

# SIGNAL MAINTENANCE MANAGER

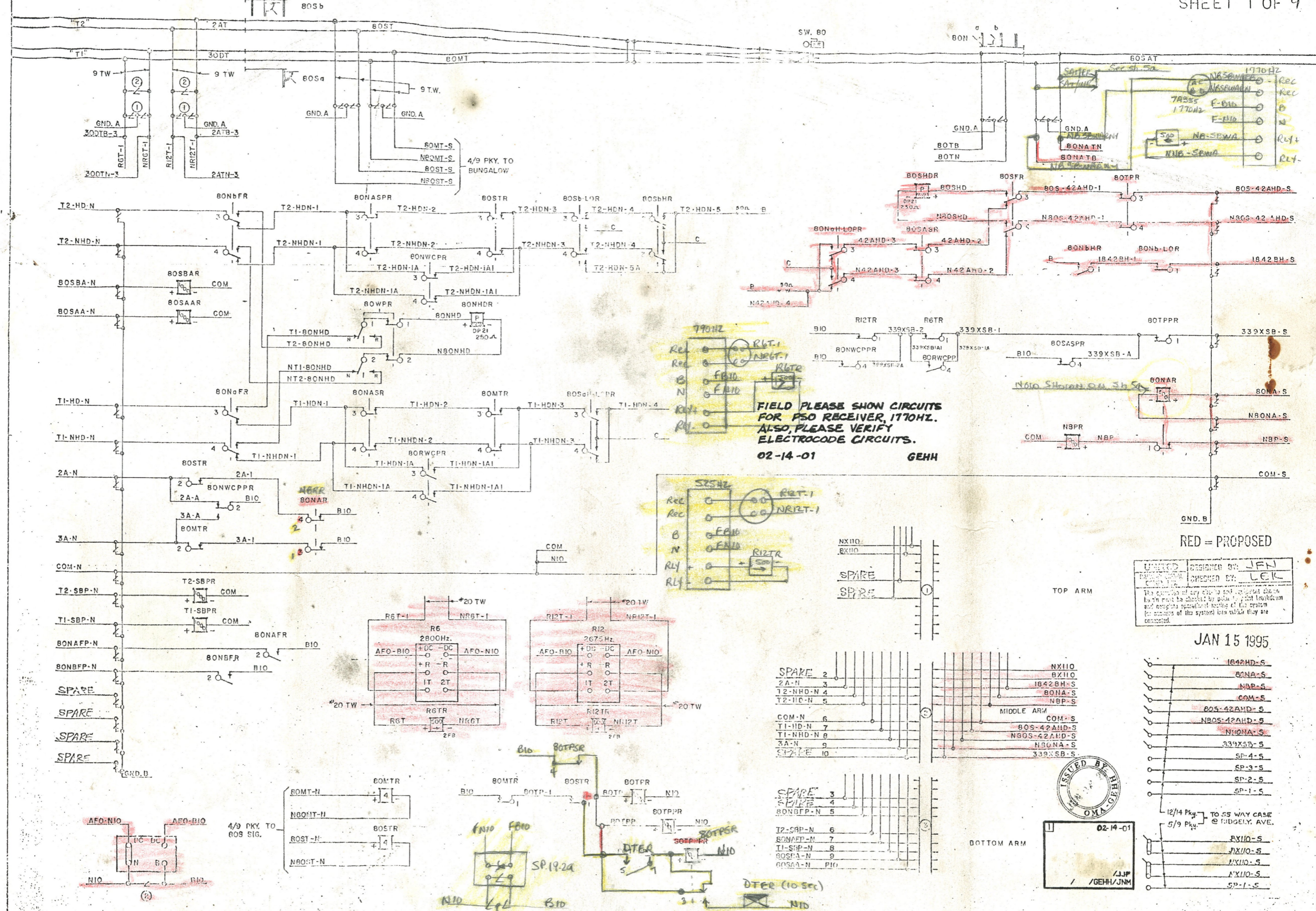
RIDGELY SO. SD 1026-C  
MP 183.2 TO MP 183.35  
SHEET 1 OF 9

RIDGELY SOUTH  
LOCATION 60

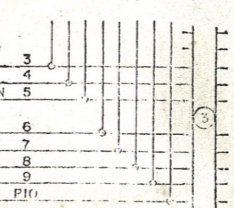
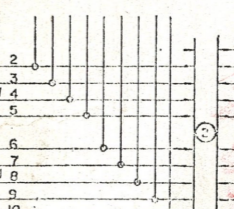
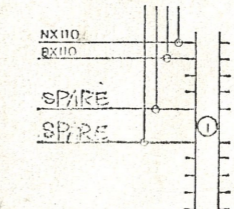
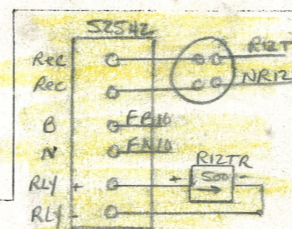
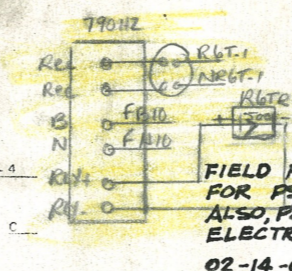
1216'

1645'

2  
1

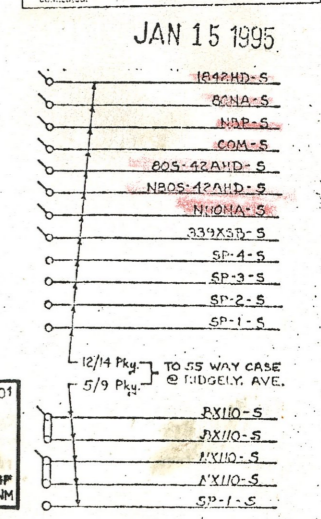


S.R. delay to 2.3 5.7W44



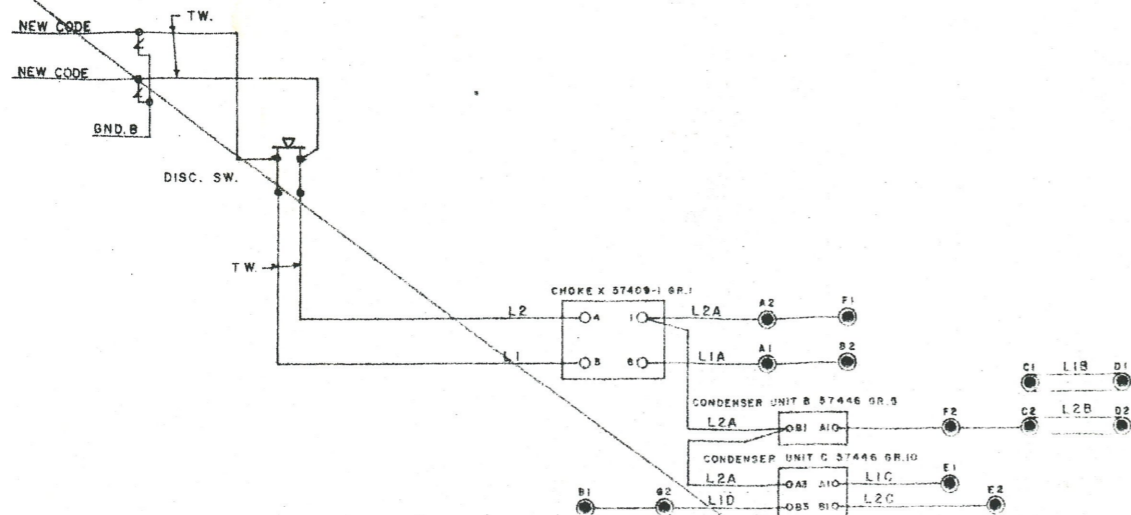
RED = PROPOSED

UNITED STATES SIGNAL CENTER	DESIGNED BY JFN
PROJECT NO. 1026-C	CHECKED BY LEK
The accuracy of any data not indicated herein is to be checked by the user. It is the user's responsibility to verify the accuracy of the system data which they are connected.	



