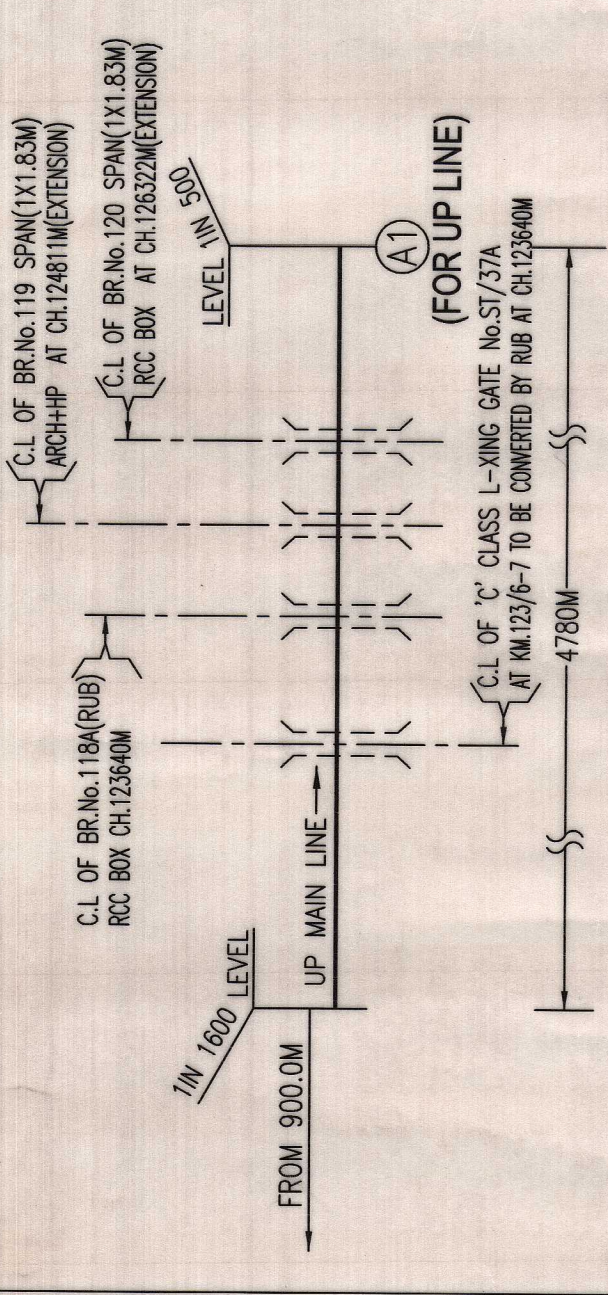
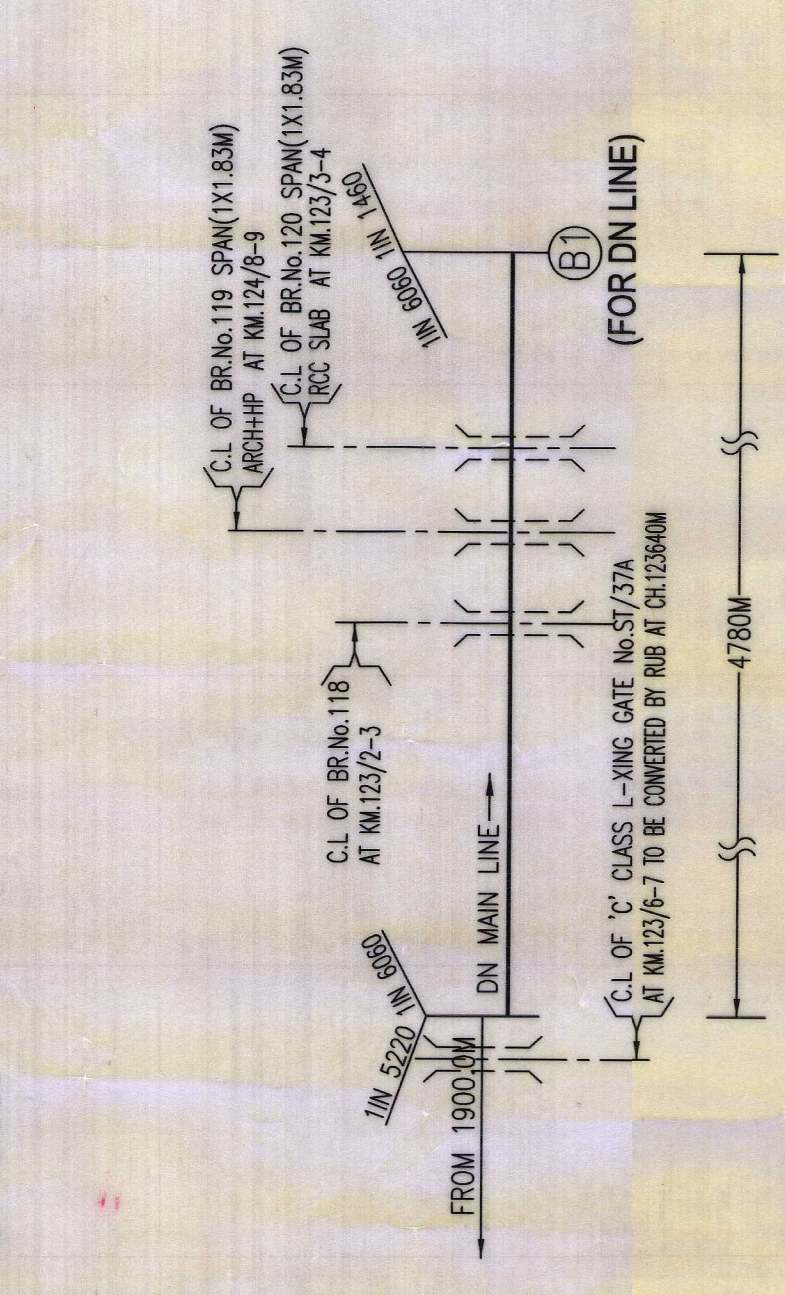
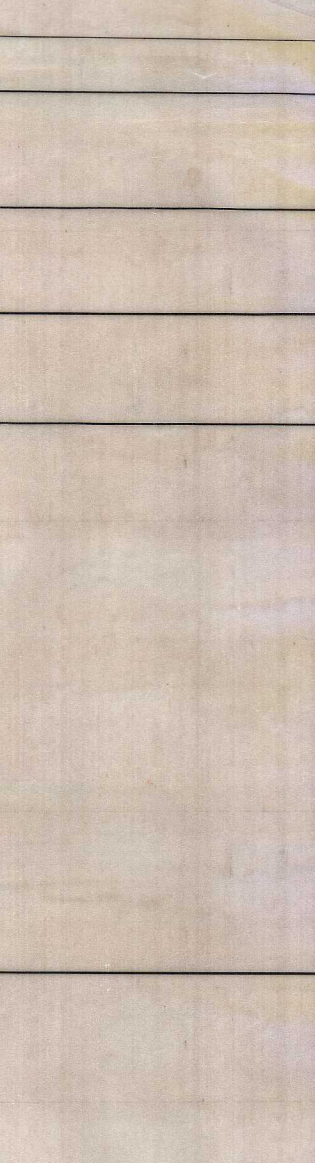
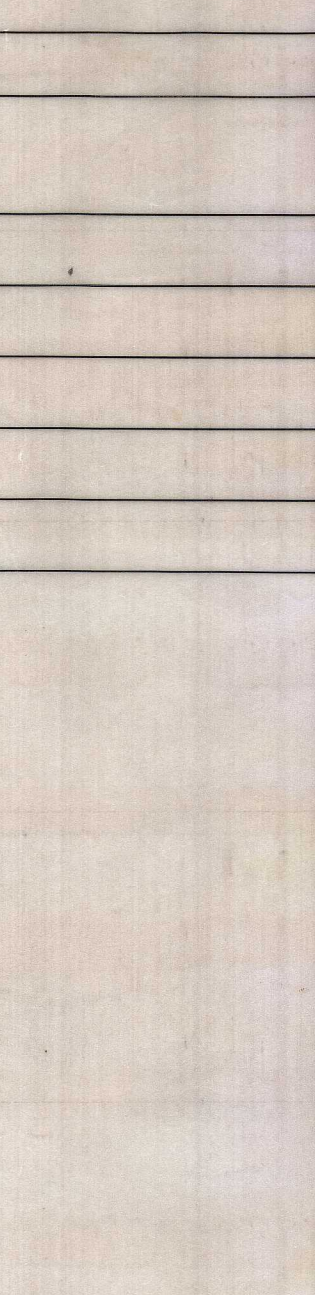
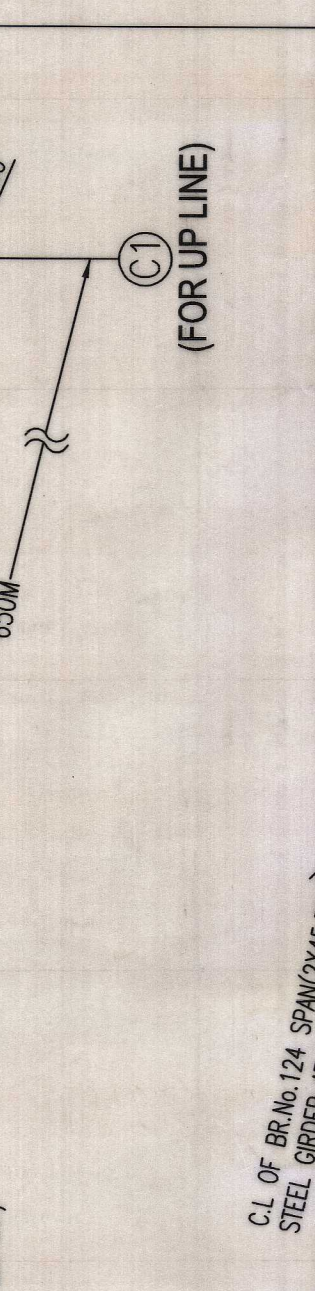
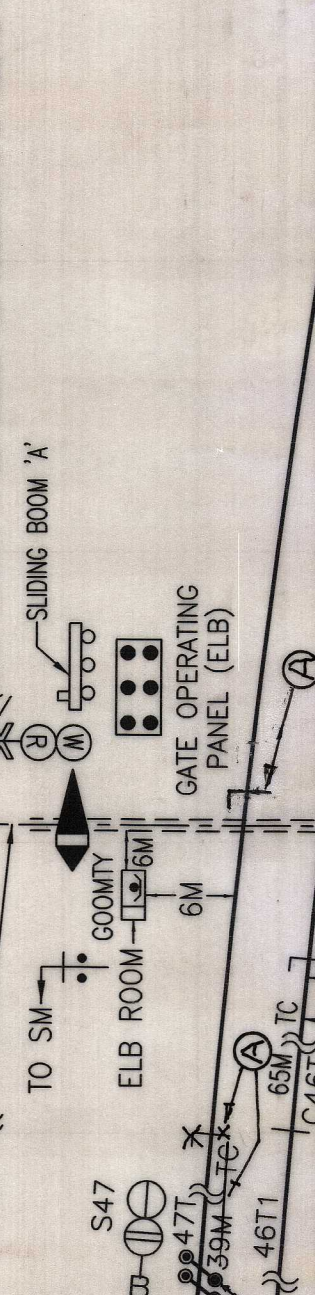
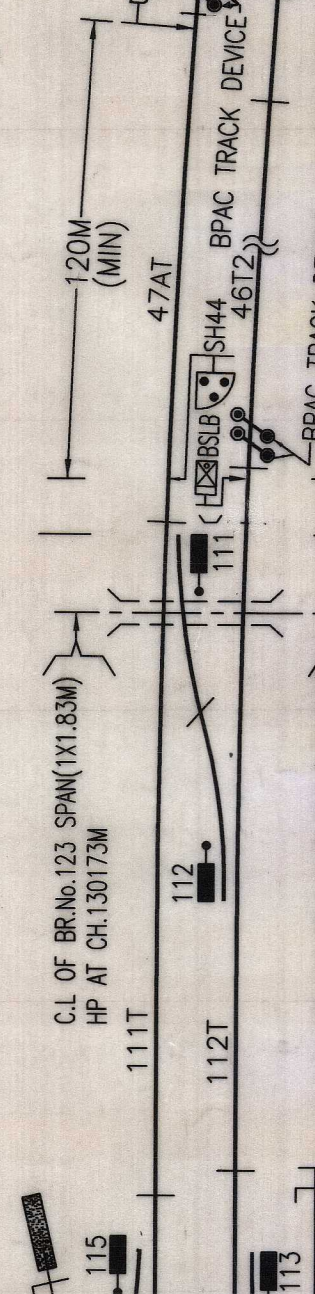
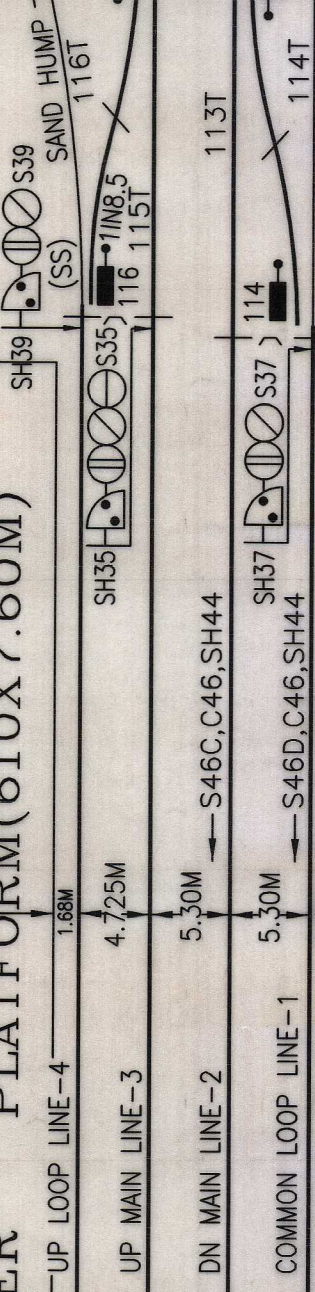
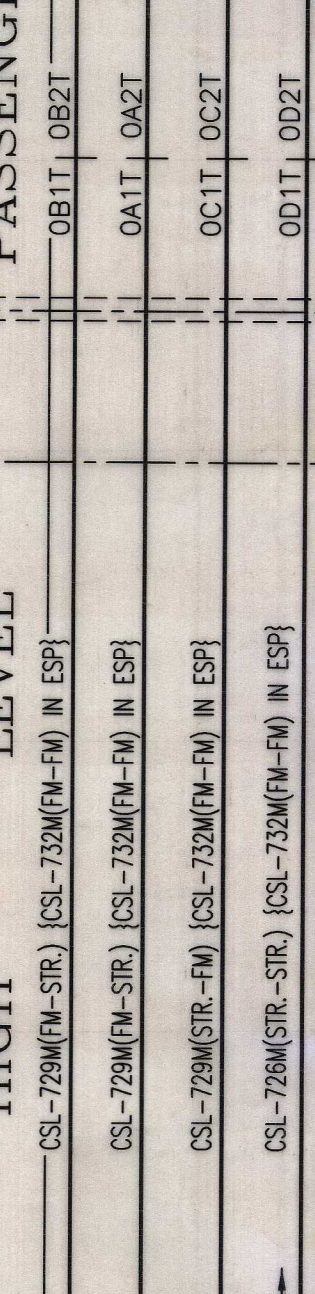
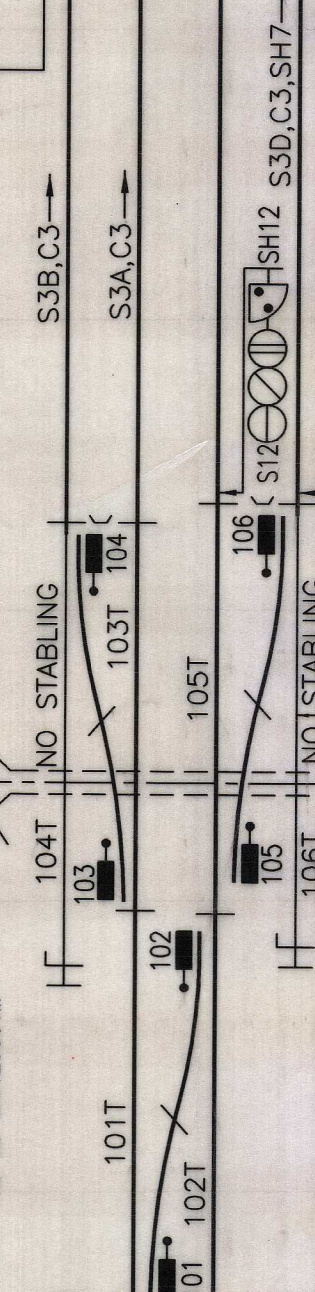
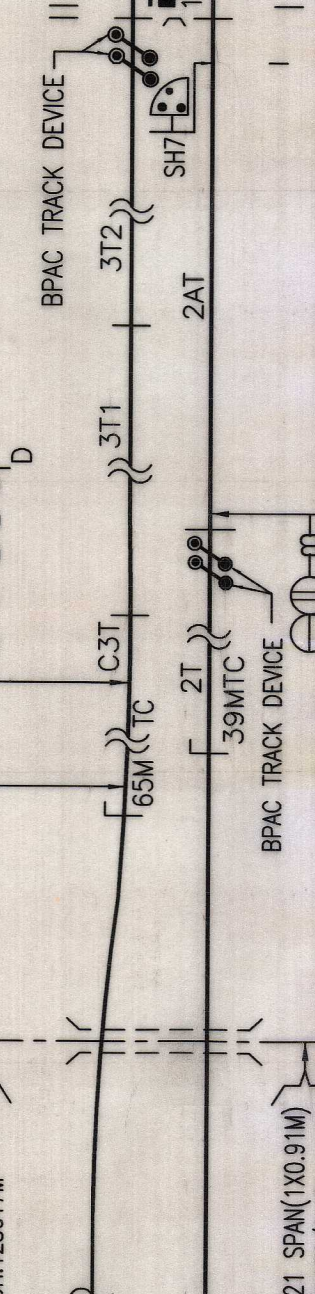
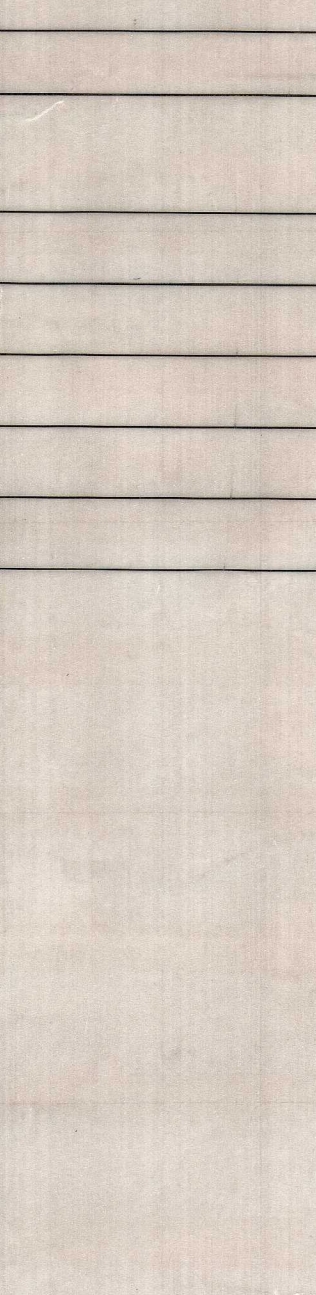
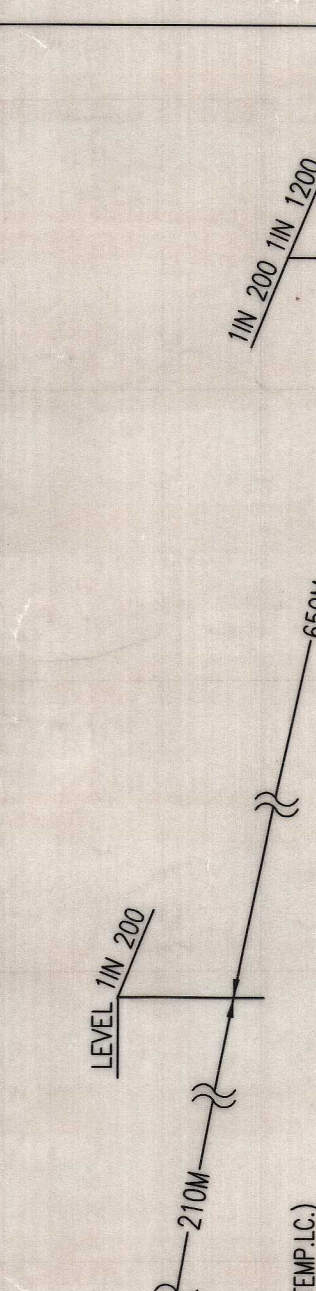
