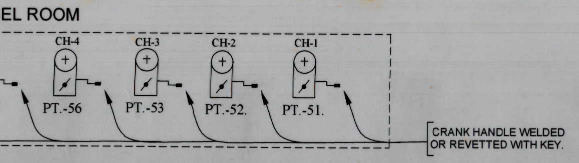
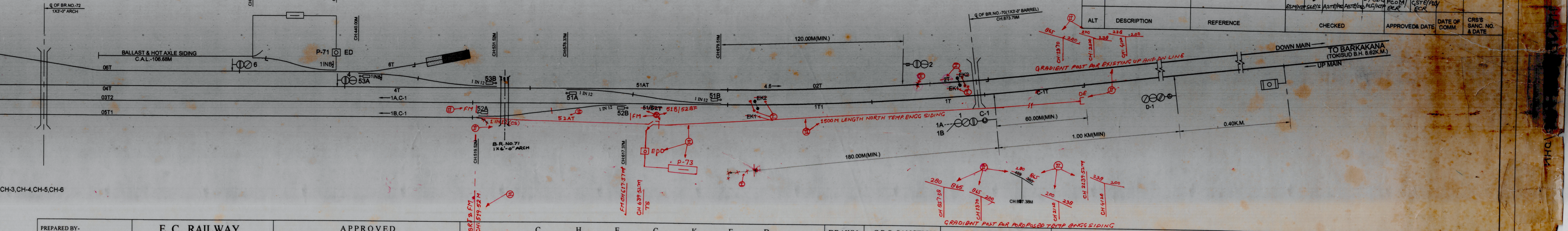

EL ROOM
CH-4
CH-3
CH-2
CH-1
PT.-56
PT.-53
PT.-52.
PT.-51.
CRANK HANDLE WELDED OR REVETTED WITH KEY.

SPECIAL INSTRUCTION / APPROVED SPECIAL INSTRUCTIONS

SL.NO:	INSTRUCTIONS	ISSUED BY	AUTHORITY	DATE	REMARKS
1 Ⅱ	UNDER THE PROVISION OF GR PARA 3.40 (4) WHERE A SAND HUMP OF APPROVED DESIGN OR UNDER APPROVED SPECIAL INSTRUCTION A DERAILING SWITCH HAS BEEN PROVIDED FOR THE LINE. ON WITCH TRAN HAS TO BE RECEIVED THEY SHALL BE DEEMED TO BE EFFICENT SUBRULE (3) PROVISION OF DERAILING SWITCH POINT NO-72 (KEY LOCK POINT) AT AN ADEQUATE DISTANCE (L.E 120M MIN) FROM STARTER SIGNAL NO-5 FOR THE RECEPTION OF UP TRAIN ON UP LOOP LINE NO-1 WHEN POINT NO 56 NORMAL AND POINT NO-72 NORMAL.		CRS		TO BE OBTAINED

ALT	DESCRIPTION	REFERENCE	CHECKED	APPROVED& DATE	DATE OF COMM.	CRS'S SANC. NO. & DATE
Ⅱ	PROVISION OF TEMP. ENGG SIDING OF CAL 1500M IN EACH END OF UP LOOP LINE NO-1 I) DISMANTLING OF SAND HUMP OF LINE NO-1 BRWD END II) PROVISION OF DS POINT NO-P-72 AT CH 427.39 (BRWD END) III) EXTENSION OF TRACK CKT 5T IV) DISMATLING OF TS AT CH (519.52) (BRKA END) V) INSERTION OF 1 IN 12 (CS) POINT AT CH 519.52 (BRKA END) VI) SPLITING OF TC 52/52T INTO 52AT AND 51B/52BT VII) GRADIENT POST SHOWN AND CORRECTED.	I) FILE NO:- ECR/RVNL/7/2022 0/0-CPM/RVNL/RANCHI/ COMPUTER NO:-178328 II) CE DRG NO:- Y.78.2005 ALT-2	SSE/O 23.6.22 ESM/S 29.06.22 SSE/S ASTE/PLG ASTE/DSD 24/6/22 DY.CSTE PLG/HJP	CTPM/ECR PCOM/ECR (NIRAJ YADAV) CSTE/DSD/ECR 24/6		
Ⅰ	PROVISION OF UFSBI BLOCK PANEL DOUBLE LINE WITH HASSDAC BETWEEN HENDEGIR-TOKISUD	VIDE DY.CSTE/W/DHN/ LT NO:- SG.662/1/PT-VII DT-02.08.2021	SSE/O 3/8/21 ESM/HJP 03.08.21 SSE/S ASTE/PLG 04.08.21 ASTE/DSD 04/8/21 DY.CSTE PLG/HJP	CTPM/ECR PCOM/ECR (RISHI GUPTA) CSTE/PLG/ECR 10.8.21		


