

7" 2" 18" 2"

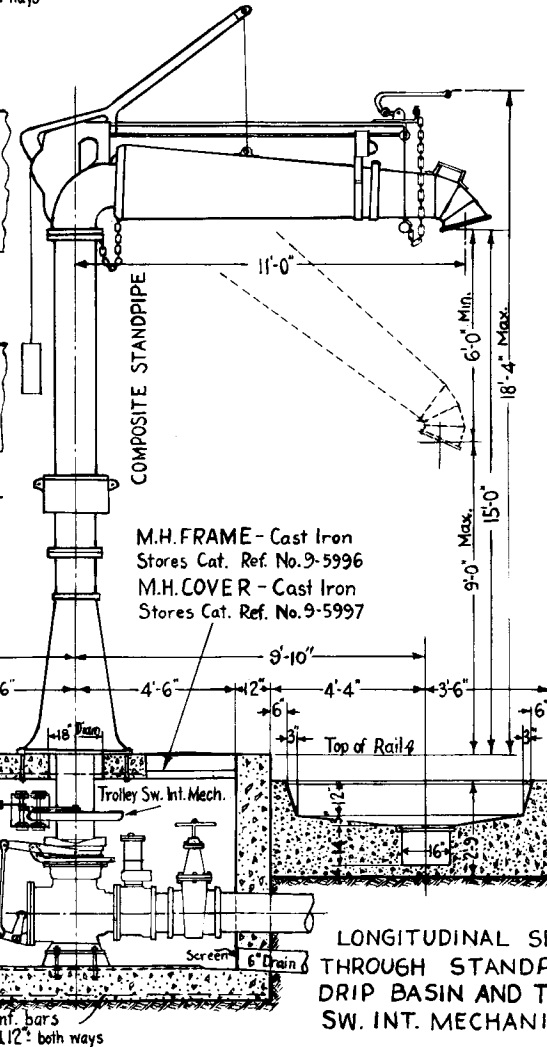
3"

Seats in sidewalls of pit for  
2'-3" C's. - 4.1" x 3'-1" long

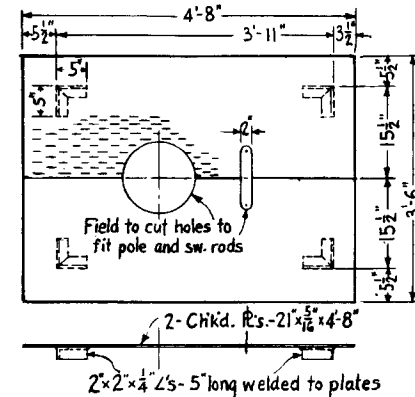
3"

4" 3" 1/4" x 4"

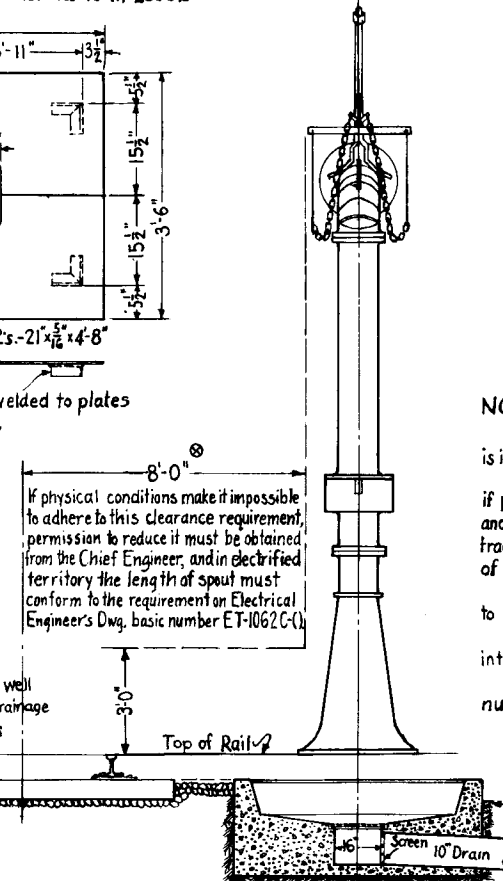
SUPPORTS FOR COVER OF  
TROLLEY SW. INT. MECH. PIT



LONGITUDINAL SECTION  
THROUGH STANDPIPE PIT,  
DRIP BASIN AND TROLLEY  
SW. INT. MECHANISM PIT



COVER FOR TROLLEY  
SW. INT. MECH. PIT  
Material : Structural Steel



TRANSVERSE SECTION THROUGH  
DRIP BASIN AND ROADWAY

NOTE:-

Trolley switch interlock mechanism pit shall be built only where standpipe is installed adjacent to an electrified track from which it is intended to take water.

Where standpipe is installed adjacent to electrified track, it should be located, if possible, midway between catenary bridges. If no means is provided to de-energize and ground the trolley to permit taking water when the tender is standing on the electrified track, a suitable stop must be provided to prevent the spout from turning in the direction of the electrified track.

For general arrangement of trolley switch interlock mechanism as applied to standpipe see Electrical Engineer's Dwg basic number ET-1062 C- ( ).

Water supply line to standpipe shall be installed under drip basin to avoid interference with wood pole.

Concrete shall be class "A" to conform with P.R.R. specification basic number C.E. 77 ( ). All exposed concrete edges to be chamfered  $\frac{3}{4} \times \frac{3}{4}$  Illinois-8'-3" to main and passing tracks only.

**70310-A**

THE PENNSYLVANIA RAILROAD  
STANDARD  
**STANDPIPE PIT, DRIP BASIN**

### TROLLEY SWITCH INTERLOCK MECHANISM PIT

OFFICE OF CHIEF ENGINEER, PHILA. PA. NOVEMBER 1948

Approved: *N. I. Cover*  
Chief of Native Power

Approved  
*[Signature]*  
Chief Engineer