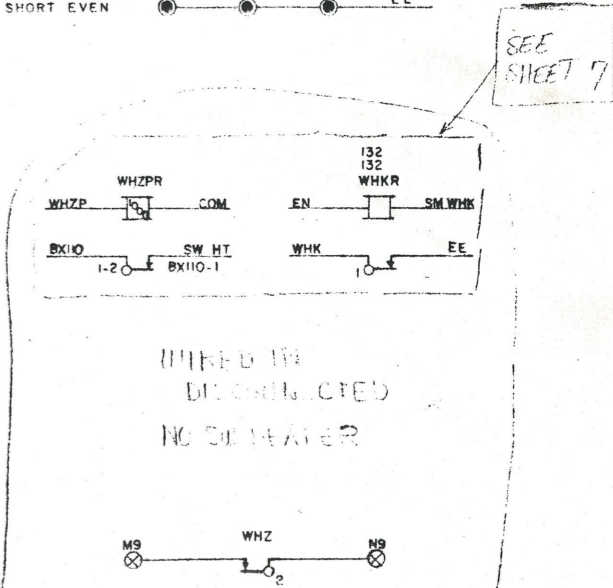
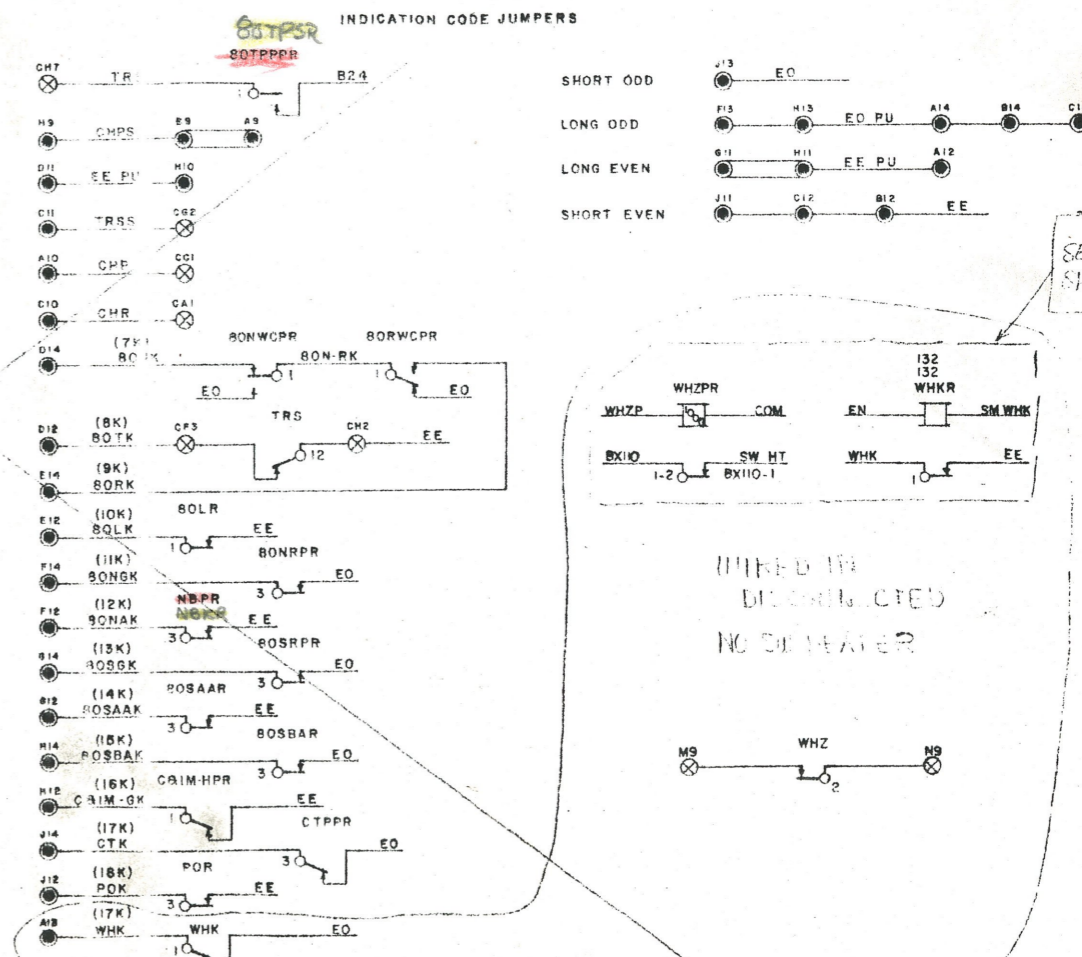
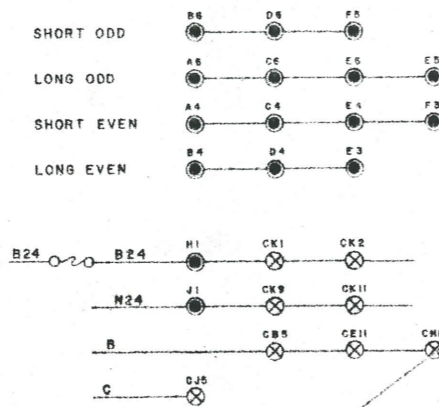
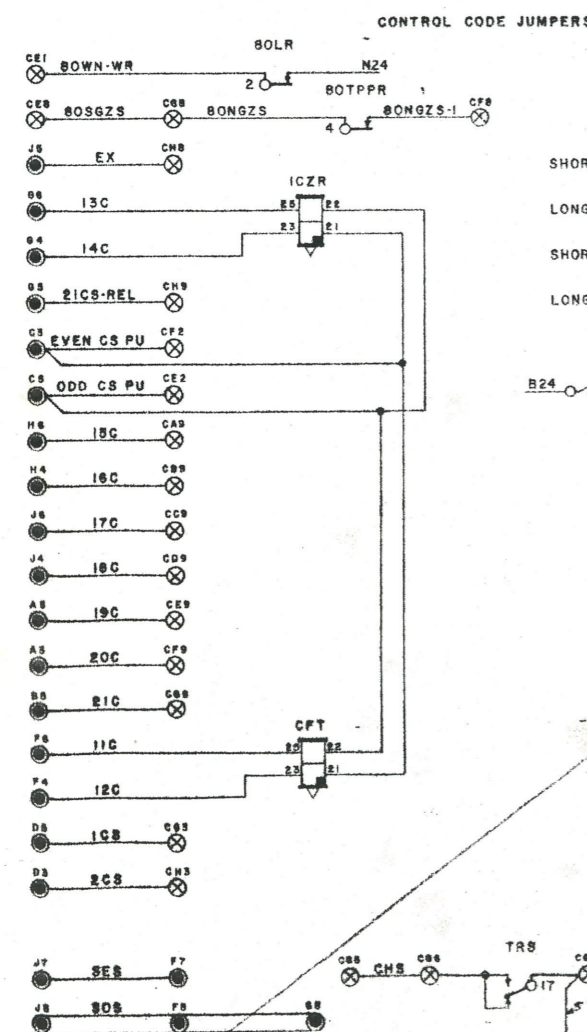
02-14-01  
JFN / GEHH/JNM





LOCATION	STATION SELECTION										CONTROLS														
	STEP	COND	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	EX	
	DIGIT	CODE NO.																							
RIDGELY SOUTH	21	L	L	S	S	L	L	S	S	L	L	S	S(L)	ON (L S)	ON (L S)	N(L S)	N(L S)	S(L S S L)	S(L S S L)	S(L S S L)	S(L S S L)	S(L S S L)	S(L S S L)	ON L	EX
													S(S L)	OFF (S L)	OFF (S L)	R(S L)	R(S L)	S(S L S L)	S(S L S L)	S(S L S L)	S(S L S L)	S(S L S L)	OFF S		