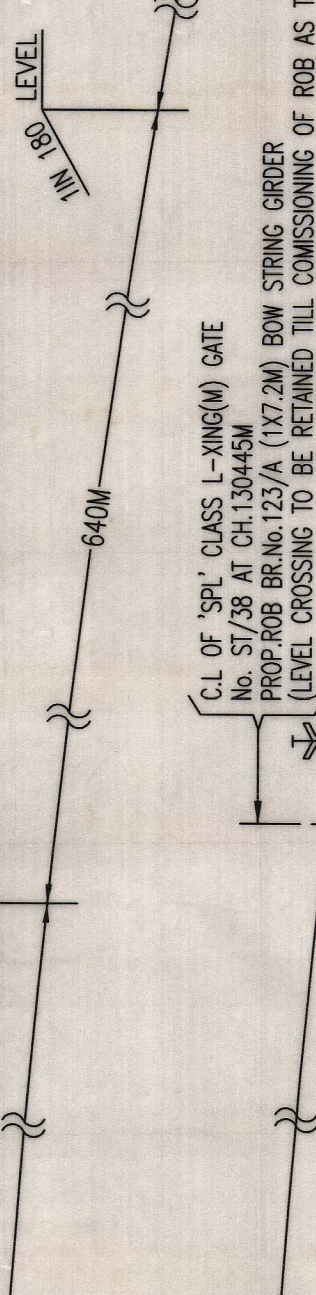
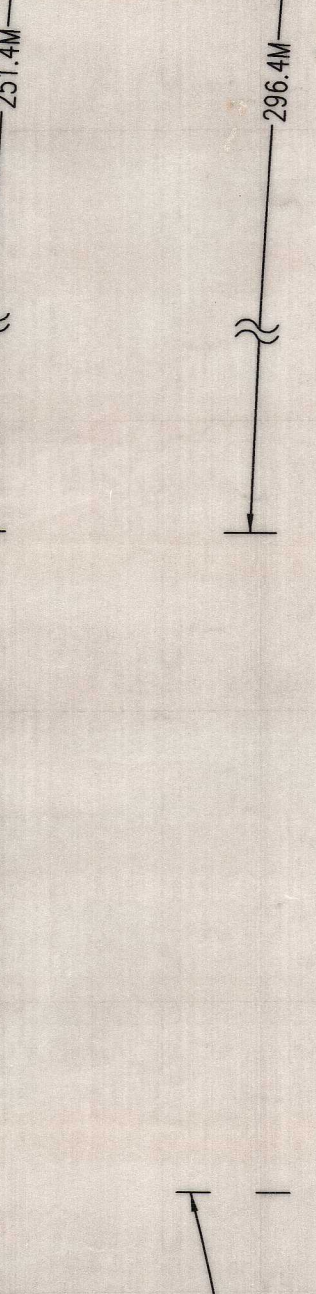
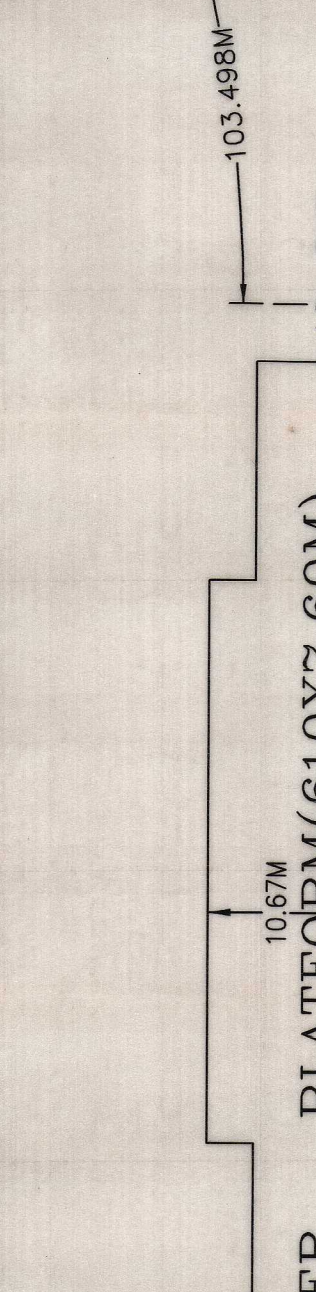
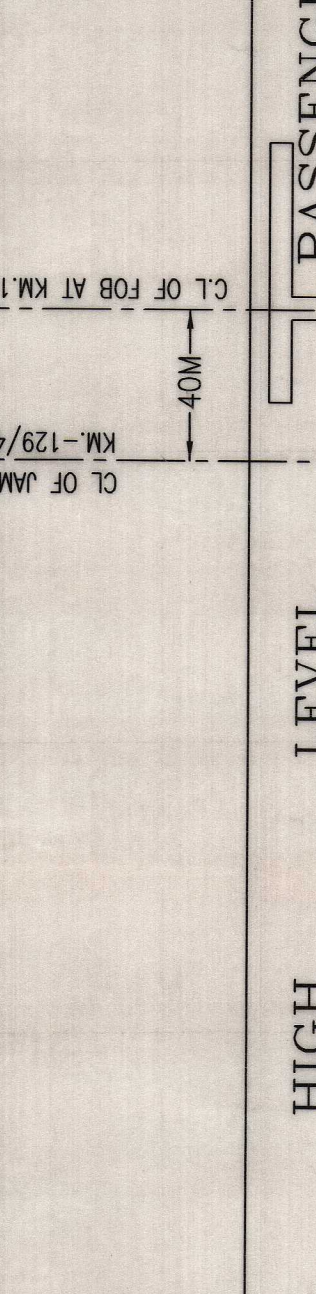
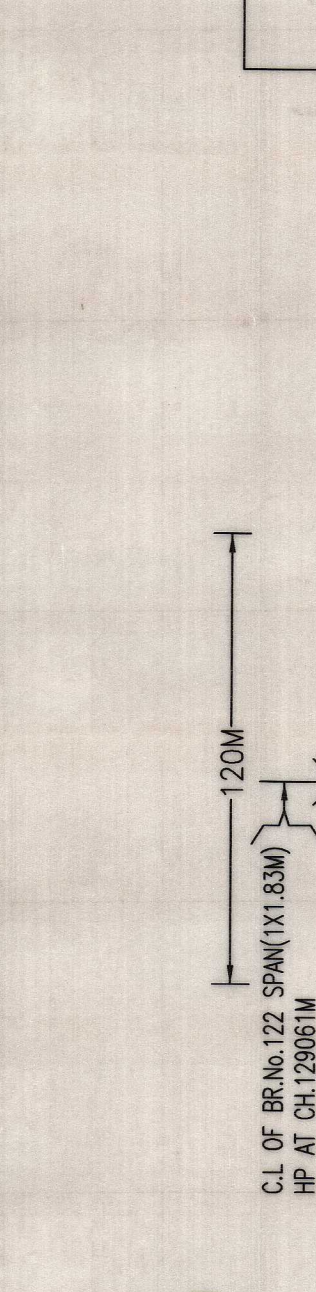
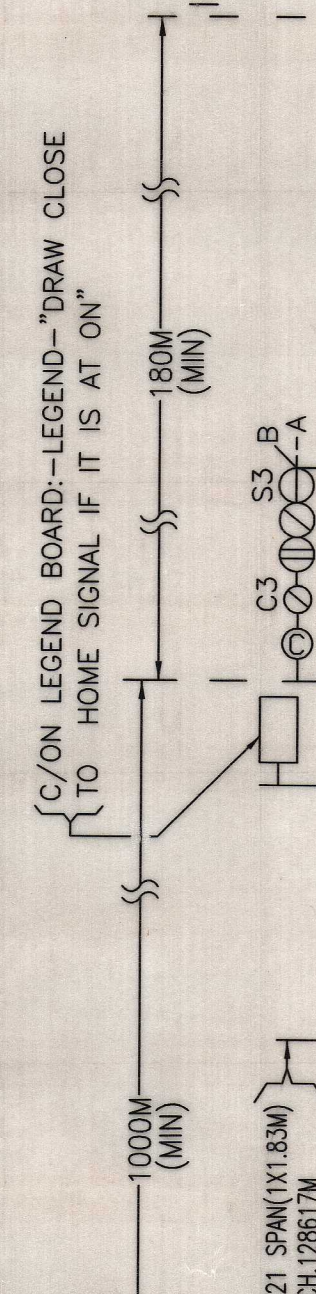
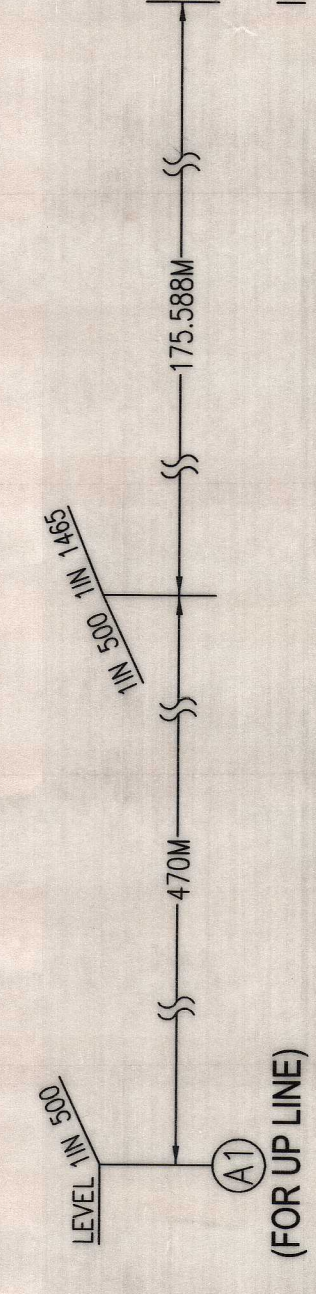




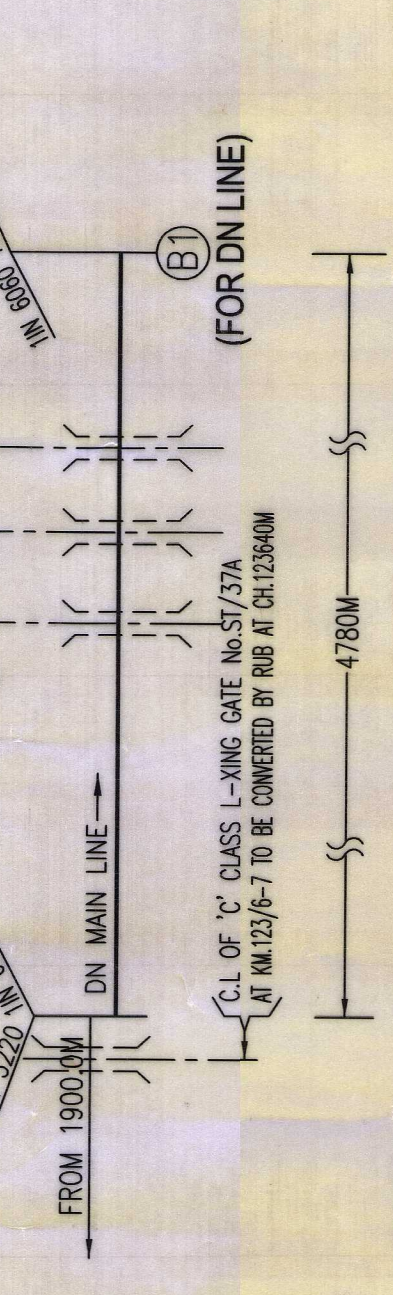
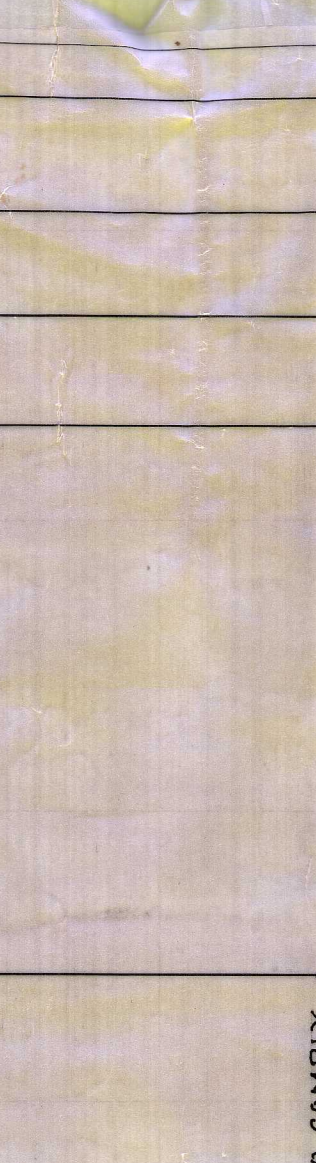
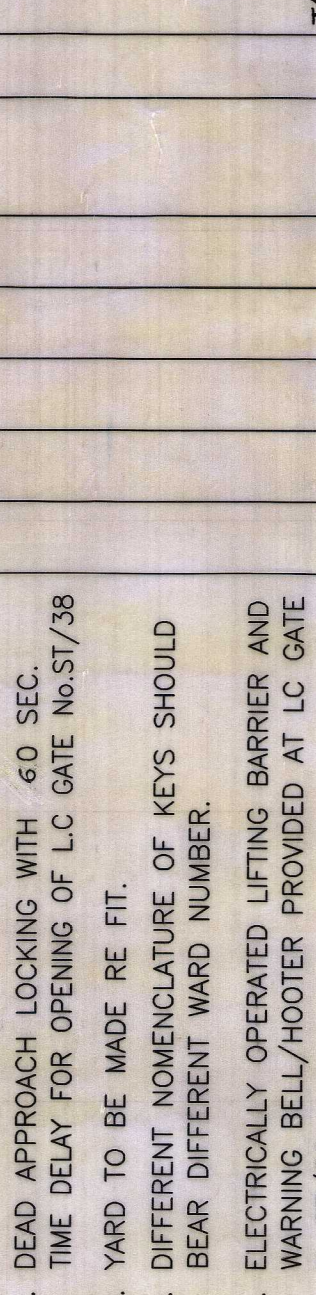
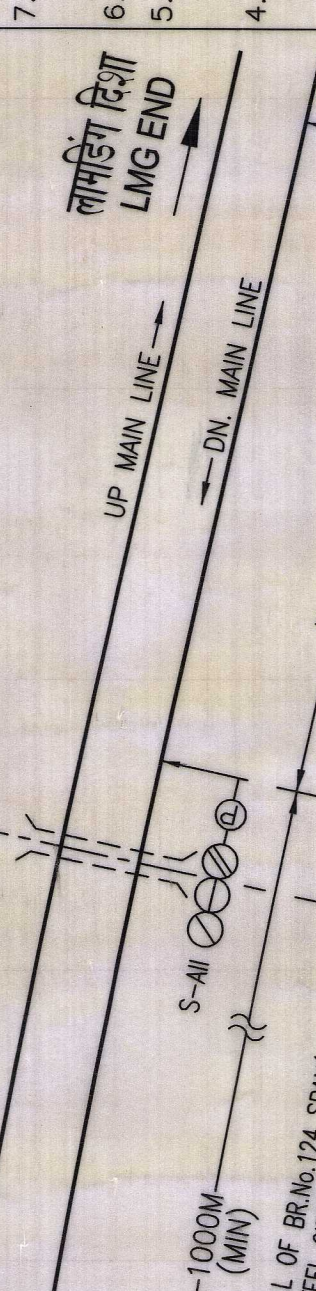
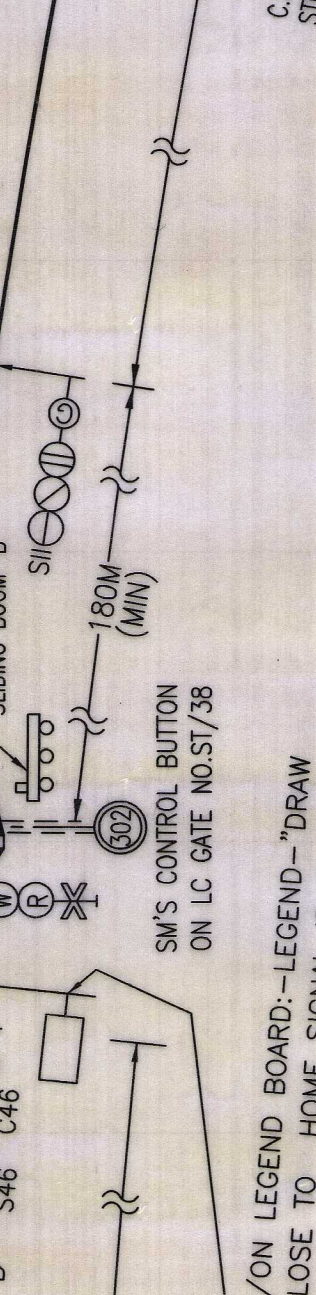
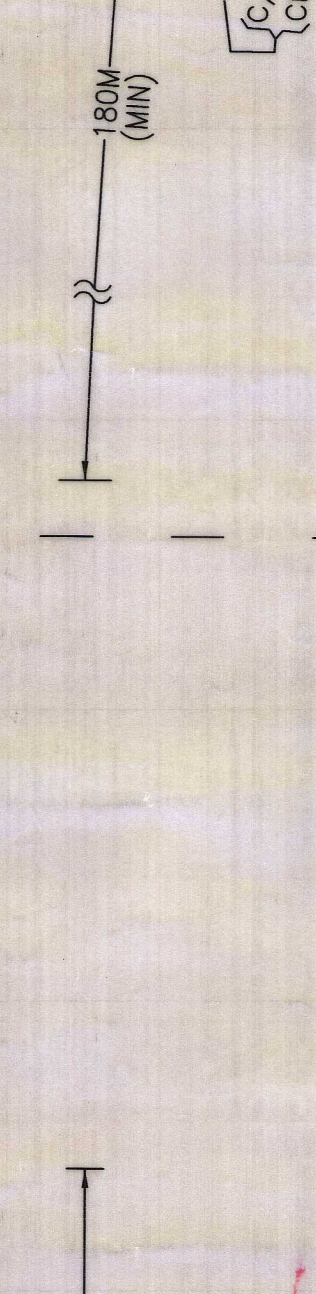
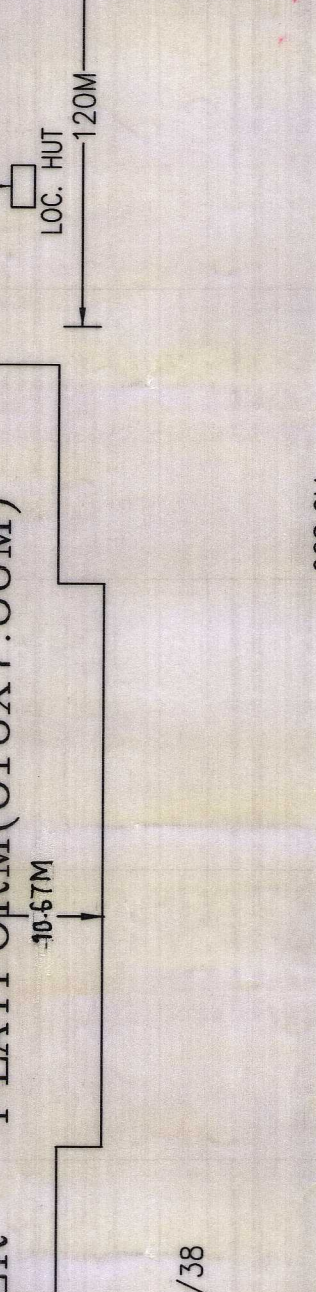
