



March 28, 2024

Secretary Rosemary Chiavetta  
Pennsylvania Public Utility Commission  
400 North Street  
Harrisburg, Pennsylvania 17120

In re: **A-2022-3031928**

Dear Rosemary Chiavetta,

A copy of the circuit plans has been served upon the parties in the Certificate of Service.  
Benesch is sending this on behalf of the York Railway Company.

Sincerely,

A handwritten signature in blue ink, appearing to read "Todd Sovann".

Todd Sovann  
Public Project Manager

# YORK RAILWAY COMPANY (YRC)

## HOKES MILL RD. (SR 182)

### WEST YORK, (YORK), PENNSYLVANIA

### DOT# 872 472D MILEPOST# 13.35

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REVISIONS					

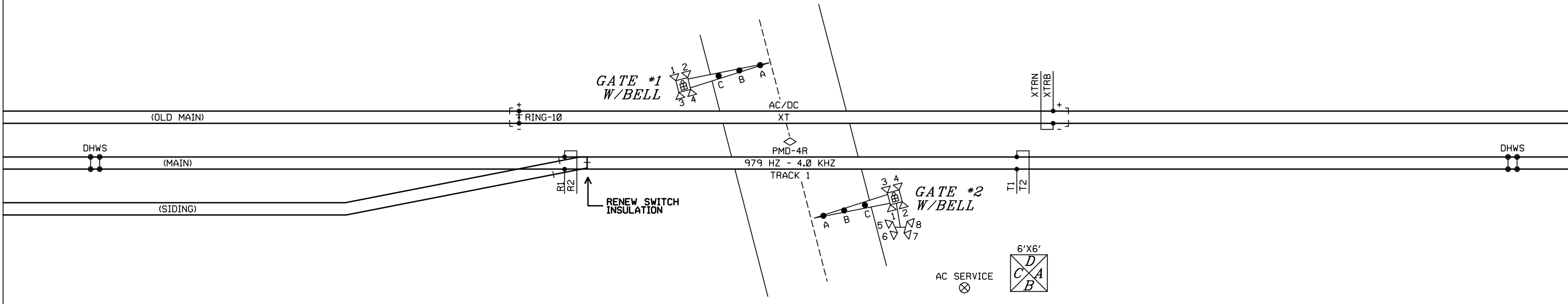
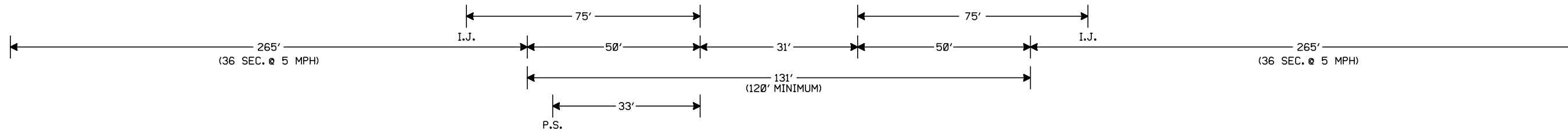
THE OPERATION OF THE CIRCUITS AND EQUIPMENT REPRESENTED HEREIN CANNOT BE FULLY CHECKED UNTIL ALL CIRCUITS AND DEVICES ARE CONNECTED TO FORM A COMPLETE SYSTEM, OR AN EFFECTIVE SUBSYSTEM. SUCH SYSTEM OR SUBSYSTEM MUST BE GIVEN COMPLETE CIRCUIT AND OPERATIONAL TESTS BEFORE BEING PLACED IN REGULAR OPERATION.



TITLE AND INDEX		
<b>YORK RAILWAY COMPANY</b>		
DRAWN: PRS DESIGNED: TJP CHECKED: RS DATE: 10-19-23	HOKES MILL RD. (SR 182) WEST YORK, (YORK), PENNSYLVANIA DOT#872 472D MILEPOST# 13.35	SHEET 00 OF 13

← WEST TO LINCOLN YARD

→ EAST TO JUNCTION SWITCH



MP# 13.35  
**HOKES MILL RD. (SR 182)**  
 DOT# 872 472D

**LEGEND:**

- ⊗ - TEST TERMINAL
- △ - EQUALIZER
- ∟ - ARRESTOR TO GROUND
- ⊙ - TWISTED WIRE  
2 TURNS PER FOOT
- - INSULATED NUT
- - PVC SCHEDULE 80 CONDUIT  
(INSTALLED AT MIN 36" DEEP)
- ⊗ - LOCATION OF AC SERVICE

**APPROACH DISTANCE CALCULATION**

	TRACK 1	
	WEST	EAST
ACTUAL PRIME CROSSING WARNING TIME	30 SEC	30 SEC
TIME FOR CROSSING CLEARANCE DISTANCE > 35'	+ 2 SEC	+ 2 SEC
TRAFFIC PRE-EMPTION TIME	+ 0 SEC	+ 0 SEC
TOTAL CALCULATED DESIGN WARNING TIME	32 SEC	32 SEC
EQUIPMENT RESPONSE TIME	+ 4 SEC	+ 4 SEC
BUFFER TIME	+ 0 SEC	+ 0 SEC
TOTAL WARNING TIME FOR APPROACH DISTANCE CALCULATION	36 SEC	36 SEC
CALCULATED AT MAXIMUM TRAIN SPEED	× 5 MPH	× 5 MPH
RATIO OF FEET PER SECOND TO MILES PER HOUR	× 1.47	× 1.47
APPROACH LENGTH (ROUNDED UP TO THE NEXT FOOT)	265 FEET	265 FEET

