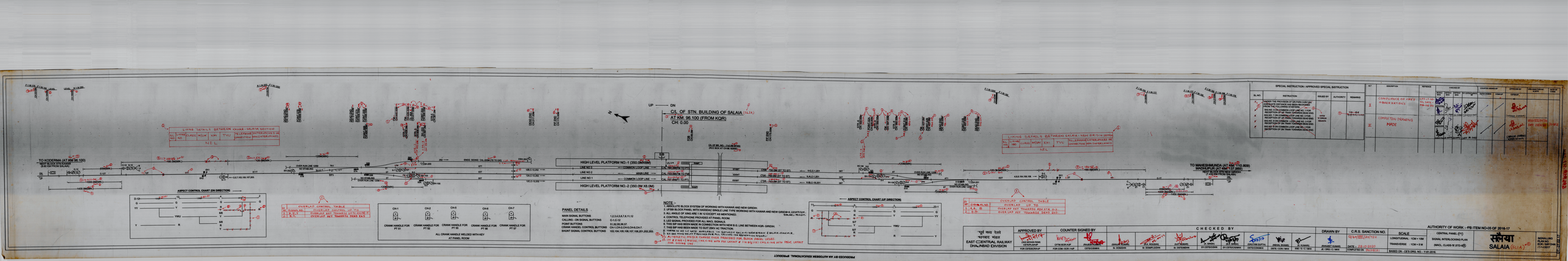

TO KODERMA (AT KM 96.100)
NEXT BLOCK STN KAWAR
(9.60 KM FROM SALAIA)
DN
UP
D-12
C-12 S-12
S-11
EK1
EK2
65M(MIN.)
1400.0M(MIN.)
1060.0M(MIN.)
180.0M(MIN.)
120.0M(MIN.)
011T
11T
11/12T
C-12T
-3,5,7,103,105,107,203.
OVER RUN LINE 120M NO STABLING
SH-202
57B
57A
56B
55B
55A
7T1
3T1
7T
3T
5T
S-7
S-3
S-5
SH-103
SH-105
SH-203
107
202
ENGG. SIDING CAL-200M (TS TO D/E)
L-4 CSR-180m(TS TO D/E)
DSH-302
07T
03T
05T
12B,C-12,202
12A,C-12,202
12C,C-12,202
F 1 IN 175
F 1 IN 150
LEVEL
R 1 IN 253
F 1 IN 1200
CH:331.0M
CH:1940M
CH:1600M
CH:657M
DEAD END CH: 628.00M
POINT 57B CH:606.00M
DEAD END CH: 518.00M
POINT 57A CH:508.00M
POINT 55B CH:496.00M
POINT 56B CH:495.00M
FM CH:445.00M
FM CH:426.00M
TS 56A & FM CH:417.00M
POINT 55A & FM CH:398.00M
STR-5 CH:381.0M
STR-7 CH:428.0M
STR-3 CH:409.0M
SH-203 CH:397.0M
DEAD END CH:217.00M
P/F END CH:175.00M
UP → DN
C/L OF STN. BUILDING OF SALAIA (SLIA)
AT KM. 96.100 (FROM KQR)
CH: 0.00
N
FOB CH:46.0M
P/F END CH:175.00M
C/L OF BR. NO. (12.0M SPAN) (RCC BOX AT CH-86.185KM)
S/B
RAMP
HIGH LEVEL PLATFORM NO-1 (350.0M X6M)
LINE NO 3
COMMON LOOP LINE
LINE NO 2
MAIN LINE
LINE NO 1
COMMON LOOP LINE
HIGH LEVEL PLATFORM NO-2 (350.0M X6.0M)
CAL 764.0M (FM TO PT)
CAL 793.0M (FM TO FM)
CAL 797.0M (PT TO PT)
CSR 750.0M (ST TO ST)
CSR 760.0M (ST TO ST)
CSR 763.0M (ST TO ST)
1C,C-1,201
1A,C-1,201
1B,C-1,201
07/06T
03/04T
05/06T
06T
04T
08T
SH-106 S-6
SH-104 S-4
S-8
SH-108
51A
51B
52B
52A
6T
4T
8T
4T1
OVER RUN LINE 120M NO STABLING
SH-201
120M(MIN.)
4,6,8,104,106,108.
S-2
EK1
EK2
1/2T
02T
C-1T
S-1
C1
D1
65M(MIN.)
1060.0M(MIN.)
1400.0M(MIN.)
TO MAHESHMUNDA (AT KM 110.809)
MADHUPUR (AT KM 137.989)
NEXT BLOCK STN NEW GIRIDIH
(7.430 KM FROM SALAIA)
DN
UP
STR-6 CH:322.00M
POINT 52A CH:339.00M
STR-4 CH:350.00M
FM CH:367.00M
STR-8 CH:382.00M
POINT 51A CH:399.00M
FM CH:427.0M
POINT 52B CH:437.0M
DEAD END CH:459.00M
POINT 51B CH:497.00M
DEAD END CH:519.00M
F 1 IN 1200
F 1 IN 150
CH:550M
CH:800M
F 1 IN 177
CH:1300M
CH:2100M
CH:2300M
F 1 IN 168
F 1 IN 178
ASPECT CONTROL CHART (DN DIRECTION)
D-12
12
4
2
G
YY
Y
YWU
R
6/8
1000M
1200M
287M
ASPECT CONTROL CHART (UP DIRECTION)
11
3
5/7
D-1
317M
1200M
1000M
G
Y
R
YWU
YY
CH-1
CH-2
CH-5
CH-6
CH-7
CRANK HANDLE FOR PT 51
CRANK HANDLE FOR PT 52
CRANK HANDLE FOR PT 55
CRANK HANDLE FOR PT 56
CRANK HANDLE FOR PT 57
ALL CRANK HANDLE WELDED WITH KEY AT PANEL ROOM

