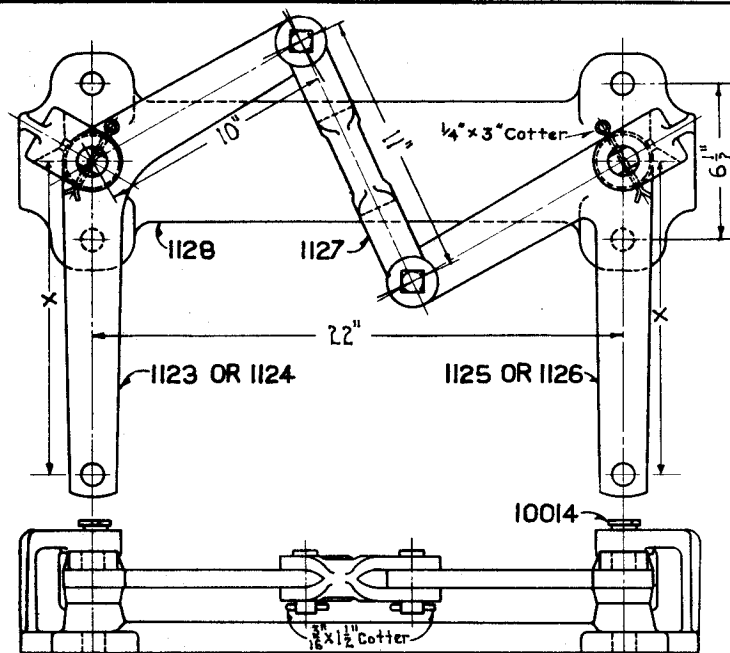
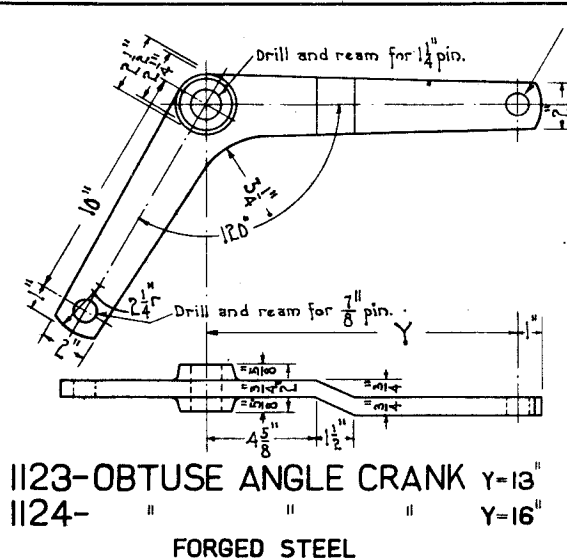
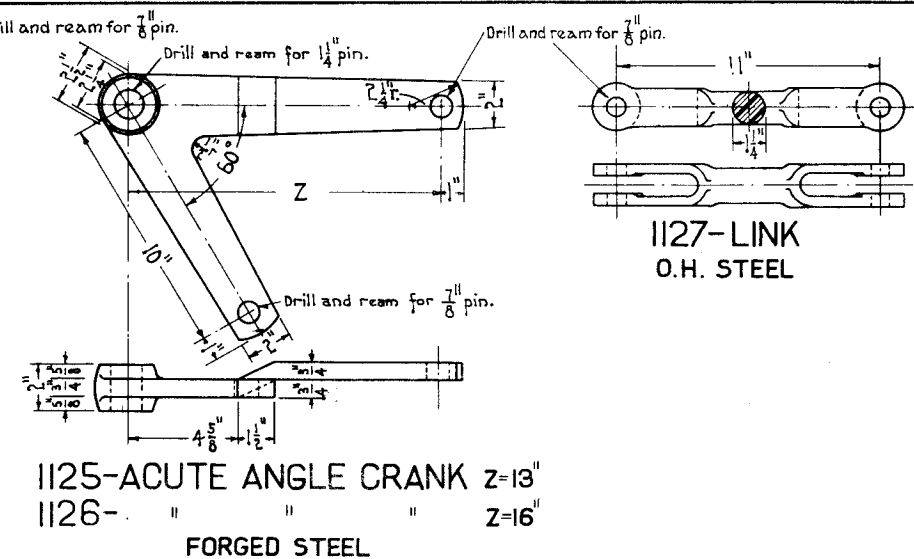