**NOTES:**

1. LAT./LONG. IN DECIMAL DEGREES:  
39.949272°, -76.767778°
2. MATERIAL & INSTALLATION TO BE IN ACCORDANCE WITH MUTCD, STATE AND RAILROAD STANDARDS.
3. ALL DIMENSIONS ARE APPROXIMATE AND MAY VARY DUE TO ACTUAL FIELD CONDITIONS. VENDOR TO VERIFY ALL CONDITIONS.
4. FLASHING LIGHT SIGNALS & GATE LIGHTS TO BE LIGHT EMITTING DIODE ASSEMBLIES (LED).
5. BEWARE OF OVERHEAD WIRES.
6. SEE APPROACH CIRCUIT DISTANCE CALCULATION TABLE FOR PLANNED WARNING TIME AND TRAIN SPEED PER TRACK.
7. APPROACH DISTANCES ARE TO BE MEASURED FROM THE TERMINATIONS TO CLOSEST SET OF TRACK LEADS AT CROSSING.
8. CONDUIT MUST BE BORED.
9. VENDOR IS RESPONSIBLE TO LOCATE AND PROTECT ALL UTILITIES WITHIN LIMITS OF CONSTRUCTION.
10. ENSURE ALL DITCHES ALONG THE TRACKS IN ALL FOUR QUADRANTS HAVE POSITIVE DRAINAGE FLOW TO 100' FROM HIGHWAY.
11. GATE LENGTHS:  
GATE #1: 18'  
GATE #2: 17'
12. INSULATED JOINTS REQUIRED - 3 ON SCALE TRACK & SWITCH, 4 ON OLD MAIN. 19'-6" FACTORY BONDED, WELDED IN PLACE. (POLY BARS FOR THE SCALE TRACK & SWITCH. FACTORY BONDED AND WELDED IN PLACE. IJ'S FOR OLD MAIN.)
13. RENEW SWITCH INSULATION.
14. JOINTED RAIL. ANY JOINTS ENCOUNTERED WILL REQUIRE NEW DOUBLE BONDS (HEAD AND WEB).
15. INSTALL THREE-QUARTER RING, 5' RADIUS GUARDRAILS AROUND BOTH WARNING DEVICES.

REVISIONS

THE OPERATION OF THE CIRCUITS AND EQUIPMENT REPRESENTED HEREIN CANNOT BE FULLY CHECKED UNTIL ALL CIRCUITS AND DEVICES ARE CONNECTED TO FORM A COMPLETE SYSTEM, OR AN EFFECTIVE SUBSYSTEM. SUCH SYSTEM OR SUBSYSTEM MUST BE GIVEN COMPLETE CIRCUIT AND OPERATIONAL TESTS BEFORE BEING PLACED IN REGULAR OPERATION.



CROSSING TRACK LAYOUT

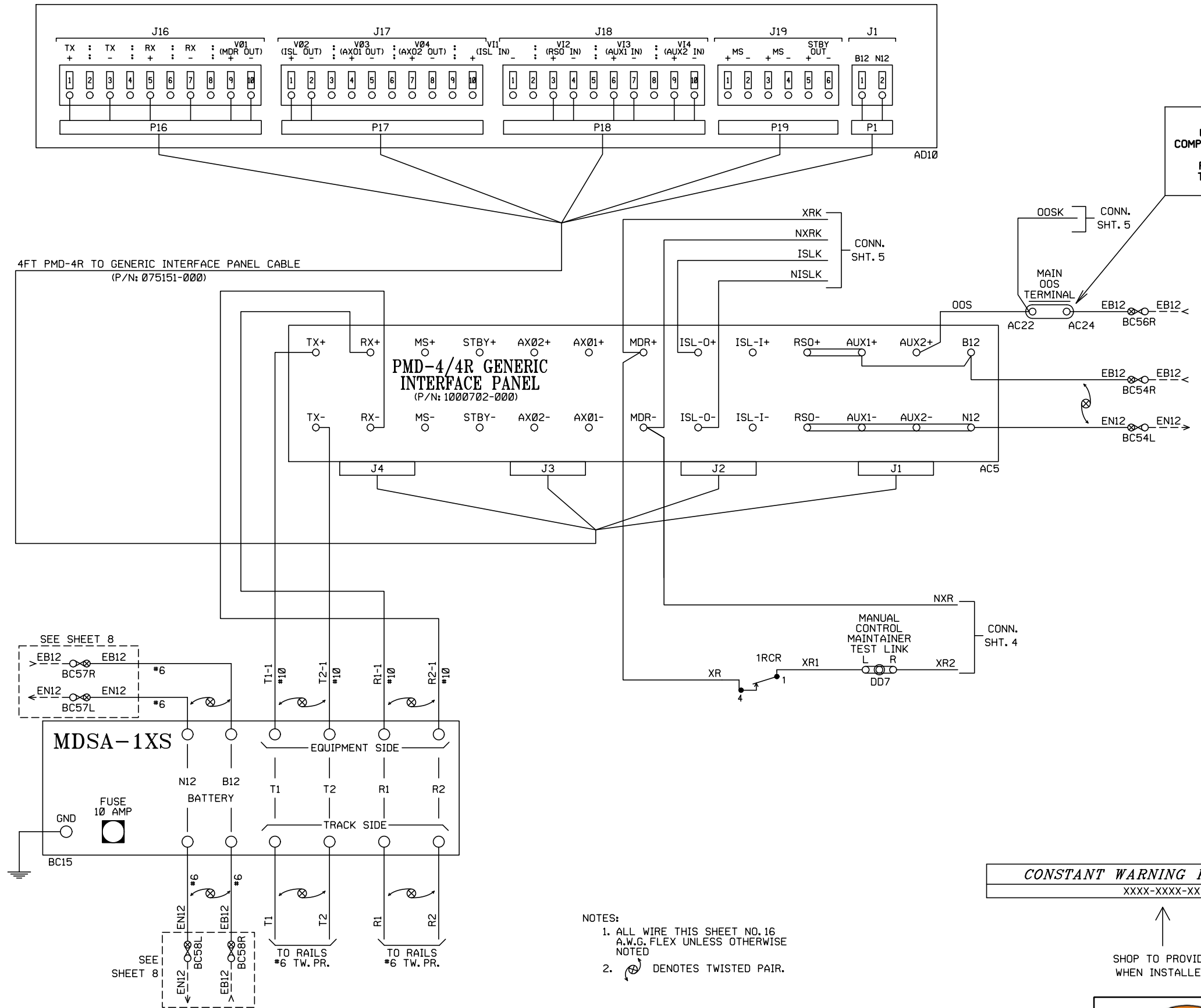
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HOKES MILL RD. (SR 182)  
 WEST YORK, (YORK), PENNSYLVANIA  
 DOT#872 472D MILEPOST# 13.35

