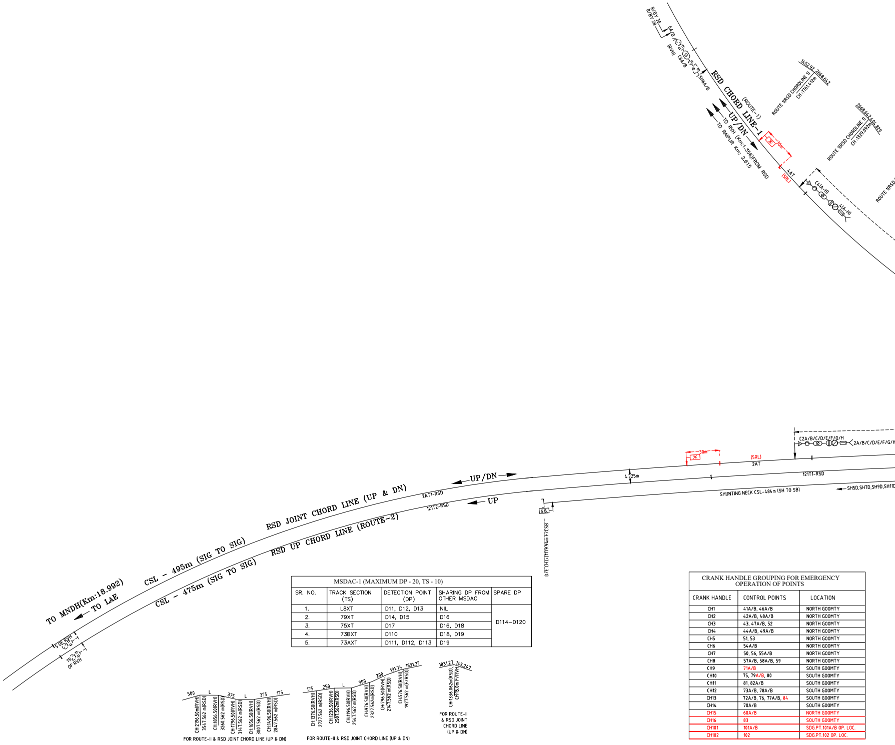

R/BY 30
R/BY 28
6A/B
(RVH)
C6A/B
SH6A/B
RSD CHORD LINE-1
(ROUTE-1)
UP/DN
TO RVH (Km:1.356)FROM RSD
TO RAIPUR Km: 2.615
30m
4AT
(SRL)
C4(A-H)
4(A-H)
1452.92 2668.642
ROUTE 1(RSD CHORDLINE 1)
CH :1761.412m
2668.642 404.829
ROUTE 1(RSD CHORDLINE 1)
CH :1329.092m
ROUTE 1(RSD
C2A/B/C/D/E/F/G/H
2A/B/C/D/E/F/G/H
30m
(SRL)
2AT
4.725m
121T1-RSD
SHUNTING NECK CSL-484m (SH TO SB)
SH5D,SH7D,SH9D,SH11D
UP/DN
UP
2AT1-RSD
121T2-RSD
S.B.
D/E CH:(+)1179.94m F/CSB
RSD JOINT CHORD LINE (UP & DN)
RSD UP CHORD LINE (ROUTE-2)
CSL - 495m (SIG TO SIG)
CSL - 475m (SIG TO SIG)
TO MNDH(Km:18.992)
TO LAE
5 OF RVH
11
OF RVH
500
L
375
L
375
175
CH:2196.50m(RVH)
3547.562 m(RSD)
CH:1856.50(RVH)
3260.562 m(RSD)
CH:1796.50(RVH)
3147.562 m(RSD)
CH:1656.50(RVH)
3007.562 m(RSD)
CH:1496.50(RVH)
2847.562 m(RSD)
FOR ROUTE-II & RSD JOINT CHORD LINE (UP & DN)
175
250
L
300
200
131.74
1831.27
CH:1376.50(RVH)
2727.562 m(RSD)
CH:1236.50(RVH)
2587.562m(RSD)
CH:1196.50(RVH)
2547.562 m(RSD)
CH:976.50(RVH)
2327.562m(RSD)
CH:796.50(RVH),
2147.562 m(RSD)
CH:576.50(RVH),
1927.562 m(F/RSD)
FOR ROUTE-II & RSD JOINT CHORD LINE (UP & DN)
1831.27
145.247
CH:1336.062m(RSD),
CH:15.0m F/RVH
FOR ROUTE-II
& RSD JOINT
CHORD LINE
(UP & DN)

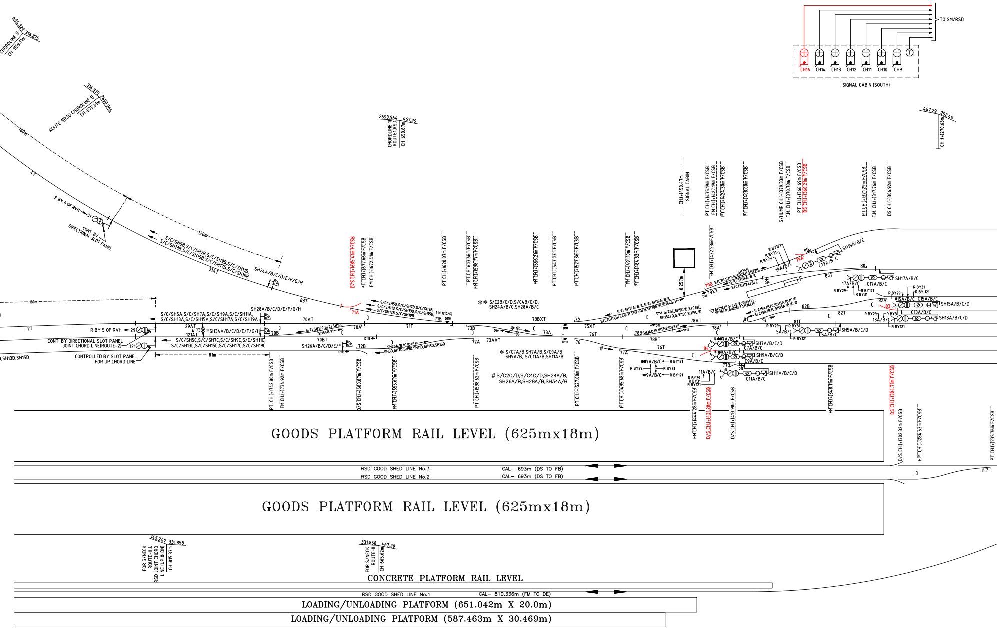
MSDAC-1 (MAXIMUM DP - 20, TS - 10)

