

# PHUSRO (PUS)

## MACLS 'B' CLASS STD-II(R)

Date of commissioning:-16.12.2008

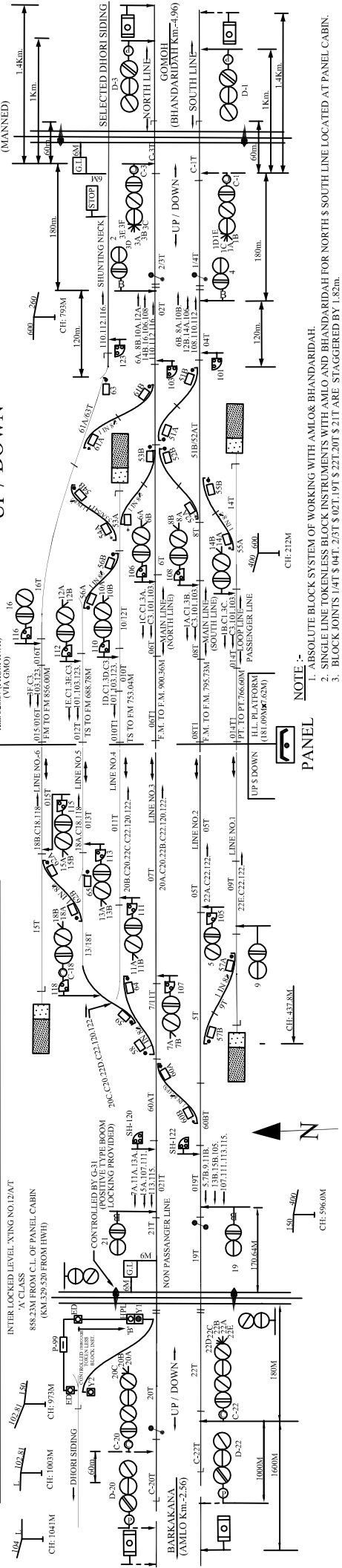
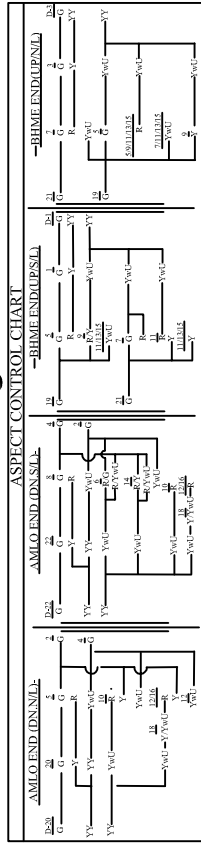
PAGE - I

PAGE - II

# PHUSRO (PUS)

## MACLS 'B' CLASS STD-II(R)

Date of commissioning:-16.12.2008



**NOTE :-**

1. ABSOLUTE BLOCK SYSTEM OF WORKING WITH AMLO & BHANDARIDAH.
2. SINGLE LINE TOKENLESS BLOCK INSTRUMENTS WITH AMLO AND BHANDARIDAH FOR NORTH & SOUTH LINE LOCATED AT PANEL CABIN.
3. BLOCK JOINTS (JHT) § 04T, § 02T, § 19T § 22T, § 20T § 21T ARE STAGGERED BY 1.82M.
4. CONTROL TELEPHONE PROVIDED AT PANEL CABIN.
5. MAGNETO TELEPHONE CONNECTED WITH PANEL CABIN § L.C. GATE NO. 12/A/T § 11/C/T § DHORI SIDING GOOMTY.
6. ANGLE OF CROSSINGS ARE 1 IN 12 EXCEPT INDICATED.
7. BLOCK PROTECTING AXLE COUNTERS BETWEEN PHUSRO-AMLO § BHM-PHUSRO SECTION IN UP § DOWN DIRECTION ON BOTH NORTH & SOUTH LINE PROVIDED. THESE SHOULD BE INTERLOCKED WITH SINGLE LINE TOKENLESS BLOCK INSTRUMENT.
8. AS PER SEM PT-II PARA 17.13.3.3 THE INSULATED RAIL JOINT SHALL BE INSTALLED AT LEAST ONE RAIL LENGTH IN ADVANCE OF THE CONCERNED SIGNAL.
9. AS PER SEM PART-I PARA 7.1.31 CORRECTION SLIP NO.6 BRAKING DISTANCE OF GOODS TRAIN MUST BE RESTRICTED WITHIN 1 KM.
10. 2D AXLE COUNTER PROVIDED ON NORTH LINE BETWEEN PHUSRO § AMLO IN PLACE OF 3D AXLE COUNTER BETWEEN AMLO- PHUSRO § DHORI SIDING.