SHEET  
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# PMD-4R



**\*WARNING\***  
 USE OF THIS JUMPER TERMINAL WILL COMPLETELY DISABLE THE MAINLINE CROSSING WARNING SYSTEM. PROPER PROTECTION MUST BE IN PLACE FROM THE TRAIN DISPATCHER BEFORE USING ANY CUT-OUT DEVICE.

NOTE:  
 DL = DEFAULT LEVEL  
 NA = NON APPLICABLE  
 \* = MODIFYING MDR OR RX WILL RESET THE AAWTT REPORT ENTRY FOR THAT TRACK

PMD-4R SETUP PARAMETERS	
<b>APPLICATION INFO</b>	
APPLICATION	PMD-4R_MDCWJ00S
APPLICATION CHECKSUM	7591
APPLICATION CRC	323D
CHASSIS ID	7
<b>MDR1 SETTINGS</b>	
MDR1 WARNING TIME (SEC)	32
MDR1 CW OR MD	CW
MDR1 AP TIME	NA
MDR1 AUX RECOVERY DELAY	5 (DL)
<b>FREQUENCY</b>	
APPROACH TRACK FREQUENCY (HZ)	979 HZ
<b>BASIC APPROACH SETTINGS</b>	
MASTER/SLAVE	MASTER
TRANSMITTER GAIN	200
TCA	FIELD ADJUST
DIRECTION MODE UNI/BI	BI
LIA	FIELD ADJUST
APPROACH LENGTH	265 FT
AUTO RX ENABLE/DISABLE	ENABLED
<b>ADVANCE APPROACH SETTINGS</b>	
FALSE SHUNT	DISABLED
FALSE SHUNT RX	80
FALSE SHUNT DELAY	10
APPROACH RELEASE	DISABLED
APPROACH RELEASE RX	80
APPROACH RELEASE DELAY	10
LOSS OF SHUNT TIME (LOS)	16
APPROACH SETTING	VERY SHORT
<b>ISLAND SETTINGS</b>	
ISLAND TYPE INTERNAL/EXTERNAL	INTERNAL
ISLAND ENABLED	ENABLED
ISLAND DISABLE TIMEOUT	2 HR
ISLAND FREQUENCY (HZ)	4000
ISLAND LOSS OF SHUNT (LOS)	2
ISLAND FAULT DELAY	2
TRANSMITTER GAIN	0
<b>AAWTT CONFIGURATION</b>	
RAILROAD	YRC
DOT	872472D
AWT ROUTE	ENABLED
MDR	* MDR1
RX	* 70
AAWTT RX	71
DIRECTION MODE	BI
BI DIRECTION FROM TX	EAST
BI DIRECTION FROM RX	WEST

- NOTES:
1. ALL WIRE THIS SHEET NO. 16 A.W.G. FLEX UNLESS OTHERWISE NOTED
  2. DENOTES TWISTED PAIR.

