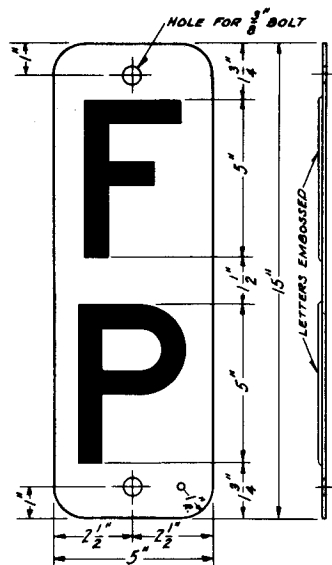
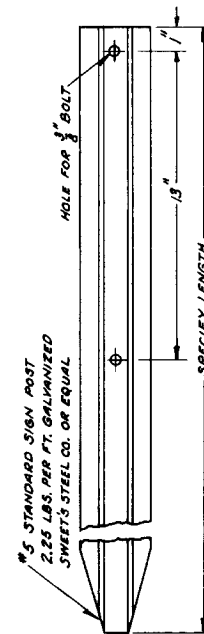


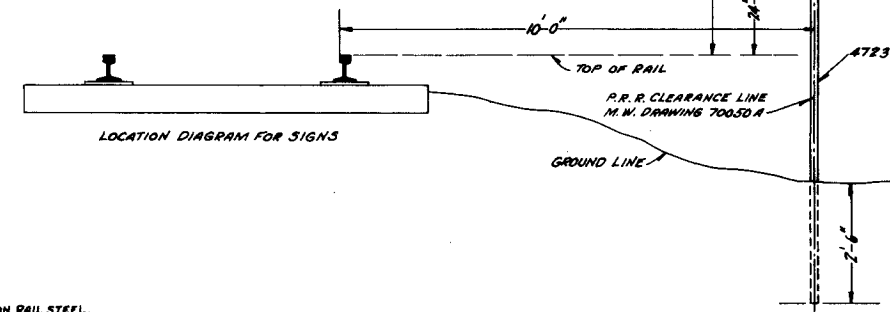
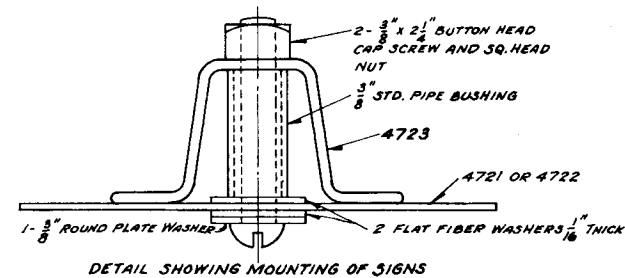
**4721 SIGN** COMPLETE WITH BACK PLATE.  
STORES CAT. REF. NO. 2A-5597



**4722 SIGN**  
STORES CAT. REF. NO. 2A-5598



**4723 SIGN POST** HIGH CARBON RAIL STEEL.  
STORES CAT. REF. NO. 2A-5599



**NOTES:-**

1. MATERIAL FOR FRONT PLATE AND BACK PLATE OF SIGN 4721 AND SIGN PLATE OF SIGN 4722 SHALL BE #16 GAGE GALVANNEALED STEEL, OR STEEL PARKERIZED AFTER FABRICATION. LETTERS ON BOTH SIGNS SHALL BE EMBOSSED.
2. FOR SIGN 4721, THE COLOR OF BACKGROUND AND BACK OF FRONT PLATE SHALL BE BLACK BAKED-ON ENAMEL. COLOR OF LETTERS SHALL BE WHITE BAKED-ON ENAMEL. FRONT AND BACK OF BACK PLATE SHALL BE BLACK BAKED-ON ENAMEL.
3. FOR SIGN 4722, THE COLOR OF BACKGROUND AND BACK OF SIGN SHALL BE WHITE BAKED-ON ENAMEL. COLOR OF LETTERS SHALL BE BLACK BAKED-ON ENAMEL.
4. REFLECTOR BUTTONS FOR SIGN 4721 SHALL BE ROUND, OF THE PRISMATIC TYPE 1/2 INCH IN DIAMETER, #5 CLEAR FLAT STIMSONITE, ALL PLASTIC, MOUNTED BETWEEN FRONT AND BACK PLATES. NUMBER OF BUTTONS AS INDICATED.
5. MANUFACTURER OF SIGNS SHALL FURNISH SIGN 4721 OR SIGN 4722 ONLY.
6. LETTERS OF SIGNS SHALL BE PROPORTIONED IN ACCORDANCE WITH UNITED STATES PUBLIC ROADS ADMINISTRATION, FEDERAL WORKS AGENCY DESIGN, SERIES D, BOOK-LET P-3378.
7. SIGN 4722 SHALL BE LOCATED, LONGITUDINALLY, 10 FEET BACK OF A POINT, WHERE TRACK CENTERS BETWEEN MAIN TRACK AND TRACK TO WHICH SIGN APPLIES ARE SEPARATED AT LEAST 12 FEET - 2 INCHES.
8. SIGNS SHALL BE ATTACHED TO SIGN POST 4723 ONLY.
9. SIGN POST 4723 SHALL BE DRIVEN INTO GROUND AT LOCATION SELECTED, AFTER WHICH SIGN 4721 OR SIGN 4722 SHALL BE MOUNTED THEREON AS SHOWN IN DETAIL ON THIS DRAWING.
10. THE 3/8" BUSHING INDICATED IN DETAIL OF MOUNTING, SHALL BE OF SUCH LENGTH THAT SIGN WILL BEAR FIRMLY AGAINST POST, BUT NOT TO BEND SIGN.
11. FRONT AND BACK PLATES OF SIGN 4721 SHALL BE FIRMLY HELD TOGETHER WITH TWELVE 10/24 x 5/16 ALUMINUM ASSEMBLY BOLTS WITH VANDAL RESISTING NUTS.

**REVISIONS**

1 SHEET



**S-472-A**

**THE PENNSYLVANIA RAILROAD**  
STANDARD  
**SIGNS**

END OF BLOCK AND FOULING POINT  
OFFICE OF CHIEF ENGINEER, PHILA., PA., SEPTEMBER 27, 1949.

Approved *H. S. Salmon*  
Assistant Chief Engineer-Signals

Approved *J. H. Smith*  
Chief Engineer