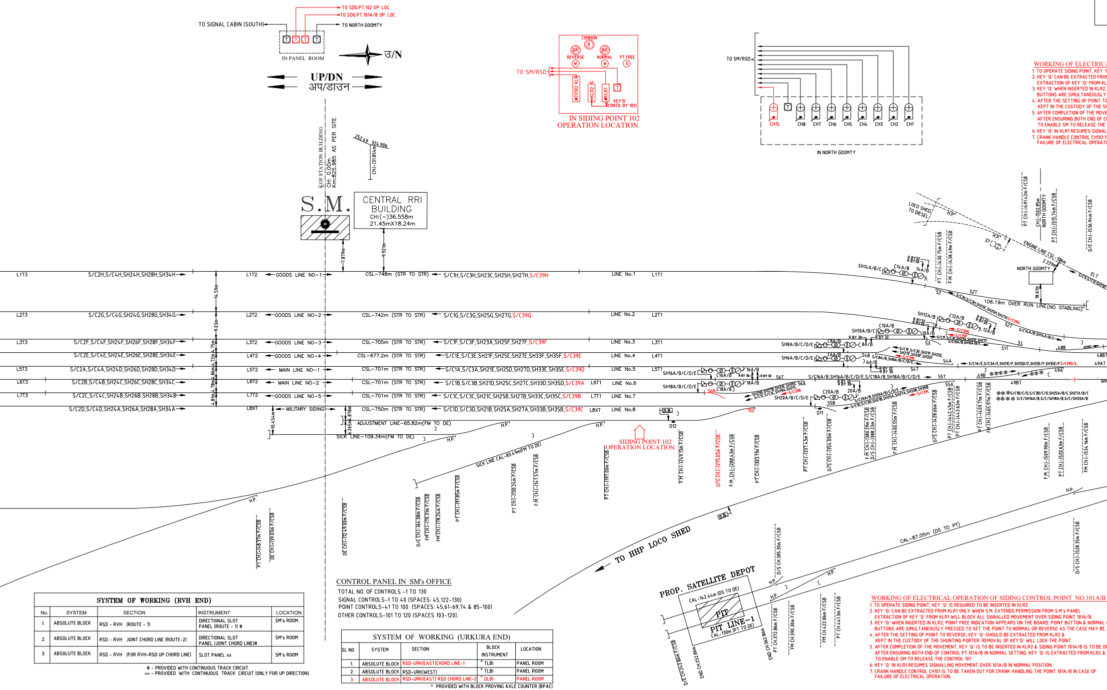
SR. NO.	TRACK SECTION (TS)	DETECTION POINT (DP)	SHARING DP FROM OTHER MSDAC	SPARE DP
1.	L8XT	D11, D12, D13	NIL	D114–D120
2.	79XT	D14, D15	D16	
3.	75XT	D17	D16, D18	
4.	73BXT	D110	D18, D19	
5.	73AXT	D111, D112, D113	D19	

CRANK HANDLE GROUPING FOR EMERGENCY OPERATION OF POINTS

CRANK HANDLE	CONTROL POINTS	LOCATION
CH1	41A/B, 46A/B	NORTH GOOMTY
CH2	42A/B, 48A/B	NORTH GOOMTY
CH3	43, 47A/B, 52	NORTH GOOMTY
CH4	44A/B, 49A/B	NORTH GOOMTY
CH5	51, 53	NORTH GOOMTY
CH6	54A/B	NORTH GOOMTY
CH7	50, 56, 55A/B	NORTH GOOMTY
CH8	57A/B, 58A/B, 59	NORTH GOOMTY
CH9	71A/B	SOUTH GOOMTY
CH10	75, 79A/B, 80	SOUTH GOOMTY
CH11	81, 82A/B	SOUTH GOOMTY
CH12	73A/B, 78A/B	SOUTH GOOMTY
CH13	72A/B, 76, 77A/B, 84	SOUTH GOOMTY
CH14	70A/B	SOUTH GOOMTY
CH15	60A/B	NORTH GOOMTY
CH16	83	SOUTH GOOMTY
CH101	101A/B	SDG.PT.101A/B OP. LOC.
CH102	102	SDG.PT.102 OP. LOC.

Signature Not Verified
Digitally signed by [illegible]
Date: 2026.0[illegible].08 17:[illegible]
Reason: IRPSPS-CRIS
Location: New Delhi


