CHHOTA AMBANA (CODE : CAM) ASANSOL DIVISION

SPECIAL INSTRUCTIONS/APPROVED SPECIAL INSTRUCTIONS

SL. NO.	INSTRUCTIONS	AUTHORITY	ISSUED BY	DISPENSATION NO. & DATE
1.	TAKING 'OFF' SIGNALS FOR MORE THAN ONE TRAIN AT A TIME.	G.R. 3.47	P.C.O.M.(E.R.)	No. TG.203/1/DISPENSATION/PT. XIV, DATED 18/03/26
2.	TAKING 'OFF' SIGNALS FOR MORE THAN ONE TRAIN AT A TIME OVER NON ISOLATED LINES.	G.R. 3.47(1)	P.C.O.M.(E.R.)	

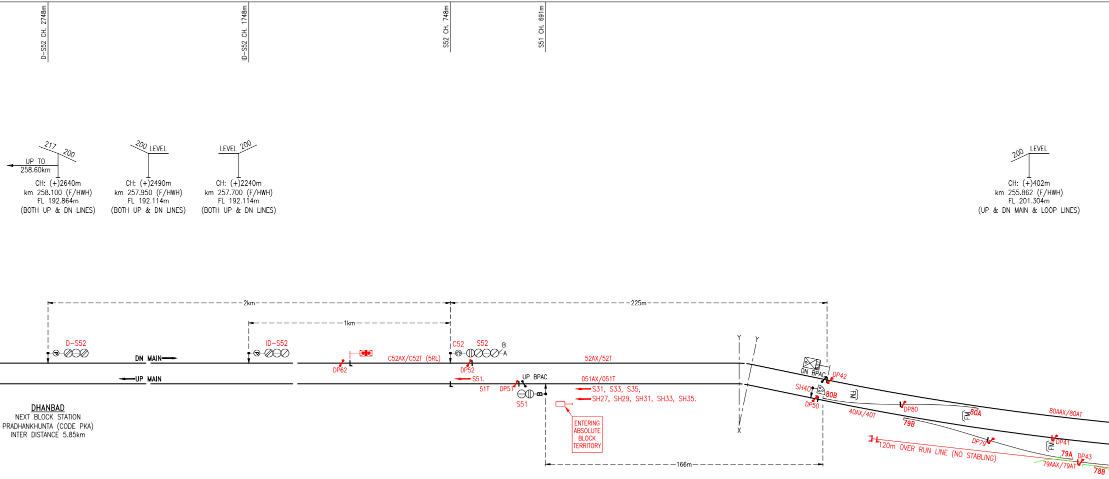
SIMULTANEOUS MOVEMENTS WITHOUT PHYSICAL ISOLATION

SL. NO.	RECEPTION OF TRAIN FROM SIGNAL NO.	SIMULTANEOUS MOVEMENT PERMITTED UNDER SPECIAL INSTRUCTIONS	SEPARATION DISTANCE
1	S1 TO S31	S33/S35 TO S51 AND VICE VERSA.	138m

SL. NO.	INSTRUCTIONS	AUTHORITY	ISSUED BY	DISPENSATION NO. & DATE
3.	SHUNTING TOWARDS POINT OVER WHICH INCOMING TRAIN IS TO PASS.	G.R. 5.16	P.C.O.M.(E.R.)	

SL. NO.	SIGNALED SHUNTING MOVEMENTS PERMITTED UNDER SPECIAL INSTRUCTIONS	
	FROM SHUNT SIGNAL NO.	TOWARDS POINT NO. (OVER WHICH INCOMING TRAIN IS TO PASS)
1	SH40 TO SH22/SH24 OR SH27/SH29 TO S51	80R S1 TO S31 AND VICE VERSA.
2	SH40 TO DSH16/DSH18 OR SH33/SH35 TO S51	79R S1 TO S31 AND VICE VERSA.
3	SH40 TO SH22	72R S24 TO SA2 AND VICE VERSA.
4	SH40 TO DSH20	71R S1 TO S33/S35 OVERLAP SET TO OVERRUN LINE AND VICE VERSA.

