED BY DSTE/C/MHX	CHECKED BY Dy.CSTE/C/DXD/MHX	COUNTER SIGNED CSTE/C/S/MHX	COUNTER SIGNED CFTM/ECR/HJP	APPROVED BY CSTE / PLG./ HJP f. CSTE / ECR./ HJP	CRS SANCTION NO.&DATE	DATE OF COMMISSIONING
Ⓘ	SIP ALTERED AS PER NEW SUPERCEDED ESP.	TO SUIT ESP CE's DRG NO - Y-113-2019	SSE/D/C/MHX SSE/S/C/MHX	(R.L. PANDIT)	19/9/19 (N. SHAMS)	23/9/19 (VIKRAMA RAM)	23/09/2019 (RAJESH KUMAR)	(SANJAY KUMAR)	(MANISH SHARMA) CSTE/C/MHX		
Ⓘ	CRS OBSERVATION COMPLIED	AS PER DY.CRS(TECH)/ E.CIRCLE/KOLKATA LETTER NO.-16/A/88/VIII/ 19/708 DT. 23.12.19	SSE/D/C/MHX SSE/S/C/MHX	(R.L. PANDIT)	27/12/19 (N. SHAMS)	27/12/19 (VIKRAMA RAM)	27/12/19. (MANISH SHARMA)	(DILIP KUMAR)	(MANISH SHARMA) CSTE/C/S/MHX		
Ⓘ	COMPLETION DRAWING MADE (NO CHANGE)		SSE/D/C/MHX SSE/S/C/MHX	(R.L. PANDIT)	(N. SHAMS)	19/5/2020 (VIKRAMA RAM)			(MANISH SHARMA) CSTE/C/S/MHX	CRS SANCTION NO-16/A/88/ VIII/19/788 & DATE- 10/01/20	DATE OF COMMISSIONING 29.02.20


← ASPECT CONTROL CHART (UP DIRECTION)
11
3
1
D-1
G
G
G
G
R
Y
YY
R/G
Y
5/7
Y
YWU
R
R
Y
Y

OVERLAP	CONTROLLED TRACK CIRCUIT
OV-6A	6T
OV-6B	6T, 4T1, 02T.
OV-4	4T, 4T1, 02T.
OV-8A	8T.
OV-8B	8T, 4T, 4T1, 02T.

~~AT GATE LODGE~~


~~2. KEY 'B' TO COME FROM ARC LEVER(IN 'R' POSITION) AFTER BOOM LOCKING AND TO BE INSERTED IN GATE KEY LOCK TO RELEASE THE SIG.~~

~~1. KEY 'P' TO COME FROM GATE WINCH MACHINE TO RELEASE ARC LEVER (IN 'N' POSITION) FOR BOOM LOCKING.~~

~~KEY LOCK 'B' CONTROLLED BY G - 31~~

~~KEY 'B' FROM BOOM LOCKING LEVER OR FROM SLIDING BOOM~~

~~KEY LOCK 'EB'~~

~~EMERGENCY KEY (NON-LOCK TYPE) ARMATURE REMOVED.~~

'P'
ROD FOR BOOM LOCKING.

L.C. DETAILS BETWEEN KHUDAGANJ - KATARI BLOCK-SECTION.

