

FIGURE 1

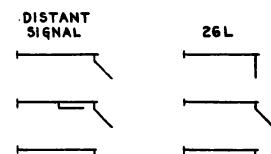
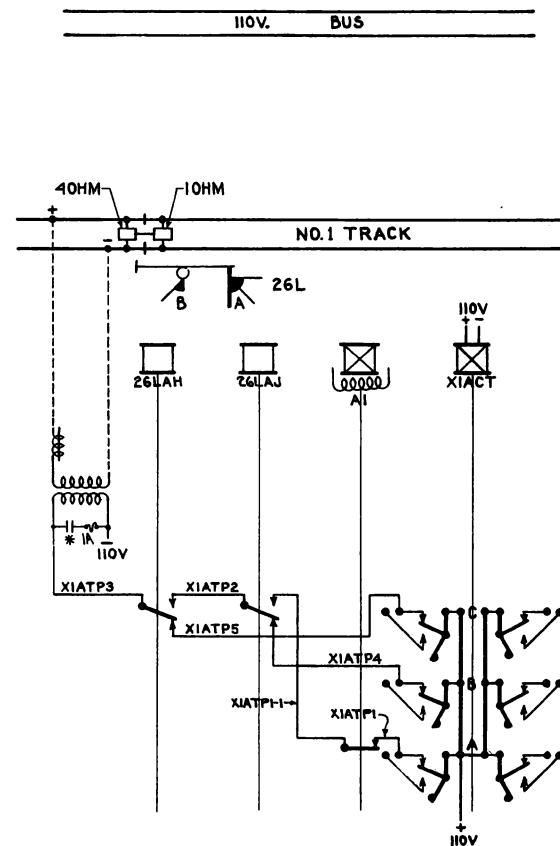


FIGURE 2

NOTES:

1. TRACK CIRCUITS SHALL NOT EXCEED 6000' IN LENGTH. WHERE DISTANCE BETWEEN SIGNALS IS GREATER THAN 6000', CUT SECTIONS IN ACCORDANCE WITH SHEET 1 OF PLAN S-894 SHALL BE PROVIDED.

2. WHERE STRUCTURES ARE GROUNDED TO RAILS TRACK CIRCUITS SHALL NOT EXCEED 4500' IN LENGTH.

*SPARK ARRESTER (2.5 MF CONDENSER)

A=PROCEED INDICATION (100 CODE)
B=APPROACH RESTRICTING INDICATION (120 CODE)
C=APPROACH INDICATION (75 CODE)

APPROVED FOR P. R. R. - P. W. A
ELECTRIFICATION AGREEMENT
DATED DEC. 29th, 1933
GROSS & HILL, ENGINEER
BY *W. Stavel*

100 CYCLE CODE
ELECTRIC ROAD
A.C. PROPULSION

REVISIONS

June 20, 1935. *W. Stavel*
Front contact on track relay
added in 100 code circuit.
Approved: *W. Stavel*
Engt. Teleg. & Sigs.
March 1, 1935. *W. Stavel*
Spark arresters added.

Sheet 1 of 3

S-897

THE PENNSYLVANIA RAILROAD
STANDARD
CODED TRACK CIRCUITS APPROACHING
HOME INTERLOCKING SIGNALS
UNIVERSAL CODE

OFFICE OF ELECTRICAL ENGINEER
PHILA., PA., MARCH 27, 1934.