Signature Not Verified
Digitally signed by ARVIND KUMAR SINGH
Date: 2026.06.17 16:36:01 IST
Reason: IREPS-CRIS
Location: New Delhi

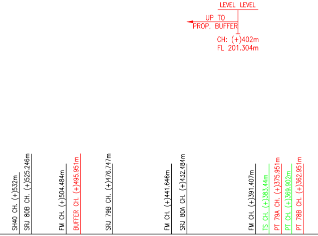

D-S52 CH. 2748m
ID-S52 CH. 1748m
S52 CH. 748m
S51 CH. 691m
217
200
UP TO
258.60km
CH: (+)2640m
km 258.100 (F/HWH)
FL 192.864m
(BOTH UP & DN LINES)
200 LEVEL
CH: (+)2490m
km 257.950 (F/HWH)
FL 192.114m
(BOTH UP & DN LINES)
LEVEL 200
CH: (+)2240m
km 257.700 (F/HWH)
FL 192.114m
(BOTH UP & DN LINES)
200 LEVEL
CH: (+)402m
km 255.862 (F/HWH)
FL 201.304m
(UP & DN MAIN & LOOP LINES)
2km
225m
1km
D-S52
ID-S52
C52
S52
B
A
Y
Y
X
DN MAIN
UP MAIN
DP62
C52AX/C52T (5RL)
DP52
52AX/52T
S51.
51T
DP51
UP BPAC
S51
051AX/051T
S31, S33, S35,
SH27, SH29, SH31, SH33, SH35.
ENTERING ABSOLUTE BLOCK TERRITORY
166m
DN BPAC
BSLB
DP42
SH40
80B
DP50
FM
DP80
40AX/40T
80A
FM
80AAX/80AT
79B
DP79
DP41
FM
79A
DP43
79AAX/79AT
78B
120m OVER RUN LINE (NO STABLING)
DHANBAD
NEXT BLOCK STATION
PRADHANKHUNTA (CODE PKA)
INTER DISTANCE 5.85km