CONSTANT WARNING KEY NUMBER  
XXXX-XXXX-XXXX

SHOP TO PROVIDE WHEN INSTALLED

REVISIONS	

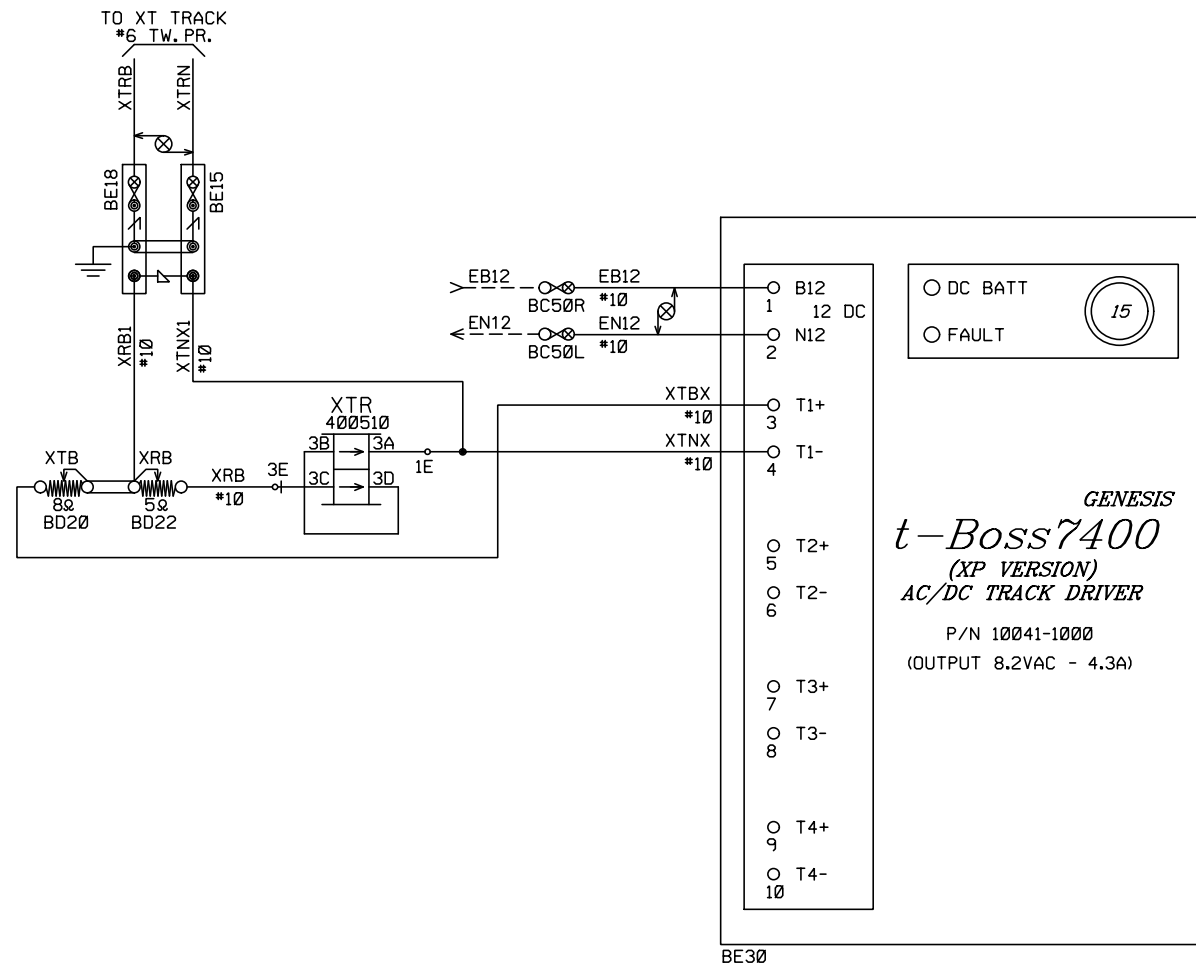
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PMD-4R CIRCUITRY & PROGRAM

## YORK RAILWAY COMPANY

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1. ALL WIRE THIS SHEET NO. 16 A.W.G. FLEX UNLESS OTHERWISE NOTED.
  2. DENOTES TWISTED PAIR.

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AC/DC TRACK CIRCUITRY

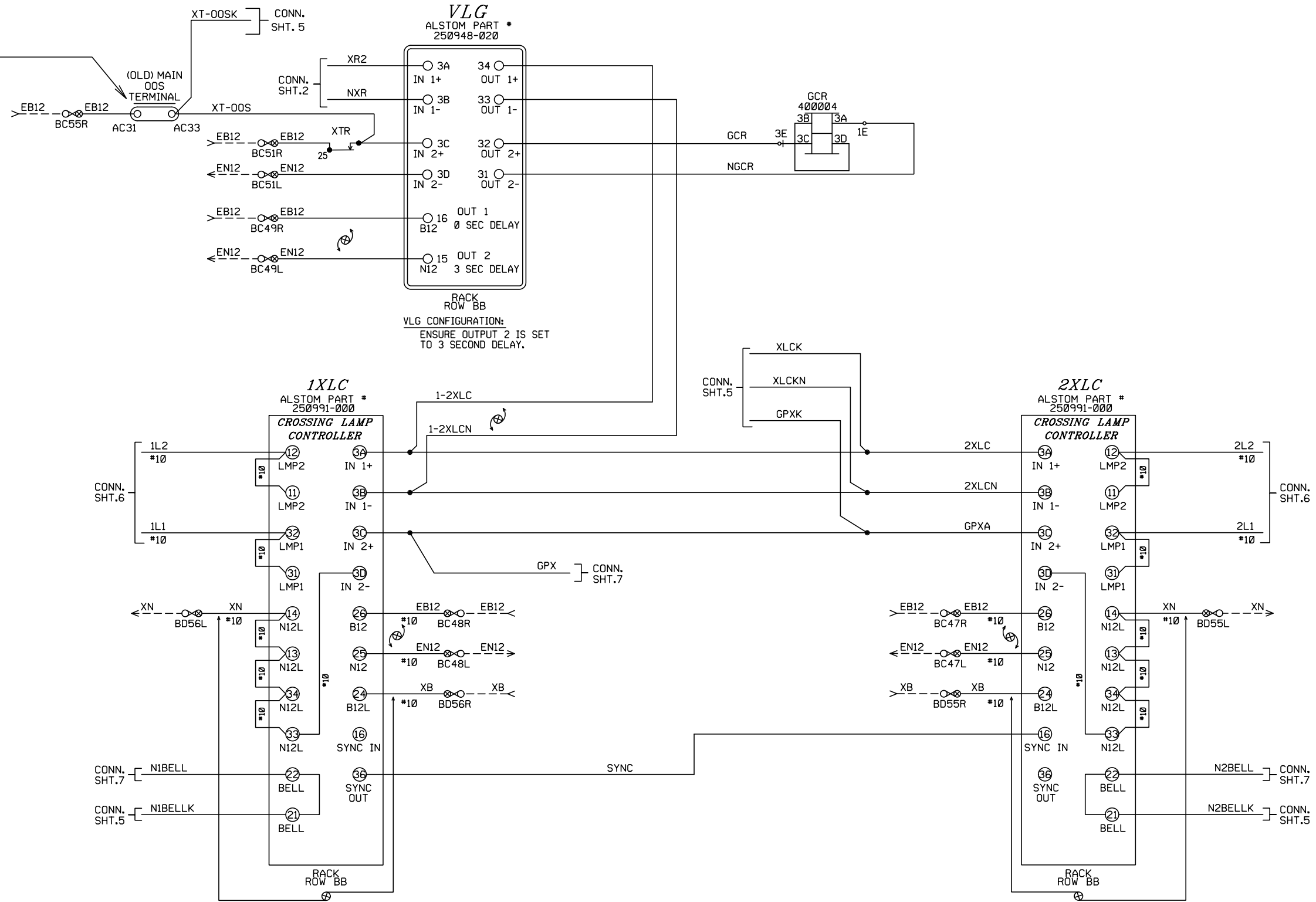
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WEST YORK, (YORK), PENNSYLVANIA  
DOT#872 472D MILEPOST# 13.35

SHEET  
03 OF 13

**\*WARNING\***  
 USE OF THIS JUMPER TERMINAL WILL COMPLETELY DISABLE THE (OLD) MAINLINE CROSSING WARNING SYSTEM. PROPER PROTECTION MUST BE IN PLACE FROM THE TRAIN DISPATCHER BEFORE USING ANY CUT-OUT DEVICE.