LOCATION	STATION REGISTRATION										INDICATION STEPS													
	STEP	COND	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	EX
	DIGIT	CODE NO.																						
RIDGELY SOUTH	17	S	L	L	L	S	L	S	BO NK	BO TK	BO RK	BO LK	BO NK	BO NK	BO NK	BO NK	BO NK	BO NK	BO NK	BO NK	BO NK	BO NK	BO NK	BO NK

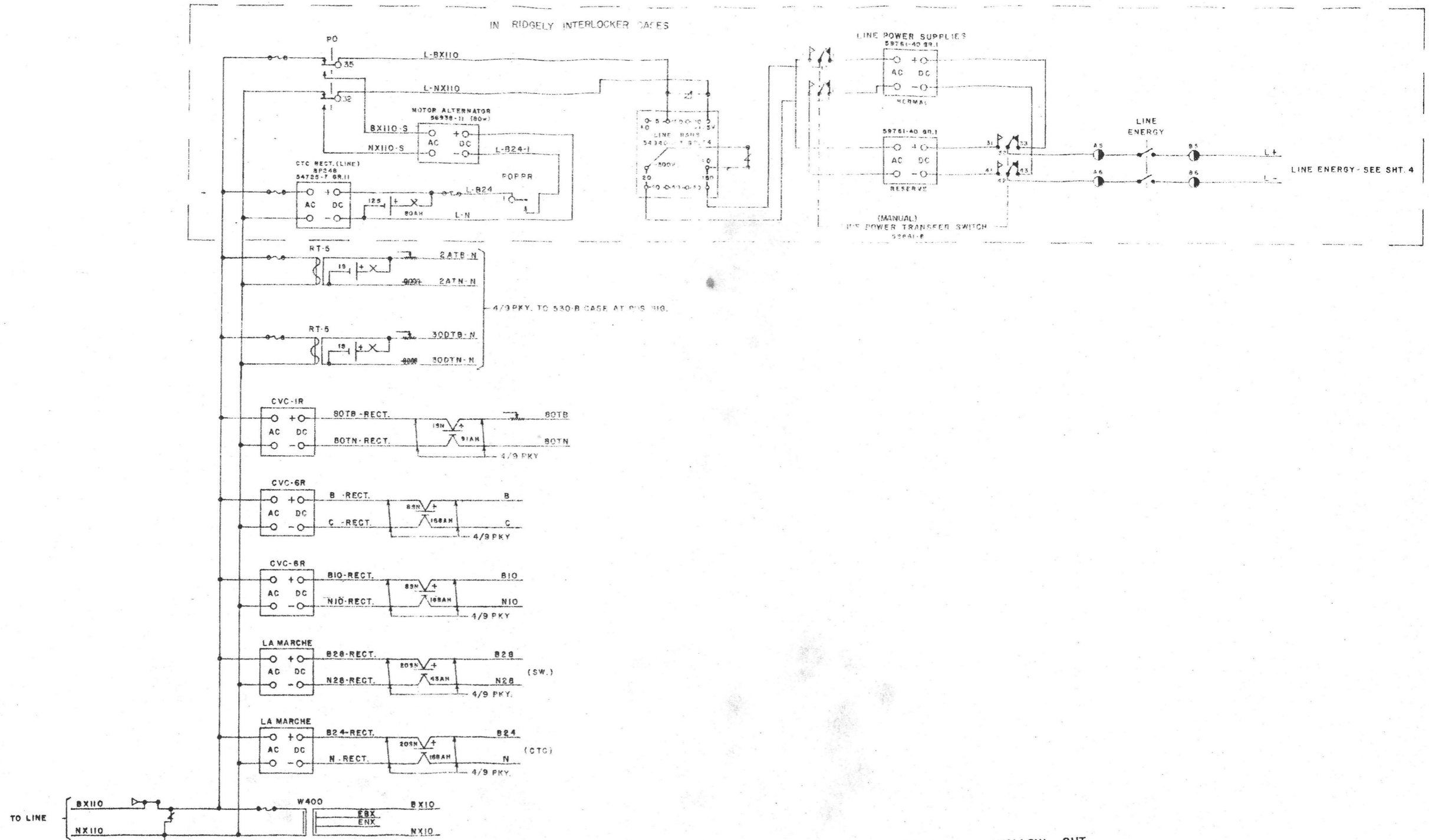


YELLOW = OUT  
 UNITED RAILWAY SIGNAL EQUIP. CO. INC.  
 DESIGNED BY: JFN  
 CHECKED BY: LFK  
 The creation of any circuits or equipment shown herein must be checked by some point breakdown and complete assembly of the system for assurance of the system into which they are connected.

- = TERMINAL ON STEPPER UNIT
- ⊗ = TERMINAL ON APPLICATION UNIT
- ⊙ = TERMINAL ON CONVERTER UNIT, PREFIXED WITH C
- ⊕ = TERMINAL ON CARRIER ASSEMBLY UNIT
- ⊖ = TERMINAL ON POWER AND TEST PANEL

JAN 15 1995

CSL 183.2 SH. 3



YELLOW = OUT

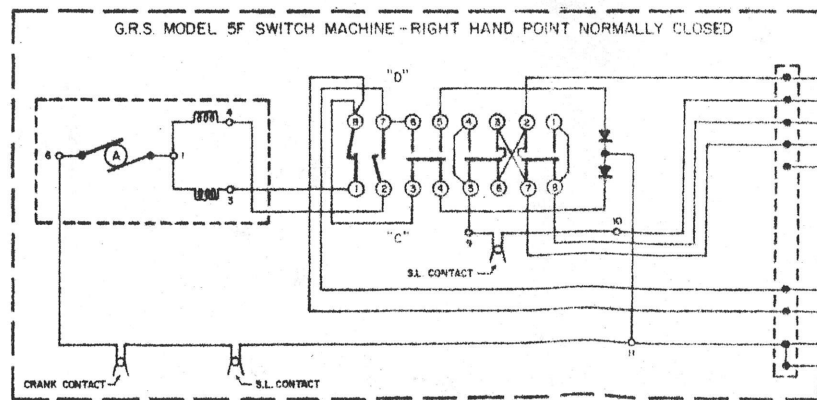
UNITED  
 DESIGNED BY: JEN  
 CHECKED BY: LEK



The operation of any relays and equipment shown herein must be checked by point to point breakdown and complete operational testing of the system for sections of the system into which they are connected.