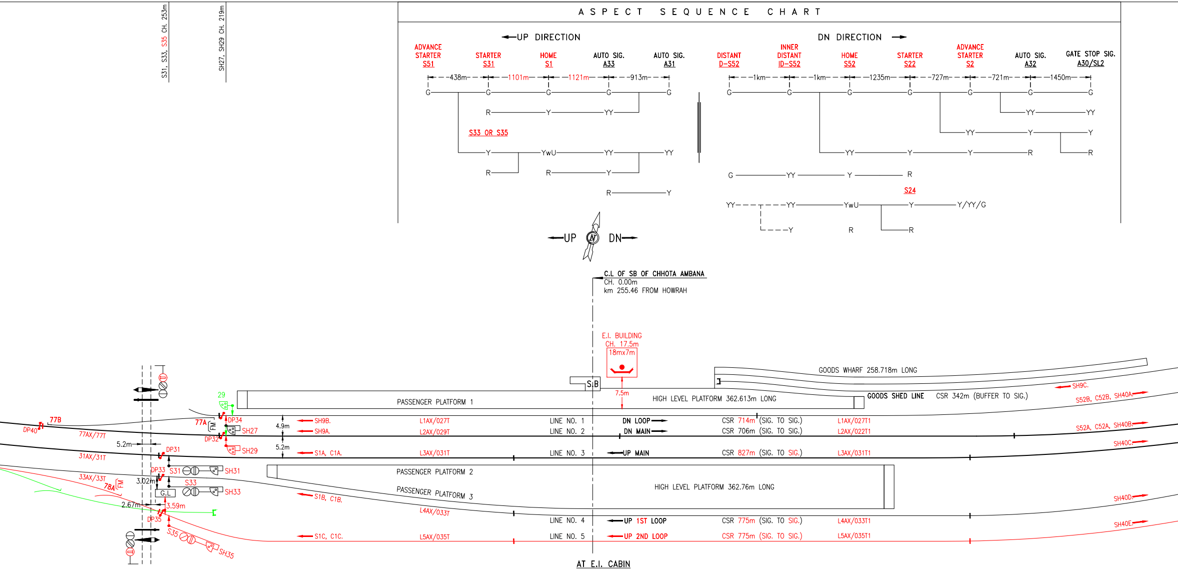
DETAILS OF L–XING IN THE BLOCK SECTION BETWEEN CHHOTA AMBANA & PRADHANKHUNTA

SL.NO.	L.C. NO.	CLASS	KM	MANNED/ UNMANNED	TELEPHONE CONNECTIVITY WITH STATION	INTERLOCKED/ NON-INTERLOCKED	ENGG./ TRAFFIC	REMARKS
NIL	NIL	NIL	NIL	NIL	NIL	NIL	NIL	NIL

UP OVERLAP TABLE

OVERLAP	OVERLAP POINT(S)	OVERLAP TRACK SECTIONS
OV31	–	31AX/31T.
OV33/I	78N, 79N.	33AX/33T, 79AAX/79AT.
OV33/II	78N, 79R, 80N.	33AX/33T, 79AAX/79AT, 40AX/40T.
OV35/I	78R, 79N.	33AX/33T, 79AAX/79AT.
OV35/II	78R, 79R, 80N.	33AX/33T, 79AAX/79AT, 40AX/40T.


LEVEL LEVEL
UP TO
PROP. BUFFER
CH: (+)402m
FL 201.304m
SH40 CH. (+)532m
SRJ 80B CH. (+)525.246m
FM CH. (+)504.484m
BUFFER CH. (+)495.951m
SRJ 79B CH. (+)476.747m
FM CH. (+)441.646m
SRJ 80A CH. (+)432.484m
FM CH. (+)391.407m
TS CH. (+)383.44m
PT 79A CH. (+)375.951m
PT CH. (+)369.902m
PT 78B CH. (+)362.951m


S31, S33, S35 CH. 253m
SH27, SH29 CH. 219m
ASPECT SEQUENCE CHART
UP DIRECTION
DN DIRECTION
ADVANCE STARTER S51
STARTER S31
HOME S1
AUTO SIG. A33
AUTO SIG. A31
DISTANT D-S52
INNER DISTANT ID-S52
HOME S52
STARTER S22
ADVANCE STARTER S2
AUTO SIG. A32
GATE STOP SIG. A30/SL2
438m
1101m
1121m
913m
1km
1km
1235m
727m
721m
1450m
G
R
Y
YY
YwU
S33 OR S35
S24
Y/YY/G
UP
DN
N
C.L OF SB OF CHHOTA AMBANA
CH. 0.00m
km 255.46 FROM HOWRAH
E.I. BUILDING
CH. 17.5m
18mx7m
7.5m
S.B
GOODS WHARF 258.718m LONG
PASSENGER PLATFORM 1
HIGH LEVEL PLATFORM 362.613m LONG
GOODS SHED LINE
CSR 342m (BUFFER TO SIG.)
SH9C.
S52B, C52B, SH40A
S52A, C52A, SH40B
SH40C
SH40D
SH40E
29
77B
DP40
77AX/77T
77A
FM
DP34
DP32
SH27
SH29
DP31
31AX/31T
5.2m
4.9m
5.2m
SH9B.
SH9A.
S1A, C1A.
L1AX/027T
L2AX/029T
L3AX/031T
LINE NO. 1
LINE NO. 2
LINE NO. 3
DN LOOP
DN MAIN
UP MAIN
CSR 714m (SIG. TO SIG.)
CSR 706m (SIG. TO SIG.)
CSR 827m (SIG. TO SIG.)
L1AX/027T1
L2AX/022T1
L3AX/031T1
DP33
S31
SH31
33AX/33T
3.02m
S33
SH33
78A
FM
G.L
2.67m
3.59m
DP35
S35
SH35
PASSENGER PLATFORM 2
PASSENGER PLATFORM 3
HIGH LEVEL PLATFORM 362.76m LONG
S1B, C1B.
L4AX/033T
S1C, C1C.
L5AX/035T
LINE NO. 4
LINE NO. 5
UP 1ST LOOP
UP 2ND LOOP
CSR 775m (SIG. TO SIG.)
CSR 775m (SIG. TO SIG.)
L4AX/033T1
L5AX/035T1