VLG CONFIGURATION:  
 ENSURE OUTPUT 2 IS SET TO 3 SECOND DELAY.

- LEGEND:**
- ⊗ -TEST TERMINAL
  - △ -EQUALIZER
  - ∟ -ARRESTOR TO GROUND
  - ⊕ -TWISTED WIRE  
2 TURNS PER FOOT
  - -INSULATED NUT

**NOTES:**  
 1. ALL WIRING IN THE BUNGALOW IS #16 AWG FLEX UNLESS OTHERWISE NOTED.

REVISIONS				

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CROSSING CONTROLLER CIRCUITRY

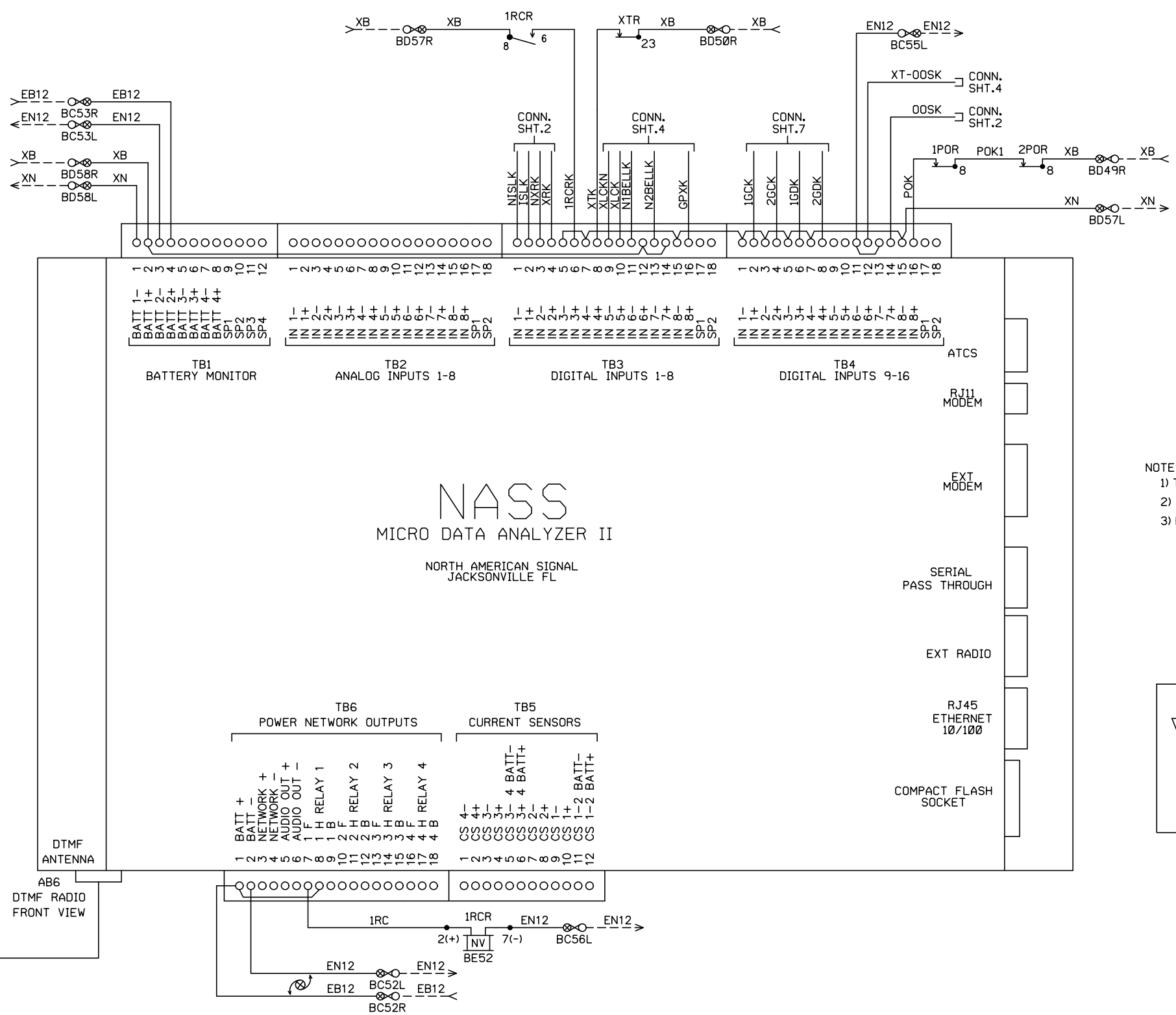
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ROOF MOUNT VHF ANTENNA

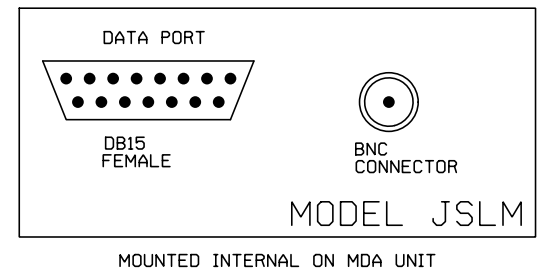
COAX CABLES BY NAS

ANTENNA CABLE NAS PART NO: NAS-DTMF-AK-10



NOTES:  
 1) TO ACTIVATE CROSSING ENTER: 472\*  
 2) TO DEACTIVATE CROSSING ENTER: 472#  
 3) RAILROAD FREQUENCIES: XXX.XXX MHz  
 CH. #07-07  
 TONE 44

← PROVIDE FREQUENCY & CHANNEL INFORMATION



NOTES:  
 1. ALL WIRE THIS SHEET NO. 16 A.W.G. FLEX UNLESS OTHERWISE NOTED.  
 2. Ⓢ DENOTES TWISTED WIRE PAIR.  
 3. ⊗ DENOTES TEST TERMINAL.