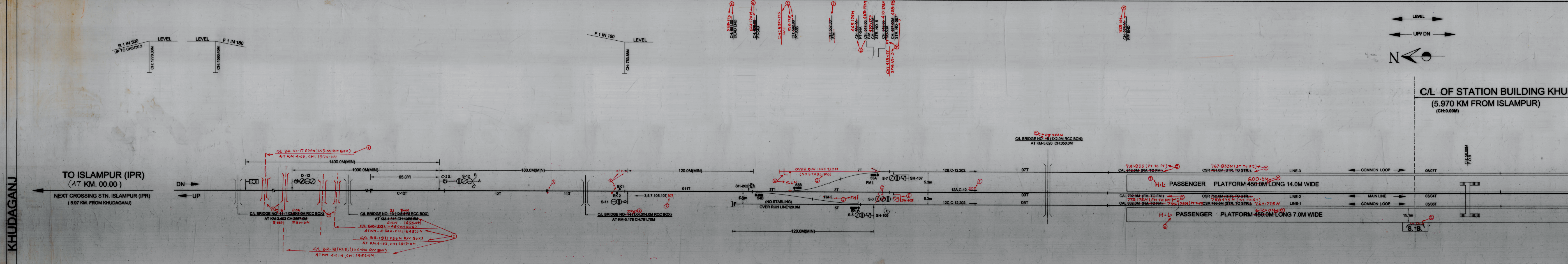
SR. NO.	L.C.NO.	M/UM	KM.	TELEPHONE CONNECTION FROM STATION	BLOCK-SECTION
~~1~~	~~2~~	~~'C' 'MANNED'~~	~~7.217~~	~~KHUDAGANJ~~	~~KHUDAGANJ - KATARI~~
~~2~~	~~3~~	~~'C' 'MANNED'~~	~~8.5155~~	~~— do —~~	~~— do —~~
~~3~~	~~4~~	~~'C' 'MANNED'~~	~~9.3685~~	~~— do —~~	~~— do —~~
~~4~~	~~5~~	~~'C' 'MANNED'~~	~~10.3914~~	~~— do —~~	~~— do —~~

DRAWN BY	CHECKED BY		APPROVED BY	COUNTER SIGNED BY		CHECKED BY							C.R.S. SANCTION NO.	SCALE			
MANISH KUMAR	R. N. SHARMA	पूर्व मध्य रेल दानापुर मंडल EAST CENTRAL RAILWAY DANAPUR DIVISION	(JAGMOHAN RAM) CSTE / PLG./ HJP FOR CSTE / ECR/ HJP	2/9/16 (NEERAJ AMBASTHA) CFTM/ECR/HJP FOR COM / ECR / HJP	29/8/2016 RAJESH KUMAR CSTE / C/ S/MHX	(VINEET KUMAR) Sr. DOM / DNR	(M.K. SRIVASTAV) Sr. DSTE / DNR	12.8.16 (SATENDRA KUMAR) Dy. CSTE / C/S/ MHX	(B.K. THAKUR) DSTE / CON / MHX	(R.K. SINGH) ASTE / CON / MHX	(SHIMLA KUMARI) SSE / S / C / MHX	(O.P. GOND) SSE / DRG / C / MHX	DATE:- 16/A/88/VIII/19/788/ & 10.01.20 COMPLETED ON:- 29.02.20	LONGITUDINAL : 1CM = 10M TRANSVERSE : 1CM = 5 M	~~CENTRAL PANEL (SSI)~~ E.I. Ⓘ SIGNAL INTERLOCKING PLAN MACLS , CLASS-'B' ,STD.- II (R)	खुदागंज KHUDAGANJ	SIGNALING PLAN NO. ECR/SIP/DNR/~~524~~/2016