AT E.I. CABIN

LC GATE NO. 14/C/T
CH. (+)266.659m
km 255.727 (HOWRAH)

ELB WITH STANDBY SLIDING BARRIER
CONTROLLED BY G14

MAIN SIGNAL CONTROLS : S1, S2, S22, S24, S31, S33, S35, S51, S52.

AUTO SIGNAL CONTROLS : A1, A2.

CALLING-ON SIGNAL CONTROLS : C1, C52.

SHUNT SIGNAL CONTROLS : SH9, SH22, SH24, SH26, SH27, SH29, SH31, SH33, SH35, SH40.

POINT CONTROLS : 71, 72, 73, 74, 75, 76, 77, 78, 79, 80.

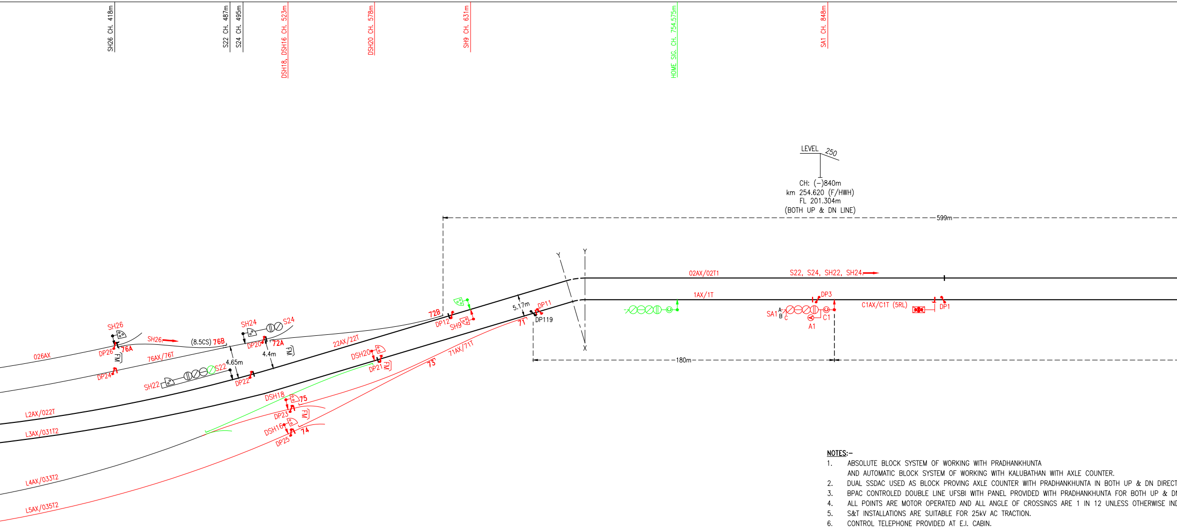
CRANK HANDLE CONTROLS : CH1, CH2, CH3, CH6, CH7, CH8, CH9, CH10.

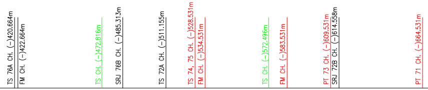
GATE CONTROL : G14.