℄ OF BR.NO.-72 1X3'-0" ARCH
BALLAST & HOT AXLE SIDING
C.A.L.-106.68M
CH:370.00M
CH:425.30M
CH:440.00M
P-71
ED
6
1IN8½
06T
04T
03T2
05T1
6T
4
53A
4T
←1A,C-1
←1B,C-1
1 IN 12
53B
CH:531.52M
52A
FM
1 IN 12 (CS)
CH:519.52M
B.R.NO.71 1X6'-0" ARCH
SRT & FM CH:519.52M
CH:578.37M
51A
51AT
51B
52AT
52B
51/52T
51B/52BT
FM
EPD
P-73
FM CH 617.37M
CH:617.37M
CH 639.52M TS
CH:679.51M
120.00M(MIN.)
4.6→
02T
1T1
EK2
EK1
1500M LENGTH NORTH TEMP. ENGG SIDING
2
2T
1T
180.00M(MIN.)
℄ OF BR.NO.-70(1X3'-0" BARREL) CH:873.79M
1
C-1
1A
1B
60.00M(MIN.)
C-1T
DE
1.00 KM(MIN)
D-1
0.40K.M.
GRADIENT POST FOR EXISTING UP AND DN LINE
865
200
238
CH:1370
CH:2120
CH:4120
DOWN MAIN→
TO BARKAKANA (TOKISUD B.H. 8.62K.M.)
←UP MAIN
280
469
360
CH 857.38
CH 1370
CH:857.38M
CH 2120
CH 2139.52M
CH 4120
GRADIENT POST FOR POROPOSED TEMP ENGG SIDING
CH-3,CH-4,CH-5,CH-6
Ⅰ
Ⅱ

PREPARED BY- IT SYSTEMS, PATNA-14	E. C. RAILWAY पू. म. रेल DHANBAD DIVISION	APPROVED 15/11/06 CHIEF SIGNAL & TELECOM.ENGINEER/E.C.R./HJP	CHECKED 15/11/06 DY.CSTE/W/DESIGN/HJP	10/11/06. S.S.T.E./HQ/HJP	10.11.06 A.S.T.E/HQ/HJP	S.E./SIG/HQ/HJP	S.S.E./SIG/DRG/HJP	DRAWN. JE-II/DRG	C.R.S. SANCTION NO. 16/A/30/VIII/07/21/H, DATE:- 04-04-07 DATE OF COMM: 27-04-2007

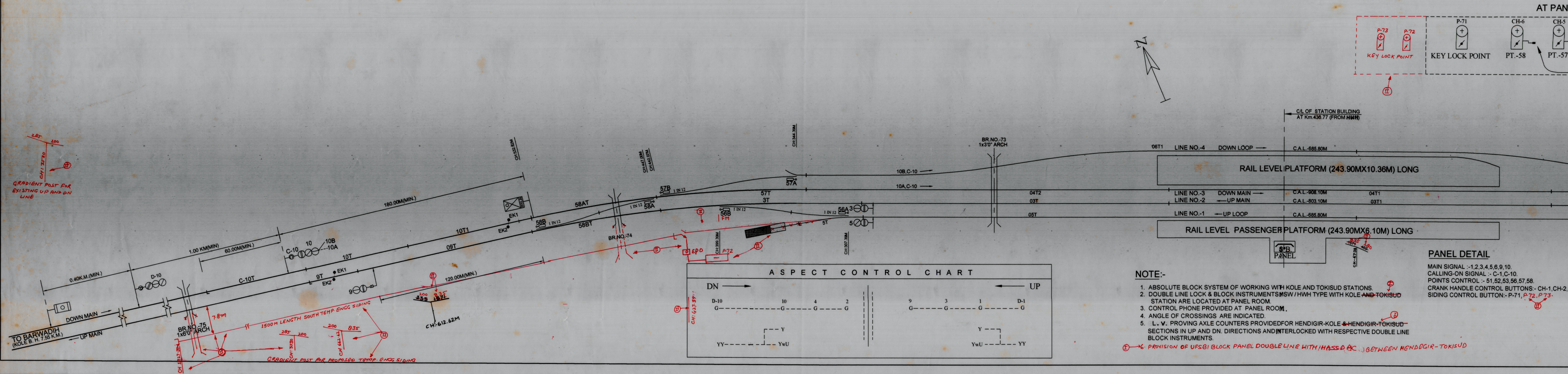
SCALE
LONGITUDINAL:- 1cm = 10m.
TRANSVERSE :- 1cm = 5m.