TO SM/RSD
CH16
CH14
CH13
CH12
CH11
CH10
CH9
SIGNAL CABIN (SOUTH)
SIGNAL CABIN
CH(-)1450.47m
ROUTE 1(RSD CHORDLINE 1)
CH :875.61m
CHORDLINE 1)
CH :1159.11m
CHORDLINE 1(
ROUTE1(RSD
CH :650.87m
R BY 6 OF RVH
CONT. BY DIRECTIONAL SLOT PANEL
R BY 5 OF RVH
CONT. BY DIRECTIONAL SLOT PANEL JOINT CHORD LINE(ROUTE-2)
CONTROLLED BY SLOT PANEL FOR UP CHORD LINE
SH24A/B/C/D/E/F/G/H
SH28A/B/C/D/E/F/G/H
SH34A/B/C/D/E/F/G/H
SH26A/B/C/D/E/F
SH19A/B/C
SH17A/B/C
SH15A/B/C/D
SH13A/B/C/D
SH5A/B/C/D
SH7A/B/C/D
SH9A/B/C/D
SH11A/B/C/D
** S/C2B/C/D,S/C4B/C/D, SH24A/B/C,SH28A/B/C
* S/C7A/B,SH7A/B,S/C9A/B, SH9A/B, S/C11A/B,SH11A/B
# S/C2C/D,S/C4C/D,SH24A/B, SH26A/B,SH28A/B,SH34A/B
GOODS PLATFORM RAIL LEVEL (625mx18m)
RSD GOOD SHED LINE No.3
CAL– 693m (DS TO FB)
RSD GOOD SHED LINE No.2
CAL– 693m (DS TO FB)
GOODS PLATFORM RAIL LEVEL (625mx18m)
FOR S/NECK ROUTE-II & RSD JOINT CHORD LINE (UP & DN)
CH :815.33m
FOR S/NECK ROUTE-II
CH :665.62m
CONCRETE PLATFORM RAIL LEVEL
RSD GOOD SHED LINE No.1
CAL– 810.336m (FM TO DE)
LOADING/UNLOADING PLATFORM (651.042m X 20.0m)
LOADING/UNLOADING PLATFORM (587.463m X 30.469m)
H.P.


TO SDG.PT.102 OP. LOC.
TO SDG.PT.101A/B OP. LOC.
TO SIGNAL CABIN (SOUTH)
TO NORTH GOOMTY
IN PANEL ROOM
उ/N
UP/DN
अप/डाउन
COMMON
REVERSE
NORMAL
PT.FREE
TO SM/RSD
CH102 KLR
KLR2
KLR1
KEY'Q' (CONTD. BY 102)
IN SIDING POINT 102 OPERATION LOCATION
TO SM/RSD
CH15
CH8
CH7
CH6
CH5
CH4
CH3
CH2
CH1
IN NORTH GOOMTY
℄ OF STATION BUILDING
CH: 0.00m
Km:825.985 AS PER SITE
252.49
324.906
CH(-)31.854m
S.M.
CENTRAL RRI BUILDING
CH:(–)36.558m
21.45mX18.24m
7.879m
9.921m
L1T3
S/C2H,S/C4H,SH24H,SH28H,SH34H
L1T2
GOODS LINE NO–1
CSL–748m (STR TO STR)
S/C1H,S/C3H,SH23C,SH25H,SH27H,S/C39H
LINE No.1
L1T1
L2T3
S/C2G,S/C4G,SH24G,SH28G,SH34G
L2T2
GOODS LINE NO–2
CSL–742m (STR TO STR)
S/C1G,S/C3G,SH25G,SH27G,S/C39G
LINE No.2
L2T1
L3T3
S/C2F,S/C4F,SH24F,SH26F,SH28F,SH34F
L3T2
GOODS LINE NO–3
CSL–705m (STR TO STR)
S/C1F,S/C3F,SH23A,SH25F,SH27F,S/C39F
LINE No.3
L3T1
S/C2E,S/C4E,SH24E,SH26E,SH28E,SH34E
L4T2
GOODS LINE NO–4
CSL–677.2m (STR TO STR)
S/C1E,S/C3E,SH21F,SH25E,SH27E,SH33F,SH35F,S/C39E
LINE No.4
L4T1
L5T3
S/C2A,S/C4A,SH24D,SH26D,SH28D,SH34D
L5T2
MAIN LINE NO–1
CSL–701m (STR TO STR)
S/C1A,S/C3A,SH21E,SH25D,SH27D,SH33E,SH35E,S/C39D
LINE No.5
L5T1
L6T3
S/C2B,S/C4B,SH24C,SH26C,SH28C,SH34C
L6T2
MAIN LINE NO–2
CSL–701m (STR TO STR)
S/C1B,S/C3B,SH21D,SH25C,SH27C,SH33D,SH35D,S/C39A
L6T1
LINE No.6
L7T3
S/C2C,S/C4C,SH24B,SH26B,SH28B,SH34B
L7T2
GOODS LINE NO–5
CSL–701m (STR TO STR)
S/C1C,S/C3C,SH21C,SH25B,SH27B,SH33C,SH35C,S/C39B
L7T1
LINE No.7
S/C2D,S/C4D,SH24A,SH26A,SH28A,SH34A
L8XT
MILITARY SIDING
CSL–750m (STR TO STR)
S/C1D,S/C3D,SH21B,SH25A,SH27A,SH33B,SH35B,S/C39C
L8XT
LINE No.8
14.59m
9.03m
4.75m
4.72m
4.86m
4.78m
4.81m
10.454m
4.878m
6.265m
ADJUSTMENT LINE–65.82m(FM TO DE)
SICK LINE–109.34m(FM TO DE)
SICK LINE CAL–83.49m(FM TO DE)
H.P.
S.B.
D12
D11
SIDING POINT 102 OPERATION LOCATION
SH16A/B/C/D/E
SH18A/B/C/D/E
SH14A/B/C
SH12A/B
SH10A/B/C
SH8A/B/C/D/E
SH6A/B/C/D/E
SH20A/B/C/D/E
LOCO SHED TO DIESEL
ENGINE LINE CSL–106m
NORTH GOOMTY
106.19m OVER RUN LINE(NO STABLING)
TO HHP LOCO SHED
PROP. SATELLITE DEPOT
CAL–142.44m (DS TO DE)
PIT
PIT LINE–1
CAL–130m (PT TO DE)
CAL–87.05m (DS TO PT)
PT CH.(+)148.37m F/CSB
DE CH.(+)139.03m F/CSB
DE CH.(–)12.49.00m F/CSB
D/E CH.(–)164.08m F/CSB
FM CH.(–)170.31m F/CSB
FM CH.(–)178.24m F/CSB
PT CH.(–)191.85m F/CSB
PT CH.(–)130.24m F/CSB
F.M. CH.(–)147.57m F/CSB
PT CH.(–)197.00m F/CSB
F.M. CH.(–)249.13m F/CSB
D/S CH.(–)275.85m F/CSB
F.M. CH.(–)288.43m F/CSB
PT CH.(–)303.11m F/CSB
PT CH.(–)337.43m F/CSB
D/S CH.(–)354.00m F/CSB
F.M. CH.(–)380.29m F/CSB
D/S CH.(–)388.23m F/CSB
F.M. CH.(–)400.55m F/CSB
D/S CH.(–)428.66m F/CSB
PT CH.(–)442.65m F/CSB
PT CH.(–)443.62m F/CSB
PT CH.(–)459.71m F/CSB
F.M. CH.(–)465.97m F/CSB
PT. CH.(–)430.75m F/CSB
F.M. CH.(–)438.49m F/CSB
PT CH.(–)491.42m F/CSB
CH.(–)502.85m NORTH GOOMTY
PT CH.(–)515.74m F/CSB
D/E CH.(–)536.94m F/CSB
F.M. CH.(–)509.90m F/CSB
PT CH.(–)520.63m F/CSB
FM CH.(–)534.16m F/CSB
D/S CH.(–)528.35m F/CSB
D/S CH.385.30m F/CSB
PT CH.372.86m F/CSB
FM CH.390.30m F/CSB
FM CH.422.86m F/CSB
PT CH.441.3m F/CSB
END CH.362.86m
D/E CH.242.86m F/CSB
END CH.252.86m

