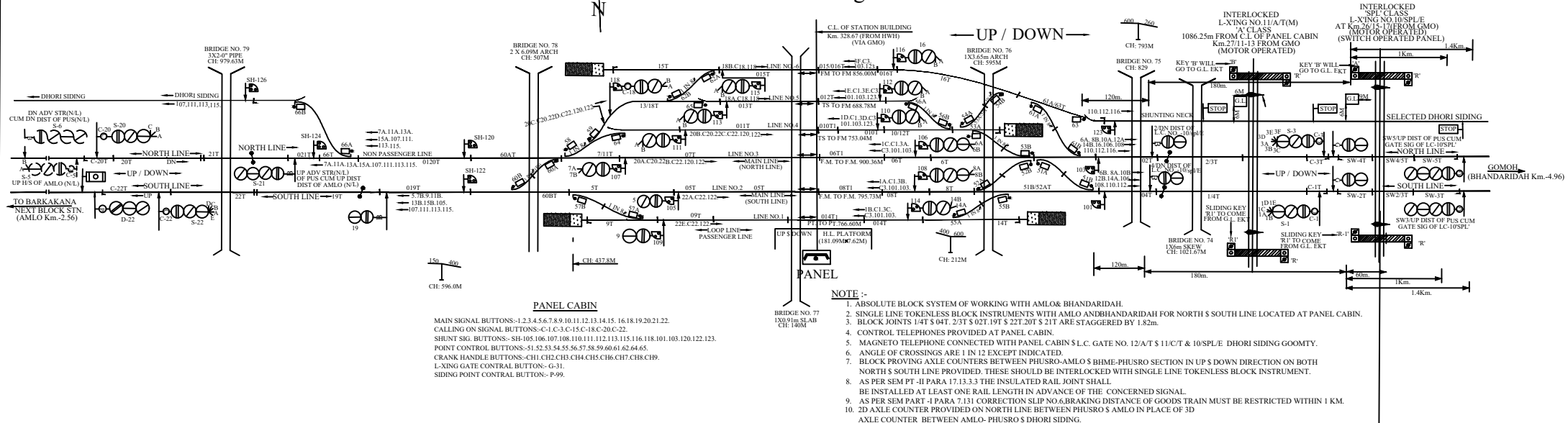


PHUSRO (PUS)

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:-S-1,S-2,S-3,S-4,S-5,S-6,S-7,S-8,S-9,60,61,62,64,65.
 CRANK HANDLE BUTTONS:-CH-1,CH-2,CH-3,CH-4,CH-5,CH-6,CH-7,CH-8,CH-9.
 L-XING GATE CONTRAL BUTTON:-G-31.
 SIDING POINT CONTRAL BUTTON:-P-99.

- NOTE :-**
1. ABSOLUTE BLOCK SYSTEM OF WORKING WITH AML& BHANDARIDAH.
 2. SINGLE LINE TOKENLESS BLOCK INSTRUMENTS WITH AML& ANDBHANDARIDAH 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 \$ 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 & BIME-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.