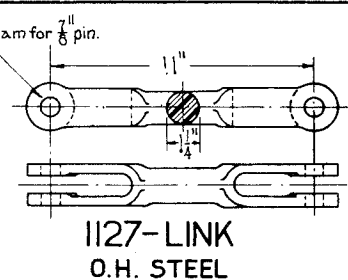
I121-COMPENSATOR WITH I123 & I125
I122- " " I124 & I126



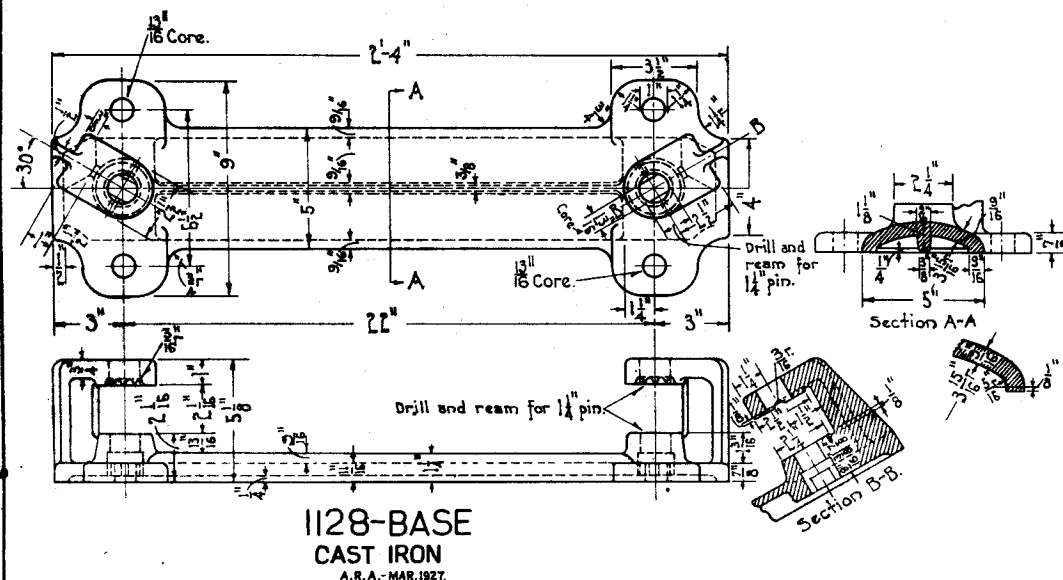
I123-OBTUSE ANGLE CRANK Y=13"
I124- " " Y=16"
FORGED STEEL



I125-ACUTE ANGLE CRANK Z=13"
I126- " " Z=16"
FORGED STEEL

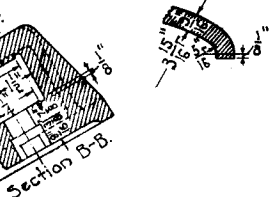


I127-LINK
O.H. STEEL



I128-BASE
CAST IRON
A.R.A.-MAR.1927.

Section A-A



Section B-B

Specifications For Test of Cranks

Each crank shall be tested in tension and compression to strain shown in the following table; which it must stand without a permanent set of more than one thirty second (32) of an inch or other defects; strain to be applied at right angles to arm and through center of pin.

Length of Arm	Pounds Strain
11 1/2" or less.	2500
13"	2200
16"	1800

REVISIONS

B-FEBRUARY 8, 1928.

APPROVED: *A.H. Moody*

18 SHEET

S-112-B



THE PENNSYLVANIA RAILROAD
STANDARD
PIPE COMPENSATOR
ONE-WAY HORIZONTAL

OFFICE OF CHIEF SIGNAL ENGINEER, PHILA., PA. AUGUST 2, 1920.

Correct
A.H. Moody
Chief Signal Engineer

Approved
A.H. Moody
Chief Engineer