JAN 15 1995

ASL 183.2 SHT. 4 3-1-84

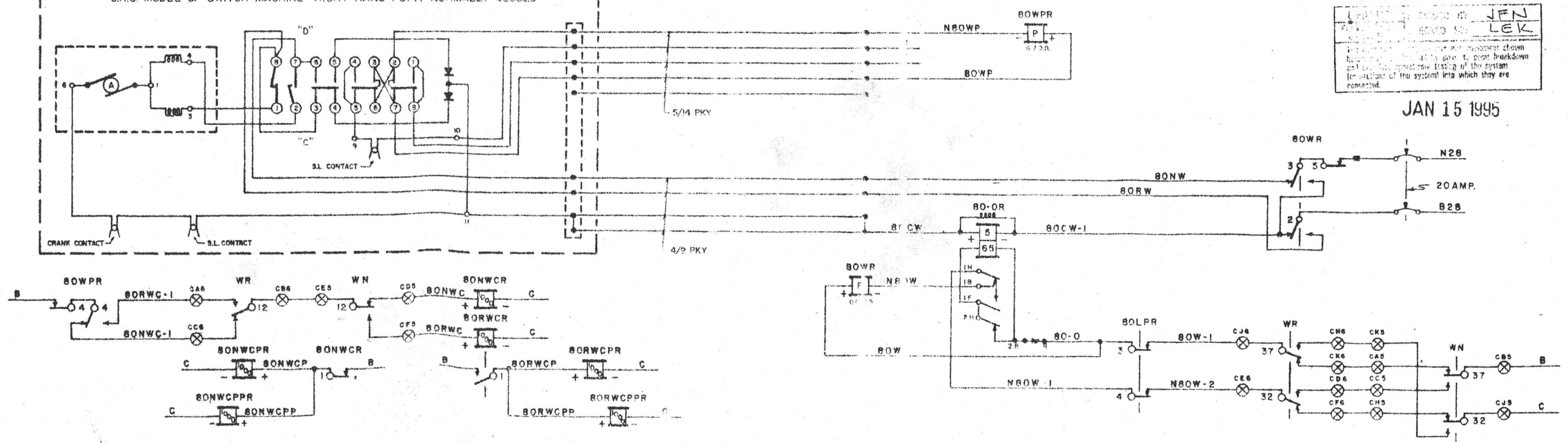


YELLOW = OUT

LEK	JEN
LEK	JEN

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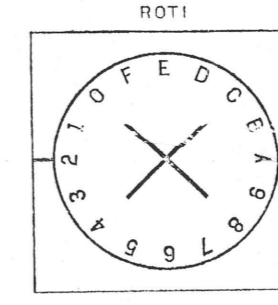
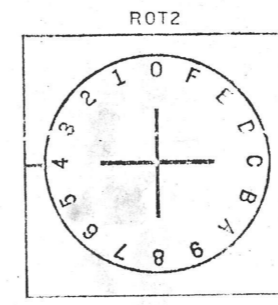
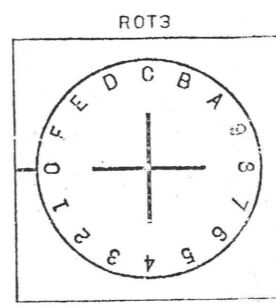
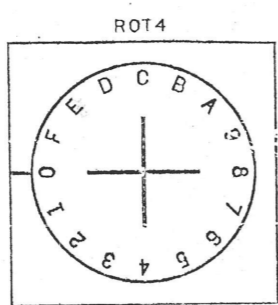
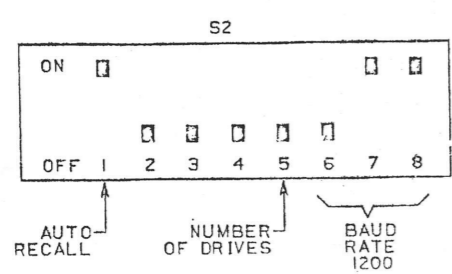
JAN 15 1995



A B C D E F G H I J K L M N O P Q R S T U

CODE FUNCTION AND INDICATION ASSIGNMENT

FIELD LOCATION	LOCATION NUMBER	STATION ADDRESS	LOCATION ADDRESS	CONTROL BIT ASSIGNMENT								CONTROL BIT ASSIGNMENT								INDICATION BIT ASSIGNMENT								INDICATION BIT ASSIGNMENT							
				0	1	2	3	4	5	6	7	0	1	2	3	4	5	6	7	0	1	2	3	4	5	6	7	0	1	2	3	4	5	6	7
RIDGELY SOUTH		TO BE ASSIGNED		NWS	WHS	RWS	WHC	FHS	SHS	THS	SP	SP	SP	SP	SP	SP	SP	SP	NWK	DTK	RWK	LK	FGK	SP	TGK	SP	FAK	SP	TAAK	TBAK	SP	WHK	POK	SP	



ADDRESS (TO BE ASSIGNED)

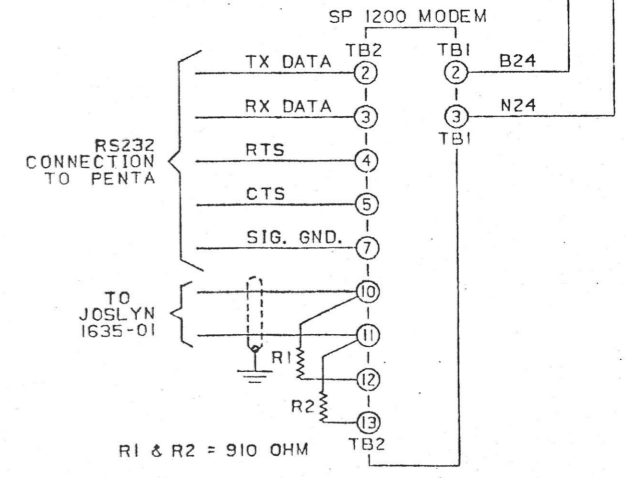
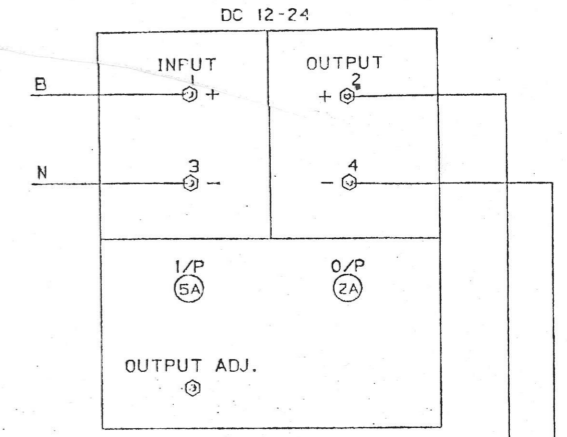
DRIVE TIME 1 SEC.

INDICATION SIZE (16)

BAUD RATE	S2 POSITION.			
	6	7	8	
9600	0	OFF	OFF	OFF
4800	1	OFF	OFF	ON
2400	2	OFF	ON	OFF
1200	3	OFF	ON	ON
600	4	ON	OFF	OFF
300	5	ON	OFF	ON
150	6	ON	ON	OFF
75	7	ON	ON	ON

ROT2	DRIVE TIME
0	.1 SEC.
1	.2 SEC.
2	.3 SEC.
3	.5 SEC.
4	1.0 SEC.
5	1.5 SEC.
6	2.0 SEC.
7	LATCHED

ROT1	INDICATIONS
1	8
2	16
3	24
4	32
5	40
6	48
7	56
8	64
9	72
A	80

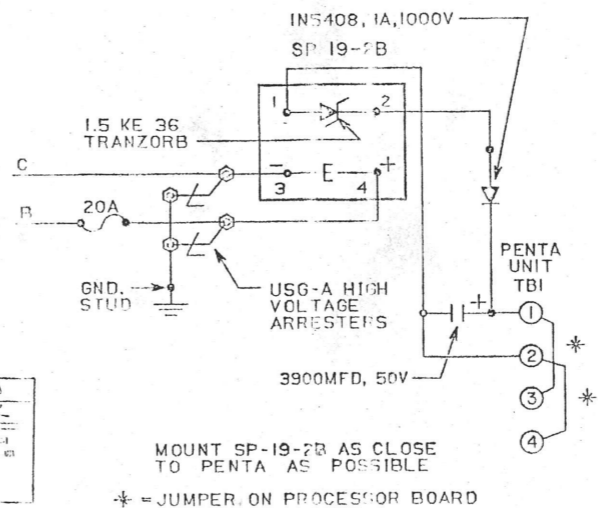
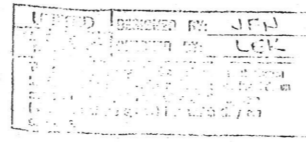


TO SELECT AUTO-RECALL PLACE POSITION 1 OF S2 TO THE ON POSITION. WITH AUTO-RECALL SELECTED, THE UNIT WILL TRANSMIT THE INDICATIONS STATUS IN ANSWER TO THE NEXT POLL MESSAGE FOLLOWING A CONTROL CODE EVEN IF NO CHANGES HAVE OCCURRED.

NUMBER OF DRIVES - SWITCH POSITION 5 ON S2 IS USED TO SELECT THE NUMBER OF DRIVES. IF TWO UNIVERSAL OUTPUT DRIVER BOARDS ARE INSTALLED IN MODO AND MODI POSITIONS (J4 AND J3 RESPECTIVELY) OF THE MAIN BOARD, SWITCH POSITION 5 SHOULD BE ON TO SELECT 64 DRIVERS. IF ONLY ONE DRIVER BOARD IS INSTALLED, IT MUST BE IN MODO (J4) POSITION, AND SWITCH POSITION 5 MUST BE OFF. IF THIS SELECTION IS MADE INCORRECTLY, IMPROPER OPERATION MAY OCCUR.