WORKING OF ELECTRICA

1. TO OPERATE SIDING POINT, KEY 'C
2. KEY 'Q' CAN BE EXTRACTED FRON
   EXTRACTION OF KEY 'Q' FROM KL
3. KEY 'Q' WHEN INSERTED IN KLR2,
   BUTTONS ARE SIMULTANEOUSLY
4. AFTER THE SETTING OF POINT TO
   KEPT IN THE CUSTODY OF THE SH
5. AFTER COMPLETION OF THE MOVE
   AFTER ENSURING BOTH END OF C
   TO ENABLE SM TO RELEASE THE
6. KEY 'Q' IN KLR1 RESUMES SIGNAL
7. CRANK HANDLE CONTROL CH102 IS
   FAILURE OF ELECTRICAL OPERATI

SYSTEM OF WORKING (RVH END)

No.	SYSTEM	SECTION	INSTRUMENT	LOCATION
1.	ABSOLUTE BLOCK	RSD - RVH (ROUTE - 1)	DIRECTIONAL SLOT PANEL (ROUTE - 1) #	SM's ROOM
2.	ABSOLUTE BLOCK	RSD - RVH JOINT CHORD LINE (ROUTE-2)	DIRECTIONAL SLOT PANEL (JOINT CHORD LINE)#	SM's ROOM
3.	ABSOLUTE BLOCK	RSD - RVH (FOR RVH-RSD UP CHORD LINE)	SLOT PANEL xx	SM's ROOM

# - PROVIDED WITH CONTINUOUS TRACK CIRCUIT.
xx - PROVIDED WITH CONTINUOUS TRACK CIRCUIT (ONLY FOR UP DIRECTION).

CONTROL PANEL IN SM's OFFICE

TOTAL NO. OF CONTROLS -1 TO 130
SIGNAL CONTROLS-1 TO 40 (SPACES: 45,122-130)
POINT CONTROLS-41 TO 100 (SPACES: 45,61-69,74 & 85-100)
OTHER CONTROLS-101 TO 120 (SPACES 103-120).

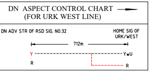
SYSTEM OF WORKING (URKURA END)

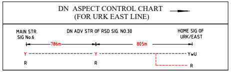
SL NO.	SYSTEM	SECTION	BLOCK INSTRUMENT	LOCATION
1.	ABSOLUTE BLOCK	RSD-URK(EAST)CHORD LINE-1	* TLBI	PANEL ROOM
2.	ABSOLUTE BLOCK	RSD-URK(WEST)	* TLBI	PANEL ROOM
3.	ABSOLUTE BLOCK	RSD-URK(EAST) RSD CHORD LINE-2	* DLBI	PANEL ROOM

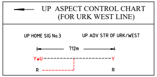
* PROVIDED WITH BLOCK PROVING AXLE COUNTER (BPAC)

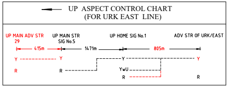
WORKING OF ELECTRICAL OPERATION OF SIDING CONTROL POINT NO.101A/B

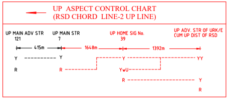
1. TO OPERATE SIDING POINT, KEY 'Q' IS REQUIRED TO BE INSERTED IN KLR2.
2. KEY 'Q' CAN BE EXTRACTED FROM KLR1 ONLY WHEN S.M. EXTENDS PERMISSION FROM S.M's PANEL
   EXTRACTION OF KEY 'Q' FROM KLR1 WILL BLOCK ALL SIGNALLED MOVEMENT OVER SIDING POINT 101A/B.
3. KEY 'Q' WHEN INSERTED IN KLR2, POINT FREE INDICATION APPEARS ON THE BOARD. POINT BUTTON & NORMAL
   BUTTONS ARE SIMULTANEOUSLY PRESSED TO SET THE POINT TO NORMAL OR REVERSE AS THE CASE MAY BE.
4. AFTER THE SETTING OF POINT TO REVERSE, KEY 'Q' SHOULD BE EXTRACTED FROM KLR2 &
   KEPT IN THE CUSTODY OF THE SHUNTING PORTER. REMOVAL OF KEY'Q' WILL LOCK THE POINT.
5. AFTER COMPLETION OF THE MOVEMENT, KEY 'Q' IS TO BE INSERTED IN KLR2 & SIDING POINT 101A/B IS TO BE OF
   AFTER ENSURING BOTH END OF CONTROL PT.101A/B IN NORMAL SETTING. KEY 'Q' IS EXTRACTED FROM KLR2 &
   TO ENABLE SM TO RELEASE THE CONTROL 101
6. KEY 'Q' IN KLR1 RESUMES SIGNALLING MOVEMENT OVER 101A/B IN NORMAL POSITION.
7. CRANK HANDLE CONTROL CH101 IS TO BE TAKEN OUT FOR CRANK HANDLING THE POINT 101A/B IN CASE OF
   FAILURE OF ELECTRICAL OPERATION.