Skylark Designer & Engineers Pvt. Ltd.
PATNA NOIDA

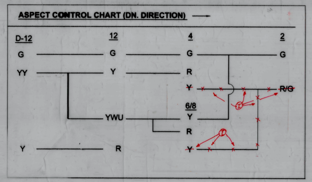
PINK BOOK NO-08 / 2011-12

BASED ON - CE DRG. NO. - Y-24-2016


KHUDAGANJ
TO ISLAMPUR (IPR)
(AT KM. 00.00)
NEXT CROSSING STN. ISLAMPUR (IPR)
(5.97 KM. FROM KHUDAGANJ)
DN
UP
R 1 IN 300 UP TO CH3430.2
LEVEL
F 1 IN 160
F 1 IN 180
C/L BR. NO-17 SPAN(1X3.0M RCC BOX) AT KM 4.00, CH: 1970.0M
1400.0M(MIN)
1000.0M(MIN)
65.0M
180.0M(MIN)
120.0M(MIN)
D-12
C-12
S-12
C-12T
12T
11T
011T
C/L BRIDGE NO- ~~11~~ 16 (1X3.0X3.0M RCC BOX) AT KM-~~3.403~~ 3.669 CH:~~2567.0M~~ 2301.0M
C/L BRIDGE NO- ~~13~~ 21 (1X~~5.5M~~ 3.0M RCC BOX) AT KM-~~4.313~~ 4.517 CH:~~1656.5M~~ 1453.0M
C/L BR-20 (1X45.70M OWG) AT KM- 4.322, CH: 1648.0M
C/L BR-19 (1X3.0M RCC BOX) AT KM 4.153, CH: 1817.0M
C/L BR-18 (RUB)(1X6.0M RCC BOX) AT KM 4.014, CH: 1956.0M
C/L BRIDGE NO-14 AT KM-5.178 CH:791.70M
OVER RUN LINE 120M (NO STABLING)
OVER RUN LINE 120.0M (NO STABLING)
SH-202
S-7
SH-107
S-3
SH-105
S-5
S-11
FM
12B.C-12.202
12A.C-12.202
12C.C-12.202
C/L BRIDGE NO- ~~15~~ 23 SPAN (1X2.0M RCC BOX) AT KM-5.620 CH:350.0M
07T
03T
05T
CAL ~~812.0M (FM. TO FM.)~~ 781.833 (PT TO PT)
CSR ~~751.0M (STR. TO STR.)~~ 767.833M (ST TO ST)
CAL ~~792.0M (FM. TO FM.)~~ 772.175M (FM TO FM)
CSR ~~752.0M (STR. TO STR.)~~ 758.175M (ST TO ST)
CAL ~~832.0M (FM. TO FM)~~ 795.175M (PT TO PT)
CSR ~~750.0M (STR. TO STR.)~~ 764.775M
H.L PASSENGER PLATFORM ~~450.0M~~ 600.0M LONG 14.0M WIDE
H.L PASSENGER PLATFORM ~~450.0M~~ 600.0M LONG 7.0M WIDE
LINE-3
LINE-2
LINE-1
COMMON LOOP
MAIN LINE
COMMON LOOP
06/07T
03/04T
05/08T
15.1m
S.B.
VDU
CH: 50.00M F.O.B
C/L OF STATION BUILDING KHU
(5.970 KM FROM ISLAMPUR)
(CH:0.00M)
LEVEL
UP/ DN
N

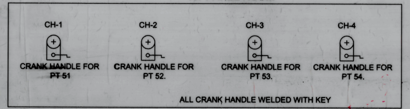
L.C. DETAILS BETWEEN - IPR-KHUDAGANJ BLOCK-SEC.

REMARKS	TVU/YEAR	SR. NO.	L.C NO.	M/U/M	KM	TELEPHONE CONNECTION & INTERLOCKED FROM	BLOCK- SECTION
TEMP. L.C. TO BE CLOSED AFTER COMMISSIONING OF ROB	4200/2016	1	EXIST NO. ~~39~~ 38	'C' MANNED	0.403	ISLAMPUR	ISLAMPUR-KHUDAGANJ


ASPECT CONTROL CHART (DN. DIRECTION)
D-12
12
4
2
G
YY
Y
G
Y
YWU
R
G
R
~~Y~~
6/8
Y
R
~~Y~~
G
~~R/G~~

OVERLAP	CONTROLLED TRACK CIRCUIT
OV-7A	7T
OV-7B	7T, 3T, 3T1, 011T.
OV-5A	5T
OV-5B	5T, 3T1, 011T.
OV-3	3T, 3T1, 011T.