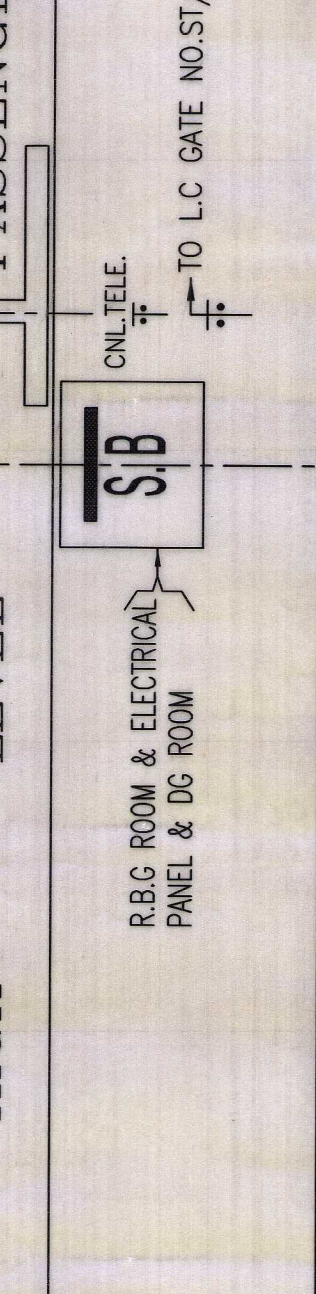
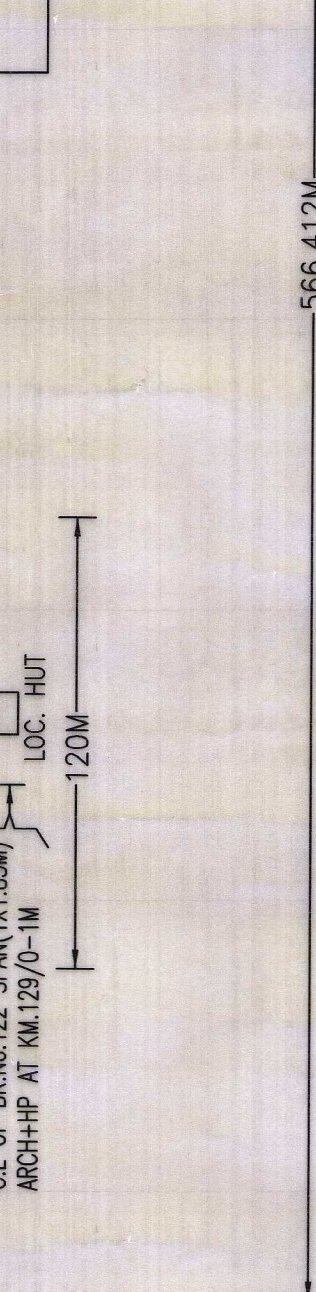
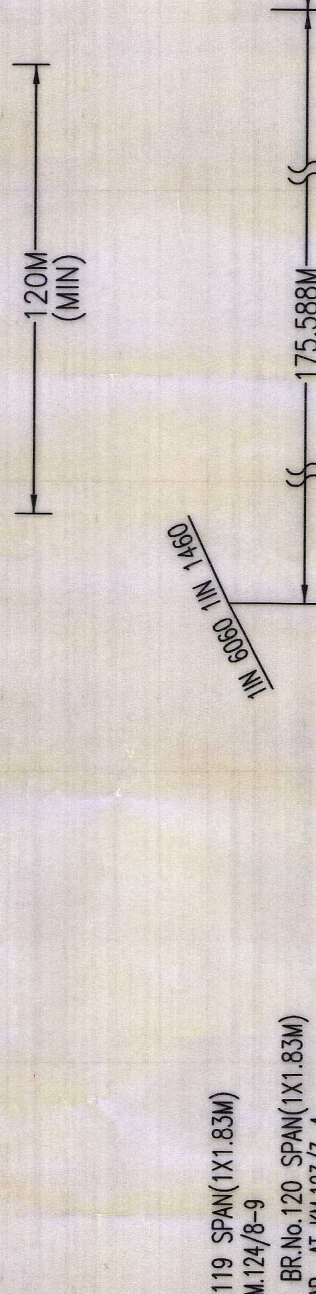
SIGNAL ASPECT CONTROL CHART

LINE NO.	UD	S3	S35	S37	S39	S47
3.	YY	1000M	Y	1128.92M	R	
			Y		424.33M	R
			G	1128.92M	G	424.33M
1.	YY	1000M	Y-U	1123.65M	R	
			Y		423.60M	R
			Y		423.60M	G
4.	YY	1000M	Y-U	1138.92M	R	
			Y		424.33M	R
			Y		424.33M	G



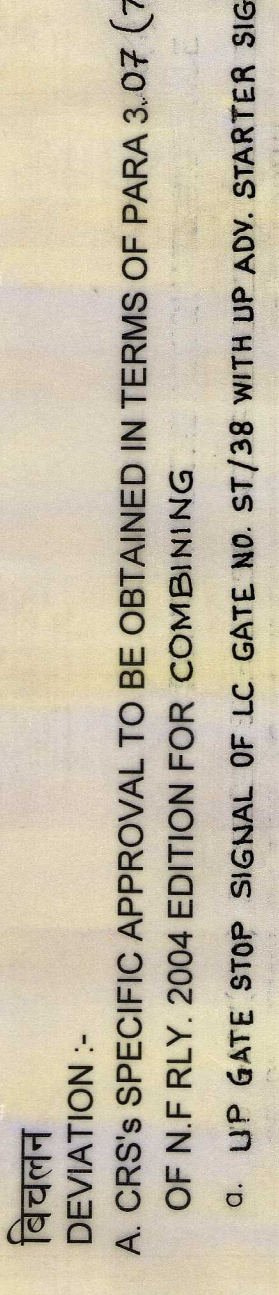
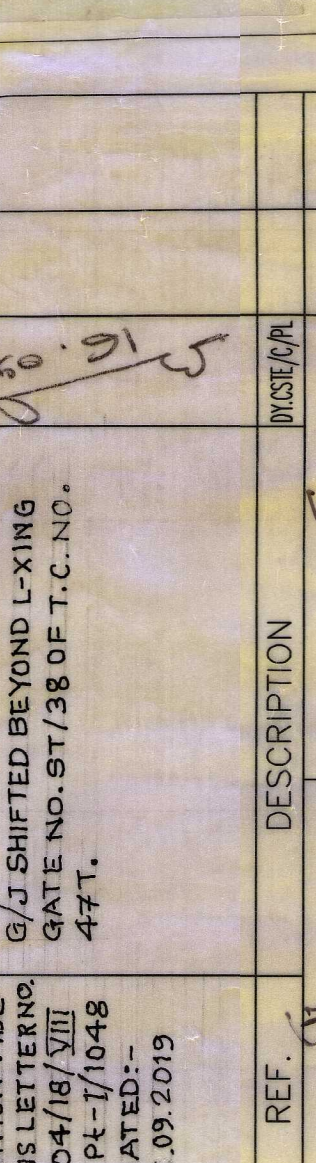
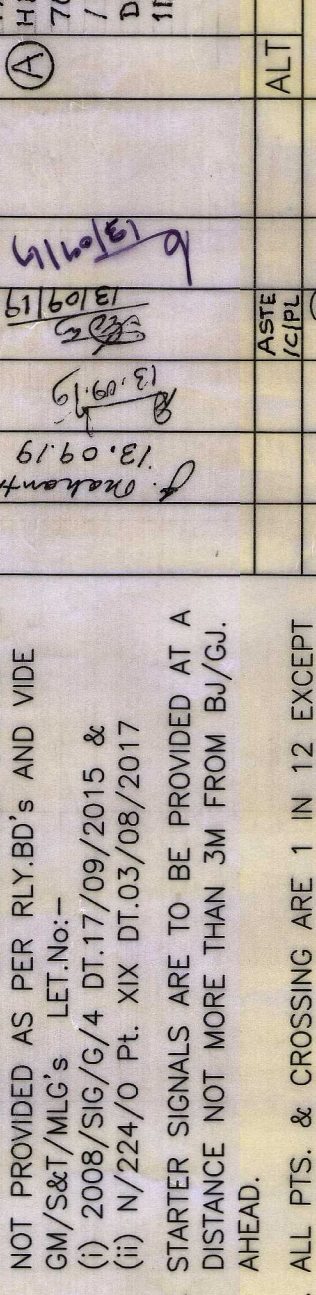
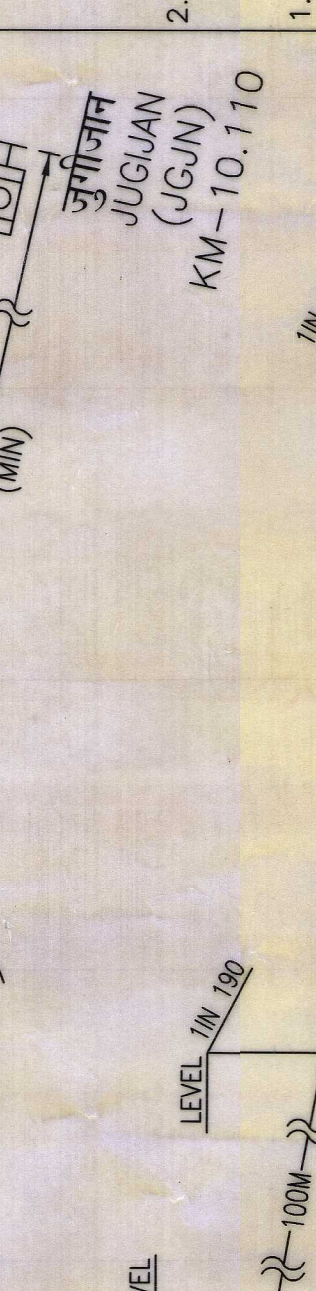
