

FIG. A

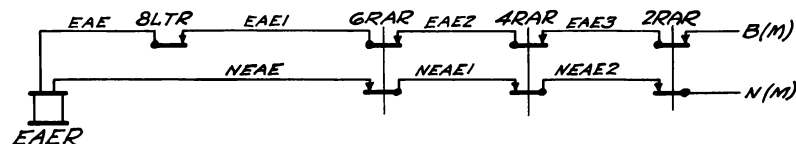


FIG. C

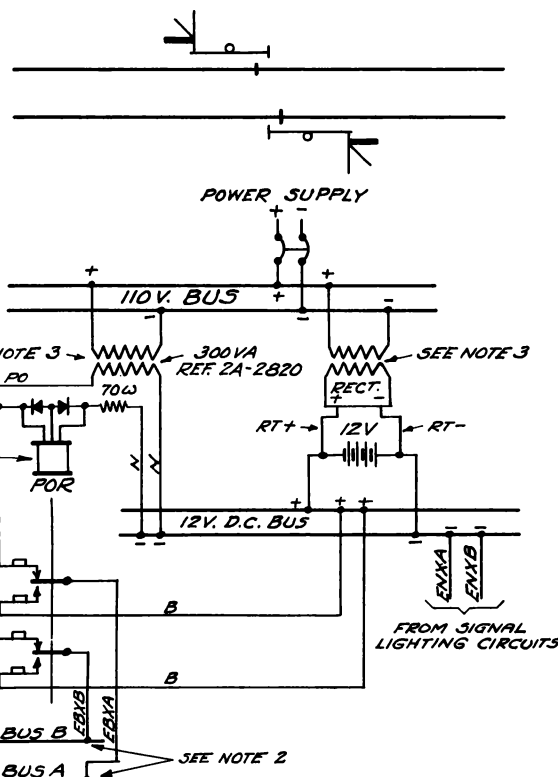


FIG. B

NOTE:

1. BUS A (AND BUS B WHERE REQUIRED) SHALL SUPPLY ENERGY FOR LIGHTING SIGNALS 2R, 4R, 6R AND 8RA, THESE SIGNALS BEING APPROACH LIGHTED DURING AN A.C. POWER OUTAGE. BUS C SHALL SUPPLY ENERGY FOR LIGHTING SIGNALS SUCH AS 8RB WHERE CONDITIONS DO NOT WARRANT THE INSTALLATION OF A TRACK CIRCUIT APPROACHING SIGNAL.

2. EACH LAMP MAY BE CONSIDERED TO REQUIRE 0.75 AMPERE FOR HIGH SIGNALS AND 1.0 AMPERE FOR DWARF AND PEDESTAL SIGNALS IN DETERMINING CONTACT CURRENT CAPACITY. THE LIGHTING LOAD SHALL BE DIVIDED OVER TWO OR MORE BUSES, IF NECESSARY, TO LIMIT CURRENT TO 15 AMPERES PER CONTACT ON POWER-TRANSFER (POR) AND APPROACH LIGHTING (AER) RELAYS.

3. SEPARATE LIGHTING TRANSFORMERS AND TRANSFORMER-RECTIFIER UNITS ARE INDICATED. WHERE DESIRED, ONE TRANSFORMER WITH SECONDARIES HAVING PROPER VOLTAGES AND SUFFICIENT CAPACITIES MAY BE PROVIDED, ONE SECONDARY SUPPLYING ENERGY TO THE POWER-TRANSFER (POR) RELAY AND SIGNAL LIGHTING CIRCUITS AND ANOTHER SECONDARY SUPPLYING ENERGY TO A RECTIFIER FOR CHARGING STORAGE BATTERY.

REVISIONS

SUPERSEDES PLAN S-805  
DATED 5-10-28.

1 SHEET

S-805



THE PENNSYLVANIA RAILROAD  
TYPICAL

**ARRANGEMENT FOR LIGHTING POSITION  
LIGHT SIGNALS WHEN NORMAL POWER FAILS**

OFFICE OF CHIEF ENGINEER,  
PHILA., PA., JULY 14, 1952.

APPROVED:

W. L. Salmonson  
ASST. CHIEF ENGINEER-SIGNALS

APPROVED:

Chief Engineer