NOTES:

- E = LOW VOLTAGE ARRESTER
- ∠ = HIGH VOLTAGE ARRESTER
- ALL WIRE THIS SHEET #14 AWG FLEX UNLESS OTHERWISE NOTED.



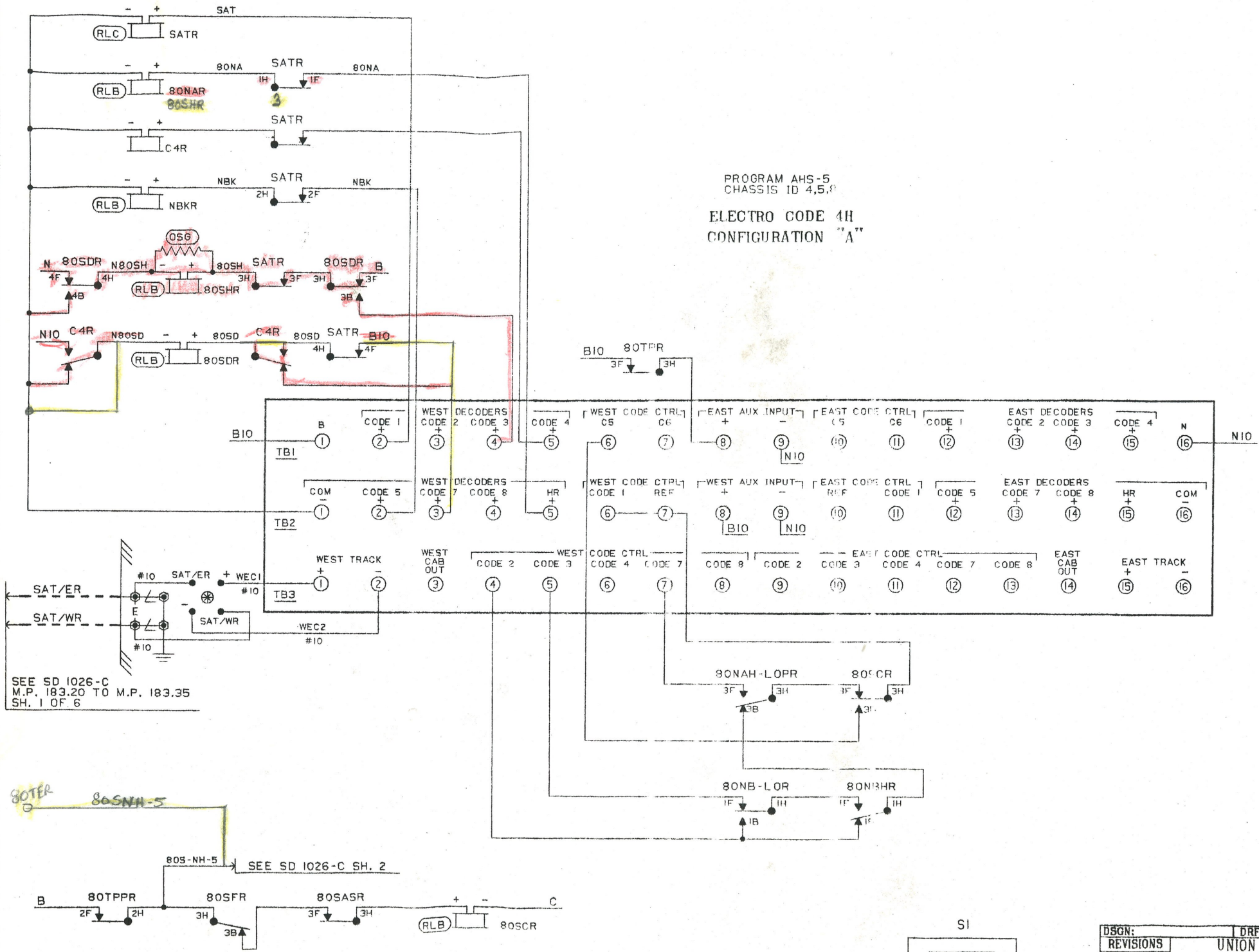
MOUNT SP-19-2B AS CLOSE TO PENTA AS POSSIBLE  
\* = JUMPER ON PROCESSOR BOARD

DSGN: URSC-JFN	DRFT: URSC-LLK	CHKD: URSC-LEK
REVISIONS	SOUTHERN PACIFIC CHICAGO ST. LOUIS CORP. PEQUOT TO MAIN STREET CENTRALIZED TRAFFIC CONTROL RIDGELY SOUTH INTERLOCKING CIRCUITS	
RVSF:		
CHKD:		
NO SCALE		DATE: 01-15-95
PROPSED		EN.S
		DWG. CSL-183.99
		SHEET 5

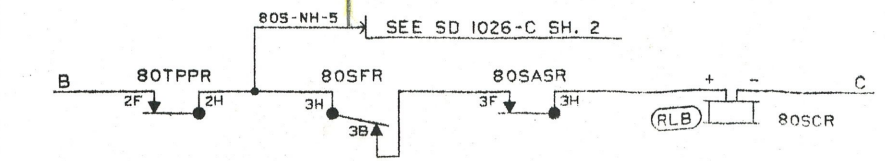
A B C D E F G H I J K L M N O P Q R S T U

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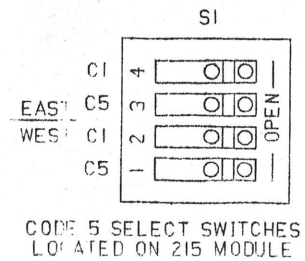
PROGRAM AHS-5  
CHASSIS ID 4,5,8  
ELECTRO CODE 4H  
CONFIGURATION "A"



