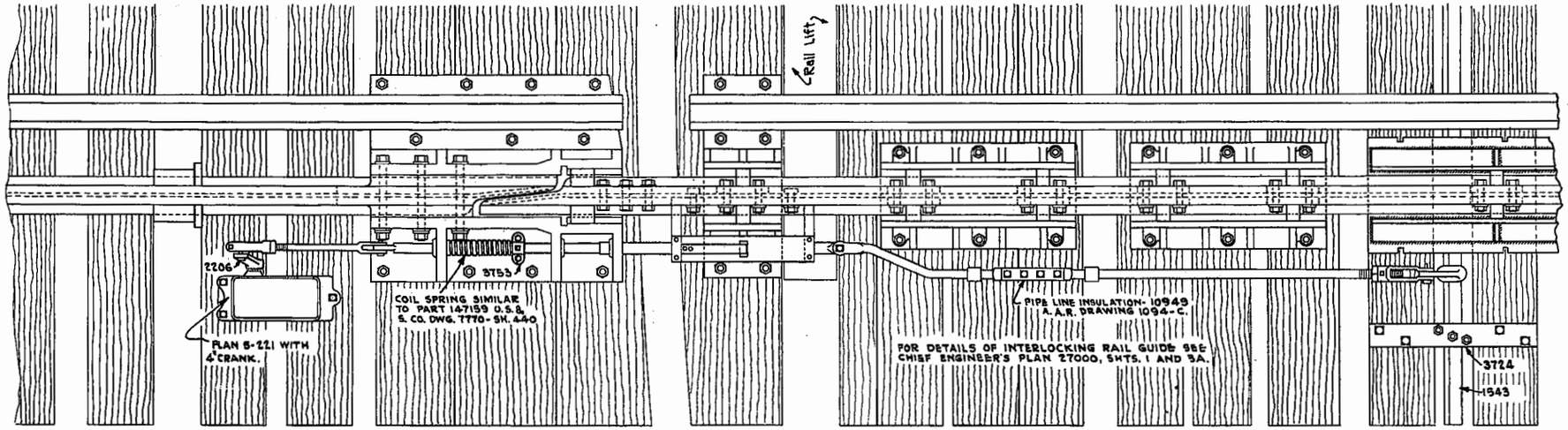
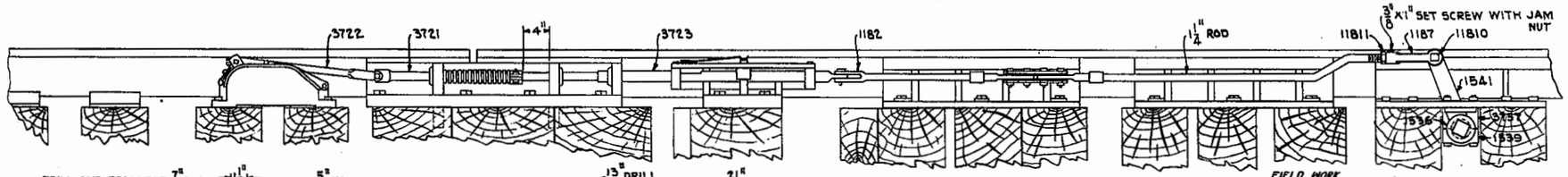
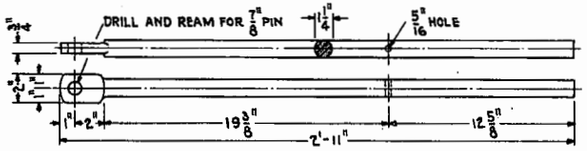
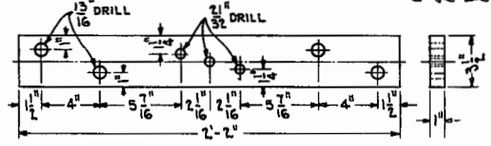






3721 - PLUNGER
O.H.S.



3724 - PLATE
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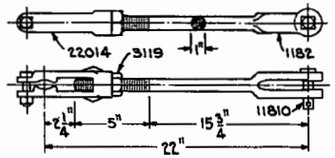
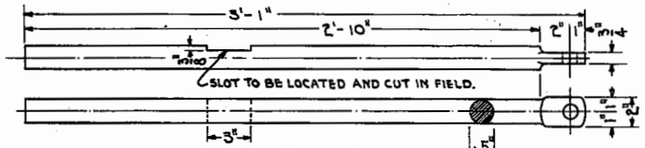


3722 - CONNECTOR



3723 - PLUNGER
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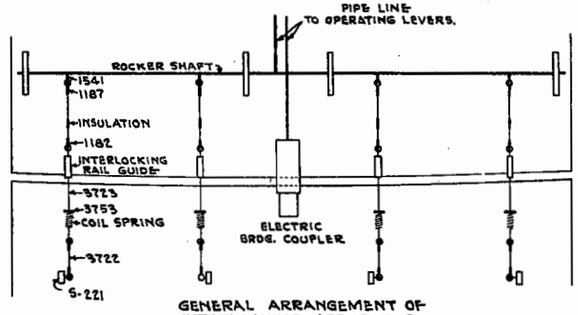

GENERAL ARRANGEMENT OF INTERLOCKING APPARATUS.