CRANK HANDLE GROUPING

CRANK HANDLE	CH1	CH2	CH3	CH6	CH7	CH8	CH9	CH10
FOR POINT(S)	71, 74, 75.	72A/B	73	76A/B	77A/B	78A/B	79A/B	80A/B

SRJ 77B CH. (+)325.722m
TS CH. (+)318.077m
FM CH. (+)284.951m
TS 78A CH. (+)281.951m
FM CH. (+)229.674m
TS 77A CH. (+)226.198m
PF END CH. (+)206.441m
PF END CH. (+)188.618m
PF END CH. (-)72.842m
PF END CH. (-)156.172m
PF END CH. (-)174.147m
PF END CH. (-)331.56m


SH26 CH. 418m
S22 CH. 487m
S24 CH. 495m
DSH18, DSH16 CH. 523m
DSH20 CH. 578m
SH9 CH. 631m
HOME SIG. CH. 754.575m
SA1 CH. 848m
LEVEL
250
CH: (–)840m
km 254.620 (F/HWH)
FL 201.304m
(BOTH UP & DN LINE)
599m
Y
Y
X
X
02AX/02T1
S22, S24, SH22, SH24
1AX/1T
DP3
SA1
A
B
C
C1
A1
C1AX/C1T (5RL)
DP1
180m
5.17m
DP11
DP119
71
72B
DP12
SH9
SH26
SH26
(8.5CS) 76B
76A
DP26
FM
026AX
76AX/76T
DP24
SH24
S24
DP20
72A
4.4m
FM
4.65m
S22
SH22
DP22
22AX/22T
DSH20
DP21
FM
71AX/71T
73
DSH18
75
DP23
FM
DSH16
74
DP25
L2AX/022T
L3AX/031T2
L4AX/033T2
L5AX/035T2


TS 76A CH. (–)420.664m
FM CH. (–)422.664m
TS CH. (–)472.816m
SRJ 76B CH. (–)485.313m
TS 72A CH. (–)511.155m
TS 74, 75 CH. (–)528.531m
FM CH. (–)534.531m
TS CH. (–)572.496m
FM CH. (–)583.531m
PT 73 CH. (–)609.531m
SRJ 72B CH. (–)614.558m
PT 71 CH. (–)664.531m

NOTES:–

1. ABSOLUTE BLOCK SYSTEM OF WORKING WITH PRADHANKHUNTA AND AUTOMATIC BLOCK SYSTEM OF WORKING WITH KALUBATHAN WITH AXLE COUNTER.
2. DUAL SSDAC USED AS BLOCK PROVING AXLE COUNTER WITH PRADHANKHUNTA IN BOTH UP & DN DIRECT
3. BPAC CONTROLED DOUBLE LINE UFSBI WITH PANEL PROVIDED WITH PRADHANKHUNTA FOR BOTH UP & D
4. ALL POINTS ARE MOTOR OPERATED AND ALL ANGLE OF CROSSINGS ARE 1 IN 12 UNLESS OTHERWISE IND
5. S&T INSTALLATIONS ARE SUITABLE FOR 25kV AC TRACTION.
6. CONTROL TELEPHONE PROVIDED AT E.I. CABIN.
7. VOICE LOGGER TELEPHONE PROVIDED AT E.I. CABIN AND CONNECTED WITH LC NO. 12 & 14.
8. ELB WITH STANDBY SLIDIING BARRIER PROVIDED AT LC NO. 14 AS PER E. RLY. TYPICAL DRG. NO. S.I./T
9. LED SIGNALS OF APPROVED TYPE ARE USED.
10. AS PER TECHNICAL POLICY CIRCULAR NO. 129, DUAL DETECTION ARE PROVIDED WITH DC TRACK CIRCUIT

DN OVERLAP TABLE

OVERLAP	OVERLAP POINT(S)	OVERLAP TRACK SECTIONS
OV22	72N.	22AX/22T, 02AX/02T1, 02AX/02T.
OV24	72R.	22AX/22T, 02AX/02T1, 02AX/02T.

MSDAC CHART

SERIAL NO.	1	2	3	4	5	6	7	8	9	10
TRACK SECTION	C52AX	52AX	051AX	40AX	31AX	79AAX	33AX	80AAX	77AX	L1AX
DETECTION POINT (DP)	DP62 DP52	DP52 DP42	DP51 DP50	DP50 DP80 DP79 DP41	DP41 DP31	DP79 DP43	DP43 DP33 DP35	DP42 DP80 DP40	DP40 DP32 DP34	DP34 DP26 DP24
EQUIVALENT DC TRACK CIRCUIT(S)	C52T	52T	051T	40T	31T	79AT	33T	80AT	77T	027T, 027T1.

