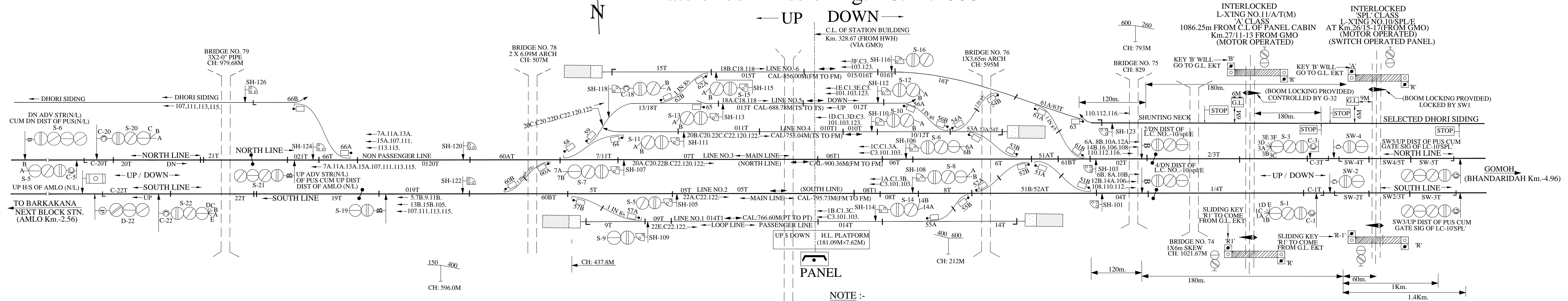


PHUSRO (PUS)

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:-51,52,53,54,55,56,57,58,59,60,61,62,64,65.
CRANK HANDLE BUTTONS:-CH1,CH2,CH3,CH4,CH5,CH6,CH7,CH8,CH9.
L-XING GATE CONTRAL BUTTON:- G-31.
SIDING POINT CONTRAL BUTTON:- P-99.

NOTE :-

1. ABSOLUTE BLOCK SYSTEM OF WORKING WITH AMLO& BHANDARIDAH.
2. SINGLE LINE TOKENLESS BLOCK INSTRUMENTS WITH AMLO 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 \$ 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. ELECTRIC LIFTING BARRIER AND SLIDING BOOM PROVIDED AT L.C GATE NO.10/SPL/E & 11/A/T.
11. 2D AXLE COUNTER PROVIDED ON NORTH LINE BETWEEN PHUSRO \$ AMLO IN PLACE OF 3D AXLE COUNTER BETWEEN AMLO- PHUSRO \$ DHORI SIDING.