REVISIONS

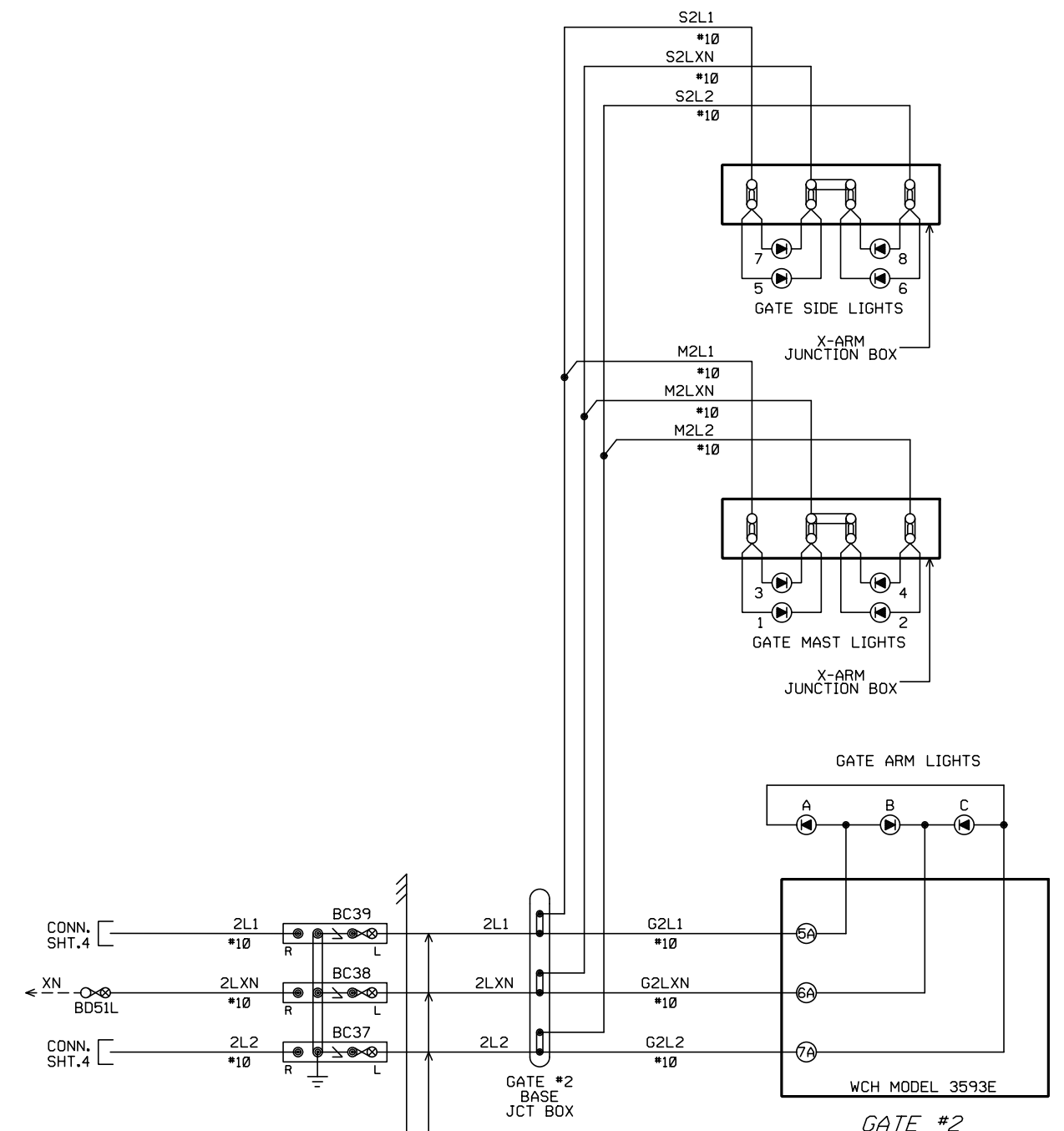
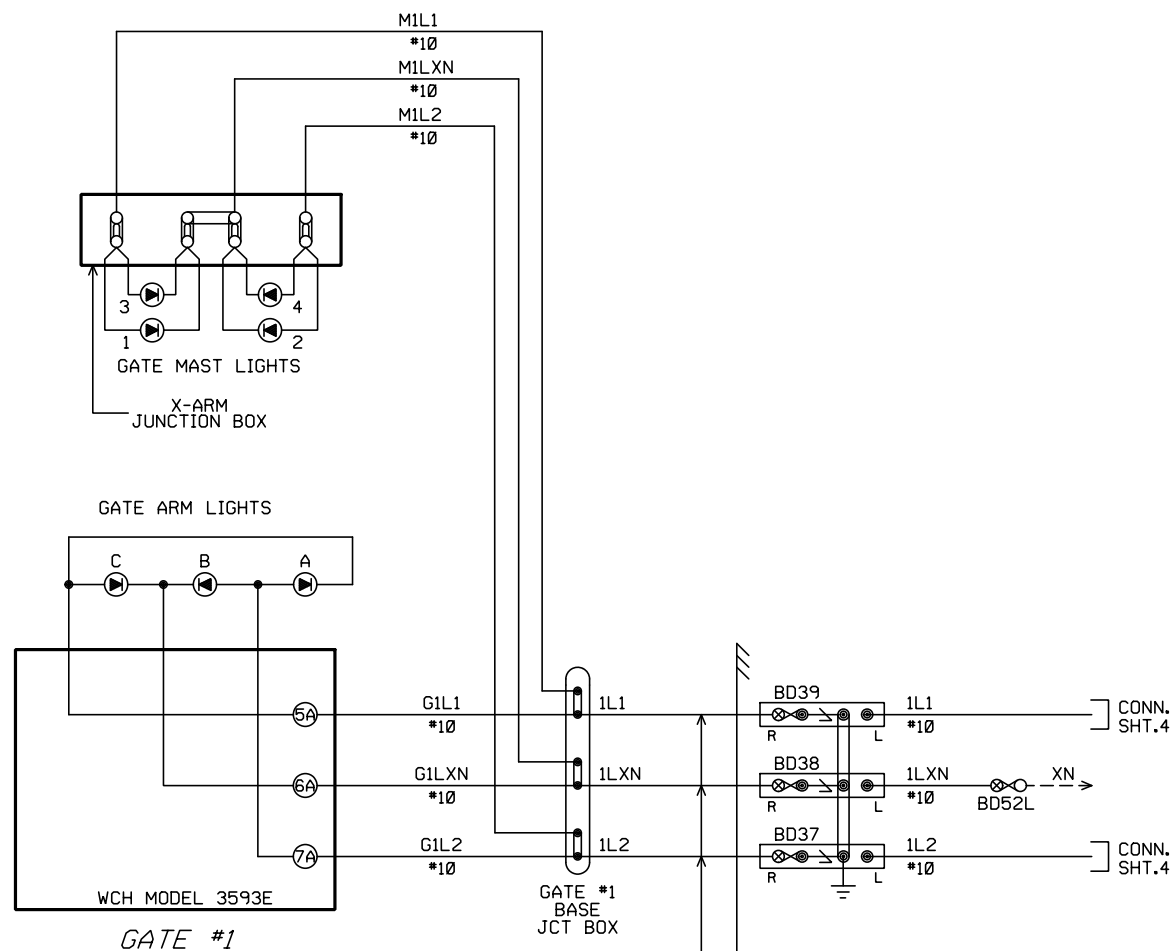
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DATA RECORDER CIRCUITRY