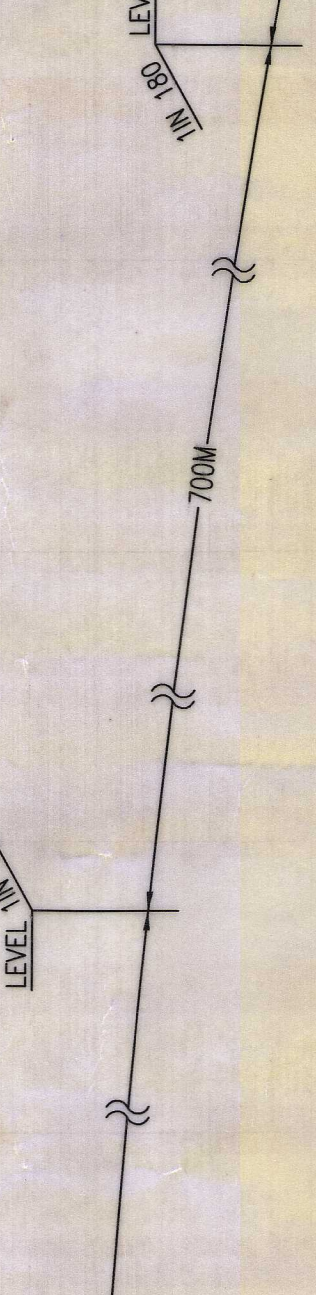
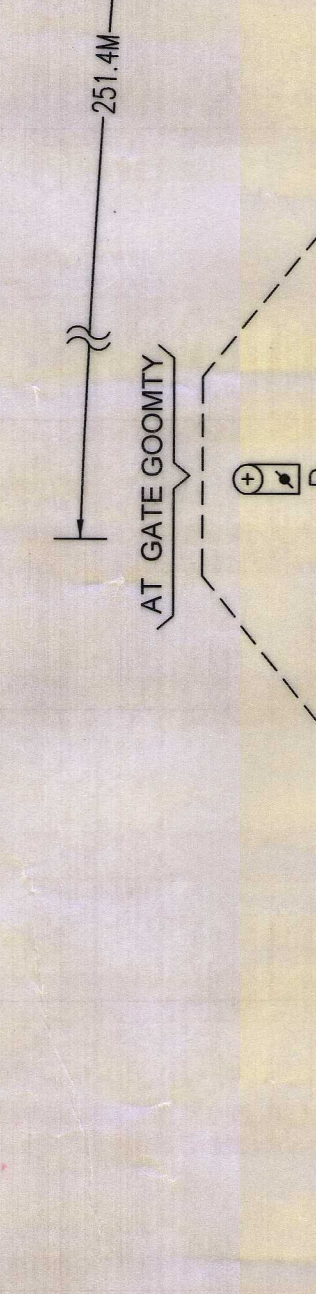
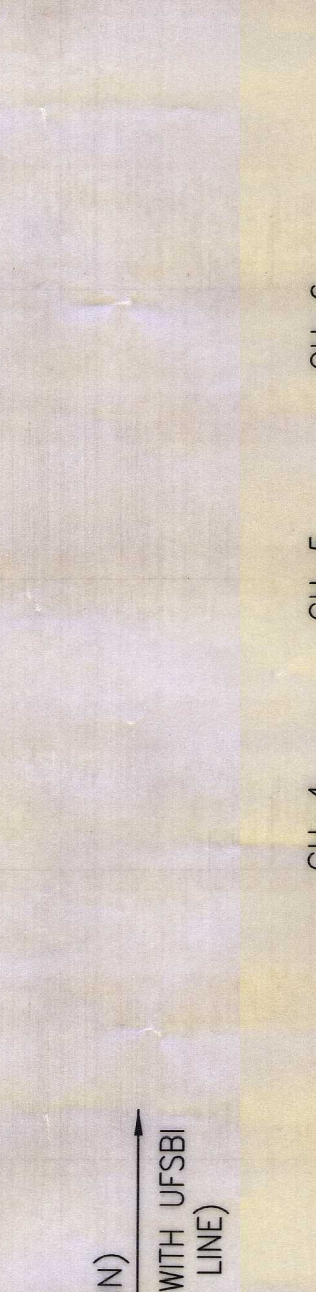
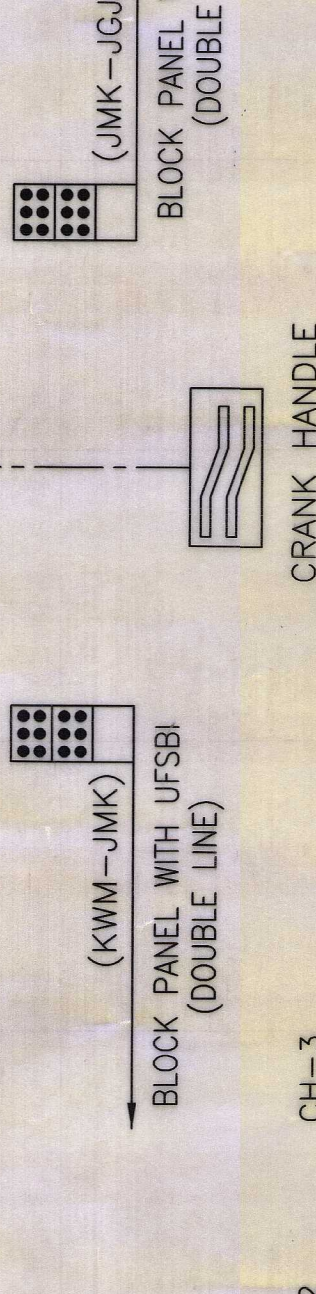
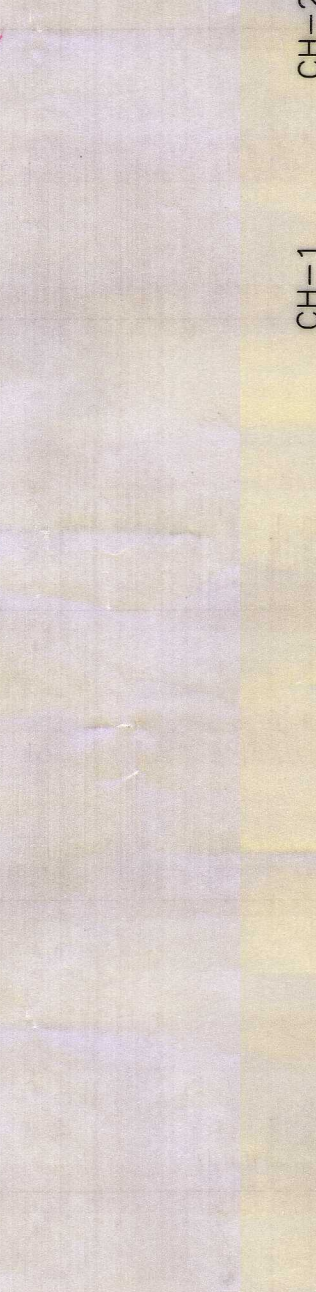
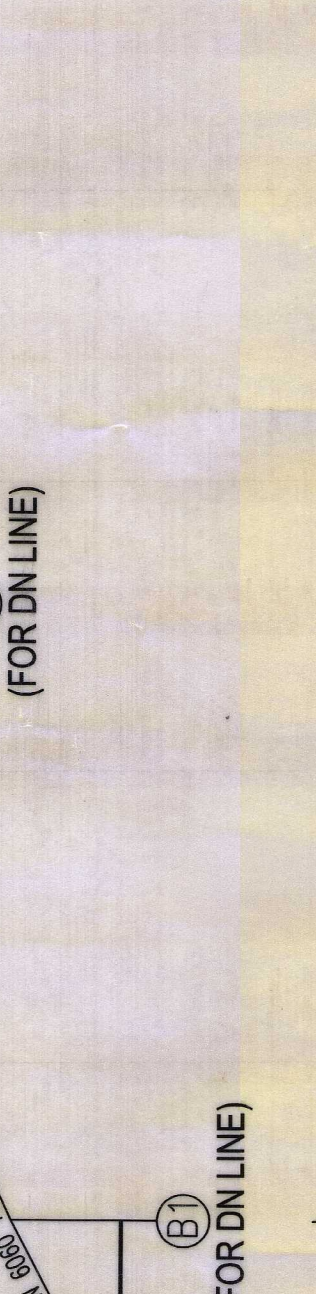
SIGNAL ASPECT CONTROL CHART

LINE NO.	UD	S3	S35	S37	S39	S47
3.	YY	1000M	Y	1128.92M	R	
			Y		424.33M	R
			G	1128.92M	G	424.33M
1.	YY	1000M	Y-U	1123.65M	R	
			Y		423.60M	R
			Y		423.60M	G
4.	YY	1000M	Y-U	1138.92M	R	
			Y		424.33M	R
			Y		424.33M	G



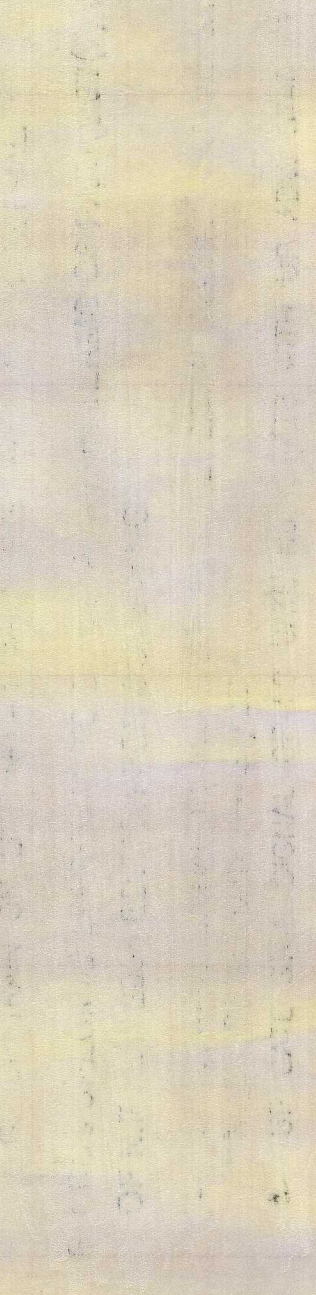
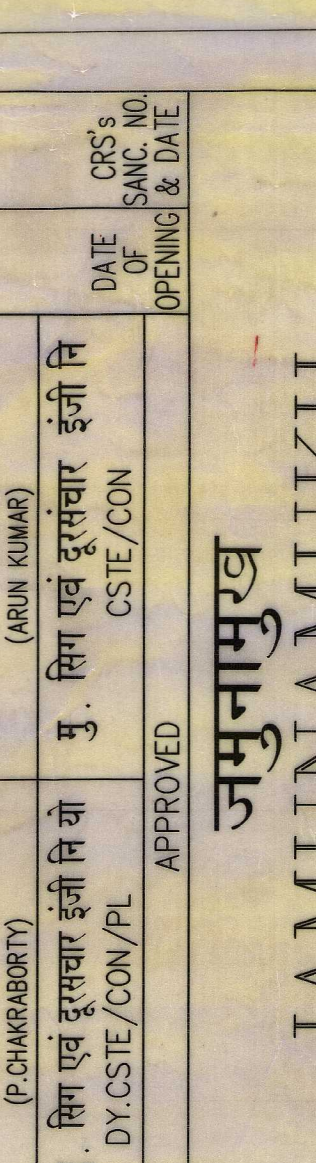
