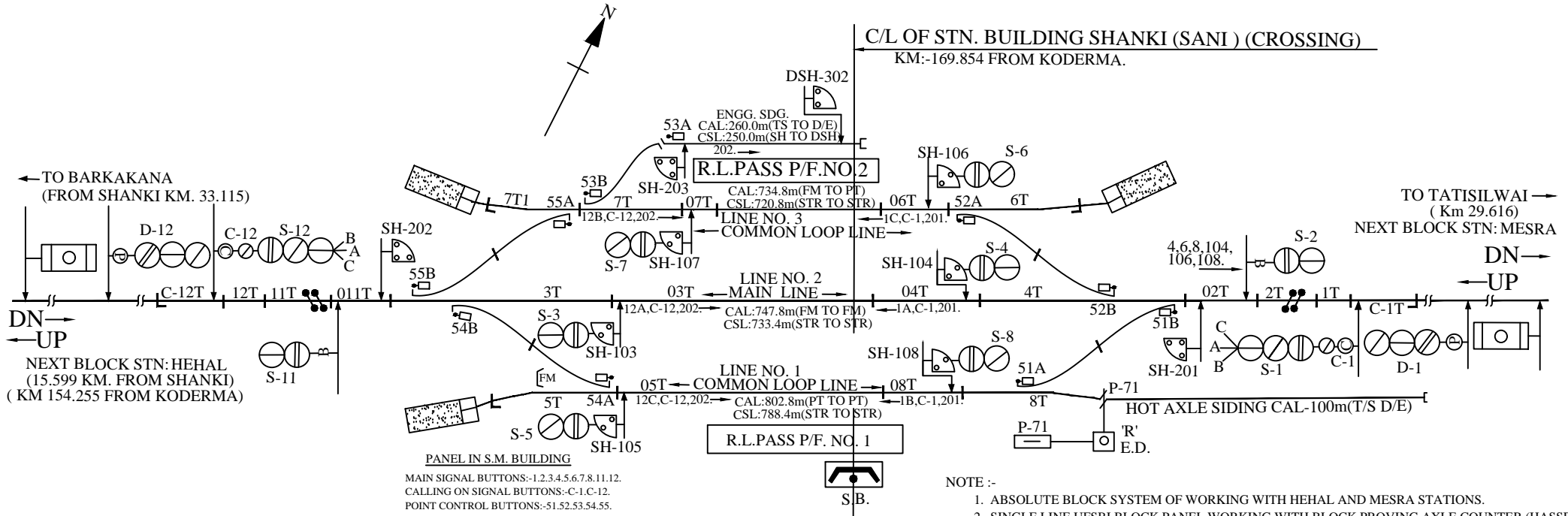


SHANKI

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

UP ← → DN



TO BARKAKANA
(FROM SHANKI KM. 33.115)

TO TATISILWAI →
(Km 29.616)
NEXT BLOCK STN: MESRA

NEXT BLOCK STN: HEHAL
(15.599 KM. FROM SHANKI)
(KM 154.255 FROM KODERMA)

PANEL IN S.M. BUILDING
 MAIN SIGNAL BUTTONS:-1,2,3,4,5,6,7,8,11,12.
 CALLING ON SIGNAL BUTTONS:-C-1, C-12.
 POINT CONTROL BUTTONS:-51,52,53,54,55.
 CRANK HANDLE CONTROL BUTTONS:-CH1, CH2, CH3, CH4, CH5.
 SHUNT SIGNAL CONTROL BUTTON:- 103,104,105,106,107,108.
 SIDING CONTROL BUTTON:- P-71.

- NOTE :-**
1. ABSOLUTE BLOCK SYSTEM OF WORKING WITH HEHAL AND MESRA STATIONS.
 2. SINGLE LINE UFSBI BLOCK PANEL WORKING WITH BLOCK PROVING AXLE COUNTER (HASSDAC). FOR LAST VEHICLE VERIFICATION ARE PROVIDED BETWEEN SHANKI-MESRA & SHANKI-HEHAL IN PANEL CABIN.
 3. ALL ANGLE OF X-ING ARE 1 IN 12 EXCEPT AS MENTIONED IN SIP.
 4. CONTROL TELEPHONE PROVIDED AT PANEL CABIN.
 5. CONTROL CUM INDICATION PANEL PROVIDED IN SM ROOM FOR OPERATION OF SIGNALS.
 6. LED SIGNAL PROVIDED FOR ALL MACLS SIGNALS.
 7. 60 SEC. TIME DELAY PROVIDED FOR ALL CALLING-ON RECEPTION SIGNALS.
 8. THIS SIP HAS BEEN MADE IN CONNECTION WITH NEW BG RAIL LINE FROM KODERMA TO RANCHI VIA HZME AND BARKAKANA.
 9. THIS SIP SUIT 25 KV AC TRACTION RE-AREA VIDE CSTE/CORE/ALD/LT.NO - CORE/S&T/TENDER/SIG/200 POLICY PART-VI,DT-06.04.2015.
 10. QBAT RELAYS ARE USED FOR 04T,06T & 08T.
 11. 120 SEC TIME DELAY FOR RELEASING HAVING ONE BACK-LOCK TRACK CIRCUIT.