SEE SD 1026-C  
M.P. 183.20 TO M.P. 183.35  
SH. 1 OF 6



- NOTES:**
- E = LOW VOLTAGE ARRESTER
  - ∠ = HIGH VOLTAGE ARRESTER
  - ⊗ = STRAP FOR PROPER TRACK POLARITY



<b>REVISIONS</b> 01-13-95 RYSR: URSG 01-13-95 CHKD: URSG	<b>DRFT:</b> UNION PACIFIC RAILROAD COMPANY RIDGELY SOUTH SD.1026-C M.P. 183.2 TO M.P. 183.35 CENTRALIZED TRAFFIC CONTROL RIDGELY SOUTH CIRCUITS HOUSE	<b>CHKD:</b> DATE: 6-12-91 EN.S DWG. SD 1026-C SHEET 5A OF 6
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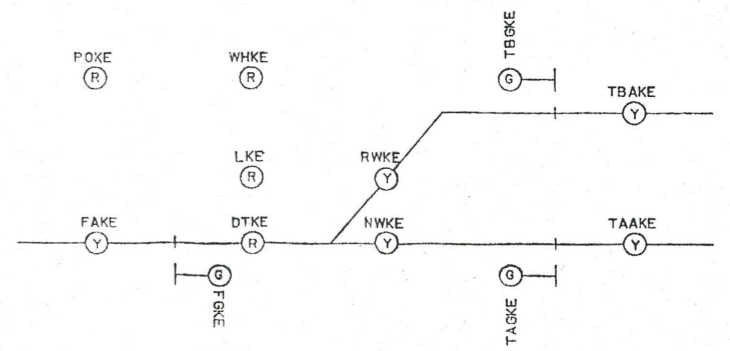
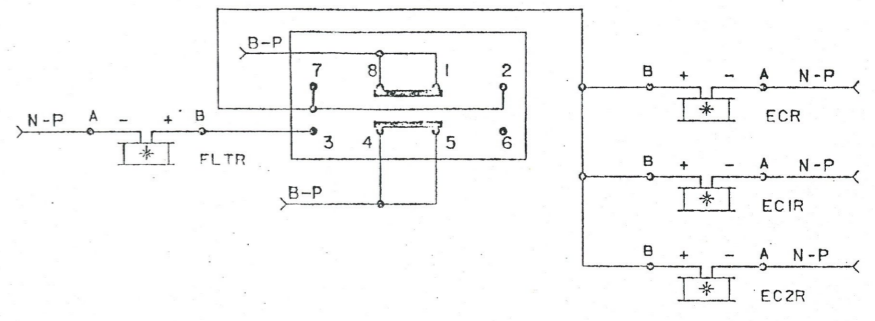
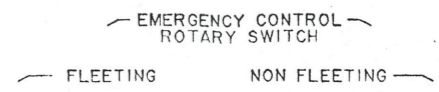
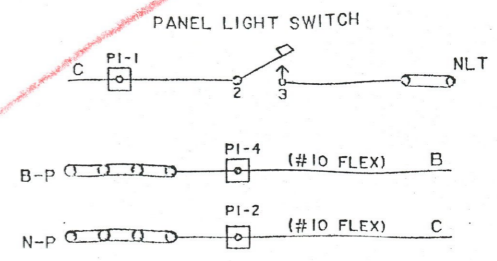
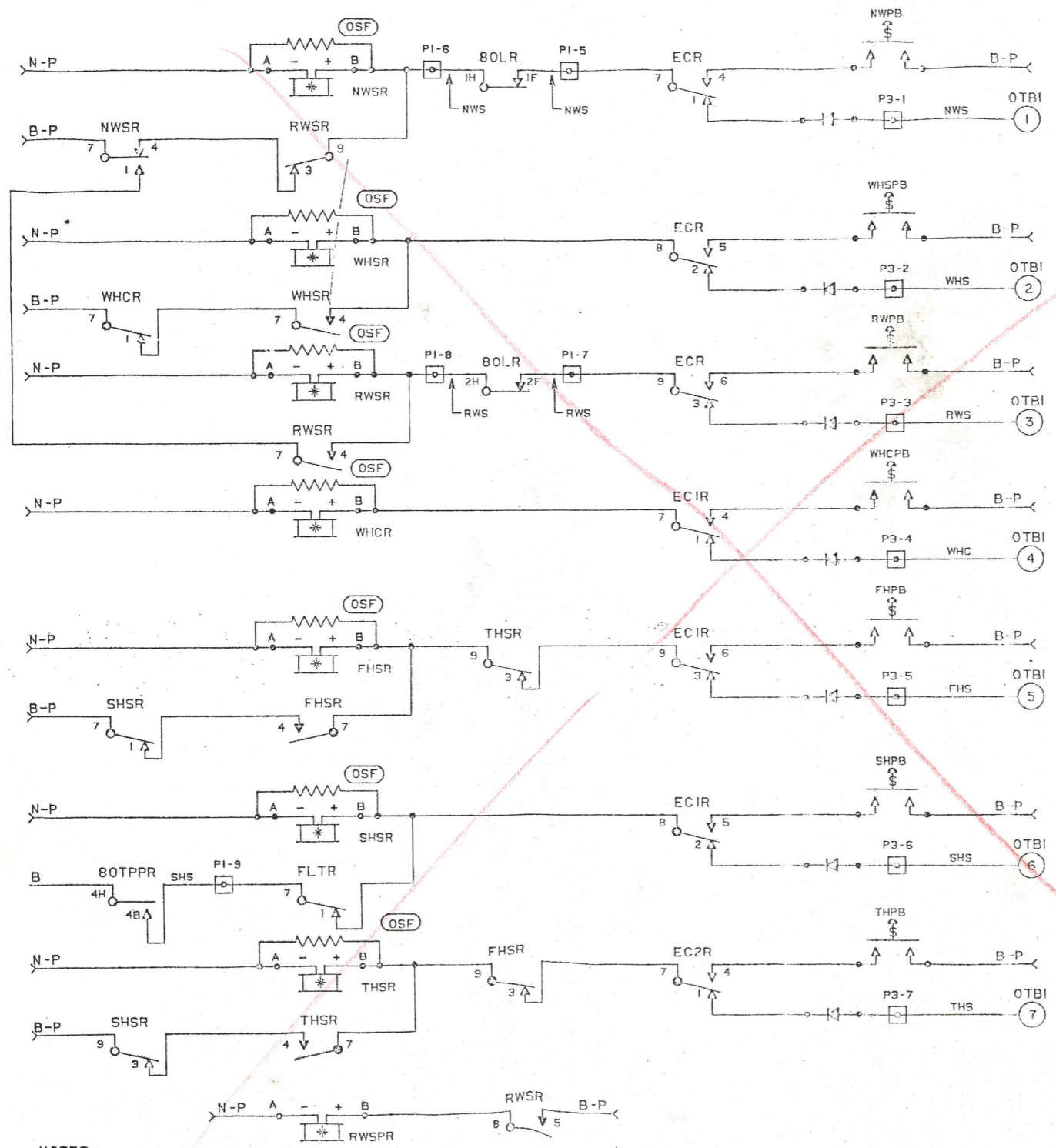
NO SCALE  
CADD FILE SPCSL-183.90 SH. 5A

CADD5

CSL 183.2 SHT. 5A

A B C D E F G H I J K L M N O P Q R S T U

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**NOTES:**  
 OTBI = PENTA UNIT OUTPUT TERMINAL BLOCK 1  
 [Symbol] = TERMINAL ON EMERGENCY CONTROL PANEL.  
 \* = RELAY P/N KUP-14DI5-12.  
 ALL WIRE THIS SHEET #14 AWG. FLEX UNLESS OTHERWISE NOTED.

DESIGNED BY JFN  
 DRAWN BY LK  
 CHECKED BY LK

DSGN: URSG-JFN	DRFT: URSG-LLK	CHKD: URSG-LEK
REVISIONS	SOUTHERN PACIFIC CHICAGO ST. LOUIS CORP. PEQUOT TO MAIN STREET CENTRALIZED TRAFFIC CONTROL RIDGELY SOUTH INTERLOCKING CONTROL AND EMERGENCY CONTROL PANEL CIRCUITS	
RVSR:		
CHKD:		
NO SCALE PROPOSED		DATE: 01-15-95
		EN.S
		DWG. CSL-188.89
		SHEET 6