DN ASPECT CONTROL CHART
(FOR URK WEST LINE)
DN ADV STR OF RSD SIG. NO.32
HOME SIG OF URK/WEST
712m
Y
YwU
R
R


DN ASPECT CONTROL CHART
(FOR URK EAST LINE)
MAIN STR. SIG No.6
DN ADV STR OF RSD SIG. NO.30
HOME SIG OF URK/EAST
786m
805m
Y
Y
YwU
R
R
R

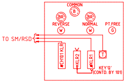

UP ASPECT CONTROL CHART
(FOR URK WEST LINE)
UP HOME SIG No.3
UP ADV STR OF URK/WEST
712m
YwU
Y
R
R


UP ASPECT CONTROL CHART
(FOR URK EAST LINE)
UP MAIN ADV STR 29
UP MAIN STR SIG No.5
UP HOME SIG No.1
ADV STR OF URK/EAST
415m
1471m
805m
Y
Y
Y
Y
R
R
YwU
R
R


UP ASPECT CONTROL CHART
(RSD CHORD LINE-2 UP LINE)
UP MAIN ADV STR 121
UP MAIN STR 7
UP HOME SIG No. 39
UP ADV. STR OF URK/E CUM UP DIST OF RSD
415m
1648m
1392m
Y
Y
Y
YY
R
R
YwU
R
Y
R

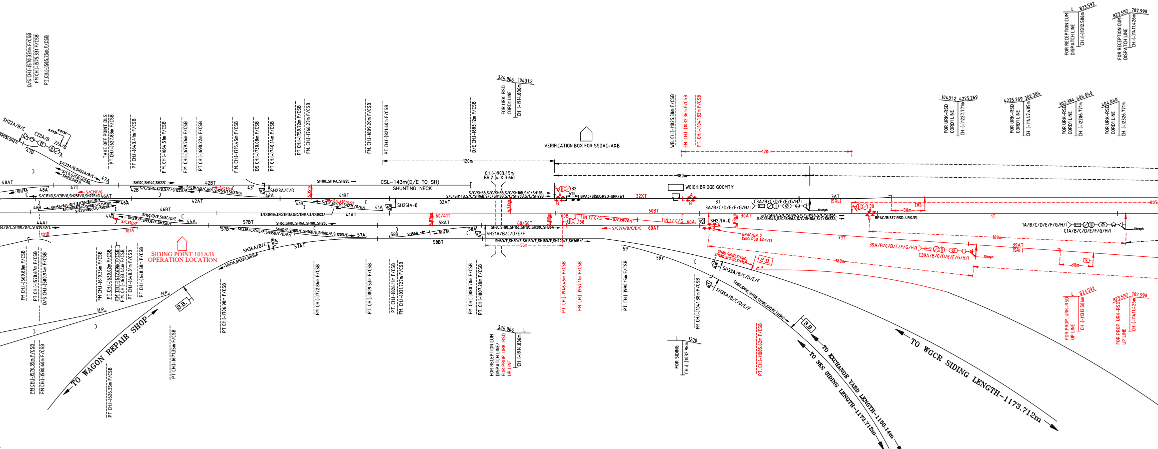
AL OPERATION OF SIDING CONTROL POINT NO.102

Q' IS REQUIRED TO BE INSERTED IN KLR2.
M KLR1 ONLY WHEN S.M. EXTENDS PERMISSION FROM S.M's PANEL
R1 WILL BLOCK ALL SIGNALLED MOVEMENT OVER SIDING POINT 102.
POINT FREE INDICATION APPEARS ON THE BOARD. POINT BUTTON & NORMAL OR REVERSE
PRESSED TO SET THE POINT TO NORMAL OR REVERSE AS THE CASE MAY BE.
REVERSE, KEY 'Q' SHOULD BE EXTRACTED FROM KLR2 &
HUNTING PORTER. REMOVAL OF KEY'Q' WILL LOCK THE POINT.
MENT, KEY 'Q' IS TO BE INSERTED IN KLR2 & SIDING POINT 102 IS TO BE OPERATED TO NORMAL.
ONTROL PT.102 IN NORMAL SETTING. KEY 'Q' IS EXTRACTED FROM KLR2 & INSERTED IN KLR1
CONTROL 102.
LING MOVEMENT OVER 102 IN NORMAL POSITION.
S TO BE TAKEN OUT FOR CRANK HANDLING THE POINT 102 IN CASE OF
ON.


COMMON
B
BR
BR
REVERSE
NORMAL
PT.FREE
W
W
G
TO SM/RSD
CH101 KLR
KLR2
KLR1
T
KEY'Q'
(CONTD. BY 101)

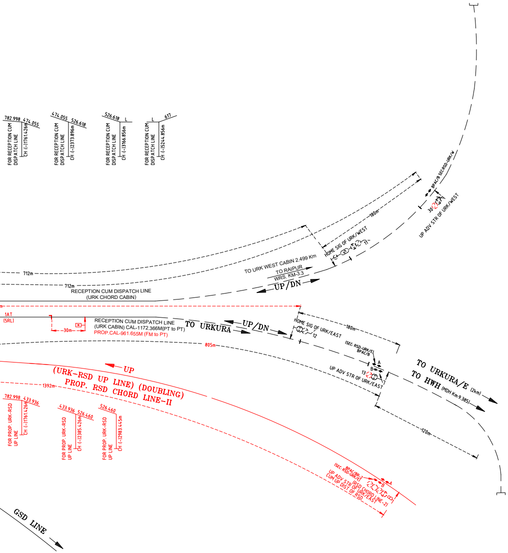
IN SIDING POINT 101A/B OPERATION LOCATION