YORK RAILWAY COMPANY

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NOTE:  
1. ALL WIRING IS #16 AWG FLEX UNLESS OTHERWISE NOTED.

- LEGEND:
- ⊗ -TEST TERMINAL
  - △ -EQUALIZER
  - ∇ -ARRESTOR TO GROUND
  - ⊗ -TWISTED WIRE  
2 TURNS PER FOOT
  - -INSULATED NUT

REVISIONS

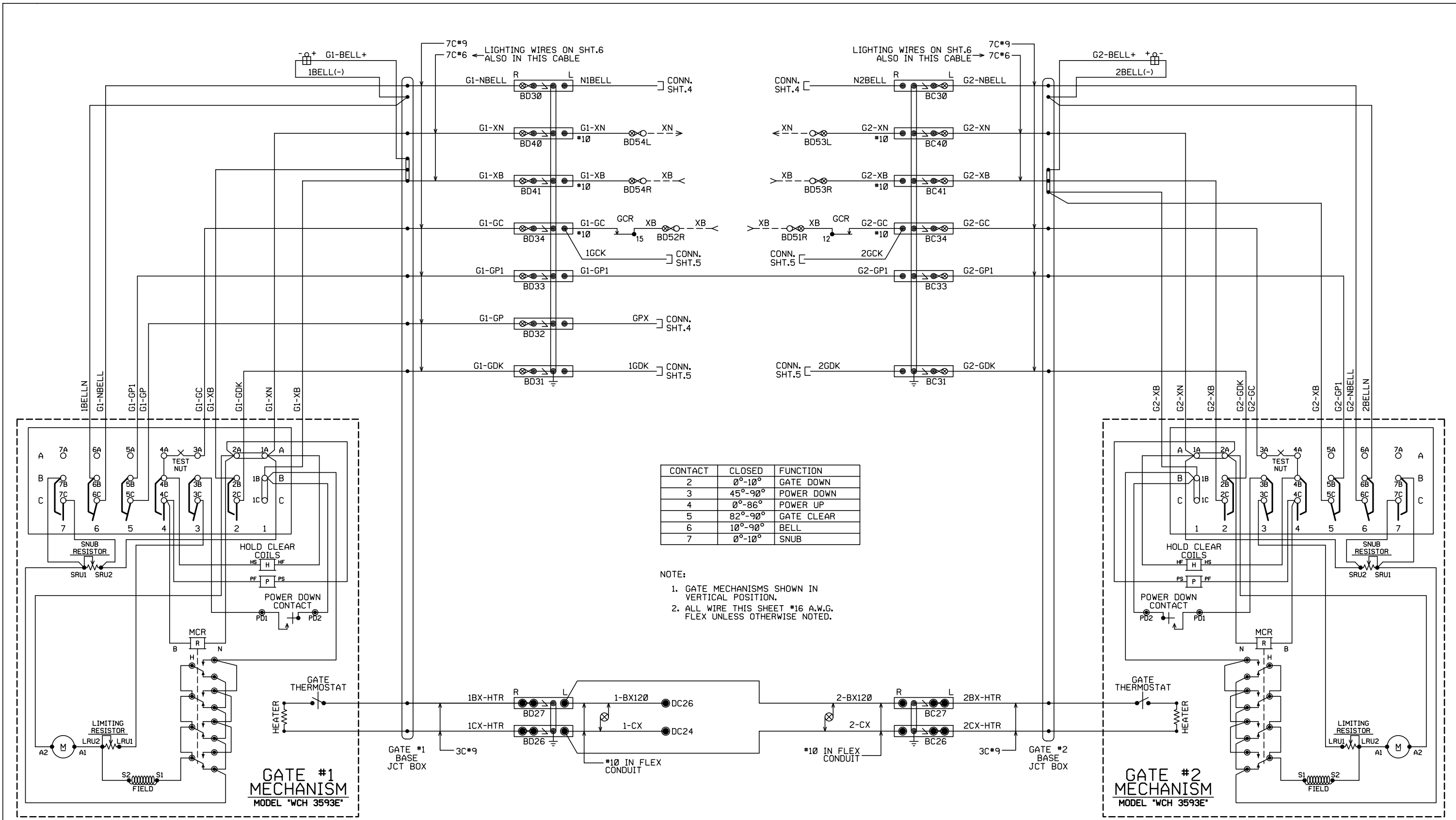
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GATES & FLASHERS LIGHTING CIRCUITRY

