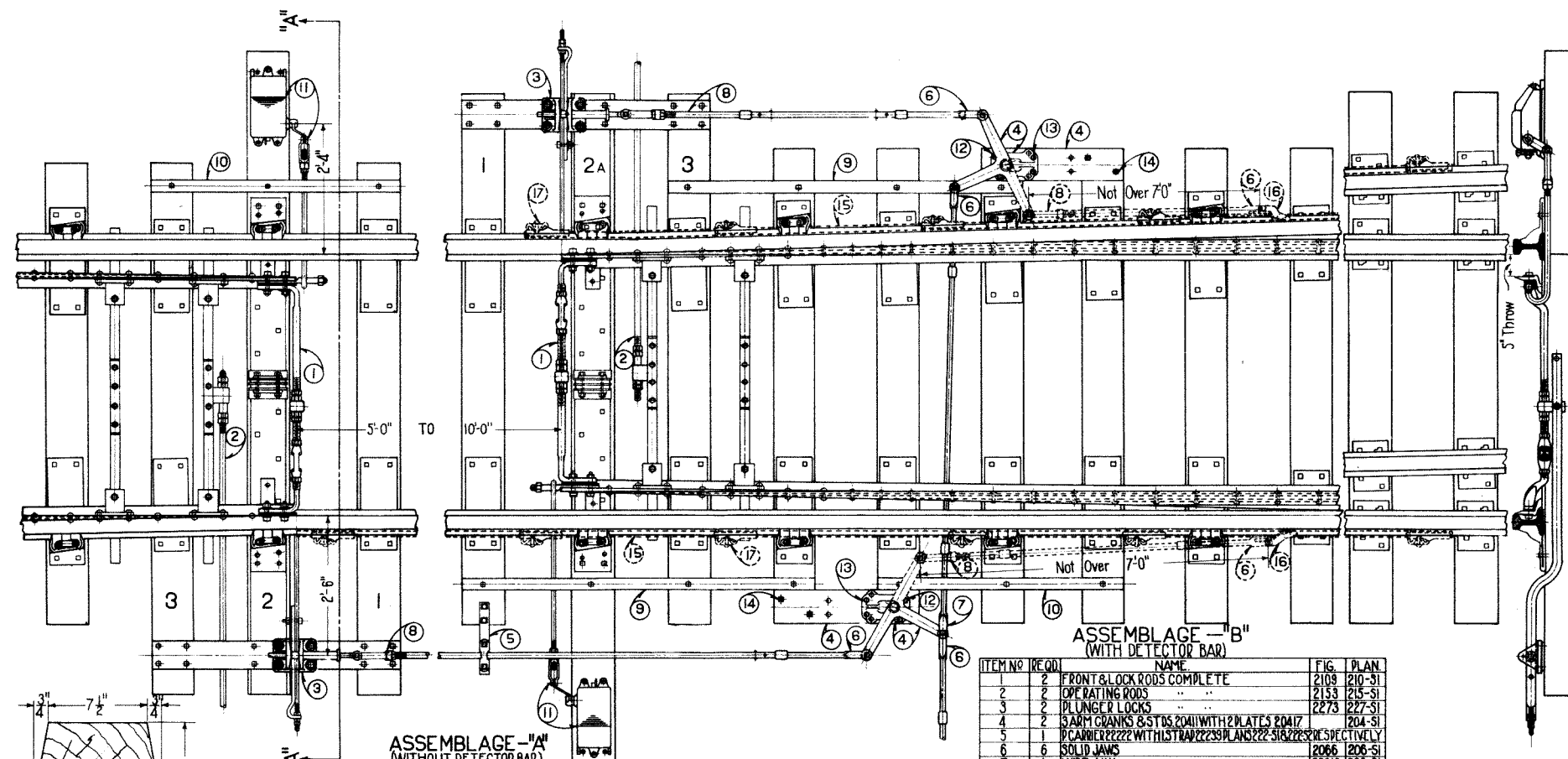
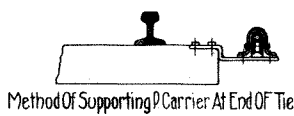


ASSEMBLY - "A"
(WITHOUT DETECTOR BAR)