MID SECTION L.C.GATES DETAILS IN ADJACENT SECTION						
SL.	SECTION	L.C.GATE NO.	Km	CLASS	CONTROLLED FROM	INTERLOCKED/NON-INTERLOCKED
1.	RVH-MNDH	RV-3	2/14-15	'SPL'	RVH	INTERLOCKED
2.	RVH-MNDH	RV-6	4/10-11	'SPL'	RVH	INTERLOCKED
3.	RVH-MNDH	RV-7	5/14-15	'SPL'	RVH	INTERLOCKED
4.	RVH-MNDH	RV-10	9/10-11	'SPL'	MNDH	INTERLOCKED
5.	URK-RSD	414	823/7-9	'SPL'	URK	INTERLOCKED
6.	R-URK	415	824/41-43	'SPL'	URK	INTERLOCKED
7.	R-URK	417	826/16-18	'SPL'	URK	INTERLOCKED


D/S CH(-)1570.33m F/CSB
FM CH(-)1575.33m F/CSB
PT CH(-)1585.75m F/CSB
TAKE OFF POINT DLS
PT CH(-)1627.83m F/CSB
PT CH(-)1643.41m F/CSB
F.M. CH(-)1664.51m F/CSB
F.M. CH(-)1679.76m F/CSB
PT CH(-)1690.22m F/CSB
F.M. CH(-)1715.45m F/CSB
DS CH(-)1730.08m F/CSB
PT CH(-)1740.14m F/CSB
PT CH(-)1759.72m F/CSB
FM CH(-)1766.23m F/CSB
FM CH(-)1809.20m F/CSB
PT CH(-)1821.40m F/CSB
D/E CH(-)1883.12m F/CSB
324.906
10431.2
FOR URK-RSD CORD1 LINE
CH (-)1914.836m
VERIFICATION BOX FOR SSDAC-A&B
WB CH(-)1025.38m F/CSB
FM CH(-)1032.36m F/CSB
PT CH(-)1041.82m F/CSB
120m
180m
WEIGH BRIDGE GOOMTY
CSL-143m(D/E TO SH)
SHUNTING NECK
CH(-)1903.45m
BR.2 (4 X 3.66)
48AT
47T
47B
48A
46B
46A
46AT
46BT
44B
44A
44AT
42B
42A
42AT
42BT
43
41B
41A
41AT
41BT
32AT
32
32XT
3T
3AT
3A/B/C/D/E/F/G/H/I
C3A/B/C/D/E/F/G/H/I
1A/B/C/D/E/F/G/H/I
C1A/B/C/D/E/F/G/H/I
1T
39T
39AT
39A/B/C/D/E/F/G/H/I
C39A/B/C/D/E/F/G/H/I
30
30AT
60A
60AT
60B
60BT
60/58T
60/41T
58AT
58A
58B
58BT
57A
57B
57AT
57BT
59
59T
38
1 IN 12 C/S
SH23A/C/D
SH25(A-I)
SH27(A-I)
SH21A/B/C/D/E/F
SH33A/B/C/D/E/F
SH35A/B/C/D/E/F
SH36A/B/C
SH22A/B/C
C22A/B
22A/B
BPAC/B(SEC:RSD-URK/W)
BPAC/B(SEC:RSD-URK/E)
BPAC/BR-2 (SEC: RSD-URK/E)
10kmph
S.B.
H.P.
SIDING POINT 101A/B OPERATION LOCATION
101A
101B
FM CH(-)1569.88m F/CSB
PT CH(-)1578.67m F/CSB
D/S CH(-)1580.94m F/CSB
FM CH(-)1619.35m F/CSB
PT CH(-)1630.02m F/CSB
FM CH(-)1632.69m F/CSB
PT CH(-)1633.44m F/CSB
PT CH(-)1640.31m F/CSB
PT CH(-)1648.58m F/CSB
PT CH(-)1706.98m F/CSB
PT CH(-)1671.35m F/CSB
FM CH(-)1576.35m F/CSB
FM CH(-)1580.60m F/CSB
PT CH(-)1626.35m F/CSB
FM CH(-)1772.86m F/CSB
PT CH(-)1809.53m F/CSB
PT CH(-)1826.11m F/CSB
FM CH(-)1831.727m F/CSB
FM CH(-)1880.70m F/CSB
PT CH(-)1887.20m F/CSB
PT CH(-)1946.45m F/CSB
FM CH(-)1957.11m F/CSB
PT CH(-)1990.15m F/CSB
FM CH(-)1041.38m F/CSB
PT CH(-)1085.62m F/CSB
55m
30m
FOR RECEPTION CUM DISPATCH LINE/ FOR PROP. URK-RSD UP LINE
CH (-)1914.836m
FOR SIDING
CH (-)1032.96m
1200
823.592
782.998
FOR RECEPTION CUM DISPATCH LINE
CH (-)11312.586m
CH (-)11411.426m
10431.2
4225.269
302.384
404.040
FOR URK-RSD CORD1 LINE
CH (-)11227.771m
CH (-)11447.485m
CH (-)12206.771m
CH (-)12326.771m
FOR PROP. URK-RSD UP LINE
TO WAGON REPAIR SHOP
TO EXCHANGE YARD LENGTH-1150.14m
TO SKS SIDING LENGTH-1173.712m
TO WGCR SIDING LENGTH-1173.712m

