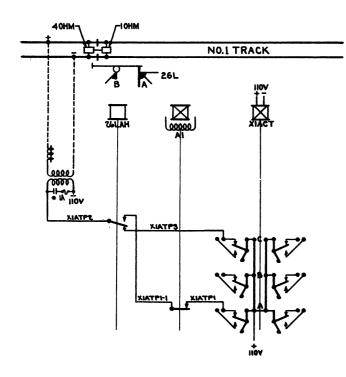
1107. BUS 110V. BUS NOTES: 1. TRACK CIRCUITS SHALL NOT EXCEED 6000' IN LENGTH. WHERE DISTANCE BETWEEN SIGNALS IS GREATER THAN 6000, CUT SECTIONS IN ACCORDANCE WITH SHEET 1 OF PLAN 5-894 SHALL BE PROVIDED. 2. WHERE STRUCTURES ARE GROUNDED TO RAILS TRACK CIRCUITS SHALL NOT EXCEED 4500' 40HM--IOHM IN LENGTH. \*SPARK ARRESTER (2.5 MF CONDENSER) NO.1 TRACK NO.1 TRACK XIACT ZELIAH A=PROCEED INDICATION (180 CODE)
B=APPROACH RESTRICTING INDICATION (120 CODE)
C=APPROACH INDICATION (75 CODE) لعقفقعا لسسا 9000 (mm) HOV XIATP3 XIATP2 XIATP2 XIATPA XI ATPS XIAT76 XIATP5 REVISIONS APPROVED FOR P. R. R. - P. W XIATPI-I ELECTRIFICATION AGREEMENT DATED DEG. 29th, 1933 GEDAS & HILL, ENGINEER e the stand June 20, 1935.
Front contact on track relay added in 180 code circuit. DISTANT DISTANT SIGNAL 26L SIGNAL 26 L 100 CYCLE CODE ELECTRIC ROAD Engr. Teleg. a Sigs. A.C. PROPULSION ann age. March | ,1935 Spark arresters added. 5-897 Sheet1af3 THE PENNSYLVANIA RAILROAD FIGURE 2 STANDARD CODED TRACK CIRCUITS APPROACHING FIGURE 1 HOME INTERLOCKING SIGNALS UNIVERSAL CODE OFFICE OF ELECTRICAL ENGINEER
A PHILA., PA., MARCH 27, 1934. NAT TO SCALE

Electrical Engineer

HOV, BUS 110V. BUS 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' ~10HM IN LENGTH. \*= SPARK ARRESTER (2.5 MF CONDENSER) NO.I TRACK NO.I TRACK <u>रली</u> हम ZGUAH ZGLAH 26LBHA A = PROCEED INDICATION (180 CODE)
B = APPROACH RESTRICTING INDICATION (120 CODE)
C = APPROACH INDICATION (75 CODE) 10000 \* 10 110V لسسا \* 1A 110V XIATP3 XIATP3 XIATPO XIATP6 XIATPS XIATPT XIATP4 KIATPS XIATE REVISIONS XIATI XIATP XIATP2 XIATPI-I APPROVED FOR P. R. E. - P. W. A XIATPIO XIATP9 ELECTRIFICATION AGRICEMENT DATED DEC. 29th, 1933 GIPDS & HILL ENGINEER
BY PLO STAND DISTANT DISTANT June 20,1935. The T.E. Front contact on track relay added in 180 Code circuit. SIGNAL 26L SIGNAL 100 CYCLE CODE IND hangler ELECTRIC ROAD Engr. Teleg.z. Sigs. March 1,1935 4.M.M. ags A.C. PROPULSION Spark arresters added. 5-897 Sheet 2 of 3 THE PENNSYLVANIA RAILROAD STANDARD FIGURE 4 CODED TRACK CIRCUITS APPROACHING HOME INTERLOCKING SIGNALS FIGURE 3 UNIVERSAL CODE OFFICE OF ELECTRICAL ENGINEER TO SCALE PHILA., PA., MARCH 27, 1934. Electrical Engineer

IIOV. BUS

IIOY. BUS



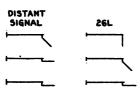


FIGURE 5

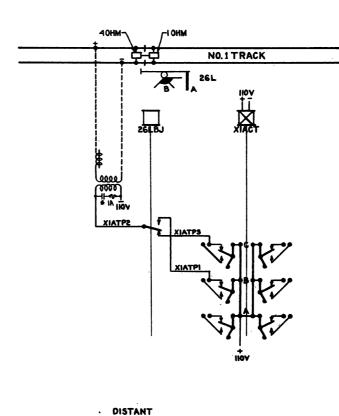


FIGURE 6

SIGNAL

## 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 (75CODE)

APPROVED FOR P. R. R. - P. W. A.
ELECTRIFICATION AGREEMENT
DATED DEC. 2914, 1833
GIBGO HILL ENGINEER
BY TWO STOWN

Front contact on added in 180 code Approved:-

REVISIONS

March 1,1995 sum. Spark arresters added.

Sheet 3of 3

100 CYCLE CODE ELECTRIC ROAD A.C. PROPULSION

₩**?** 

THE PENNSYLVANIA RAILROAD
STANDARD

CODED TRACK CIRCUITS APPROACHING HOME INTERLOCKING SIGNALS UNIVERSAL CODE

OFFICE OF ELECTRICAL ET PHILA., PA., MARCH 27

NOT TO SCA

5-897