SERIAL NO.	11	12	13	14	15	16	17	18	19
TRACK SECTION	L2AX	L3AX	L4AX	L5AX	026AX	76AX	22AX	71AX	02AX
DETECTION POINT (DP)	DP32 DP22	DP31 DP21	DP33 DP23	DP35 DP25	DP26	DP26 DP24 DP20	DP22 DP20 DP12	DP21 DP23 DP25 DP11	DP12 DP2
EQUIVALENT DC TRACK CIRCUIT(S)	029T, 022T1, 022T.	031T, 031T1, 031T2.	033T, 033T1, 033T2.	035T, 035T1, 035T2.	––	76T	22T	71T	02T1, 02T.

SIZE: 420mm x 2900mm

PROVISION OF NEW E.I. FOR PROVISION OF UP 2ND LOOP AND OTHERS MISCELLANEOUS WORK AT CHHOTA AMBANA AT KM 255.46 FROM HOWRAH.

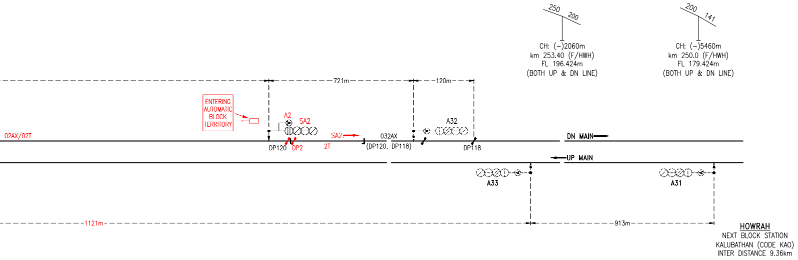
SIGNATURE BLOCK

APPROVED	CSTE/CON	Digitally signed by VIKAS KUMAR Date: 2026.04.22 19:09:01 +05'30'
	CTPM (for PCOM)	RUPESH KUMAR Digitally signed by RUPESH KUMAR Date: 2026.04.22 18:05:38 +05'30'
CHECKED	DY. CSTE/C/DESIGN/HQ	Digitally signed by Sanjib Kumar Barman Date: 2026.04.22 15:21:31 +05'30'
	SSTE/CON/D&D/I/HQ	PREETI KUMARI Digitally signed by PREETI KUMARI Date: 2026.04.21 15:08:01 +05'30'
	ASTE/CON/D&D/HQ	
	Sr. DOM/ASN	Digitally signed by RAJESH KUMAR Date: 2026.04.20 17:04:35 +05'30'
	Sr. DSTE/ASN	Vikash Kumar Chaturvedi Digitally signed by Vikash Kumar Chaturvedi Date: 2026.04.20 15:33:38 +05'30'
	Dy. CPM/S&T/GSU/SDAH	ARVIND KUMAR SINGH Digitally signed by ARVIND KUMAR SINGH Date: 2026.04.20 15:30:18 +05'30'
	ASTE/CON/RSP	BIRENDRA KUMAR VISHWAKARMA Digitally signed by BIRENDRA KUMAR VISHWAKARMA Date: 2026.04.20 15:25:51 +05'30'
DRAWN	SSE/DRG/S&T/CON/HQ	JAYANTA PRAMANIK Digitally signed by JAYANTA PRAMANIK Date: 2026.04.20 15:21:23 +05'30'

CRS'S SANCTION NO. & DATE	DATE OF COMMISSIONING

DETAILS OF L-XING IN THE BLOCK SECTION BETWEEN CHHOTA AMBANA & KALUBATHAN

SL.NO.	L.C. NO.	CLASS	KM	MANNED/ UNMANNED	TELEPHONE CONNECTIVITY WITH STATION	INTERLOCKED/ NON-INTERLOCKED	ENGG./ TRAFFIC	REMARKS
1	12	C	251.232	MANNED	CAM	INTERLOCKED	ENGG.	--
2	10-DN	C	249.500	MANNED	KAO	INTERLOCKED	ENGG.	TO BE UPGRADED AS 'A' CLASS.
3	10-UP	C	249.140	MANNED	KAO	INTERLOCKED	ENGG.	TO BE UPGRADED AS 'A' CLASS.