L-XING DETAILS BETWEEN KAWAR - SALAIYA SECTION.

SL NO	L-XING NO.	CLASS	M/UM	Km	TVU	TELEPHONE CONNECTION	INTERLOCKED OR NON INTERLOCKED
NIL							

L-XING DETAILS BETWEEN SALAIA - NEW GIRIDIH SECTION

SL NO	L-XING NO	CLASS	M/UM	Km	TVU	TELEPHONE CONNECTION	INTERLOCKED OR NON INTERLOCKED
NIL							

OVERLAP CONTROL TABLE

SL NO	SIGNAL NO.	OVERLAP CONTROL UP TO
1.	3,5,7	OVERLAP SET TOWARDS UP TO ADV STR-11
2.	5,7,	OVERLAP SET TOWARDS DEAD END

OVERLAP CONTROL TABLE

SL NO	SIGNAL NO.	OVERLAP UP TO
1.	4, 6, 8	OVERLAP SET TOWARDS ADV STR S-2.
2.	6,8	OVER LAP SET TOWARDS DEAD END.

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	51,52,55,56,57.
CRANK HANDEL CONTROL BUTTONS	CH-1,CH-2,CH-5,CH-6,CH-7.
SHUNT SIGNAL CONTROL BUTTONS	103,104,105,106,107,108,201,202,203.

NOTE :-
1. ABSOLUTE BLOCK SYSTEM OF WORKING WITH KAWAR AND NEW GIRIDIH.
2. UFSBI BLOCK PANEL WITH HASSDAC SINGLE LINE TYPE WORKING WITH KAWAR AND NEW GIRIDIH, LOCATED IN PANEL-ROOM.
3. ALL ANGLE OF XING ARE 1 IN 12 EXCEPT AS MENTIONED.
4. CONTROL TELEPHONE PROVIDED AT PANEL ROOM.
5. LED SIGNAL PROVIDED FOR ALL MACL SIGNALS.
6. THIS SIP HAS BEEN MADE IN CONNECTION WITH NEW B.G. LINE BETWEEN KQR- GIRIDIH.
7. THIS SIP HAS BEEN MADE TO SUIT 25KV AC TRACTION.
8. THERE IS NO LC GATE AVAILABLE IN BETWEEN SALAIA-NEW GIRIDIH & SALAIA-KANAR.
9. 60 SEC TIME DELAY PROVIDED FOR ALL CALLING-ON RECEPTION SIGNAL.
10. AUTOMATIC MEDIA CHANGE OVER PROVIDED FOR BLOCK PANEL UFSBI.
11. PT & X-ING = 1 IN 12 (CS), CMS X-ING WITH PSC LAYOUT & 1 IN 8½ (CS) CMS X-ING WITH PSC LAYOUT FOR SIDING LINE.