OR REVERSE

PERATED TO NORMAL.
INSERTED IN KLR1


782.998
474.055
FOR RECEPTION CUM DISPATCH LINE
CH :(-)1761.426m
474.055
526.618
FOR RECEPTION CUM DISPATCH LINE
CH :(-)2373.896m
526.618
L
FOR RECEPTION CUM DISPATCH LINE
CH :(-)3166.856m
L
617
FOR RECEPTION CUM DISPATCH LINE
CH :(-)5244.856m
712m
712m
RECEPTION CUM DISPATCH LINE
(URK CHORD CABIN)
TO URK WEST CABIN 2.499 Km
TO RAIPUR
WRS. KM-3.3
UP/DN
HOME SIG OF URK/WEST
11
180m
BPAC/B SEC:RSD-URK/W
30
UP ADV STR OF URK/WEST
1AT
(5RL)
30m
RECEPTION CUM DISPATCH LINE
(URK CABIN) CAL-1172.366M(PT to PT)
PROP.CAL-961.655M (FM to PT)
TO URKURA
UP/DN
HOME SIG OF URK/EAST
12
180m
(SEC: RSD-URK/E)
BPAC/B
A
B
13
UP ADV STR OF URK/EAST
805m
TO URKURA/E (2km)
TO HWH (MDH Km:9.385)
120m
UP
(URK-RSD UP LINE) (DOUBLING)
PROP. RSD CHORD LINE-II
1392m
782.998
433.936
FOR PROP. URK-RSD UP LINE
CH :(-)1761.426m
433.936
526.460
FOR PROP. URK-RSD UP LINE
CH :(-)2385.426m
526.460
FOR PROP. URK-RSD UP LINE
CH :(-)2983.445m
BPAC/BR-2
(SEC: RSD-URK/E)
A
B
UP ADV STR OF URK/EAST
(RSD CHORD LINE-2)
CUM UP DIST OF RSD
GSD LINE

NOTES:-

1. PERMANENT SPEED RESTRICTION OF 10kmph IS PROVIDED ON ALL HOME SIGNAL OF RSD YARD.
2. ALL POINTS ARE MOTOR OPERATED EXCEPT WHERE OTHERWISE INDICATED.
3. ALL POINTS ARE 1 IN 8.5(C/S) EXCEPT WHERE OTHERWISE INDICATED.
4. ALL SIGNAL ARE PROVIDED WITH LED LAMP.
5. SIGNALLING ARRANGEMENT IS PROVIDED TO SUIT 25KV AC TRACTION.
6. 'S38' IS A FIXED 'ON' SIGNAL.
7. NO LIGHT PROTECTION ARE PROVIDED FOR ALL STOP SIGNALS.
8. MEASURE FOR FOULING PROTECTION:
   i) FOR MOVEMENT WITH 47 REVERSE & FOR OPERATION OF 47, PROVE 48AT PICKUP.
   ii) FOR MOVEMENT WITH 78A/B REVERSE AND FOR OPERATION OF 78A/B, PROVE 75XT PICKUP OR 75R.
   iii) FOR MOVEMENT WITH 76 REVERSE AND FOR OPERATION OF 76, PROVE 78BT PICKUP.
9. ⌂ REPRESENTS AXLE COUNTER ZONE VERIFICATION LOCATION.
10. ◆◆ REPRESENTS 2D DIGITAL AXLE COUNTER (SSDAC).
11. ◆ REPRESENTS 3D/2D DIGITAL AXLE COUNTER G.G.TRONICS MAKE.
12. 120SEC. TIME DELAY IS PROVIDED FOR TAKING OFF CALLING ON SIGNALS C5, C6,C7,C8,C9,C10,C11,C12,C13,C14,C15,C16,C17,C18,C19,C20,C22 AS PER CSTE/SECR/BSP'S POLICY CIRCULAR NO. 01/2014,DT01.05.14.DTD.17.11.2003.
13. BEFORE PERMITTING NON SIGNAL/CALLING ON SIGNAL MOVEMENT, CLEARANCE OF THE TRACK ON THE ROUTE INCLUDING FOULING TRACK (IF ANY) SHOWING 'RED' SHALL BE PHYSICALLY VERIFIED BY ON DUTY SM. THIS IS TO BE INCORPORATED IN THE SWR.
14. BEFORE TAKING OFF CALLING ON SIGNAL, ON DUTY SM SHALL ENSURE THAT THE TRAIN HAS COME TO STILL STAND AT THE FOOT OF THE SIGNAL, NO RUN THROUGH IS PERMITTED .
15. ⌂ REPRESENTS SIDING POINT OPERATION LOCATION.
16. ◆ij— REPRESENTS DETECTION POINT NO. j (j= 1,2,3....) OF MULTI SECTION DIGITAL AXLE CONTER (MSDAC) NO i (i= 1,2,3....).
17. ⊢☒ :LEGEND BOARD WITH LEGEND, "DRIVER TO DRAW AHEAD UP TO THE FOOT OF THE SIGNAL IF FOUND IT AT ON".
18. ⊢S.B.: REPRESENTS STOP BORD.
19. STAGGERING BETWEEN DETECTION POINT OF DAC (STAND BY) IS PROVIDED 1.5m TO 2.0m.
20. 60 SECONDS TIME DELAY IS PROVIDED FOR TAKING OFF CALLING-ON BELOW HOME SIGNAL.
21.

DISPENSATION/CONDONATION TO BE OBTAINED UNDER 'APPROVAL OF RLY BOARD'/ 'APPROVED SPECIAL INSTRUCTIONS'/ 'SPECIAL INSTRUCTIONS' FOR THE INSTANT INSTALLATION.

