

SPECIAL INSTRUCTION / APPROVED SPECIAL INSTRUCTION		
SL. NO.	INSTRUCTION	ISSUED BY	AUTHORITY	REMARKS

SL. NO.	DESIGNATION	REFERENCE	DRAWN BY	CHECKED BY				COUNTER SIGNED		APPROVED BY	
			DESIGNAR	DESIGNAR	SIGNAL & TELECOM	S.I.&T.SIGNAL	S.I.&T.TELECOM	S.I.&T.SIGNAL	S.I.&T.TELECOM	CHIEF ELECTRICAL ENGINEER	CHIEF SIGNAL & TELECOM ENGINEER
1	LARGE AUGMENT (FIG.) CHANGE IN SLIGHT OF BRIDGE	TR 9547 / GET 2014 Ch 0.00 A.L.S.	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
2	CHANGE OVER IN TRACK CHAINAGE	GET 2017 REV. 1 Ch 0.00	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
3	CORRECTION ERRONEOUS TRADE	—	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]

L.XING DETAILS BETWEEN REMA-NAWADIH BLOCK SECTION							
SL. NO.	L.XING NO.	CLASS	MUM	KM	TVU	TELEPHONE CONNECTION	INTERLOCKED OR MONITERLOCKED
1.	3LCE	–	M	18/0+	18/0+	AUGCEN	–
2.	2ABE	–	M	22/0+	22/0+	AUGBPW	–
3.	3LCE	–	M	27/0+	27/0+	AUGCEN	–
4.	6LCE	–	M	30/0+	30/0+	AUGCEN	–
5.	6LCE	–	M	33/0+	33/0+	AUGAPW	–

ASPECT CONTROL CHART (IN DIRECTION →)

11	12 (DIST. 1000M)	1	2 (DIST. 1000M)	3	4 (DIS. 1000M)	5	6 (DIS. 1000M)
C	C	C	C	C	C	C	C
YY		Y		Y		Y	
	YYMJ						
		G		G		G	
		G		G		G	
		G		G		G	

PANEL DETAILS :-

MAIN SIGNAL BUTTONS 1,2,3,4,5,6,11,12
CALLING - ON SIGNAL BUTTONS G1,G2
SHUNTING - ON SIGNAL BUTTONS S1,S2,S3,S4,S5,S6,S7,S8,S9,
POINT BUTTONS P1,P2,P3,
CRANK HANDEL CONTROL BUTTONS CH-1,CH2,CH-3.

NOTE :-

1. ABSOLUTE BLOCK SYSTEM OF WORKING WITH ADJACENT STATIONS.
2. MODIFIED BLOCK PANEL WITH VARIOUS SIGNALS AND TWO CROSSING WITH NAWADIH & KAWAR SITUATED IN PANEL CABIN.
3. ALL NIGALE OF 2 AND MRE 1 IN 3 EXCEPT AS MENTIONED IN SIP.
4. ALL SIGNALS ARE PROVIDED WITH ROUTE INDICATOR.
5. 30 SEC TIME DELAY PROVIDED FOR ALL CUM RECEPTION SIGNAL.
6. LED SIGNAL PROVIDED FOR ALL MAIN SIGNALS.
7. ALL SIGNALS ARE PROVIDED WITH ROUTE INDICATORS.
8. THIS SIP HAS BEEN MADE IN CONNECTION WITH NEW B.G.LINE FROM KODERMA TO GIRIDH.
9. CONFORMS GIRDER MK-90, YET TO BE INSULETED TOWARDS NAWADIH.

CH-1 CH-2 CH-3

CRANK HANDLE FOR P1/P2 — CRANK HANDLE FOR P3/S9 — CRANK HANDLE FOR P3/S9

ALL CRANK HANDLE INSULDED WITH KEY AT PANEL ROOM

ASPECT CONTROL CHART UP DIRECTION

11	12 (DIST. 1000M)	1	2 (DIST. 1000M)	3	4 (DIS. 1000M)	5	6 (DIS. 1000M)
C	C	C	C	C	C	C	C
YY		Y		Y		Y	
	YYMJ						
		G		G		G	
		G		G		G	
		G		G		G	

L.XING DETAILS BETWEEN REMA-KAWAR BLOCK SECTION							
SL. NO.	L.XING NO.	CLASS	MUM	KM	TVU	TELEPHONE CONNECTION	INTERLOCKED OR MONITERLOCKED
NIL							

पूर्व मध्य रेल धनबाद मंडल EAST CENTRAL RAILWAY DHANBAD DIVISION	APPROVED BY	COUNTER SIGNED BY	CHECKED BY					DRAWN BY	SCALE	CENTRAL PANEL SIGNAL INTERLOCKING PLAN WITH, CLASS B, STD.WR.	रेमा REMA	SIGNALLING & PLACING DIAGRAM SIGNAL SIP NAME
	SR. DEPUTY CHIEF ELECTRICAL ENGINEER/ HQRS BUILT-UP	SR. DEPUTY CHIEF SIGNAL & TELECOM ENGINEER FOR CSE/ CSE/ HQ	JUNIOR ENGINEER SIGNAL & TELECOM/ HQRS BUILT-UP	JUNIOR ENGINEER SIGNAL & TELECOM/ HQRS BUILT-UP	SR. DESIGNER	JR. DESIGNER/ SIGNAL & TELECOM	JR. DESIGNER/ SIGNAL & TELECOM	DESIGNAR	LONGITUDINAL : 10M = 10M TRANSVERSE : 10M = 1M	SIGNAL INTERLOCKING PLAN WITH, CLASS B, STD.WR.		

THIS BOOK / ITEM NO. & DIM. IS THE SOLE PROPERTY OF EAST CENTRAL RLY. ICF/ESP/DRAWN/ITEM/ R.T.I.