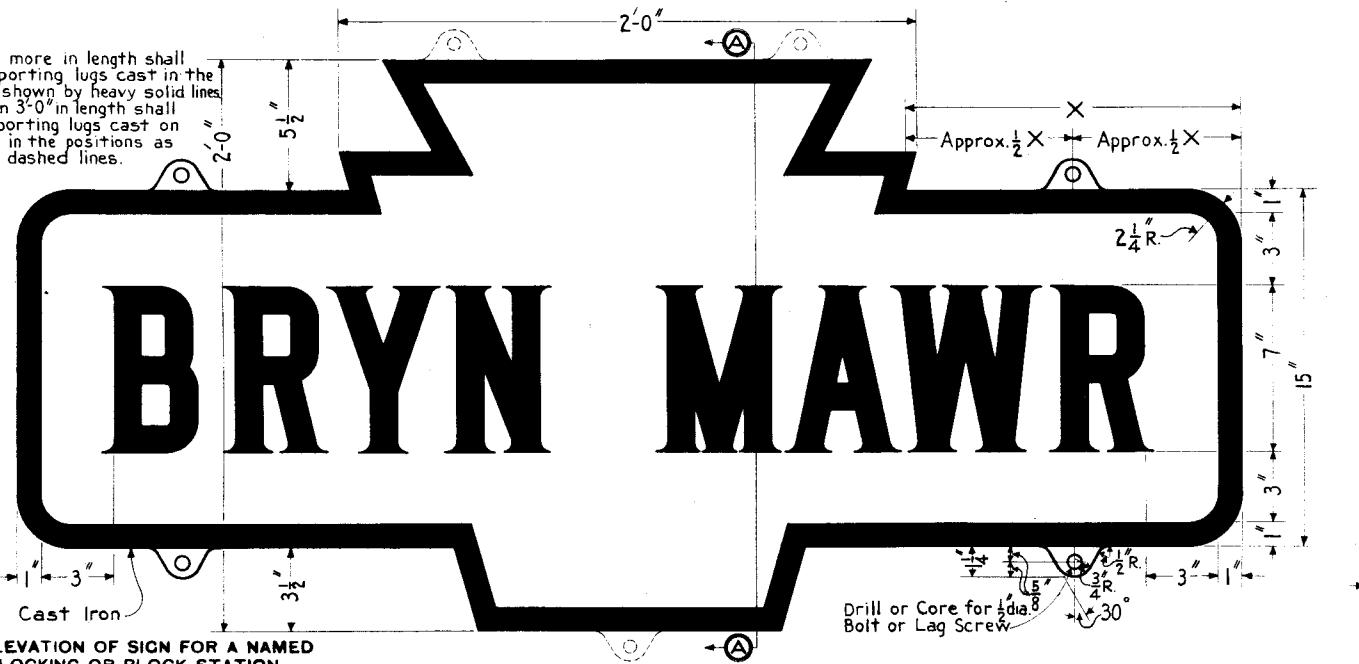
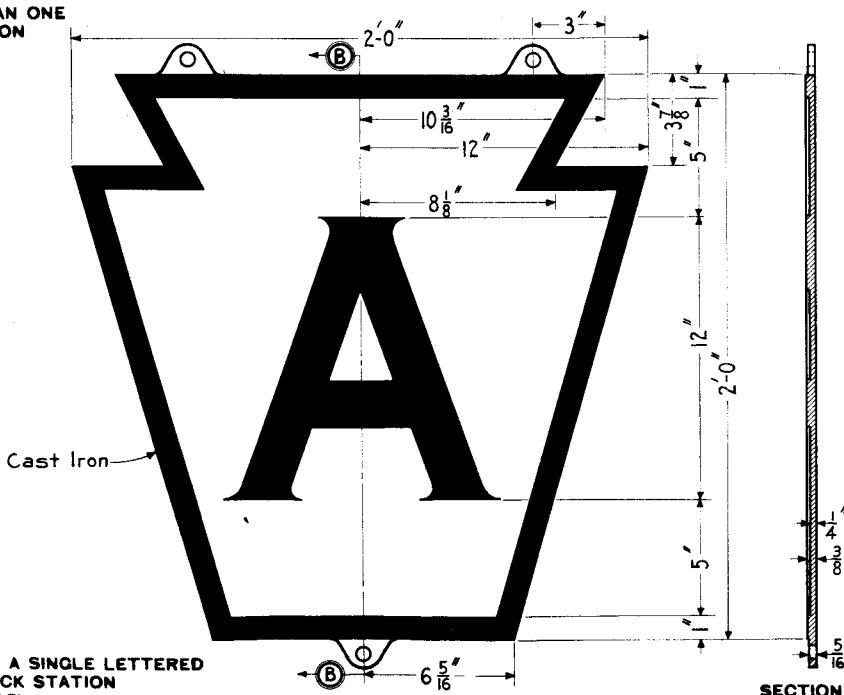


Signs 3'-0" or more in length shall have the supporting lugs cast in the positions as shown by heavy solid lines. Signs less than 3'-0" in length shall have the supporting lugs cast on the keystone in the positions as shown by fine dashed lines.



FRONT ELEVATION OF SIGN FOR A NAMED
INTERLOCKING OR BLOCK STATION
(TYPICAL EXAMPLE)

ALSO FORM OF SIGN WHERE MORE THAN ONE
CHARACTER IS USED AS DESIGNATION



FRONT ELEVATION OF SIGN FOR A SINGLE LETTERED
INTERLOCKING OR BLOCK STATION
(TYPICAL EXAMPLE)

SECTION A-A

NOTE:-

Requisition must specify the name, character or characters designating the call of the Interlocking or Block Station which shall be shown on the sign and the number of such signs required.

On Interlocking or Block Stations designated by name the letters shall be of the proportions and spacing for the condensed letters, as shown on Standard Plan of Letters and Figures for Signs and Notices, basic number 78000- and where designated by letter or letters, figure or figures, or both, they shall be of the proportions and spacing for the full width forms shown on the said Standard Plan.

The characters and border shall be raised $\frac{1}{8}$ inch with slight draft.

Two signs shall be attached to each Interlocking or Block Station, placed in conspicuous positions, one on each side of the building so that they may be easily read from approaching or receding trains.

When attaching the sign to a flat surface, furring strips shall be used to hold the sign away from the surface about 1 inch.

Before leaving the foundry, the manufacturer shall thoroughly clean all surfaces of the casting and apply a priming coat of Red Lead (M. P. Specifications No. 155).

Colors, materials and methods used in painting Call Signs for Interlocking or Block Stations shall be as specified in Instructions for Painting Structural Steel, Buildings and Station Signs.

78163-B



THE PENNSYLVANIA RAILROAD
STANDARD
CALL SIGNS
FOR

INTERLOCKING OR BLOCK STATIONS

OFFICE OF CHIEF ENGINEER, PHILA., PA., DECEMBER, 1928.

Correct
John B. Lashling
Engineer of Standards

Approved

W. H. Schellman
Chief Engineer