AT PANEL ROOM


CH-1
CH-2
CH-3
CH-4
CRANK HANDLE FOR PT 51
CRANK HANDLE FOR PT 52.
CRANK HANDLE FOR PT 53.
CRANK HANDLE FOR PT 54.
ALL CRANK HANDLE WELDED WITH KEY

VDU ~~PANEL~~ DETAILS

MAIN SIGNAL ~~BUTTONS~~	1. 2. 3. 4. 5. 6.7. 8. 11.12
CALLING - ON SIGNAL ~~BUTTONS~~	C-1, C-12
POINT ~~BUTTONS~~	51. 52. 53. 54.
CRANK HANDEL CONTROL ~~BUTTONS~~	CH-1,CH-2,CH-3,CH-4,
SHUNT SIGNAL CONTROL ~~BUTTONS~~	105,106,107,108, 201, 202. 103,104
~~GATE CONTROL BUTTON~~	~~G-31~~
FOULING TRACK	- (W51R 4T)(W54R, 3T)

FAULING TRACK CIRCUIT	REMARKS
3T	i) 3T PICK UP SHOULD BE PROVED IN ALL SIGNALLING MOVEMENTS WHENEVER REQUIRES POINT 54 REVERSE. ii) 3T PICKUP SHOULD BE PROVED IN POINT 54 OPERATION.
4T	i) 4T PICKUP SHOULD BE PROVED IN ALL SIGNALLING MOVEMENTS WHENEVER REQUIRES POINT 51 REVERSE. ii) 4T PICKUP SHOULD BE PROVED IN POINT 51 OPERATION.

18. AUTOMATIC MEDIA CHANGEOVER PROVIDED FOR BLOCK PANEL UFSBI.
17. INSULATED JOINTS ARE PLACED AT 3M FROM THEIR RESPECTIVE STARTERS (RAILWAY BOARD L.T. NO-2012/SIG/SEM-II/MISC DT. 10.10.
16. TWO VDU (ONE STANDBY) PROVIDED FOR PANEL OPERATION IN LIEU OF CONTROLLED CUM INDICATION PANEL.
15. THIS SIP IS SUITABLE TO SUIT 25KV A.C. TRACTION AREA.

NOTE :-

14. UFSBI BLOCK PANEL WITH HASSDAC SINGLE LINE TYPE WORKING WITH KHUDAGANJ-KATARI & KHUDAGANJ-ISLAMPUR SITUATED IN SM CABIN.
1. ABSOLUTE BLOCK SYSTEM OF WORKING WITH KATARI & ISLAMPUR.
2. ~~SINGLE LINE TOKEN LESS BLOCK INSTRUMENT DIODO TYPE WORKING WITH KATARI & ISLAMPUR SITUATED IN PANEL CABIN.~~
3. ~~MAGNETO TELEPHONES PROVIDED BETWEEN SM'S PANEL & L.C GATE NO.1,2,3,4,45.~~
4. ALL ANGLE OF X- ING ARE 1 IN 12 EXCEPT AS MENTIONED IN SIP.
5. CONTROL TELEPHONE PROVIDED AT ~~PANEL~~ SM CABIN.
6. ~~BPAC PROVIDED WITH ISLAMPUR AND KATARI & INTERLOCKED WITH BLOCK INSTRUMENT OF ISLAMPUR & KATARI.~~
7. LED SIGNAL PROVIDED FOR ALL MACL SIGNALS.
8. ~~TRACK NO 1T & 2T AND 11T & 12T STAGGERED BY 1.82M.~~
9. THIS SIP HAS BEEN MADE IN CONNECTION WITH NEW BG RAIL LINE FROM ISLAMPUR TO NATESAR.
10. BR. No. ~~16~~ 26 COMPOSITE GIRDER TO BE INSULATED.
11. ~~SLIDING BOOM PROVIDED AT LC NO: 1/C AT KM: 6.390~~
12. 60 SEC. TIME DELAY PROVIDED FOR ALL CALLING ON SIGNAL.
13. ~~ROAD SIGNAL SHALL DISPLAY RED ASPECT WHEN SLIDING BOOM IS USED TO CLOSE THE ROAD TRAFFIC.~~