W. Stavel
Electrical Engineer

W. Stavel
Chief Signal Engineer

W. Stavel
Chief Engineer

NOT TO SCALE

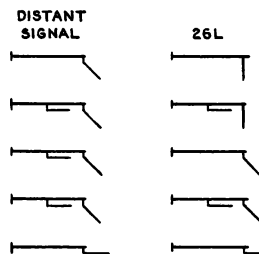
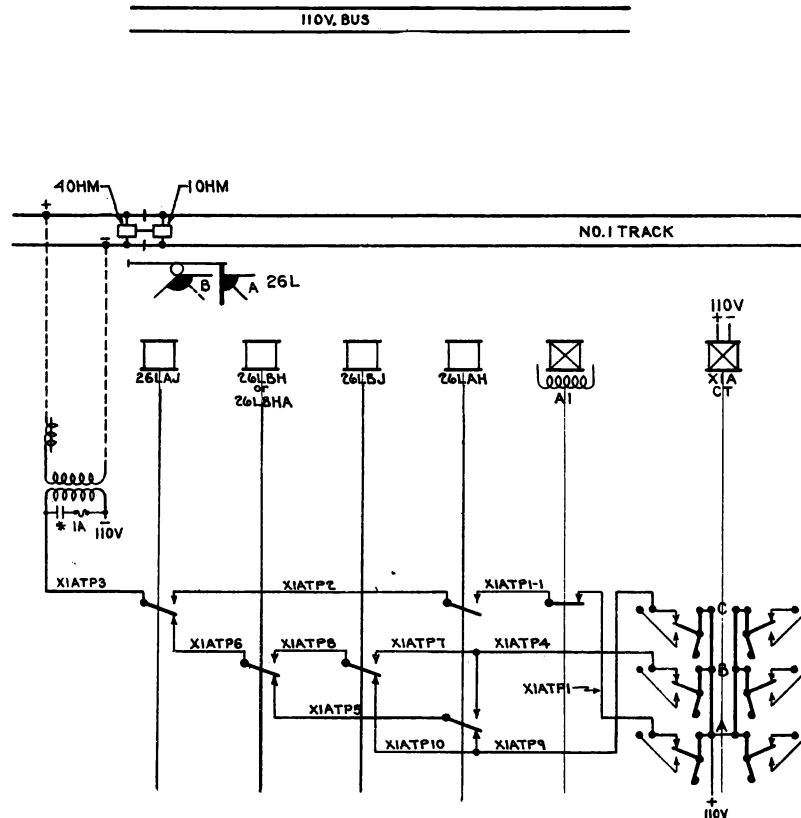


FIGURE 3

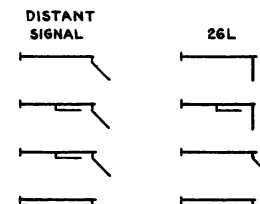
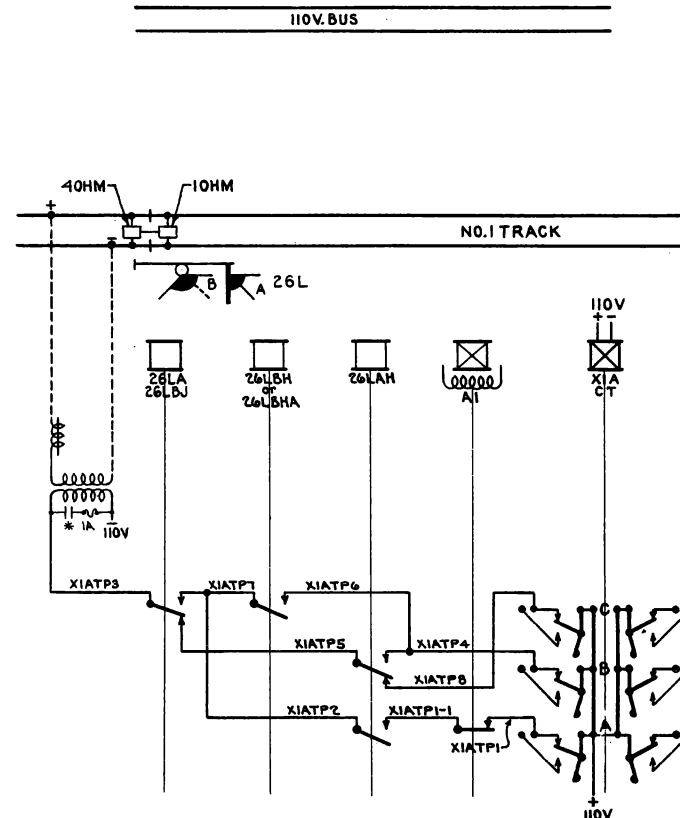


