

1. Time release devices used for the release of approach or time locking must be adjusted as follows unless otherwise authorized by the Chief Engineer-Communications & Signals:
 - (a) Interlocking high signals in accordance with Figure A or B but not less than three minutes.
 - (b) Interlocking dwarf signals governing movements at higher than slow speed in accordance with Figure A or B, but not less than three minutes.
 - (c) Interlocking dwarf signals governing movements at slow speed, not less than 60 seconds.
 - (d) Interlocking dwarf signals governing movements at restricted speed, not less than 15 seconds. (See Note 1)
 - (e) Electrically locked hand operated switches in accordance with Figure C or D, but not less than three minutes.
2. At interlockings equipped with adjustable releases, revised timing must be put into effect.
3. The release time specified on the circuit drawing shall be the nearest 15 second interval greater than the time calculated from the formulas shown on sheet 2.
4. The setting and testing of time releases and timing relays shall be in accordance with the requirements of C&S 27, Test 10.

5. Method for computing the release time setting where:

T = Time
 30 sec. = Distance factor
 A = Distance between approach signal and point where stop is required and braking distance at maximum authorized speed is provided.
 A_1 = Actual distance between first approach signal and the stop signal.
 A_2 = Actual distance between the first and second approach signal.
 C = Feet per second at train speed not to exceed 30 miles per hour (1.467 x m.p.h.)
 C_1 = Feet per second at train speed not to exceed 15 miles per hour (1.467 x m.p.h.)
 D = Feet per second traveled at maximum speed for which first approach signal provides braking distance.
 L = Actual distance between the electric lock and its protecting signal. (See Note 2)

Note 1: Where, in addition to the restricted speed aspect, the interlocking dwarf signal displays aspects better than restricted speed, the longer time may be used for the restricted speed aspect.

Note 2: Where train speeds of less than 30 miles per hour or where physical conditions prevent trains from averaging 30 miles per hour, the time setting for train speed C in formula should be based on the distance traveled in feet per second at the average train speed attained.

SHEET 1
CONT. ON SH. 2 CONRAIL  CS-9500

STANDARD
TIME RELEASES-
INSTRUCTION

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