**PANEL CABIN**

- MAIN SIGNAL BUTTONS:- 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 18, 19, 20, 21, 22.
- CALLING ON SIGNAL BUTTONS:- C-1, C-3, C-15, C-18, C-20, C-22.
- SILENT SIG. BUTTONS:- SH-105, 106, 107, 108, 110, 111, 112, 113, 115, 116, 118, 101, 103, 120, 122, 123.
- POINT CONTROL BUTTONS:- 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 64, 65.
- CRANK HANDLE BUTTONS:- CH-1, CH-2, CH-3, CH-4, CH-5, CH-6, CH-7, CH-8, CH-9.
- L-XING GATE CONTROL BUTTONS:- G-31.
- SIDING POINT CONTROL BUTTONS:- P-59.

**PANEL**

1. C.L. OF STATION BUILDING (VIA G.M.O.)
2. C.L. OF STATION BUILDING (VIA G.M.O.)
3. C.L. OF STATION BUILDING (VIA G.M.O.)
4. C.L. OF STATION BUILDING (VIA G.M.O.)
5. C.L. OF STATION BUILDING (VIA G.M.O.)
6. C.L. OF STATION BUILDING (VIA G.M.O.)
7. C.L. OF STATION BUILDING (VIA G.M.O.)
8. C.L. OF STATION BUILDING (VIA G.M.O.)
9. C.L. OF STATION BUILDING (VIA G.M.O.)
10. C.L. OF STATION BUILDING (VIA G.M.O.)
11. C.L. OF STATION BUILDING (VIA G.M.O.)
12. C.L. OF STATION BUILDING (VIA G.M.O.)
13. C.L. OF STATION BUILDING (VIA G.M.O.)
14. C.L. OF STATION BUILDING (VIA G.M.O.)
15. C.L. OF STATION BUILDING (VIA G.M.O.)
16. C.L. OF STATION BUILDING (VIA G.M.O.)
17. C.L. OF STATION BUILDING (VIA G.M.O.)
18. C.L. OF STATION BUILDING (VIA G.M.O.)
19. C.L. OF STATION BUILDING (VIA G.M.O.)
20. C.L. OF STATION BUILDING (VIA G.M.O.)
21. C.L. OF STATION BUILDING (VIA G.M.O.)
22. C.L. OF STATION BUILDING (VIA G.M.O.)
23. C.L. OF STATION BUILDING (VIA G.M.O.)
24. C.L. OF STATION BUILDING (VIA G.M.O.)
25. C.L. OF STATION BUILDING (VIA G.M.O.)
26. C.L. OF STATION BUILDING (VIA G.M.O.)
27. C.L. OF STATION BUILDING (VIA G.M.O.)
28. C.L. OF STATION BUILDING (VIA G.M.O.)
29. C.L. OF STATION BUILDING (VIA G.M.O.)
30. C.L. OF STATION BUILDING (VIA G.M.O.)
31. C.L. OF STATION BUILDING (VIA G.M.O.)
32. C.L. OF STATION BUILDING (VIA G.M.O.)
33. C.L. OF STATION BUILDING (VIA G.M.O.)
34. C.L. OF STATION BUILDING (VIA G.M.O.)
35. C.L. OF STATION BUILDING (VIA G.M.O.)
36. C.L. OF STATION BUILDING (VIA G.M.O.)
37. C.L. OF STATION BUILDING (VIA G.M.O.)
38. C.L. OF STATION BUILDING (VIA G.M.O.)
39. C.L. OF STATION BUILDING (VIA G.M.O.)
40. C.L. OF STATION BUILDING (VIA G.M.O.)
41. C.L. OF STATION BUILDING (VIA G.M.O.)
42. C.L. OF STATION BUILDING (VIA G.M.O.)
43. C.L. OF STATION BUILDING (VIA G.M.O.)
44. C.L. OF STATION BUILDING (VIA G.M.O.)