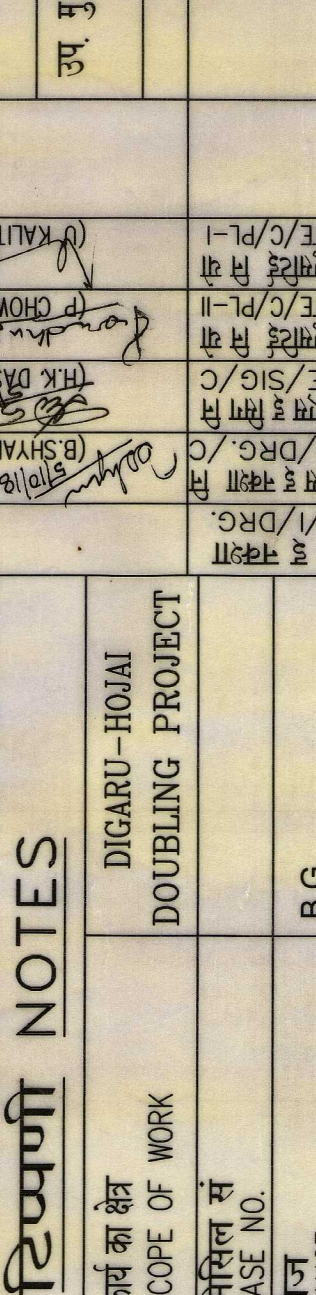
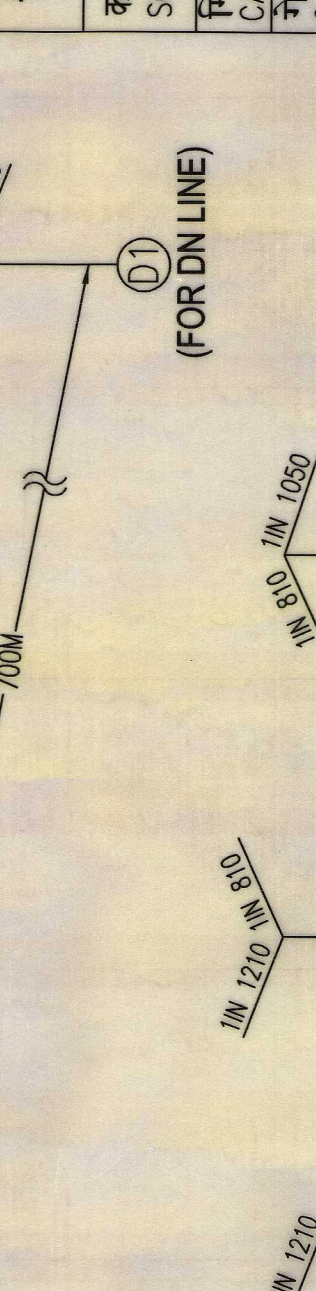
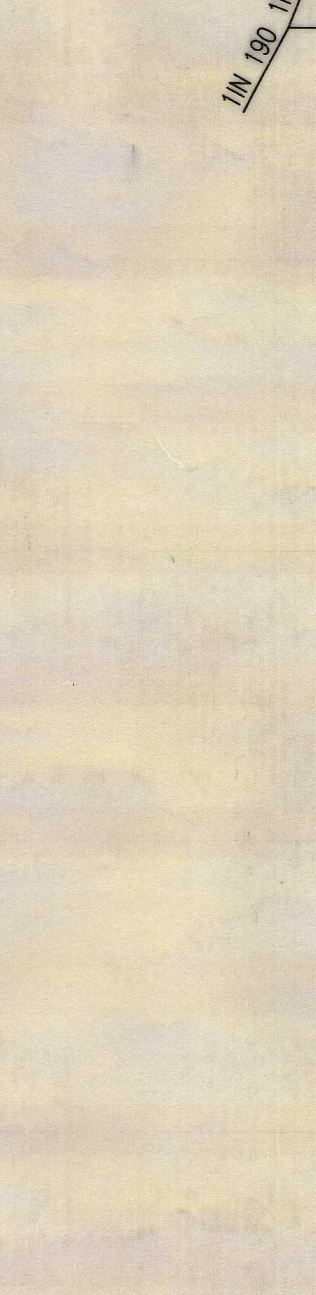
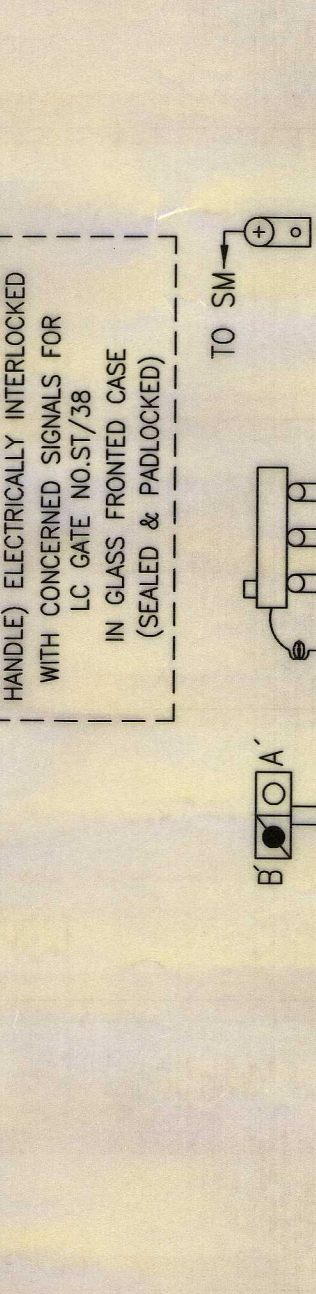
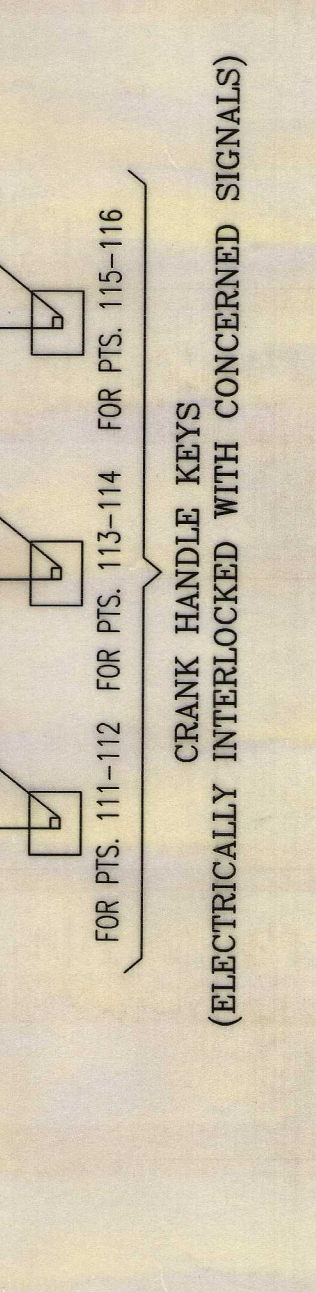
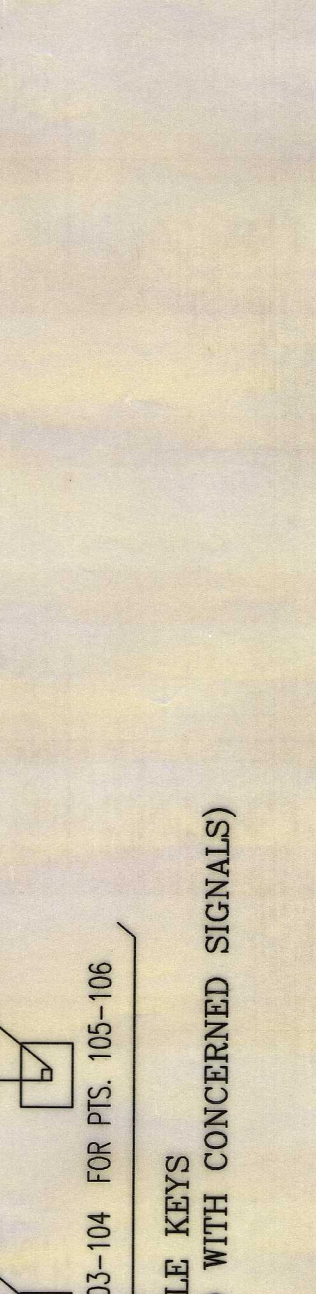
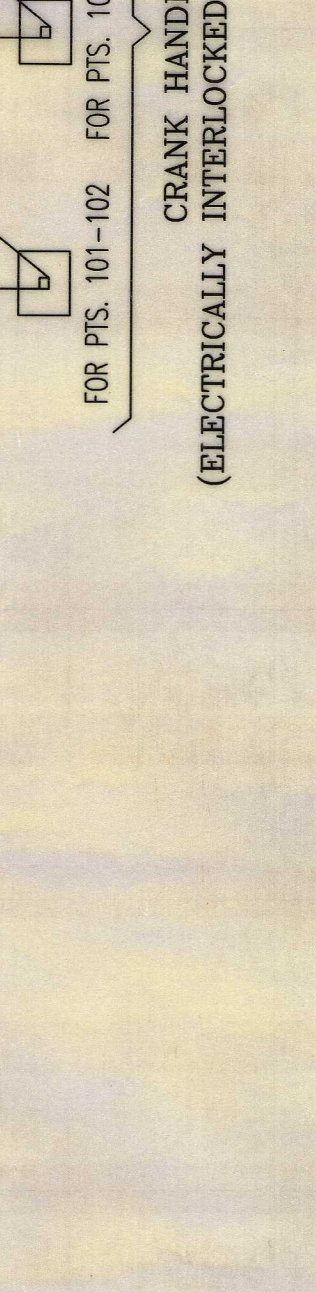
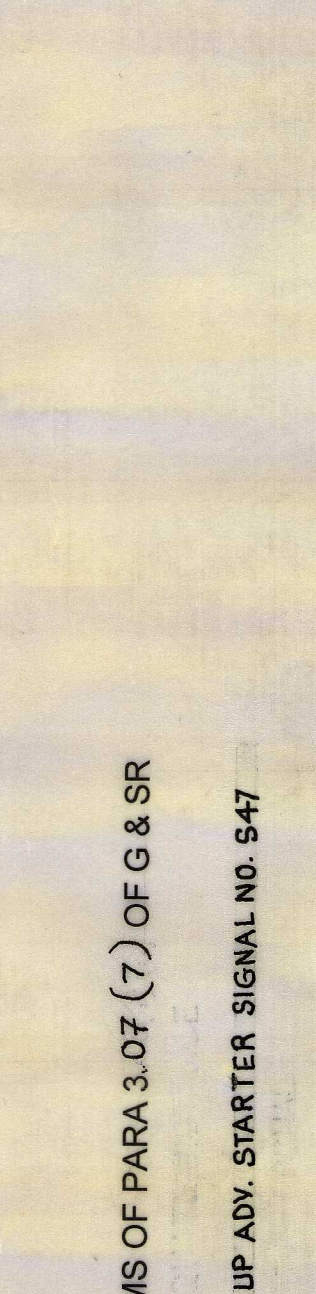
SIGNAL ASPECT CONTROL CHART

LINE NO.	UD	S3	S35	S37	S39	S47
3.	YY	1000M	Y	1128.92M	R	
			Y		424.33M	R
			G	1128.92M	G	424.33M
1.	YY	1000M	Y-U	1123.65M	R	
			Y		423.60M	R
			Y		423.60M	G
4.	YY	1000M	Y-U	1138.92M	R	