CENTRAL-PANEL SIGNAL INTERLOCKING PLAN (MACLS CLASS-B. STD-III)

TO SUIT ECR C.E.'S DRG. NO. Y - 78-2005 ALT.II

हेनडीगिर
HENDIGIR

SIP No.
ECR/SIP/DHN/252/2006


AT PAN
P-73
P-72
KEY LOCK POINT
Ⓘ
P-71
KEY LOCK POINT
CH-6
PT.-58
CH-5
PT.-57
N
C/L OF STATION BUILDING
AT Km.436.77 (FROM ~~HWH~~)
GRADIENT POST FOR EXISTING UP AND DN LINE
285
200
CH: 3530
Ⓘ
TO BARWADIH
(KOLE B. H. 7.55 K.M.)
DOWN MAIN
UP MAIN
0.40K.M.(MIN.)
1.00 KM(MIN)
60.00M(MIN.)
180.00M(MIN.)
120.00M(MIN.)
D-10
C-10
10
10B
10A
C-10T
10T
10T1
9T
09T
9
EK1
EK2
BSLB
BR.NO.-75
1x6'0" ARCH
7.8m
1500M LENGTH SOUTH TEMP. ENGG SIDING
CH: 727.39
285
200
CH: 3530
200
835
CH 662.62
200
835
~~235~~
~~1571~~
CH:-612.62M
GRADIENT POST FOR PROPOSED TEMP. ENGG SIDING
Ⓘ
CH:532.62M
58B
1 IN 12
58BT
58AT
58A
1 IN 12
CH:447.00M
CH:442.07M
BR.NO.-74
57B
1 IN 12
57T
3T
57A
CH:344.39M
56B
FM
1 IN 12
56A
1 IN 12
5T
3
5
EPO
P-72
CH:399.39M
CH:307.39M
10B,C-10
10A,C-10
BR.NO.-73
1x3'0" ARCH
06T1
04T2
03T
05T
LINE NO.-4
DOWN LOOP
C.A.L.-685.80M
RAIL LEVEL PLATFORM (243.90MX10.36M) LONG
LINE NO.-3
DOWN MAIN
C.A.L.-908.10M
04T1
LINE NO.-2
UP MAIN
C.A.L.-803.10M
03T1
LINE NO.-1
UP LOOP
C.A.L.-685.80M
RAIL LEVEL PASSENGER PLATFORM (243.90MX6.10M) LONG
S.B.
PANEL
CH-47.38
835
1571
180
469
CH: 427.39
ASPECT CONTROL CHART
DN
UP
D-10
10
4
2
G
G
G
G
9
3
1
D-1
G
G
G
G
Y
YY
YwU
Y
YwU
YY

NOTE:-

1. ABSOLUTE BLOCK SYSTEM OF WORKING WITH KOLE AND TOKISUD STATIONS.
2. DOUBLE LINE LOCK & BLOCK INSTRUMENTS MSW / HWH TYPE WITH KOLE ~~AND TOKISUD~~ STATION ARE LOCATED AT PANEL ROOM. Ⓘ
3. CONTROL PHONE PROVIDED AT PANEL ROOM.
4. ANGLE OF CROSSINGS ARE INDICATED.
5. L. V. PROVING AXLE COUNTERS PROVIDED FOR HENDIGIR-KOLE ~~& HENDIGIR-TOKISUD~~ SECTIONS IN UP AND DN. DIRECTIONS AND INTERLOCKED WITH RESPECTIVE DOUBLE LINE BLOCK INSTRUMENTS. Ⓘ

Ⓘ → 6. PROVISION OF UFSBI BLOCK PANEL DOUBLE LINE WITH (HASSDAC) BETWEEN HENDEGIR-TOKISUD

PANEL DETAIL

MAIN SIGNAL :-1,2,3,4,5,6,9,10.
CALLING-ON SIGNAL :- C-1,C-10.
POINTS CONTROL :- 51,52,53,56,57,58.
CRANK HANDLE CONTROL BUTTONS:- CH-1,CH-2,
SIDING CONTROL BUTTON:- P-71, P-72, P-73. Ⓘ