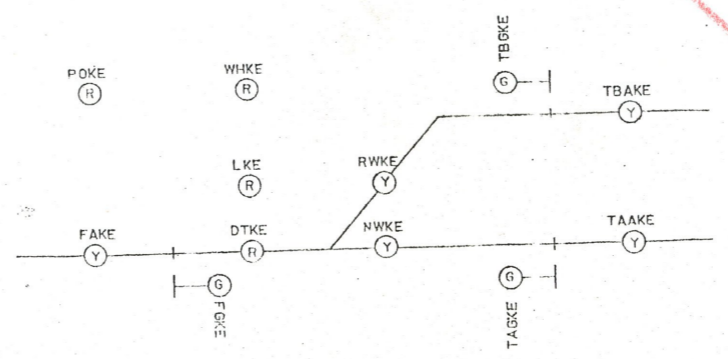
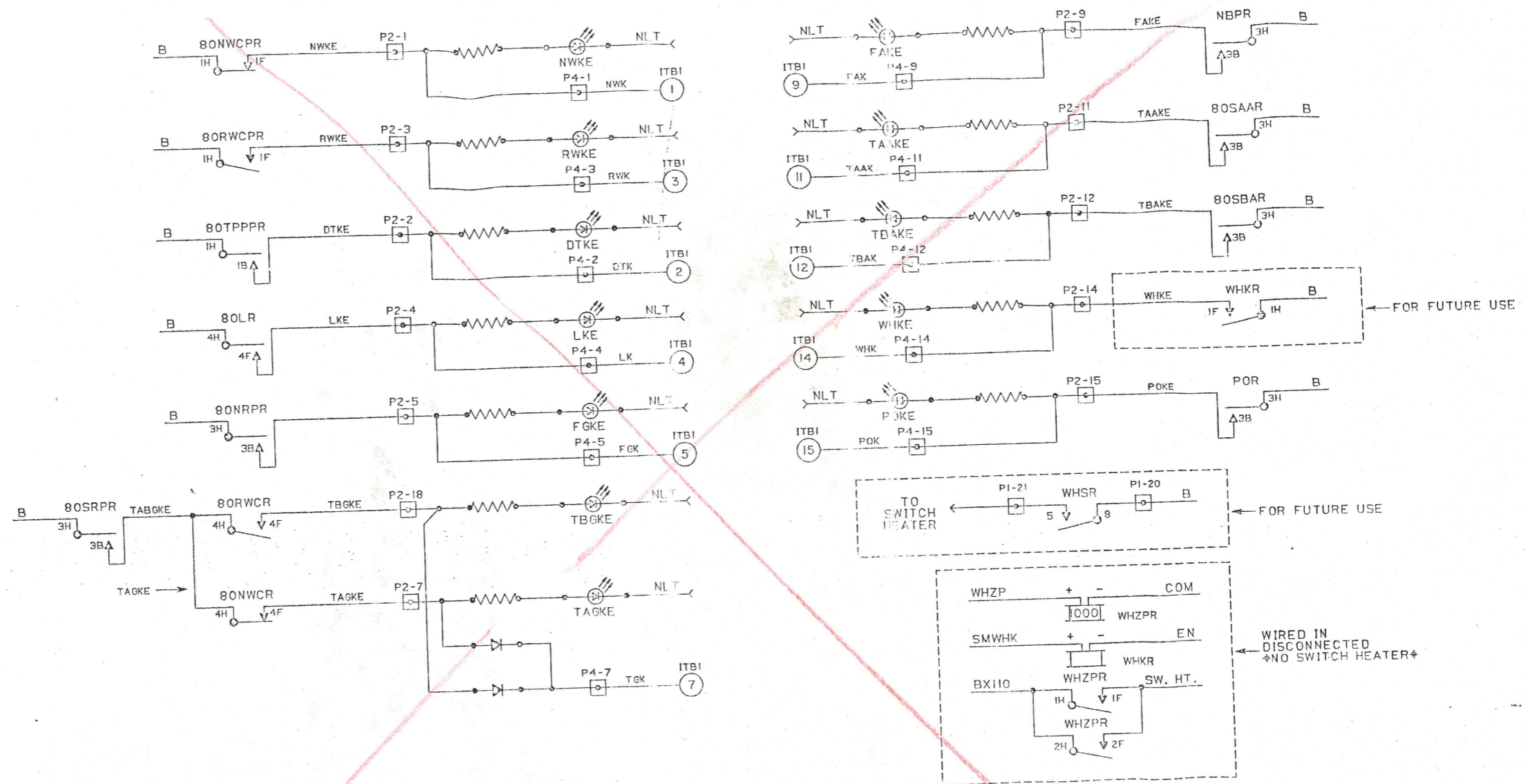
CADD5

CSL 173.2 SH. 4



A B C D E F G H I J K L M N O P Q R S T U

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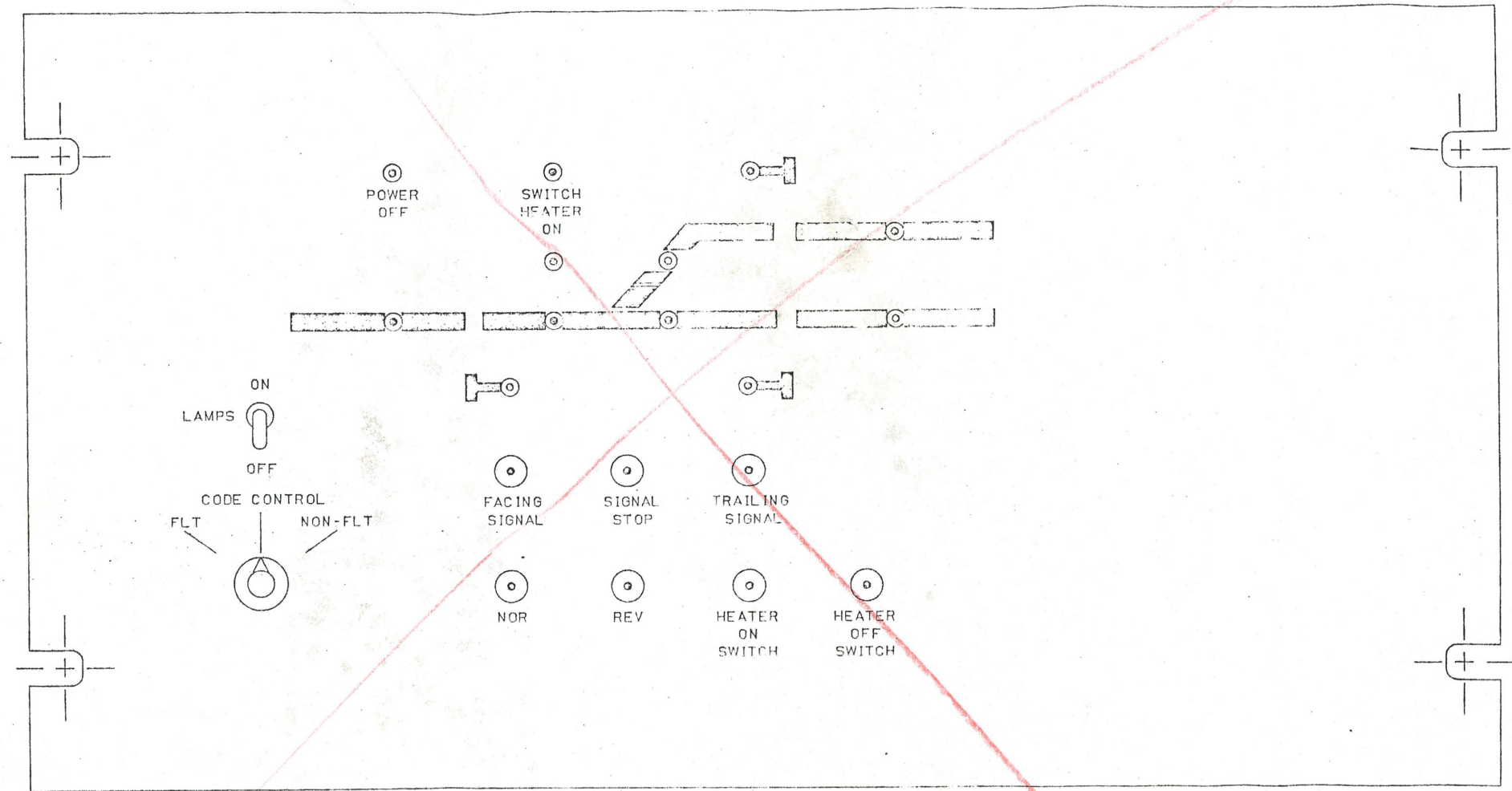
**NOTES:**  
 OTBI = PENTA UNIT OUTPUT TERMINAL BLOCK I  
 [ ] = TERMINAL ON EMERGENCY CONTROL PANEL.  
 ALL WIRE THIS SHEET #14 AWG. FLEX.

DESIGN: URSG-JFN	DRAFT: URSG-LLK	CHECKED: URSG-LEK
REVISIONS:	SOUTHERN PACIFIC CHICAGO ST. LOUIS CORP. PEQUOT TO MAIN STREET CENTRALIZED TRAFFIC CONTROL RIDGELY SOUTH INTERLOCKING INDICATIONS AND EMERGENCY CONTROL PANEL CIRCUITS	
RVSER:	NO SCALE	DATE: 01-15-95
CHECKED:	PROPOSED	EN.S
		DWG. CSL-183.93
		SHEET 7

CSL 183.2 SHEET 7

A B C D E F G H I J K L M N O P Q R S T U

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NOTES:

- = PUSHBUTTON.
- ⊙ = L.E.D.

