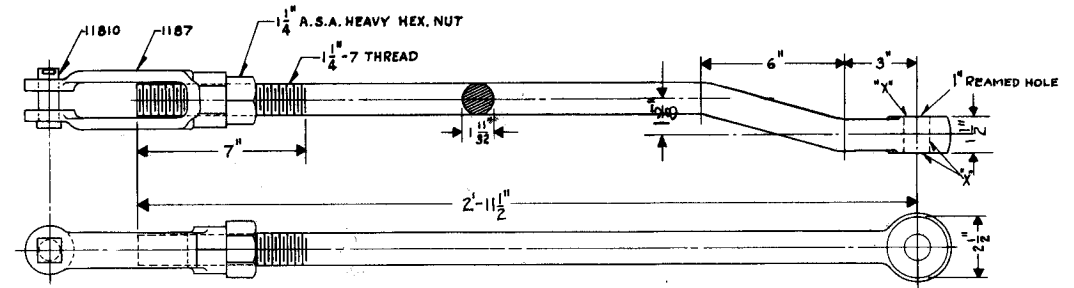


FOR 8" MOVEMENT, REVERSE
CRANK AND SHIFT PIN.

FOR 3/16" BOLT

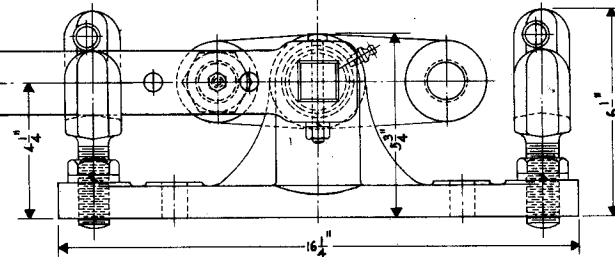
.999" DIA.
.997" DIA.



2373 CONNECTION COMPLETE AS SHOWN.
O. H. S.
STORES CAT. REF. NO. 2A-4892

NOTE 1- FURNISH 4 - 3/4" X 2 1/2" 3Q. HD. BOLTS WITH
HEX. NUTS & SPRING LOCK WASHERS
WITH EACH LEVER & STAND.

MAKE END OF LEVER AS
SHOWN DOTTED FOR 2371

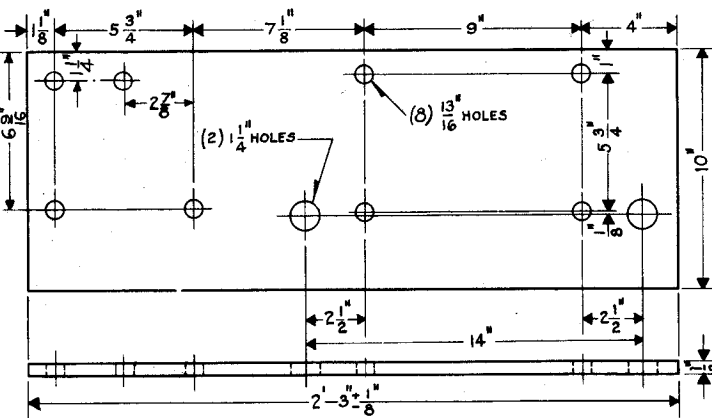


2371 LEVER & STAND COMPLETE L = 2'-6"
AS SHOWN.
STORES CAT. REF. NO. 2A-4890

2374 COMPLETE L = 4'-0"
AS SHOWN
STORES CAT. REF. NO. 2A-5430

NOTE 2-

1. BEFORE SHIPMENT, MANUFACTURER SHALL PAINT ALL EXPOSED
SURFACES OF APPARATUS, EXCEPT SURFACES MARKED 'X', WITH
A GOOD GRADE OF BLACK PAINT. SURFACES MARKED 'X' SHALL
BE WELL GREASED.



2372 BASE PLATE O. H. S.
STORES CAT. REF. NO. 2A-4891.

REVISIONS

SUPERSEDES PLAN S-236-C, DATED OCT. 21, 1924 AND LAST REVISED DEC. 15, 1926.
REVISED: 3-3-45 THROW LEVER FORMERLY 2'-6" LONG. END OF THROW LEVER REDESIGNED. APPROVED:
REVISED OCT. 25-1946 2 1/16" DIA. IN 2373 WAS 3'-0 1/2". 1 7/8" SIDE SET IN 2373 WAS 3". 2374 ADDED. TWO 1 1/2" DIA. HOLES ADDED IN UPPER LEFT END OF 2372 FOR L.A.S. WHEN REQUIRED. REV. OF 3-3-45 CANCELLED. APPROVED:

H. S. Piffle

1 SHEET



S-237-C

THE PENNSYLVANIA RAILROAD

STANDARD

LEVER AND STAND

OFFICE OF CHIEF ENGINEER, PHILA., PA.

JUNE 15, 1944.

Approved

H. L. Stanton
Assistant Chief Engineer-Signals

Approved

H. S. Piffle
Chief Engineer