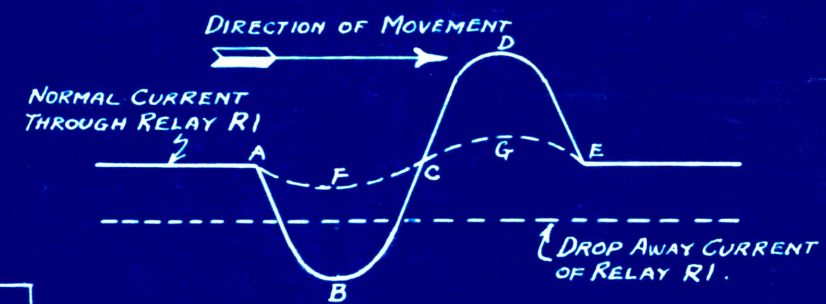
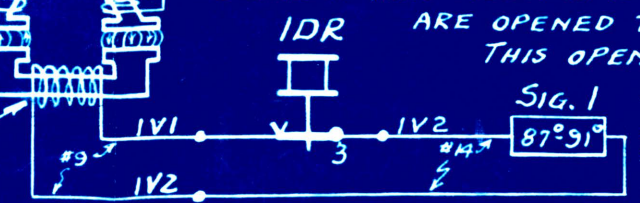


LOCOMOTIVE CIRCUIT.



CURRENT CURVE FOR ENGINE RELAY-R1.

NOTE: WHEN RECEIVER PASSES OVER CLOSED INDUCTOR CURRENT THRU RELAY R1 IS NOT MATERIALLY CHANGED, BUT WHEN RECEIVER PASSES OVER OPEN OR UNWOUND INDUCTOR CURRENT THRU RELAY R1 IS DECREASED SO THAT ITS CONTACTS ARE OPENED THUS DROPPING RELAYS R2 AND R3. THIS OPENS CIRCUIT OF THE EP VALVE AND CAUSES BRAKE APPLICATION UNLESS CONTACT "X" HAS BEEN CLOSED BY THE ACKNOWLEDGING LEVER AS RECEIVER PASSES OVER INDUCTOR THEREBY PREVENTING BRAKE APPLICATION.



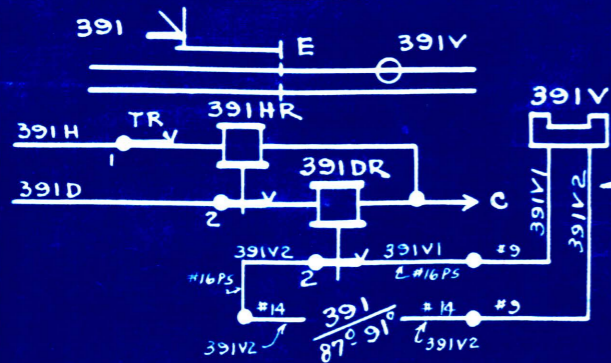
WAYSIDE CIRCUIT.

(SEE SHEET 2 FOR TYPICAL APPLICATIONS OF INDUCTOR WITH VARIOUS SIG. CIRCUITS)

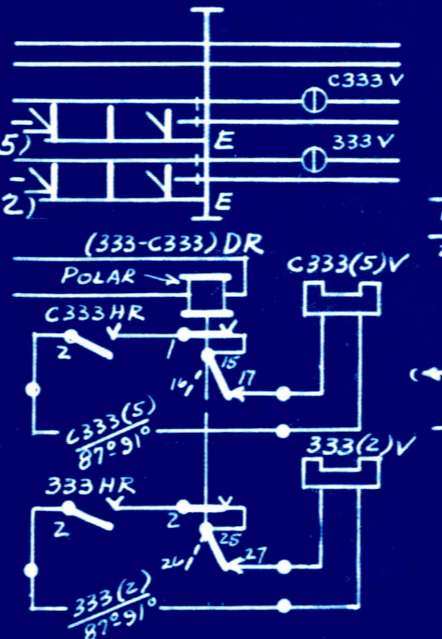
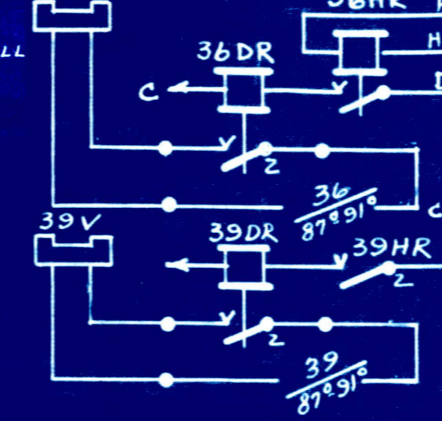
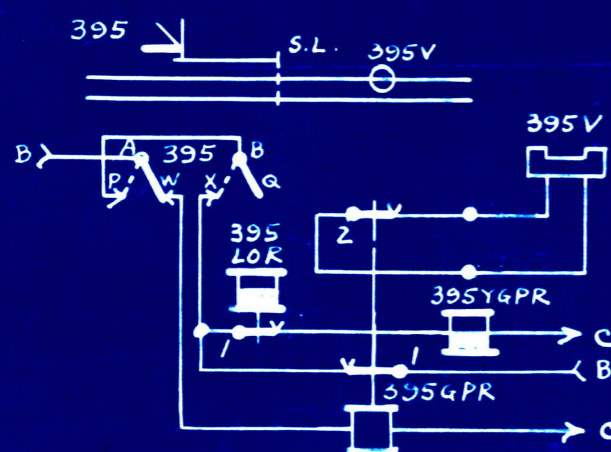
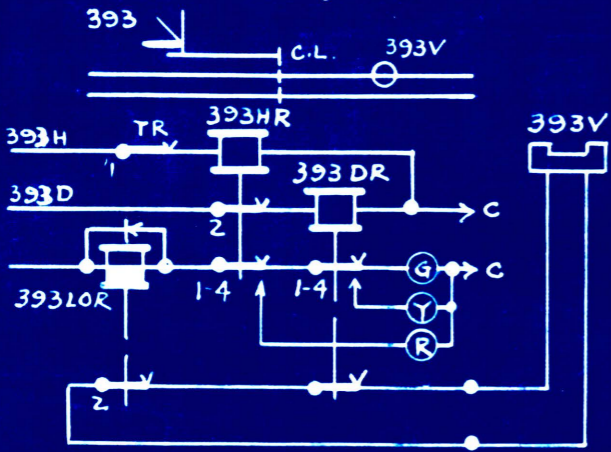
TYPICAL INTERMITTENT INDUCTIVE TRAIN STOP