FIGURE 4

NOTES:

1. TRACK CIRCUITS SHALL NOT EXCEED 6000' IN LENGTH. WHERE DISTANCE BETWEEN SIGNALS IS GREATER THAN 6000', CUT SECTIONS IN ACCORDANCE WITH SHEET 1 OF PLAN S-894 SHALL BE PROVIDED.

2. WHERE STRUCTURES ARE GROUNDED TO RAILS TRACK CIRCUITS SHALL NOT EXCEED 4500' IN LENGTH.

*= SPARK ARRESTER (2.5 MF CONDENSER)

A = PROCEED INDICATION (180 CODE)
B = APPROACH RESTRICTING INDICATION (120 CODE)
C = APPROACH INDICATION (75 CODE)

APPROVED FOR P. R. R. - P. W. A
ELECTRIFICATION AGREEMENT
DATED DEC. 29th, 1933
GIBBS & HILL ENGINEER
BY *W. Stand*

100 CYCLE CODE
ELECTRIC ROAD
A.C. PROPULSION

REVISIONS	
June 20, 1935	W. S. A. Front contact on track relay added in 180 Code circuit. Approved: <i>W. S. A.</i> Engr. Teleg. & Sig.
March 1, 1935	W. S. A. Spark arresters added.

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THE PENNSYLVANIA RAILROAD
STANDARD
CODED TRACK CIRCUITS APPROACHING
HOME INTERLOCKING SIGNALS
UNIVERSAL CODE
OFFICE OF ELECTRICAL ENGINEER
PHILA., PA., MARCH 27, 1934.
Approved: *W. S. A.* Electrical Engineer
Approved: *W. S. A.* Chief Signal Engineer
Approved: *W. S. A.* Chief Engineer
NOT TO SCALE

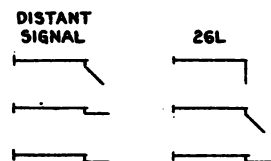
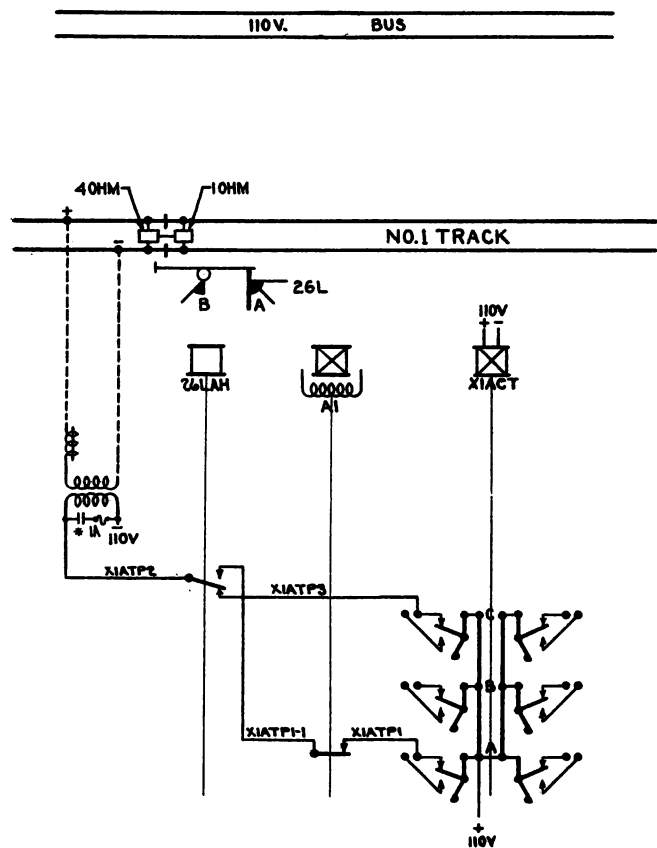


