



NOTE:
 PIPE CARRIERS SHALL BE NOT MORE THAN 8'-0" CENTERS.
 LAMPS AND CONNECTIONS SHALL BE FURNISHED BY M.W. DEPT.
 FOR BONDING AND INSULATION SEE PLAN S-603.
 * FURNISH TWO (2) CRANKS AND STANDS 1003 WHEN DERAIL "A"
 IS INSTALLED.
 † FURNISH TWO (2) CRANKS AND STANDS 1002 WHEN DERAIL "B"
 IS INSTALLED.
 ⊕ SPECIFY ARRANGEMENT OF CONTACTS.

ASSEMBLAGE

ITEM	REQ'D.	NAME	FIGURE	PLAN
1	1	FRONT AND LOCK ROD	30516	S-305
2	1 ⊕	HAND OPERATED S. AND L. MECHANISM	2602	S-260
3	1	† CRANK AND STAND	1002	S-100
4	1	* CRANK AND STAND	1003	S-100
5	3	SUPPORTING PLATES	1013	S-101
6	3	SOLID JAWS	1213	S-121
7	3	SCREW JAWS	1219	S-121
8	20	PIPE CARRIERS NO. 8 CROSSOVER	1404	S-140
	24	" " NO. 10 "		
9	20	PIPE CARRIER SUPPORTS NO. 8 "	13810	S-138
	24	" " NO. 10 "		
10	1	TIE STRAP	2002	S-200
11	175'	SIGNAL PIPE AND COUPLINGS - NO. 8 CROSSOVER	1364	S-136
	200'	" " " - NO. 10 "		
12	15	3/4" x 4 1/2" GAL. IRON LAG SCREWS		
13	6	3/4" x 2" SQ. HD. BOLTS WITH HEX. NUTS		
14	10	3/8" x 8 3/4" SQ. HD. BOLTS WITH PLATE WASHERS AND HEX. NUTS		
15	1	OPERATING ROD	33114	S-331
16	2	PADLOCK STANDS	26024	S-260

REVISIONS

REDRAWN FROM APPROVED
 PLAN S-233-A, DATED 12-10-23
 AND REVISED.

1 SHEET

S-233-B

THE PENNSYLVANIA RAILROAD
 STANDARD

ARRANGEMENT FOR LOCKING
 NON-INTERLOCKED TURNOUT
 PROTECTED BY SIGNAL

OFFICE OF CHIEF SIGNAL ENGINEER, PHILA., PA., OCT. 9, 1925

Approved: *Arthur W. McKinney* Chief Signal Engineer
 Approved: *Pat McKinney* Engineer of Standards
 Approved: *Pat McKinney* Signal Engineer