SA2 CH. 1214m
250
200
CH: (–)2060m
km 253.40 (F/HWH)
FL 196.424m
(BOTH UP & DN LINE)
200
141
CH: (–)5460m
km 250.0 (F/HWH)
FL 179.424m
(BOTH UP & DN LINE)
721m
120m
ENTERING AUTOMATIC BLOCK TERRITORY
A2
SA2
A32
02AX/02T
SA2
032AX
(DP120, DP118)
DP120
DP2
2T
DP118
DN MAIN
UP MAIN
A33
A31
1121m
913m
HOWRAH
NEXT BLOCK STATION
KALUBATHAN (CODE KAO)
INTER DISTANCE 9.36km

IONS.

N LINES, LOCATED AT EI CABIN.

DICATED.

YP/0082.

ALONG WITH AXLE COUNTER (MSDAC).

20	21
1AX	C1AX
DP11 DP3	DP3 DP1
1T	C1T

FOULING TRACK TABLE

MOVEMENT OVER POINT IN ITS POSITION	FOULING TRACK
NIL	NIL

LEGEND :-
EXISTING SHOWN IN BLACK
PROPOSED WORK SHOWN IN RED.
DISMANTLED WORKS SHOWN IN GREEN.

E TO E TRANSPORTATION INFRASTRUCTURE LTD.
#20, 10th FLOOR SATTVA GALLERIA,
KASHI NAGAR, BELLARY ROAD,
BANGALORE KARNATAKA-560092

REV : 13
DATE : 08-04-2026

DESIGNED BY (SHEPHALI JAIN)	CHECKED BY (DURGA S.)	REVIEWED BY (NAMBIRAJAN S.) IRSTELO VERIFIER NO:20250082
DESIGN ENGINEER DT:08-04-2026	DESIGN MANAGER DT:08-04-2026	ENGINEERING HEAD DT:08-04-2026

SIP OF CHHOTA AMBANA WAS INITIALLY APPROVED WITH THE PROVISION OF CALLING-ON SIGNALS PROVIDED BELOW THE STARTERS. HOWEVER, THIS COULD NOT BE IMPLEMENTED, AS DISPENSATION UNDER GR 3.13(2) FOR THE PROVISION OF CALLING-ON SIGNALS BELOW STARTERS IS NOT PERMITTED BY THE COMPETENT AUTHORITY. ACCORDINGLY, TO AVOID UNNECESSARY ALTERATIONS AND CLUTTER, A REVISED SIP HAS BEEN PREPARED WITHOUT THE PROVISION OF CALLING-ON SIGNALS BELOW THE STARTERS, SUPERSEDING THE PREVIOUSLY APPROVED SIP (NO. SIP.ER.ASN.CAM.01).

EASTERN RAILWAY

ASANSOL DIVISION

S C A L E
LONGITUDINAL: 1cm = 12m
TRANSVERSE : 1cm = 4.8m

ELECTRONIC INTERLOCKING
SIGNALLING PLAN
'SPECIAL' CLASS , STD. III , MACLS

CHHOTA AMBANA (CODE : CAM)

NO. SIP.ER.ASN.CAM.02
(YEAR 2026)

THIS PLAN IS BASED ON CE'S DRG. NO. Y-521-2025 OF CHHOTA AMBANA AND
SIP OF CHHOTA AMBANA NO. S.I. 07695/288 (ALT. X) AND AUTOMATIC SIP (SITARAMPUR TO CHHOTA AMBANA) NO. S.I. 06985 (ALT. II).

IRPSM WORK ID 02.01.16.24.3.54.002

CHHOTA AMBANA (CODE : CAM) ASANSOL DIVISION