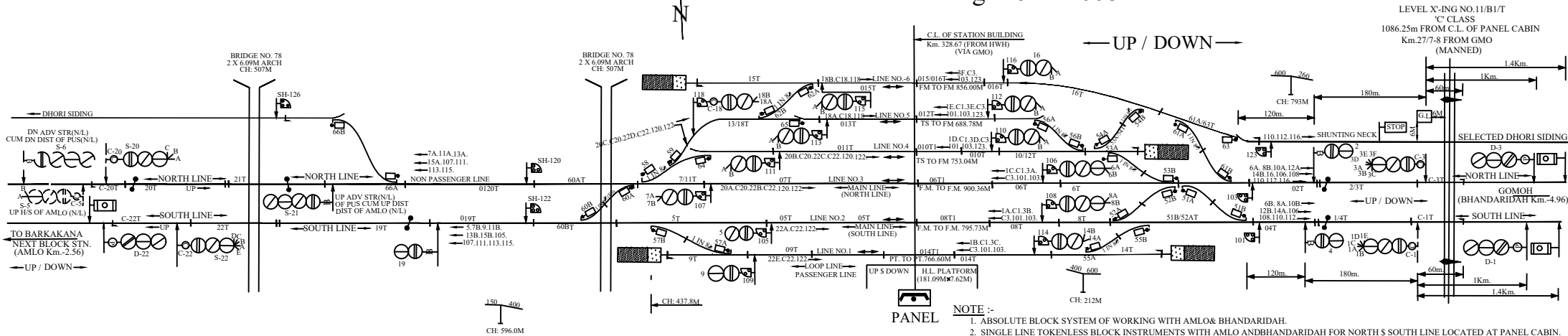


PHUSRO (PUS)

MACLS 'B' CLASS STD-II®

Date of commissioning:-16.12.2008



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.
 SHUNT SIG. BUTTONS:- SH-105, 106, 107, 108, 110, 111, 112, 113, 115, 116, 118, 101, 103, 120, 122, 123.
 POINT CONTROL BUTTONS:-S1, S2, S3, S4, S5, S6, S7, S8, S9, S10, S11, S12, S13, S14, S15, S16, S17, S18, S19, S20, S21, S22, S23, S24, S25, S26, S27, S28, S29, S30, S31, S32, S33, S34, S35, S36, S37, S38, S39, S40, S41, S42, S43, S44, S45, S46, S47, S48, S49, S50, S51, S52, S53, S54, S55, S56, S57, S58, S59, S60, S61, S62, S63, S64, S65.
 CRANK HANDLE BUTTONS:-CH-1, CH-2, CH-3, CH-4, CH-5, CH-6, CH-7, CH-8, CH-9.
 L-SLING GATE CONTROL BUTTON:- G-31.
 SIDING POINT CONTROL BUTTON:- P-99.

- PANEL 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 1/4T \$ 04T, 2/3T \$ 02T, 19T \$ 22T, 20T \$ 21T ARE STAGGERED BY 1.82m.
 4. CONTROL TELEPHONES PROVIDED AT PANEL CABIN.
 5. MAGNETO TELEPHONE CONNECTED WITH PANEL CABIN S.L.C. GATE NO. 12/A/T \$ 11/C/T & 10/SPL/E DHORI SIDING GOOMTY.
 6. ANGLE OF CROSSINGS ARE 1 IN 12 EXCEPT INDICATED.
 7. BLOCK PROVING AXLE COUNTERS BETWEEN PHUSRO-AMLO & BHME-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 7.131 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.