SL.	SUBJECT: DISPENSATION/CONDONATION TO BE OBTAINED FOR.	RULES UNDER WHICH DISPENSATION/ CONDONATION IS ASKED (GR&SR/SEM/SOD ETC) FOR.	DISPENSATION/CONDONATION TO BE OBTAINED FROM: RLY BD/CRS/PCOM.
1.	GRADE CONDONATION FOR GRADE 1 IN 324.906, 1 IN 266.000 IN YARD FROM CH:(-)914.836m TO CH:(+)270.63m FOR MAIN LINE & LOOP LINE.	IRSOD	GM/SECR
2.	PROVISION OF C-ON SIGNAL BELOW STARTER SIGNAL NO. 5,6,7,8,9,10,11,12,13,14,15,16,17,18,19, 20 & 22.	GR 3.13(2)	PCOM/SECR/BSP
3.	RSD YARD HAS BEEN DECLARED AS "TERMINAL YARD"	-	PCOM/SECR/BSP
4.	IN TERMS OF GR 3.47, NON ISOLATED PARALLEL SIGNAL MOVEMENTS ARE PROVIDED UNDER COM/SECR/BSP's SPECIAL INSTRUCTION VIDE LETTER NO. SECR/OPTG/PLG/S&T/528/V, DATED 27-04-2011.	GR.3.47	PCOM/SECR/BSP
5.	FOR TRAINS APPROACHING SIMULTANEOUSLY FROM ANY DIRECTION IN THE YARD.	GR.3.47	PCOM/SECR/BSP

LEGEND:

EXISTING WORK ⬛
PROPOSED WORK (ADDITION) 🟥

संकरण
VERSION NO.

NOTE: ALTERATION IN EXISTING RRI

THIS SIP SUPERSEDES:
SIP. NO. SIP.SECR.R.RSD.02 (COMMISSIONED ON 24.06.2025)
VIDE PCSTE/SECR's SANCTION NO.-SECR/S&T/PCSTE's
SANCTION/RSD/2025/351, DT:03.06.2025.

PREPARED BY:-

RAJENDRAN
JEYAMURUGAN

कार्य का वर्णन DESCRIPTION OF WORKS	संदर्भ REFERENCE	जाँचकर्ता CHECKED BY				अनुमोदित APPROVED BY		नक्शा संख्या
		SSE/DRG/C/BSP DRAWN & CHECKED BY	ASTE/CON/ D&D/BSP LEVEL-1 CHECKING	DSTE/CON/ D&D/BSP LEVEL-2 CHECKING	DY.CSTE/CON/ DES./BSP LEVEL-3 CHECKING	CTPM/SECR/ BSP APPROVAL	CSTE/CON/BSP APPROVAL	ENGINEERING PLAN NO.

संकरण VERSION NO.	COMMISSIONED ON	संपूर्ण संदर्भ COMPLETION REFERENCES				संपूर्ण परीवर्तन COMPLETION CHANGES	जाँचकर्ता CHECKED BY				अनुमोदित APPROVED BY	
		SANCTION NO. & DATE	DISPENSATION NO.& DATE	C.O.M's SPECIAL INSTRUCTION & DATE	I. P.		SSE/DRG/C/BSP DRAWN & CHECKED BY	ASTE/CON/ D&D/BSP LEVEL-1 CHECKING	DSTE/CON/ D&D/BSP LEVEL-2 CHECKING	DY.CSTE/CON/ DES./BSP LEVEL-3 CHECKING	CTPM/SECR/BSP APPROVAL	CSTE/CON/BSP APPROVAL

RSD

RSD

SENSEDGE
TRANSPORTATION SYSTEMS AND SOLUTIONS PRIVATE LIMITED

DN: cn=RAJENDRAN JEYAMURUGAN,
c=IN, o=SENSEDGE
TRANSPORTATION SYSTEMS AND
SOLUTIONS PRIVATE LIMITED,
ou=IRSE 1.1.500 00084313,
email=jeyamurugan.r@sensedgetss.com
Location: Bangalore
Date: 3/27/2026 6:16 PM +05'30'

नक्शा सं
DRG. NO.
PROPOSED
SIP.SECR.R.RSD.03

मंडल–रायपुर
द.पू.म.रे.
S.E.C.R.
DIVN-R

पैमाना
SCALE
LONG. 1CM=10M
TRANS. 1CM=5M.

L KIRAN KUMAR PATRO Digitally signed by L KIRAN KUMAR PATRO Date:2026.04.07 12:02:00+05'30'	S PRABHAKAR RAO Digitally signed by S PRABHAKAR RAO Date:2026.04.07 12:03:13+05'30'	JAGDAMB KUMAR MAHTO Digitally signed by JAGDAMB KUMAR MAHTO Date:2026.04.07 12:04:25+05'30'	Suradatta Pradhan Digitally signed by Suradatta Pradhan Date:2026.04.07 12:06:24+05'30'	परिचालन OPERATING Hamendra Kumar Digitally signed by Hamendra Kumar Date: 2026.04.13 18:15:12 +05'30'	MUKESH KUMAR MISHRA Digitally signed by MUKESH KUMAR MISHRA Date: 2026.04.15 11:27:24 +05'30'
(K.K.PATRO)	(S.PRABHAKAR)	(J.K.MAHTO)	(S. D. PRADHAN)	(HAMENDRA KUMAR)	(MUKESH KUMAR MISHRA)
SSE/DRG/C/BSP	ASTE-I/CON/BSP	ASTE/C/D&D-I/BSP	DY.CSTE/CON/DES./BSP	CTPM/SECR/BSP	CSTE/CON/BSP
DRAWN & CHECKED BY	LEVEL-1 CHECKING	LEVEL-2 CHECKING	LEVEL-3 CHECKING	APPROVAL	

संकेत अन्तर्पाशन नक्शा
SIGNAL INTERLOCKING PLAN
(ROUTE RELAY INTERLOCKING)
(MACLS) STD-III

रायपुर स्टोर डिपो
RAIPUR STORE DEPOT

CODE-RSD Km: 825.985 CLASS-'B'

DESCRIPTION: IN CONNECTION WITH PROPOSED DOUBLING OF URKURA-RAIPUR STORE DEPOT.

REFERENCE-PINK BOOK NO. PB#45/ECoR/2024-25
IRPSM PROJECT ID : 13.00.15.24.1.30.003

PCE'S DRG. NO. TR/R/RSD/YD/2114/2025.

नक्शा सं
DRG. NO.
PROPOSED
SIP.SECR.R.RSD.03

4650 X 600