TO SINGRAULI
(AT KM.188.70)

NEXT BLOCK STN: SINGRAULI
(7.91KM. FROM CHURKI)

CHURKI

CL OF STATION BUILDING CHURKI (GHD)
(AT KM:-180.790 FROM GHD)

UP

DN

HIGH LEVEL PLATFORM 650.00M x 10.00M LONG

HIGH LEVEL PLATFORM 650.00M x 6.00M LONG

TO CHOPAN (CPU)
(AT KM. 141.45)
NEXT BLOCK STAN: KARAILA ROAD
(9.335KM. FROM CHURKI)

ASPECT CONTROL CHART FOR (DN. DIRECTION

ALL CRANK HANDLE MIRLRED WITH KEY

CH-1 CRANK HANDLE FOR PT 81
CH-2 CRANK HANDLE FOR PT 82
CH-3 CRANK HANDLE FOR PT 83
CH-4 CRANK HANDLE FOR PT 84
CH-5 CRANK HANDLE FOR PT 85
CH-6 CRANK HANDLE FOR PT 86
CH-7 CRANK HANDLE FOR PT 87

VDU DETAILS

MAIN SIGNAL :- 1,3,5,7,9,11 & 13, 15,
SHUNT SIGNAL :- 21, 23, 25, 27, 29, 31, 33, 35, 37,
ROUTE :- 01, 02, 03, 04, 05, 06, 07,
CRANK HANDEL CONTROL :- CH-1, CH-2, CH-3, CH-4, CH-5, CH-6, CH-7,
SHUNT SIGNAL CONTROL :- 1SG, 3SG, 5SG, 7SG, 9SG, 11SG, 13SG, 15SG, 21SG, 23SG, 25SG, 27SG, 29SG, 31SG, 33SG, 35SG, 37SG,
DEAD SHUNT SIGNAL :- 2SG, 4SG, 6SG.

NOTE :-
1. ABSOLUTE BLOCK SYSTEM OF WORKING WITH KARAILA ROAD & SINGRAULI.
2. ONE TRACK SECTION OF BLOCK SECTION CHURKI - KARAILA ROAD
CHURKI - KARAILA ROAD AND CHOPAN - SINGRAULI SITUATED AT MPS' ROOM.
3. ALL AXLES OF EMG ARE 1 IN 12 EXCEPT AS MENTIONED.
4. CONTROL TO SINGRAULI FOR ALL TRAIN MOVEMENTS.
5. DOWN GOODS LOOP BEGIN 80.00M IN RISING GRADIENT FROM KARNA - SINGRAULI.
6. NO BEL TONE DELAY PROVIDED FOR ALL CALLING ON RECEPTION SIGNAL.
7. TIME GAP TEST TO BE BY RES FRACTION.
8. TWO KEQ (01 STAND BY) PROVIDED FOR PANEL OPERATION IN LIEU OF
9. TRIPCOTT TELEPHONE PROVIDED AT LOBBY OF STATION BUILDING AND ITS NO. IS 01 AT GH - 1265 &
10. TRIPCOTT TELEPHONE PROVIDED AT LOBBY OF ASM ROOM BEHIND UP YARD.

ASPECT CONTROL CHART (UP DIRECTION)

DETAILS OF L.C. GATE W. BLOCK SECTION OF STATION SIDE

SL.NO.	L. C. NO.	KM.	W & I/M	BLOCK SECTION	TELEPHONE CONN. WITH STATION	TYPE	REMARKS
1.	185/B 'D' CLASS	185/24-25	W	KHORIA-ARILA	1 QUICK	MANUAL	L.C.S. WITH ATTENDANT
2.	185/A/B 'SPL' CLASS	185/16-17	W	CHURKI-SGRL	SGRL	TOKELESS	
3.	185/A/B 'C' CLASS	185/14-15	W	CHURKI-SGRL	CHURKI	TOKELESS	L.C.S. WITH ATTENDANT

OVER LAP (WITH "CLR-2" OF DN DIRECTION)
CLEAR LAP (1ST TRIGGER OF DN DIRECTION)
CLEAR LAP (2ND TRIGGER OF DN DIRECTION)
CLEAR LAP (3RD TRIGGER OF DN DIRECTION)

SPECIAL INSTRUCTION / APPROVED SPECIAL INSTRUCTION			
SL.NO.	INSTRUCTION	ISSUED BY	AUTHORITY	ISSUED ON
1.	WHEN THE TRAINS OF S.E. RWAY. RUN TO 3RD DIRECTN. VIA THE LOOP LINE, SIGNALLING FROM THE CHURKI (GHD) SHALL BE AS UNDER :- (a) S/G NO. 2 IN LOOP LINE (UP) (b) S/G NO. 1 IN LOOP LINE (DN). (c) S/G NO. 31 IN MAIN LINE (UP) (d) S/G NO. 32 IN MAIN LINE (DN). (e) S/G NO. 1 IN LOOP LINE IS NO. 1 IN LOOP LINE (DN). (f) S/G NO. 2 IN LOOP LINE IS NO. 2 IN LOOP LINE (DN). (g) S/G NO. 31 IN MAIN LINE (UP) IS NO. 31 IN MAIN LINE (DN). (h) S/G NO. 32 IN MAIN LINE (DN) IS NO. 32 IN MAIN LINE (DN). (i) THE LOOP LINE (UP) IS NO. 1 IN MAIN LINE (UP). (j) THE LOOP LINE (DN) IS NO. 2 IN MAIN LINE (DN).	I/C(L&T) CHURKI	TO BE WITHDRAWN

SL.NO.	DESCRIPTION	REFERENCE	CHECKED BY	COUNTER SIGNED BY	APPROVED BY
01	CONVERSION OF LC NO. 185/A TO UNMANNED LC GATE	SE/SIGT/LEF/ KES /MISC/ 185 /JP-SGT DATED 24.10.2017			
02	LAST ACCEPTED AFTER CONVERSION (MANNED)	LAST ACCEPTED AFTER CONVERSION (MANNED)			
03	CORRECTION (MANNED)	CRS SANCTION NO. SC/SIGNAL/CHURKI/ MANNED/2018-19 DT. 29-04-2020			

| CHECKED BY | | |