FIGURE 5

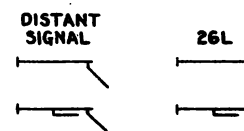
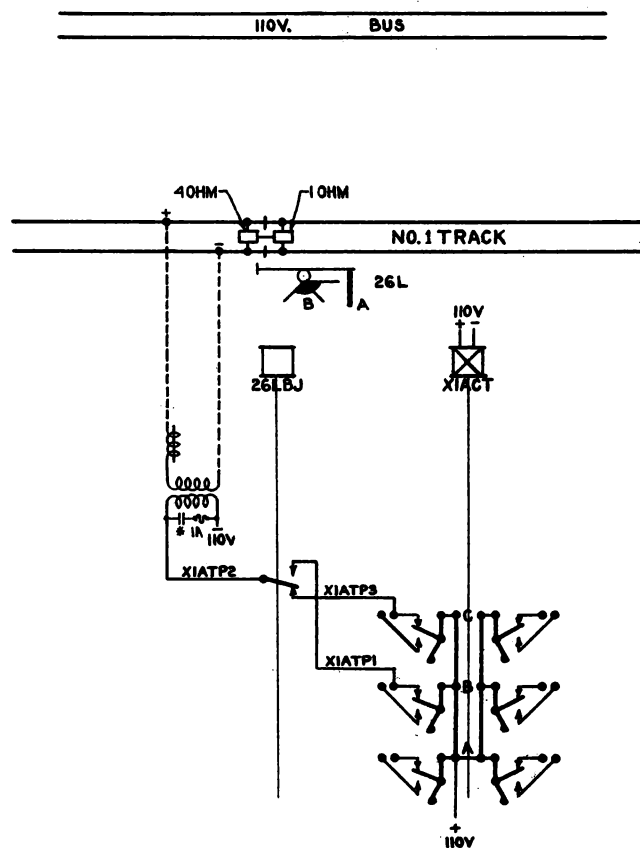


FIGURE 6

NOTES:-

1. TRACK CIRCUITS SHALL NOT EXCEED 6000' IN LENGTH. WHERE DISTANCE BETWEEN SIGNALS IS GREATER THAN 6000', CUT SECTIONS IN ACCORDANCE WITH SHEET 1 OF PLAN S-894 SHALL BE PROVIDED.
 2. WHERE STRUCTURES ARE GROUNDED TO RAILS, TRACK CIRCUITS SHALL NOT EXCEED 4500' IN LENGTH.
- *-SPARK ARRESTER (2.5 MF CONDENSER)

A=PROCEED INDICATION (180 CODE)
B=APPROACH RESTRICTING INDICATION (120 CODE)
C=APPROACH INDICATION (75 CODE)

APPROVED FOR P. R. R. - P. W. A.
ELECTRIFICATION AGREEMENT
DATED DEC. 29th, 1933
GIBBS & HILL ENGINEER
By *R. W. Stovel*

REVISIONS

June 20, 1935. *M. N. Spangler*
Front contact on track relay added in 180 code circuit.
Approved: *M. N. Spangler*
Eng. Telog. & Sign.
March 1, 1935 *con. add*
Spark arresters added.

100 CYCLE CODE
ELECTRIC ROAD
A.C. PROPULSION

Sheet 3 of 3

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THE PENNSYLVANIA RAILROAD
STANDARD
CODED TRACK CIRCUITS APPROACHING
HOME INTERLOCKING SIGNALS
UNIVERSAL CODE

OFFICE OF ELECTRICAL E.
PHILA., PA., MARCH 27
Approved *R. W. Stovel*

NOT TO SCALE