DESIGNED BY: JFN  
 DRAWN BY: LEK  
 CHECKED BY: [unclear]  
 DATE: [unclear]

DSGN: URSG-JFN	DRFT: URSG-LLK	CHKD: URSG-LEK
REVISIONS	SOUTHERN PACIFIC CHICAGO ST. LOUIS CORP. PEQUOT TO MAIN STREET CENTRALIZED TRAFFIC CONTROL RIDGELY SOUTH INTERLOCKING LOCAL CONTROL PANEL LAYOUT	
RVSER:	NO SCALE	
CHKD:	PROPOSED	DATE: 01-15-95
		EN.S
		DWG. CSL-183.33
		SHEET 8

RELAY DETAILS

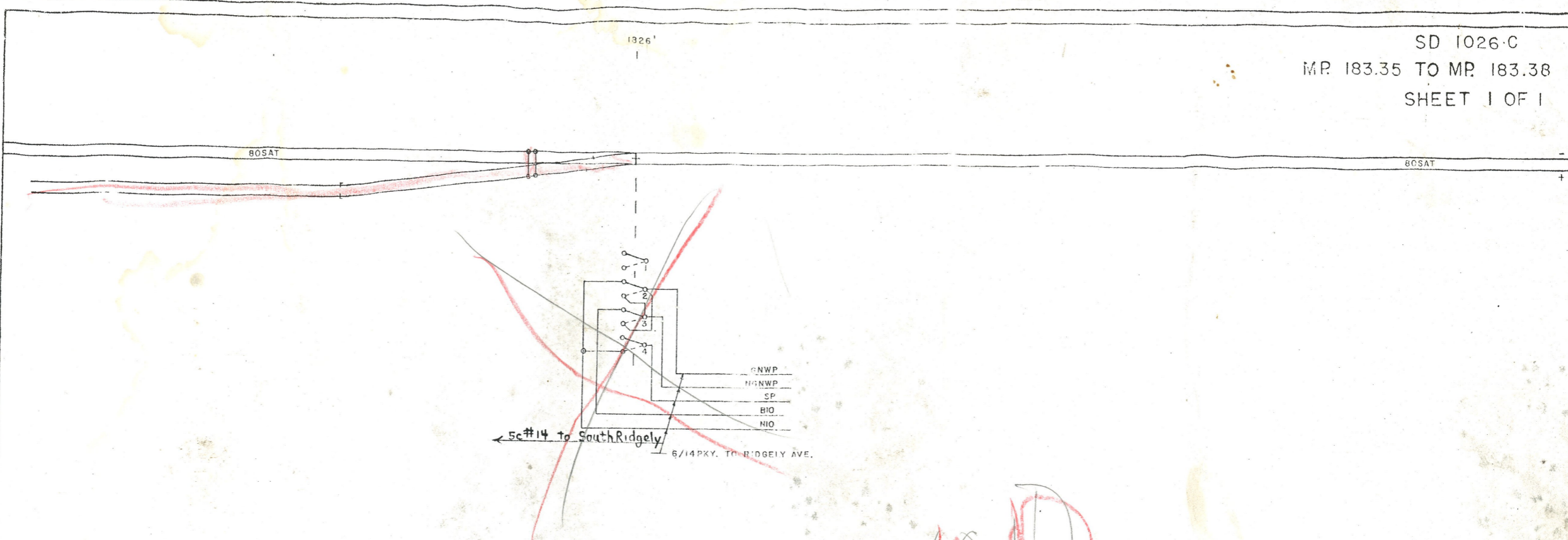
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1	BOTP	1	BOTP	1	BOSAS	1	339XSB	1	DTKE	1	BONAS-2A2	1	BONAS-2A1A	1		1	NBP	1		1			
2	3A	2	2A	2	BONAS	2	BOS-NH	2	BOSF	2	BONAF	2	BONBF	2	TAKE	2	BONAF-N	2	TAKE	2	TBAKE		
3	T1-HDN-2	3	T2-HDN-2	3	BOS-42AHD	3	BOTE	3		3		3		3		3	T2A-1	3		3			
4	T1-NHDN-2	4	T2-NHDN-2	4	NBOS-42AHD	4	SHS	4		4		4		4		4		4		4			
BOSHDR		BOSHHR		BOSbHR		BOSASR		BOSRPR		BOSFR		BONHDR		BONdHR		BONbHR		BONASR		BONRPR		BONAFR	
1	BOSH	1	BOSH-LOP	1	BOSRP	1	BOSAS-BI	1	BOSAS	1	BOSAS	1	BONH	1	BONdH-LOP	1	BONHRP	1	BONAS-BI	1	BONAS	1	BONAS
2	339XSB-A	2	BOSRP	2	T2-HDN-4	2	BOSASP	2		2		2		2	BONbH	2		2	BONASP	2		2	BONAF-N
3		3	BOSbH	3	T2-NHDN-4	3	42AHD	3	TABKE	3	BOS-42AHD-1	3		3		3	1842BH-1	3	T1-HDN-1	3	FGKE	3	T1-HD-N
4		4	BOSb-GYRE	4	BOSb-GYRE	4	N42AHD	4		4	NBOS-42AHD-1	4		4	BONd-YRE	4	BONb-GYRE	4	T1-NHDN-1	4		4	NTI-HD-N
1P	BOSd-GYE											1P	BONdH										
2P												2P											
3P												3P											
4P	BOSb-GYE											4P	BONb-GYE										
BOSd-LOR		BOSdH-LOPR		BOSb-LOR		BOSb-TM-LOR		BOSASFR		BONASPR		BONd-LOR		BONdH-LOPR		BONb-LOR				BONBFR			
1	BOSdH-LOP	1		1		1	BOSbH	1	BOL-1	1	BOL	1	BONdH-LOP	1		1	1842BH-S			1	BONAS		
2		2		2		2		2	BOS-NH	2	BOS-NH	2	BONbH	2	BONb-YRE	2				2	BONBFP-N		
3		3	T1-HDN-3	3	T2-HDN-3	3		3		3	T2-HDN-1	3		3	42AHD	3			3		T2-HD-N		
4		4	T1-NHDN-3	4	T2-NHDN-3	4		4		4	T2-NHDN-1	4		4	N42AHD	4			4		T2-NHD-N		
BOLR		BOLPR		BOWR		BO-OR		BONWCR		BONWCPR		BONWCPPR		BORWCR		BORWCPR		BORWCPPR		BOWPR			
1	NWS	1	BOS-NH	1		1	NBOW-1	1	BONWCP	1	DTKE	1	BONAF	1	BORWCP	1	DTKE	1	BONBF	1	BONHD		
2	RWS	2		2		2	BO-O	2	BOSH	2	BONAS-2A1	2	T2A-A	2	BONH	2	BONAS-2A	2		2	NBONHD		
3	BOLP	3	BO-O	3		3		3	BOS-NH-1	3	T2-HDN-1A	3	T2A-A	3	BOS-NH-3	3	T1-HDN-1A	3		3	BONHD		
4	LKE	4	NBOW-1	4		4		4	TABKE	4	T2-NHDN-1A	4		4	TABKE	4	T1-NHDN-1A	4		4	BORWC		
				5	N2B																1P	BONHD	
				2P	(BOW) (BORW)																2P	NBONHD	
				3P	(BONW) (BOW)																3P	BONHD	
				4P																	4P	BORWC	
BOTER		POR		POPR		POPPR																	
1	BOSAS-A	1	POP	1	EB	1	L-B*4																
2	BONAS-A	2		2		2																	
3		3	POKE	3		3	L-BX110																
4	BOS-NH	4		4	EN	4	L-NX110																
CK	BOS-NH																						

RED = PROPOSED

DESIGNED BY: JFN  
 CHECKED BY: LK  
 This set of drawings and specifications shall be used for the construction of the system and shall be the property of the contractor.

JAN 15 1995

SFRIDFIELD, IL.  
REL. AFIS @ RIDGELY RD.  
Sept made



Handwritten notes in the bottom left corner, including the number '400' and some illegible scribbles.

VOID

**SIGNAL MAINTENANCE  
MANAGER**

~~6-12-91~~  
~~Red Proposed~~  
~~Yellow out~~