			Y		424.33M	R
			Y		424.33M	G



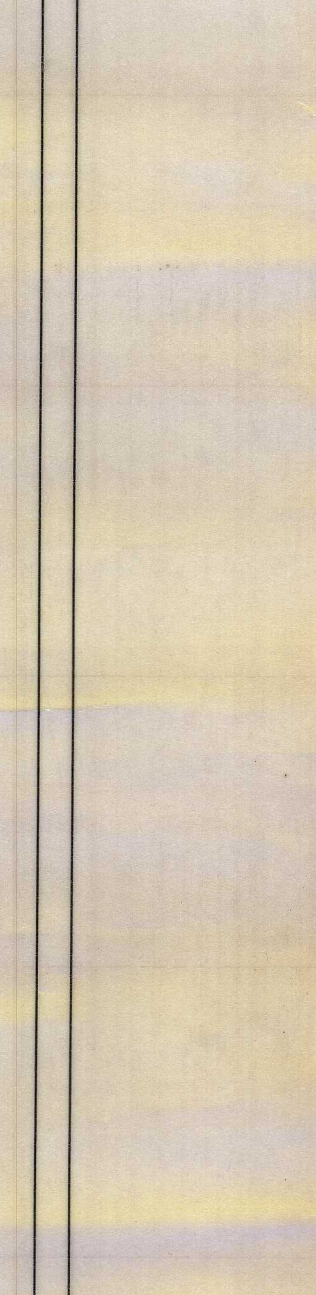
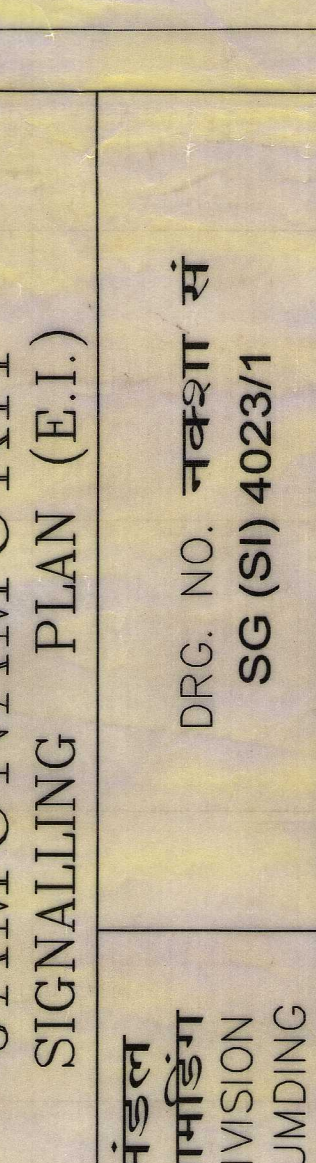
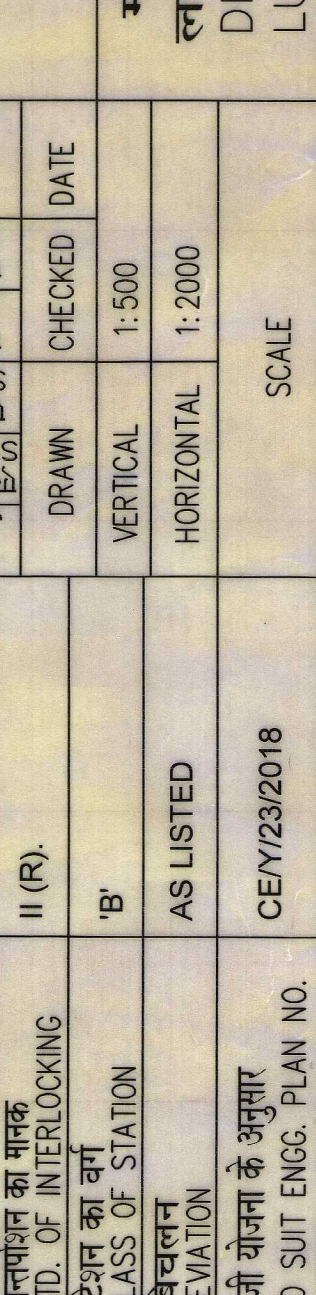
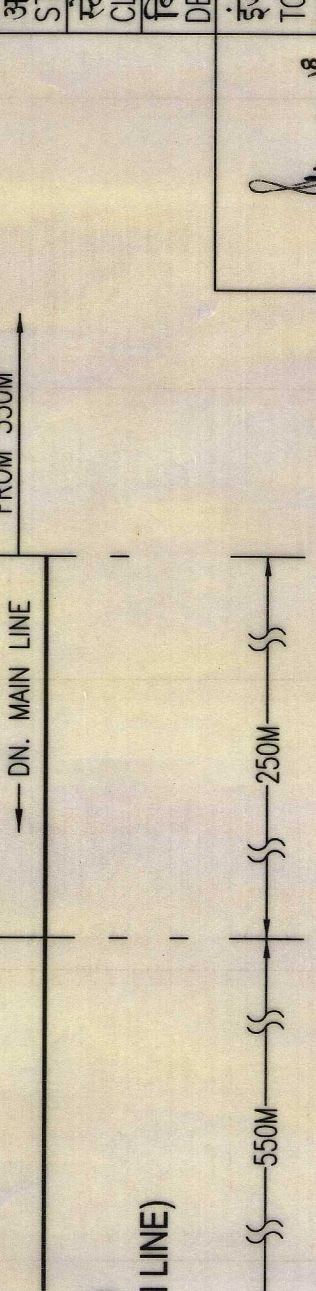
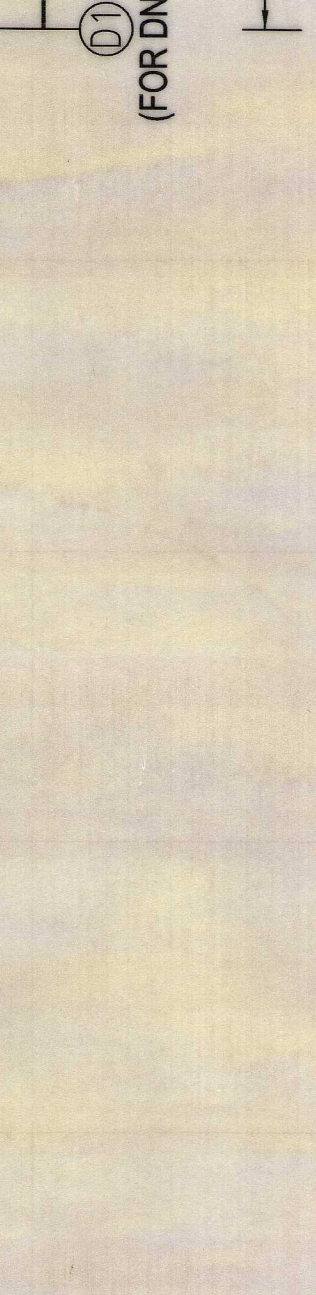
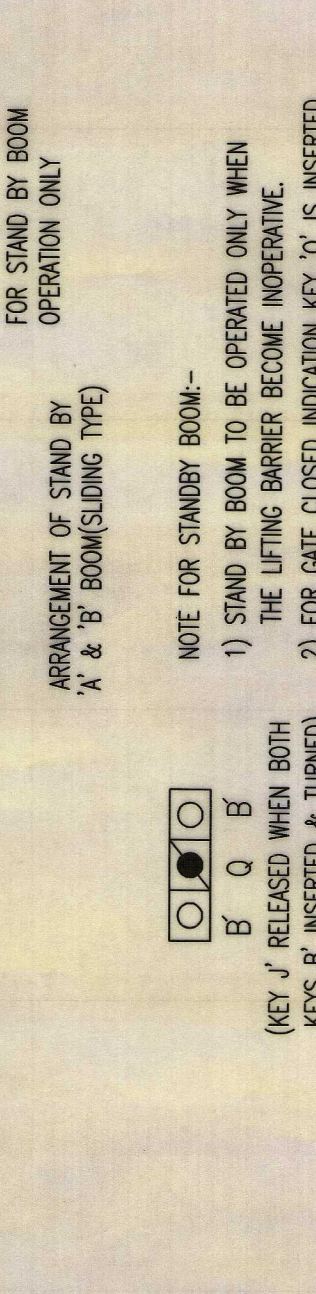
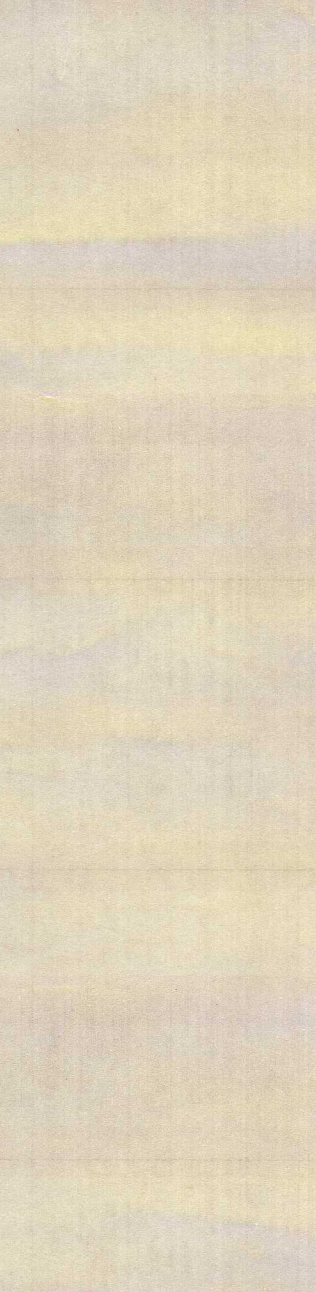
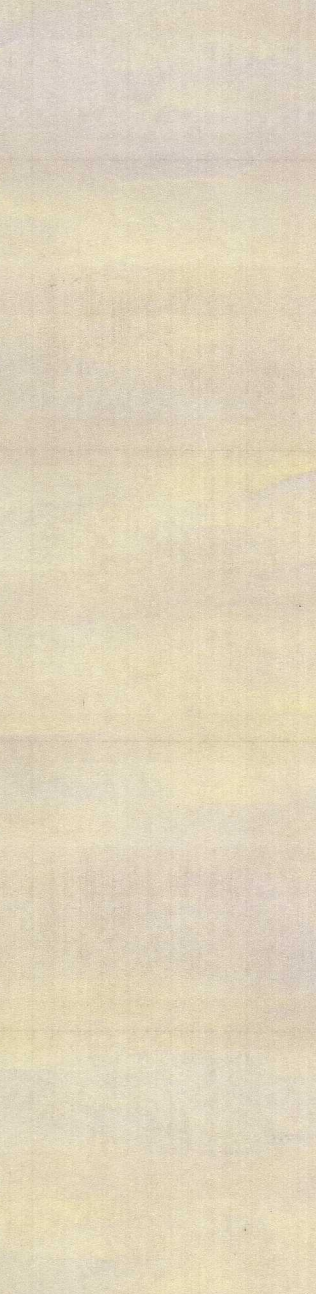
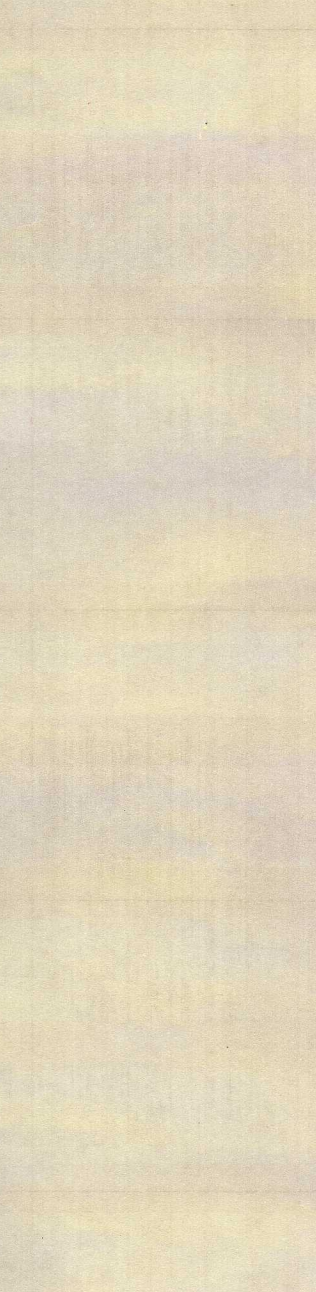
SIGNAL ASPECT CONTROL CHART

LINE NO.	UD	S3	S35	S37	S39	S47
3.	YY	1000M	Y	1128.92M	R	
			Y		424.33M	R
			G	1128.92M	G	424.33M
1.	YY	1000M	Y-U	1123.65M	R	