ENGINEERING REQUIREMENTS

1. (a) FOR EACH FOUR RAIL LOCKS, USE ONE LEVER, AND A SEPARATE LEVER FOR OPERATING THE ELECTRIC BRIDGE COUPLERS.
   (b) PROVIDE MECHANICAL OR ELECTRICAL LOCKING SO THAT THE RAIL LOCKING LEVER MUST BE IN THE UNLOCKED POSITION BEFORE THE LEVER FOR OPERATING THE ELECTRIC BRIDGE COUPLER IS PUT NORMAL (COUPLER DISENGAGED).
2. (a) CIRCUITS SHALL BE SO ARRANGED THAT ALL RAILS MUST BE UNLOCKED, ELECTRIC BRIDGE COUPLERS WITHDRAWN BEFORE POWER CAN BE APPLIED TO WITHDRAW WEDGES AND RAISE LATCHES AND LIFT BEAMS. DRAW WEDGES MUST BE ENTIRELY WITHDRAWN AND DRAW LATCHES AND RAIL LIFT BEAMS RAISED PROPERLY BEFORE POWER BE APPLIED TO SWING DRAW.
   (b) IN RETURNING DRAW TO CLOSED POSITION, CIRCUITS SHALL BE SO ARRANGED THAT DRAW MUST BE CENTERED WITH DRAW LATCH ENTIRELY DOWN BEFORE DRAW WEDGES CAN BE DRIVEN; DRAW WEDGES MUST BE DRIVEN PROPERLY AND RAIL LIFT BEAMS DROPPED IN PLACE BEFORE LEVERS OPERATING ELECTRIC BRIDGE COUPLERS AND RAIL LOCKS CAN BE THROWN.
   (c) TO MAKE THE PROCEDURE OUTLINED EFFECTIVE, THE CIRCUITS SHALL BE SO INTERCONNECTED WITH THE DRAW WEDGE AND SWING CONTROLS THAT ALL OPERATIONS OF SIGNAL AND DRAW MACHINERY MUST SUCCEED EACH OTHER IN THE FOLLOWING PREDETERMINED ORDER:-

TO OPEN DRAW

(a) SIGNALS AND SMASHBOARD NORMAL.
(b) TROLLEY CARRIERS WHEN REQUIRED, OPEN.
(c) RAIL LOCKS WITHDRAWN.
(d) BRIDGE COUPLERS WITHDRAWN.
(e) WITHDRAW WEDGES, RAISE RAILS AND LATCHES.
(f) TURN BRIDGE.

TO CLOSE DRAW

THE ABOVE ORDER OF OPERATION SHALL BE REVERSED.

FIELD WORK

1. A CIRCUIT CONTROLLER, PLAN S-221, SHALL BE CONNECTED TO AND OPERATED BY EACH DRAW WEDGE, DRAW LATCH, RAIL LIFT BEAM AND RAIL LOCK PLUNGER FOLLOWER. CIRCUIT CONTROLLERS SHALL BE CONNECTED TO EACH TROLLEY CLOSING DEVICE WHEN REQUIRED.
   ELECTRIC OR MECHANICAL LOCKING SHALL BE PROVIDED TO LOCK THE BRIDGE AND RAIL OPERATING CLUTCHES IN PROPER SEQUENCE.
2. ELECTRICAL BRIDGE COUPLERS SHALL BE EQUIPPED WITH CONTACTS TO INDICATE WHEN THE COUPLER IS NORMAL (COUPLER DISENGAGED) AND REVERSE (COUPLER CLOSED).
3. WHEN LOCKED, THE RAIL LOCKING PLUNGER SHALL ENTER LOCKING HOLE FULL THICKNESS OF BRIDGE SEAT CASTING, LESS 1/8", WHEN UNLOCKED IT SHALL CLEAR THE LOCKING HOLE, NOT LESS THAN 3 INCHES.
4. CIRCUIT CONTROLLERS OPERATED BY DRAW WEDGES, DRAW LATCHES AND RAIL LOCKING PLUNGERS, SHALL BE ADJUSTED TO MAKE CONTACTS IN BOTH THE LOCKED AND UNLOCKED POSITIONS; CONTROLLERS OPERATED BY THE RAIL LIFT BEAM SHALL MAKE CONTACTS IN RAISED AND SEATED POSITIONS.
5. INSULATION SHALL BE PLACED IN PIPE LINES AND CONNECTIONS, IF NECESSARY, TO PREVENT THE GROUNDING OR SHUNTING OF TRACK CIRCUITS.
6. CIRCUIT CONTROLLERS CONNECTED TO WEDGES SHALL BE SO ADJUSTED THAT THE CIRCUITS WILL OPEN IF WEDGES ARE NOT FULLY DRIVEN, OR IF DRIVEN TOO FAR.

REVISIONS	
B AUGUST 16, 1937	PL.S.
APPROVED: N.L. Shanahan	

FOR USE WITH 131 lb RE OR 152 lb P.S. RAILS.

1 SHEET

S-372-B

THE PENNSYLVANIA RAILROAD
STANDARD

DRAWBRIDGE LOCKING

FOR CENTER PIVOT DRAW
Office of Chief Signal Engineer, Phila., Pa. May 14, 1935.

Approved: A.H. Rudd, Chief Signal Engineer
Approved: N.L. Shanahan, Chief Engineer

EKF MKEY

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