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 HAS BEEN RECKONED FROM THE FOLLOWING STARTERS.~~	~~CRS/ E.CIRCLE/ KOLKATA~~		~~TO BE~~ OBTAINED
~~2~~	~~SIG.NO. 5 ON COMMON LOOP LINE NO. 1 FOR RECEPTION OF UP TRAIN TOWARDS DEAD END.~~			
~~3~~	~~SIG.NO. 7 ON COMMON LOOP LINE NO. 3 FOR RECEPTION OF UP TRAIN TOWARDS DEAD END.~~			
~~4~~	~~SIG.NO. 6 ON COMMON LOOP LINE NO. 3 FOR RECEPTION OF DN TRAIN TOWARDS DEAD END.~~			
~~5~~	~~SIG.NO. 8 ON COMMON LOOP LINE NO. 1 FOR RECEPTION OF DN TRAIN TOWARDS DEAD END.~~			

ALT	DESCRIPTION	REFRENCE	CHECKED BY				COUNTER SIGNED BY		APPROVED BY	CRS SANCTION NO. & DATE	DATE OF COMM.
			SE/S/C/MHX	ASTE/C/MHX	DSTE/C/MHX	DY.CSTE/C/S/MHX	CSTE/C/S/MHX	COM/HJP	CSTE/HJP		
I	COMPLIANCE OF CRS'S OBSERVATION'S	CRS LT. NO- NIL DATE- 08.06.20	16.6.20 SSE/S/C/MHX SSE/D/C/MHX	(R.L.PANDIT)	8/7/2020 (N.SHAMI)	06/7/2020 (VIKRANA RAM)			06/7/2020 (MANISH SHARMA)		
II	COMPLETION DRAWING MADE		12.10.21 SSE/S/C/MHX SSE/D/C/MHX	(S.KUMAR)	12/10/21 (N.SHAMS)	12/10/2021 (VEER PAL SINGH)			12/10/2021. (MANISH SHARMA) CSTE/C/S/MHX	12/60/VIII/20/724 DATE 28/10/20	30.08.21

पूर्व मध्य रेलवे धनबाद मंडल EAST CENTRAL RAILWAY DHANBAD DIVISION	APPROVED BY	COUNTER SIGNED BY		CHECKED BY							DRAWN BY	C.R.S. SANCTION NO.	SCALE	AUTHORITY OF WORK :- PB ITEM NO-05 OF 2016-17	
	(JAG MOHAN RAM) CSTE/PLG/HJP FOR CSTE/ECR/HJP	(RAJESH KUMAR) CSTE/C/S/MHX	CFTM/ECR/HJP FOR COM / ECR / HJP	(SANJAY KUMAR) Sr. DOM/DHN	(R.K. ROUSAN) Sr. DOMPLG/DHN	(AJIT KUMAR) Sr. DSTE/M/DHN	(A. SINGH) DY.CSTE/C/DHN	(B.K. SINGH) DY.CSTE/C/S/MHX	6.3.17 (GAUTAM GUPTA) DSTE/C/N/MHX	(NEHAL SHAMS) DSTE / CON / MHX	(S. KUMARI) SSE / S / C / MHX	(RANJEET KUMAR) JE / DRG / C / MHX	12/60/VIII/20/724 DATE :- 28-10-2020 COMPLETED ON 30/08/21	LONGITUDINAL : 1CM = 10M TRANSVERSE : 1CM = 5 M BASED ON - CE'S DRG. NO. - Y-91-2016.	CENTRAL PANEL (PI) SIGNAL INTERLOCKING PLAN (MACL, CLASS-'B',STD-II(R)) सलैया SALAIA (SLIA)	SIGNALLING PLAN NO. ECR / SIP / DHN 15-6/2017

DT:-27.02.17

SAL/M/16-SIP-DHN

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