45. C.L. OF STATION BUILDING (VIA G.M.O.)
46. C.L. OF STATION BUILDING (VIA G.M.O.)
47. C.L. OF STATION BUILDING (VIA G.M.O.)
48. C.L. OF STATION BUILDING (VIA G.M.O.)
49. C.L. OF STATION BUILDING (VIA G.M.O.)
50. C.L. OF STATION BUILDING (VIA G.M.O.)
51. C.L. OF STATION BUILDING (VIA G.M.O.)
52. C.L. OF STATION BUILDING (VIA G.M.O.)
53. C.L. OF STATION BUILDING (VIA G.M.O.)
54. C.L. OF STATION BUILDING (VIA G.M.O.)
55. C.L. OF STATION BUILDING (VIA G.M.O.)
56. C.L. OF STATION BUILDING (VIA G.M.O.)
57. C.L. OF STATION BUILDING (VIA G.M.O.)
58. C.L. OF STATION BUILDING (VIA G.M.O.)
59. C.L. OF STATION BUILDING (VIA G.M.O.)
60. C.L. OF STATION BUILDING (VIA G.M.O.)
61. C.L. OF STATION BUILDING (VIA G.M.O.)
62. C.L. OF STATION BUILDING (VIA G.M.O.)
63. C.L. OF STATION BUILDING (VIA G.M.O.)
64. C.L. OF STATION BUILDING (VIA G.M.O.)
65. C.L. OF STATION BUILDING (VIA G.M.O.)
66. C.L. OF STATION BUILDING (VIA G.M.O.)
67. C.L. OF STATION BUILDING (VIA G.M.O.)
68. C.L. OF STATION BUILDING (VIA G.M.O.)
69. C.L. OF STATION BUILDING (VIA G.M.O.)
70. C.L. OF STATION BUILDING (VIA G.M.O.)
71. C.L. OF STATION BUILDING (VIA G.M.O.)
72. C.L. OF STATION BUILDING (VIA G.M.O.)
73. C.L. OF STATION BUILDING (VIA G.M.O.)
74. C.L. OF STATION BUILDING (VIA G.M.O.)
75. C.L. OF STATION BUILDING (VIA G.M.O.)
76. C.L. OF STATION BUILDING (VIA G.M.O.)
77. C.L. OF STATION BUILDING (VIA G.M.O.)
78. C.L. OF STATION BUILDING (VIA G.M.O.)
79. C.L. OF STATION BUILDING (VIA G.M.O.)
80. C.L. OF STATION BUILDING (VIA G.M.O.)
81. C.L. OF STATION BUILDING (VIA G.M.O.)
82. C.L. OF STATION BUILDING (VIA G.M.O.)
83. C.L. OF STATION BUILDING (VIA G.M.O.)
84. C.L. OF STATION BUILDING (VIA G.M.O.)
85. C.L. OF STATION BUILDING (VIA G.M.O.)
86. C.L. OF STATION BUILDING (VIA G.M.O.)
87. C.L. OF STATION BUILDING (VIA G.M.O.)
88. C.L. OF STATION BUILDING (VIA G.M.O.)
89. C.L. OF STATION BUILDING (VIA G.M.O.)
90. C.L. OF STATION BUILDING (VIA G.M.O.)
91. C.L. OF STATION BUILDING (VIA G.M.O.)
92. C.L. OF STATION BUILDING (VIA G.M.O.)
93. C.L. OF STATION BUILDING (VIA G.M.O.)
94. C.L. OF STATION BUILDING (VIA G.M.O.)
95. C.L. OF STATION BUILDING (VIA G.M.O.)
96. C.L. OF STATION BUILDING (VIA G.M.O.)
97. C.L. OF STATION BUILDING (VIA G.M.O.)
98. C.L. OF STATION BUILDING (VIA G.M.O.)
99. C.L. OF STATION BUILDING (VIA G.M.O.)
100. C.L. OF STATION BUILDING (VIA G.M.O.)