INCANDESCENT ELECTRIC LAMPS, NOT SHOWN ON STANDARD PLAN BASIC NO. S-483, TEMPORARILY APPROVED FOR USE IN SIGNAL SERVICE.

I - Lamps shown on Motive Power List No. 35.

II - Lamps not shown on other railroad lists or plans.

- I -

No.	Watts, Amperes or C.P.	Volts	Bulb (Clear)	Base	Filament	Reference Number	Used for:
1	15 W.	65	S-17	100	Tungsten	38-4167	Signal Lights, S.W. Region.
2	25 W.	65	S-17	100	"	38-4115	U.S.& S.Co. Color Light Signals.
3	50 W.	65	S-19	100	"	38-4162	U.S.& S.Co. Color Light Signals.
4	2 C.P.	6-8	G-6	1000	"	38-4141	Brach Crossing Signal.
5	.3 A.	3.8	G-4½	600	"	38-1530	Train Starting System. Pittsburgh Terminal.

- II -

6	15 W	65	G-12	500	Tungsten	-	Machine Indication Lights, N.Y. Terminal.
7	.3 A.	3½	S-11	1000	C-2 Tungsten	-	Approach Lighting of Semaphore Signals.
8	10 W.	130	G-10	600	Tungsten	-	Lever Indication Light on GRS Model 2 Machine
9	.09-.12 A.	18	T-2	902-slide	Carbon	-	Telephone Type for Indication Lamps on older type E.P. Interlocking Machines.
10	.075-.115 A.	24	T-2	902-slide	"	-	
11	5 W.	13	S-14	100	Tungsten (Double Loop)	-	U.S.& S. Co. Flagman
12	25 W.	115	G-18½	100	Tungsten	-	U.S.& S. CO. Color Light Signal.
13	40 W.	14	S-19	100	Tungsten. Concentrated. 2 filaments in multiple.	-	Color Light Signals at Louisville.
14	15 W.	60	T-7-2½" Overall lg.	500	Tungsten		Train Starting System and Track Models N.Y. Terminal.

When ordering any of the lamps listed above, the requisitions should be so worded so as to make it clear that they are intended for signal work.

Office of the Chief Signal Engineer,
Pennsylvania Railroad System,
Philadelphia, Penna.
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Re-issued - July 2, 1923.

CORRECT:

A. H. RUDD
Chief Signal Engineer.

APPROVED FOR TEMPORARY SERVICE:

E. B. TEMPLE,
Asst. Chief Engineer.