ITEM NO.	QTY	NAME	FIG.	PLAN
1	2	FRONT & LOCK RODS COMPLETE	2109	210-S1
2	2	OPERATING RODS	2153	215-S1
3	2	PLUNGER LOCKS	2273	227-S1
4	2	ARM CRANKS & STDS 20414 WITH 2 PLATES 20417	204	204-S1
5	1	PCARRIER 22222 WITH STRAP 22239 PLANS 222-318, 222-322 RESPECTIVELY		
6	4	SOLID JAWS	2066	206-S1
7 & 8	3	WIDE & S.CREW JAWS (20610) & (20612) RESPECTIVELY	206	206-S1
9 & 10	4	TIE STRAPS 212372 & 212374	237	237-S1
11	2	SWITCH CIRCUIT CONTROLLERS COMPLETE	2537	253-S1
12	4	3/8 x 8 SQ HD BOLTS (Each With 1/2 Washer & Hex Nut)		
13	4	Hex		
14	4	3/4 x 4 1/2 LAG SCREWS		



ASSEMBLY - "B"
(WITH DETECTOR BAR)

ITEM NO.	QTY	NAME	FIG.	PLAN
1	2	FRONT & LOCK RODS COMPLETE	2109	210-S1
2	2	OPERATING RODS	2153	215-S1
3	2	PLUNGER LOCKS	2273	227-S1
4	2	ARM CRANKS & STDS 20414 WITH 2 PLATES 20417	204	204-S1
5	1	PCARRIER 22222 WITH STRAP 22239 PLANS 222-318, 222-322 RESPECTIVELY		
6	6	SOLID JAWS	2066	206-S1
7	1	WIDE JAW	20610	206-S1
8	4	SCREW JAWS	20612	206-S1
9	2	TIE STRAPS	2372	237-S1
10	2	TIE STRAPS	2374	237-S1
11	2	SWITCH CIRCUIT CONTROLLERS COMPLETE	2537	253-S1
12	4	3/8 x 8 SQ HD BOLTS (Each With 1/2 Washer & Hex Nut)		
13	4	Hex		
14	4	3/4 x 4 1/2 LAG SCREWS		
15	2	53'-0" DETECTOR BARS COMPLETE	20725	207-53
16	2	DETECTOR BAR DRIVING PIECES	20732	207-34
32	1	RAIL CLIPS COMPLETE 100 LBS P.S.	20724	207-32
32	1	RAIL CLIPS COMPLETE 85 LBS P.S.	20722	207-32
32	1	RAIL CLIPS COMPLETE 100 LBS P.R.R.	20710	207-51
32	1	RAIL CLIPS COMPLETE 85 LBS P.R.R.	20712	207-51

NOTE:
Plunger Lock Casting shall be bolted to Base Plate with 2 - 3/4" x 2" Bolts and 2 - 3/4" x 4 1/2" Lag Screws into head tie.
Base Plates secured otherwise with 10 - 3/4" x 4 1/2" Lag Screws.
Crank stand bolted to supporting plate with 2 - 3/4" x 2" Bolts (3) and 2 - 3/4" x 8 3/4" Bolts (2) through tie. Supporting Plate secured to other tie with 2 - 3/4" x 4 1/2" Lag Screws (4).
For P.S. rail set Bottom of Plunger Lock Plate 5/8" below base of rail.
For P.R.R. rail set Bottom of Plunger Lock Plate 3/4" below base of rail.
For P.S. or P.R.R. rail set Bottom of Crank Supporting Plate 5/8" below base of rail.
Ties No. 1 and No. 3 - 9'-6" long, Tie No. 2 - 11'-6" long and Tie No. 2A - 12'-0" long.
Switch Rods, Bridle Plate and Rail Braces to be furnished with Switch Points. For details see M. W. Plans covering these details.
Detector Bar (when used) shall be arranged to give 53'-0" continuous protection and shall lap Switch Point a distance equal to the stroke of Bar.
The first and second Rail Clips at each end of Bar, shall be spaced 8' and 26' respectively from end, the remaining Clips approximately 3'-9".

ELEVATION AT "A-A"



STANDARD
MECHANICAL SWITCH LAYOUT
APPLICATION TO TWO SINGLE SWITCHES
5 FT. TO 10 FT. BETWEEN POINTS
B.M.A., AUGUST 25, 1917.

Corrected
Arthur
Signal Engineer

W. G. L...
Engineer M. W.

228-S1
FPA 028-1000

Redrawn & Revised - Aug. 25, 1917, max.
Reference to changed Detector Bars
shown dotted & Circuit Controller added