			Y		423.60M	R
			Y		423.60M	G
4.	YY	1000M	Y-U	1138.92M	R	
			Y		424.33M	R
			Y		424.33M	G



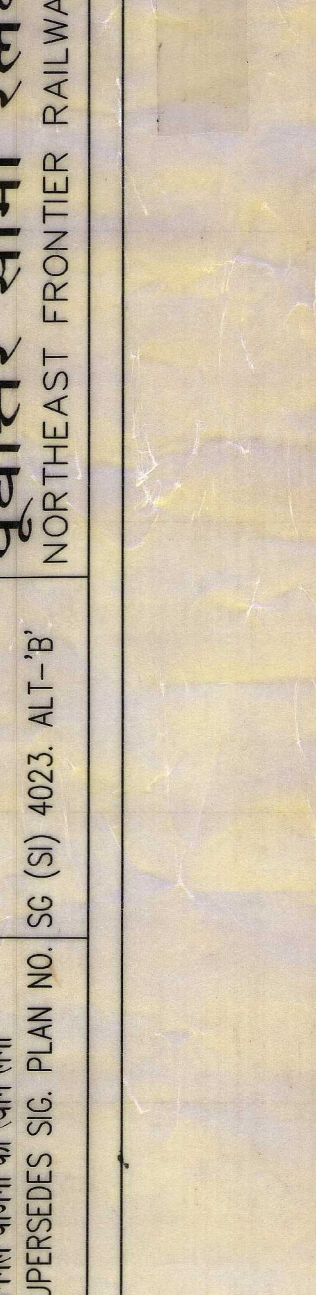
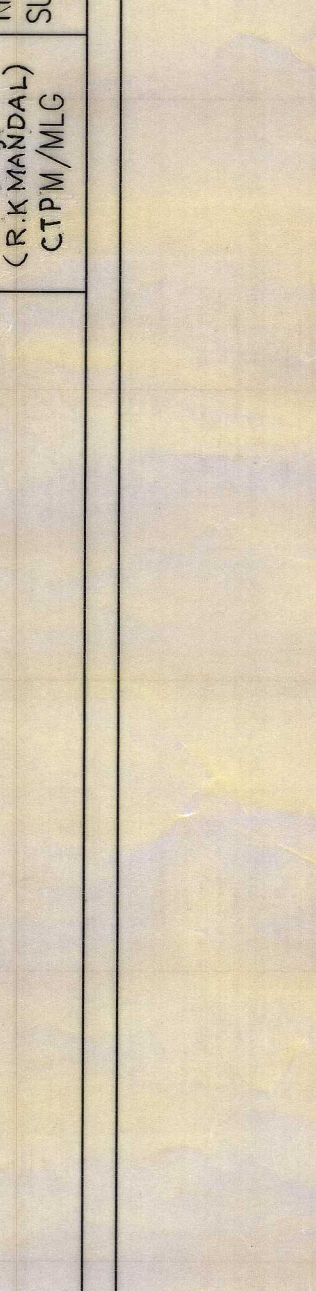
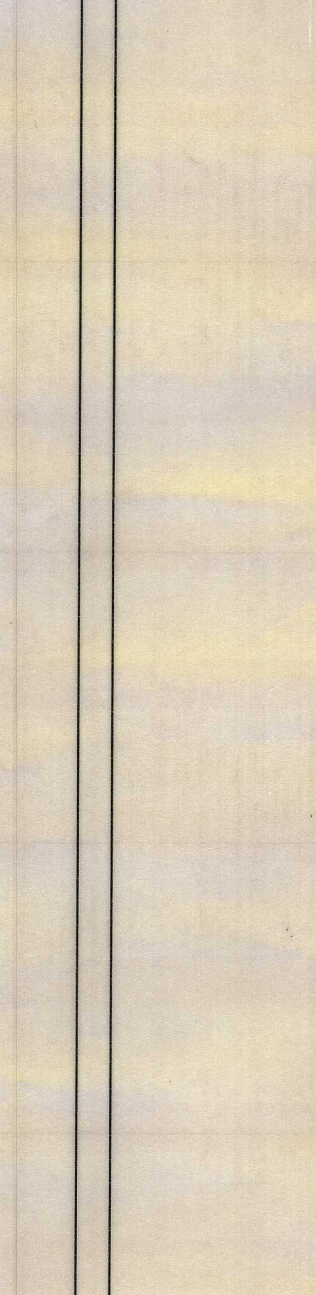
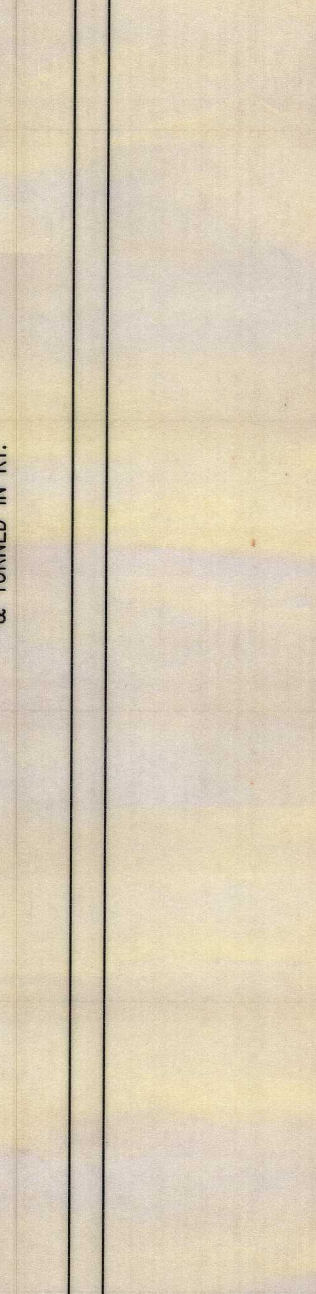
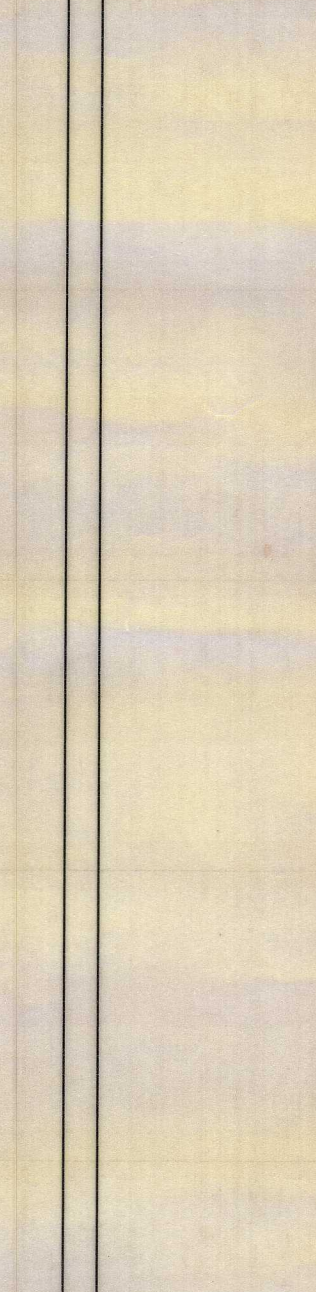
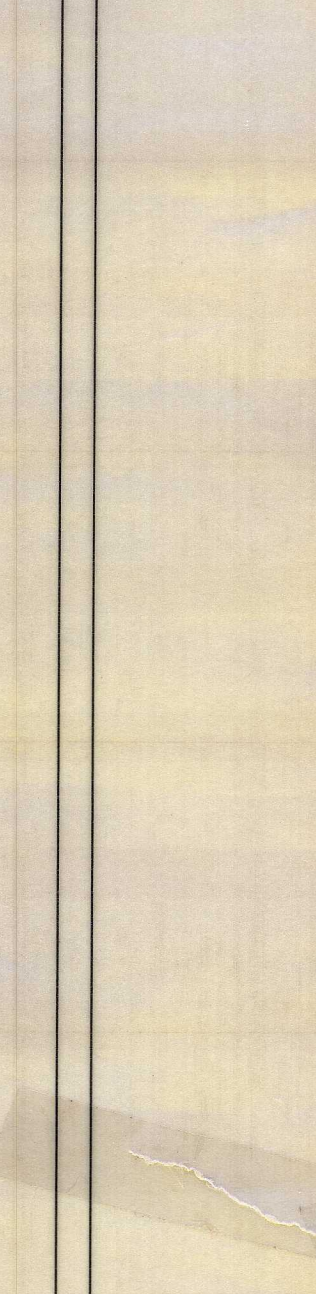
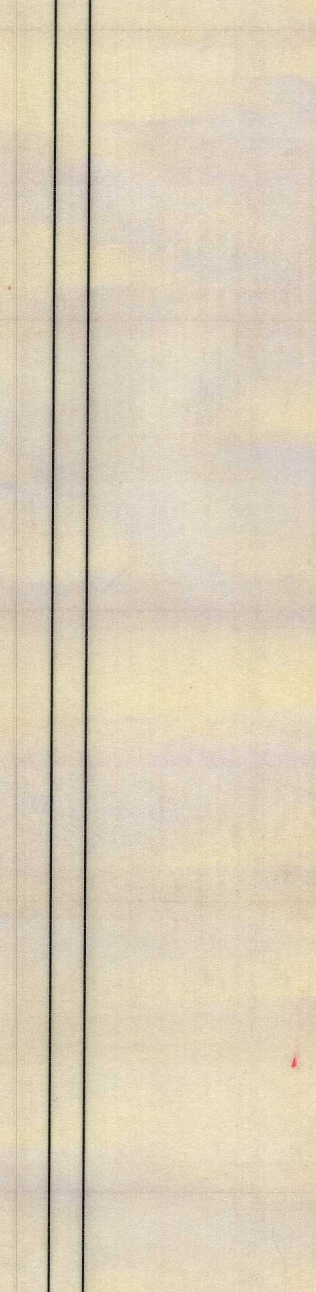
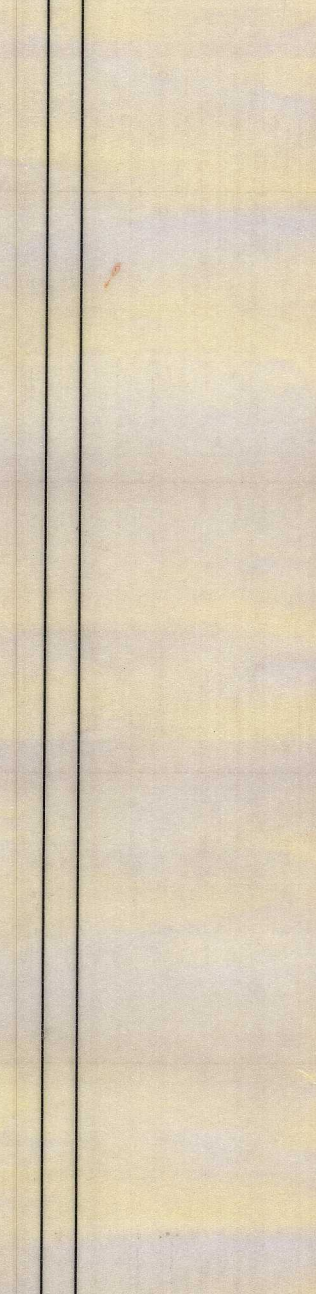
SIGNAL ASPECT CONTROL CHART

LINE NO.	UD	S3	S35	S37	S39	S47
3.	YY	1000M	Y	1128.92M	R	
			Y		424.33M	R
			G	1128.92M	G	424.33M
1.	YY	1000M	Y-U	1123.65M	R	
			Y		423.60M	R
			Y		423.60M	G
4.	YY	1000M	Y-U	1138.92M	R	
			Y		424.33M	R
			Y		424.33M	G



SIGNAL ASPECT CONTROL CHART

LINE NO.	UD	S3	S35	S37	S39	S47
3.	YY	1000M	Y	1128.92M	R	
			Y		424.33M	R
			G	1128.92M	G	424.33M
1.	YY	1000M	Y-U	1123.65M	R	
			Y		423.60M	R
			Y		423.60M	G
4.	YY	1000M	Y-U	1138.92M	R	
			Y		424.33M	R
			Y		424.33M	G



SIGNAL ASPECT CONTROL CHART

S2	S14	S12	S46	S11	S41	LINE NO.
R	349.40M	Y	R-1215.65M	Y	1000M	2.
G	349.40M	Y	G-1215.65M	Y	1000M	
R	349.40M	Y	Y-U-284.4M	Y	1000M	1.
G	349.40M	Y				