TYP. CIRCUIT 6003

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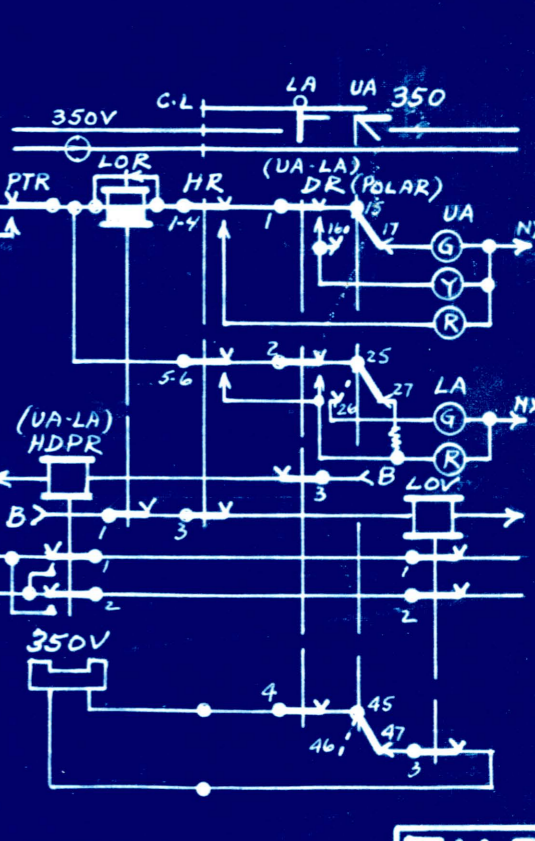
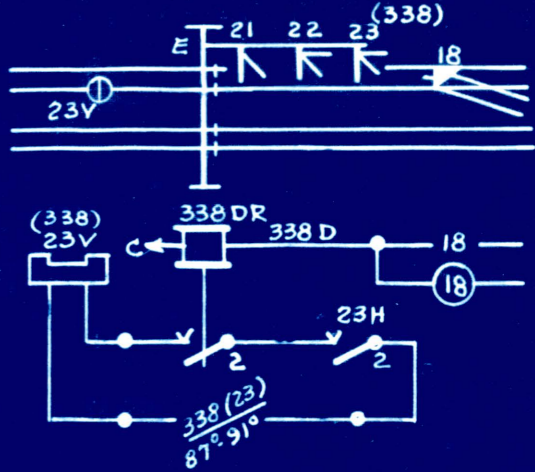
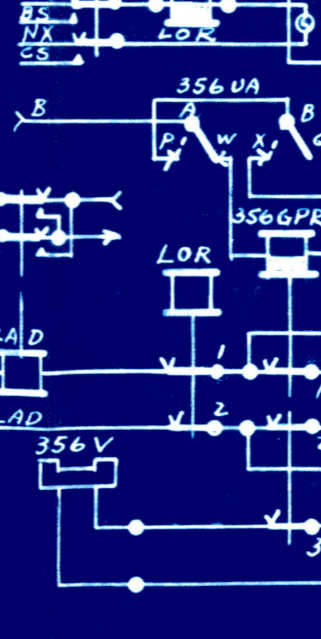
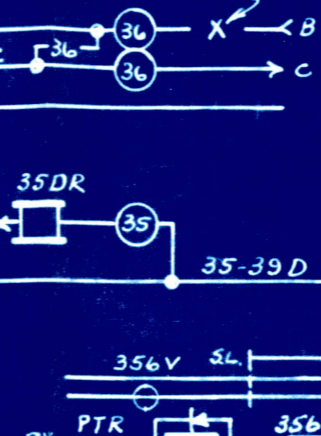


NOTE: USE THIS TAGGING AND WIRE SIZES AS TYPICAL FOR ALL LOCATIONS.



- NOTE -
INDUCTORS WILL ONLY BE CLOSED WHEN UPPER ARM SIGNAL INDICATES 90° POSITION.

PLANT SELECTION.



TYPICAL INTERMITTENT INDUCTIVE TRAIN STOP

(TYPICAL APPLICATION OF INDUCTOR WITH VARIOUS SIGNAL CIRCUITS.)

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Rob