

FOR NEUTRAL OR TWO POSITION TRACK RELAYS.

THE POLARITY OF ADJACENT TRACK SECTIONS SHALL BE OPPOSITE OR STAGGERED.

FOR POLARIZED OR THREE POSITION TRACK RELAYS.

AT INTERLOCKINGS:-

THE POLARITY OF ADJACENT TRACK SECTIONS SHALL BE OPPOSITE OR STAGGERED EXCEPT AS FOLLOWS:

AT HOME SIGNALS, WHEN THE POLE-CHANGER AT THE HOME SIGNAL LOCATION IS IN ITS NORMAL POSITION. IN CASE AN UNUSUAL ARRANGEMENT OF INSULATING JOINTS WOULD RESULT WITHIN THE INTERLOCKING IN ORDER TO SECURE LIKE POLARITIES AT THE HOME SIGNAL LOCATION, THE POLARITIES SHALL BE STAGGERED AND THE STANDARD ARRANGEMENT OF JOINTS PROVIDED WITHIN THE INTERLOCKING. SEE FIG. 1.

WHERE A SIGNAL LOCATED AT THE LEAVING END OF AN INTERLOCKING, IS DISTANT TO ANOTHER HOME SIGNAL, LIKE POLARITIES SHALL BE PROVIDED WHEN THE SIGNAL IS IN ITS NORMAL POSITION. SEE FIG. 2.

OUTSIDE OF INTERLOCKINGS:-

THE POLARITIES OF ADJACENT TRACK CIRCUITS SHALL BE OPPOSITE OR STAGGERED WHEN THE POLARITY OF THE TRACK SECTION BEYOND IS SUCH THAT THE RELAY FOR THAT SECTION IS IN ITS NORMAL OR CLEAR POSITION. SEE FIG. 3.

THE POLARITIES OF ADJACENT TRACK CIRCUITS AT CUT-SECTION LOCATION NEED NOT BE STAGGERED WHERE THE FEED FOR THE FIRST SECTION IS CONTROLLED OVER THE TRACK RELAY FOR THE SECTION BEYOND.

IN GENERAL, THE POLARITY IN POLARIZED TERRITORY SHOULD ALWAYS BE SO ARRANGED THAT SHOULD THE INSULATING JOINTS BREAK DOWN WITH A TRAIN OR A BROKEN RAIL IN THE SECTION AHEAD, THE POLARITY OF THE SECTION APPROACHING A SIGNAL WILL BE SUCH AS TO HOLD OR SHIFT THE CONTACTS OF THE RELAY FOR THE SECTION BEYOND TO THE REVERSE (APPROACH) POSITION.

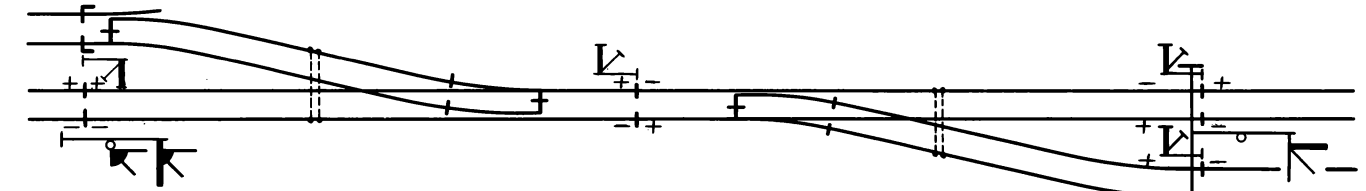


FIGURE 1

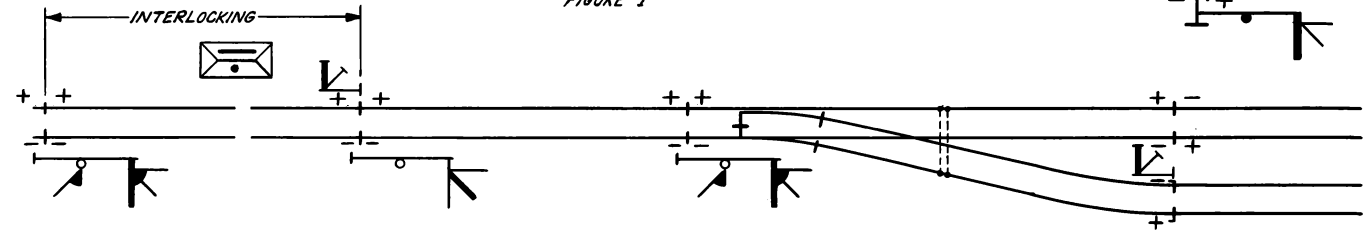


FIGURE 2

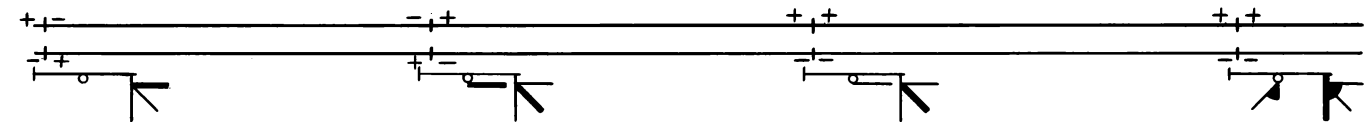


FIGURE 3

REVISIONS

SUPERSEDES PLAN S-809.  
DATED 12-15-20.

1 SHEET

S-809



THE PENNSYLVANIA RAILROAD  
STANDARD

TRACK CIRCUIT POLARITY

THIS IS THE STANDARD  
PRACTICE FOR ALL APPLICABLE

NOT TO SCALE

Approved

Approved

Chief Signal Engineer

Chief Engineer

12-15-20