Notes:-

Resistances:-

Sh.27 Sh.38 Sh.11 All D.C. relays 1000 ohms except Slow Acting Relays which are 500 ohms (except DN11 relays which are 250 ohms) Approach Code Control Relays which are 250 or 2000 ohms, and Code Following Relays, which are 110 or 225 ohms, as marked.

Resistor X shall be in accordance with plan S-812

SH.11 For bonding see plan S-803.

SH. 27 SH.38 A in references = Penna. Sta. A. Plan CI-1166-A.

W in references = Hackensack, Portal, Plan CI-185-B.

All coders to be equipped with synchronized contacts except locations 70R, W38 and W44.

Sh.43 Where 10 point DN11 slow acting relays are used resistor X and contact it bridges to be omitted.

Sh.11 QR = Quick Releasing

See A

Phase Break Ind. Sigs. shown thus ◯ consist of the outer lights of Pos. Lt. Sig. without background, all lights being lit at one time indicating all M.U. trains must lower pantographs and Electric engines must shut off power while passing phase break section in trolley.

VM Relays used with UT Timers to be DN22A, 2000 Ohms.

REVISIONS

28 | 7-8-75 | C.E.D | M.S. | #MG

PRIOR REV. 27 CANCELLED PER SUPVR. C&S. AND TRACING RESTORED ACCORDINGLY.

~~12-22-69 | V.J.K. | M.S. | GJB. | REH~~
~~UNIVERSAL CODE INSTALLED. ON W10 AND W14 TRK. CTS. IT RELAYS REMOVED FROM W06, 78R, W18-19 LOCS. LIGHTING CIRCUIT FOR 78R SIG. CHANGED PER SK.C-184-194 DATED 4-19-68~~
~~APPROVED:~~
~~IN SERVICE:~~
REV. 27

6-16-64 | L.G.R | G.C.B. | GJB. | P.&P.
CIRCUITS CHANGED FOR REMOVAL OF TRAIN STOPS 82K & 86K "A" TOWER FORMERLY OVER DISTANT SIGNAL.
APPROVED:- F. L. Chatten
IN SERVICE:-

9-8-59 | H.L.G. | C.J.B. | GJB | P.&P.
DRAGGING EQUIPMENT DETECTOR AT SIG. W38 REPLACED BY SELF RESTORING TYPE AT SIG. W44 AND E-SIGN PROVIDED AT SIG. W38.
APPROVED: J. J. Kersch
IN SERVICE: SUPVR. C&S 5-6-64.

Revised:- May 1, 1953 SES PED
Control circuits for automatic train stops removed in tunnel, and code change points added for speed control west of Sig. 70R.
Approved:- J. Kersch
In Service: Supvr. T&S 5-19-54

Revised: August 2, 1948 SHG PED
Relay W30TSM removed from control of Auto. W31 and Relay IT at Auto. W38 removed.
Approved:
In Service: Supvr. T&S 5-19-54.

Revised: Mar. 5, 1948. EAS. PED HBP
Pole changing circuits for RJ relays, lock circuit for signal 2R at PORTAL and lighting circuits for signals W31, W37, W38, W44, W45 changed.
Approved:
In Service: Supt 6-23-48.

Field check as in service completed 11-16-46. Made by:
E. C. Landis Inspector for Supt T.& S.

Revised: August 22, 1947 DJM. PED
Changes as in service per field check of 11-16-46.
Approved: W. G.

Revised: June 26, 1946. (EAS) PED HBP
Ordinary coders and code following relays substituted for synchronous coders at locations W44 and W38.
Approved:
In Service: Field Check of 11-16-46.

Revised: May 19, 1945. (HEH) PED HBP
To agree with new PORTAL circuit plan CI-185-B dated 5-19-1945 and cross bonding of impedance bonds at locations W18-W19, W24-W25 and W37-W38 changed.
Approved:
In Service: Supt. 8-29-46

Revised: March 28, 1944. S.H.G. PED HBP
Ordinary coder and code following relay substituted for synchronous coders at signal 70R.
Approved:
In Service: Supt. 4-25-46.

Revised: February 26, 1944. S.H.G. PED HBP
In accordance with revision of "A" plan C-1166-A dated 2-26-44.
Approved:
In Service: Supt. 4-25-46.

Revised: February 1, 1944. S.H.G. PED HBP
To agree with PORTAL plan C-185-B as revised Feb. 1, 1944.
Approved:
In Service: Supt. 4-25-46.

Revised: Aug. 21, 1943. EAS. HBP
Relay 70RH formerly 1000 ohms. As in service per Supt. letter of 8-20-43.
Approved: R. S. Genshiemer

Revised: Sept. 10, 1942. S.H.G. HBP G.C.B.
To agree with Penna. Station A, plan C-1166-A as revised 9-10-1942 for flood gate protection.
Approved: R. S. Genshiemer
In Service: Supt. 8-20-43.

Field check as in service completed 6-21-40. Made by
E. C. Landis Inspector for Supt. T.&S.

Revised: June 25, 1941 F.X.H. HBP DJM.
Changes as in service per field check of 6-21-40.
Approved:

Revised: April 28, 1938. PED HBP
Control circuits for relay W38M at A Cabin added, as in service per Supt. 4-27-1938.
Approved:

Revised: April 20, 1937. TYH GCB PED
In accordance with automatic signal plan 714-A as revised 4-7-37, and to agree with A Plan C-1166-A as revised 4-20-37.
Approved:
In Service: Supt. 4-27-1938.

Revised: July 8, 1936. SHG HBP
Control of Coder at location W-30, W-31 Changed.
Approved:
In Service: Supt. 6-15-37.

Revised: Feb 26, 1936. DJM. HBP
To agree with Portal for removing Train Stop at Auto. Signal W51(1).
Approved:
In Service: Supt. 6-15-37.

Revised: Aug 15, 1933 EAS HBP
Section break relays removed at W18-W19 and W30-W31 locations.
Approved:
In Service: Supt. 3-7-34

Revised: May 11, 1933. GCB
In accordance with automatic sig. plan 714-A as revised 5-10-33, and power-off relay added at loc. W30.
Approved:
In Service: Supt. 3-7-34

Revised: April 6, 1933 GCB HBP
In accordance with automatic sig. plan 714-A as revised 4-22-32 and frequency formerly 100-
Approved:
In Service: Supt. 3-7-34.

Revised: Aug. 1, 1932. EAS GCB PED
Code circuits changed as in service per Supt. 7-14-32. Sw. B west of loc. 886 removed.
Approved:
In Service: Supt. 12-7-32

Revised: Sept. 18, 1931 GCB HBP
Track circuits changed to end fed A.C. distribution changed from 55V.-60- to 110V.-100- and code circuits added.
Approved:
In Service: Supt. 7-14-32.

Former approved plan 184-C, dated 1-2-20, last revision dated 5-5-30. Redrawn on account of addition of A.C. electrification.
In Service:- Supt. 7-14-32.

SHEET 1 OF 2

CI-184

E.A.S. PED
G.C.B.

PENN CENTRAL

EASTERN REGION - NEW JERSEY DIVISION

AUTO. SIGS. W06 TO W44

MEADOWS HIGH LINE } EASTWARD
NORTH RIVER TUNNELS }

SIGNAL CIRCUITS

OFFICE OF ENGR. TELEG. & SIGS.
NEW YORK, N.Y. Sept. 11, 1930.

NOT TO SCALE

Approved:
Engr. Teleg. & Sigs.