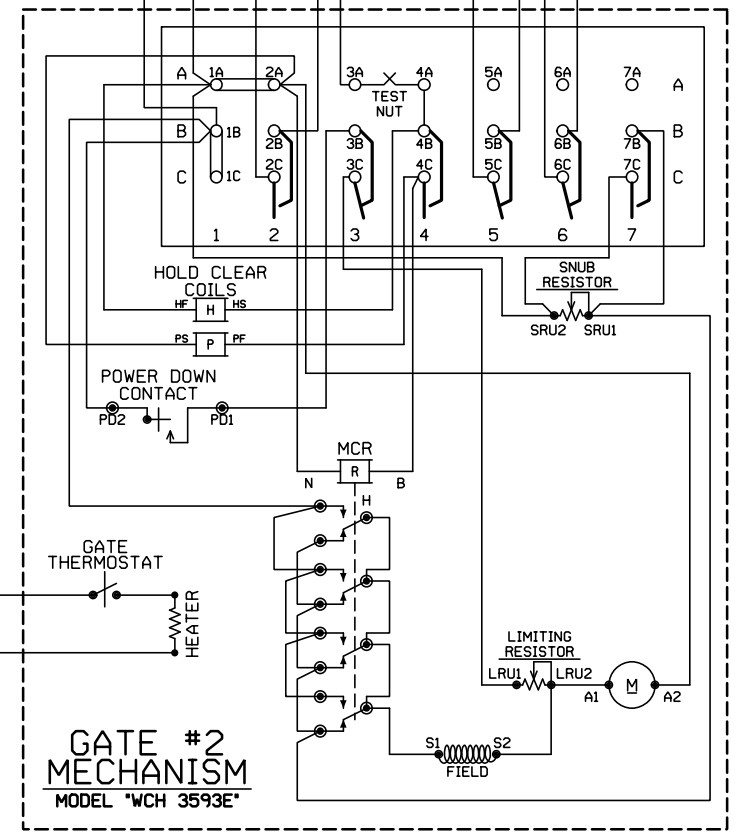
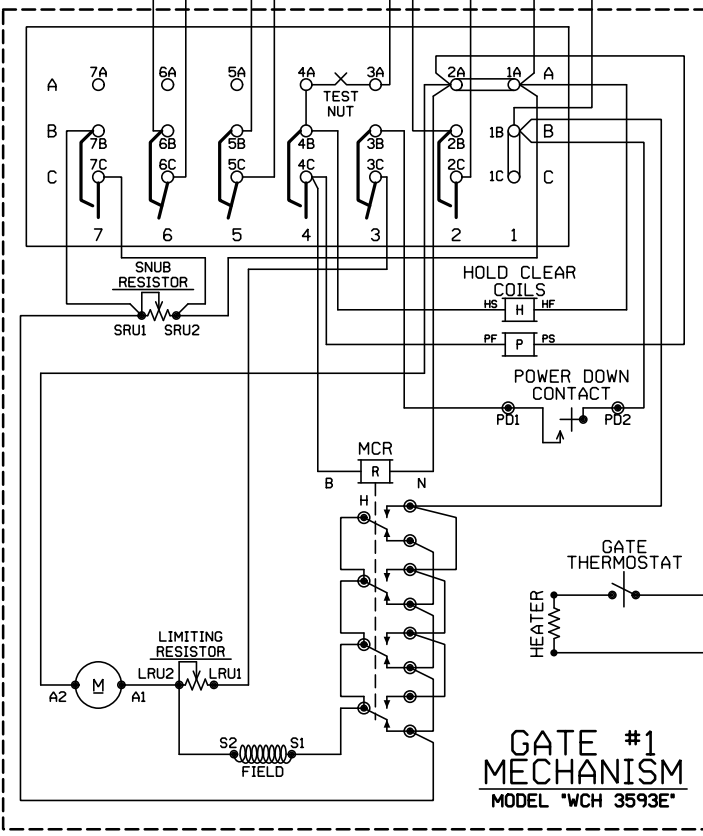
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CONTACT	CLOSED	FUNCTION
2	0°-10°	GATE DOWN
3	45°-90°	POWER DOWN
4	0°-86°	POWER UP
5	82°-90°	GATE CLEAR
6	10°-90°	BELL
7	0°-10°	SNUB

NOTE:  
 1. GATE MECHANISMS SHOWN IN VERTICAL POSITION.  
 2. ALL WIRE THIS SHEET #16 A.W.G. FLEX UNLESS OTHERWISE NOTED.



REVISIONS	

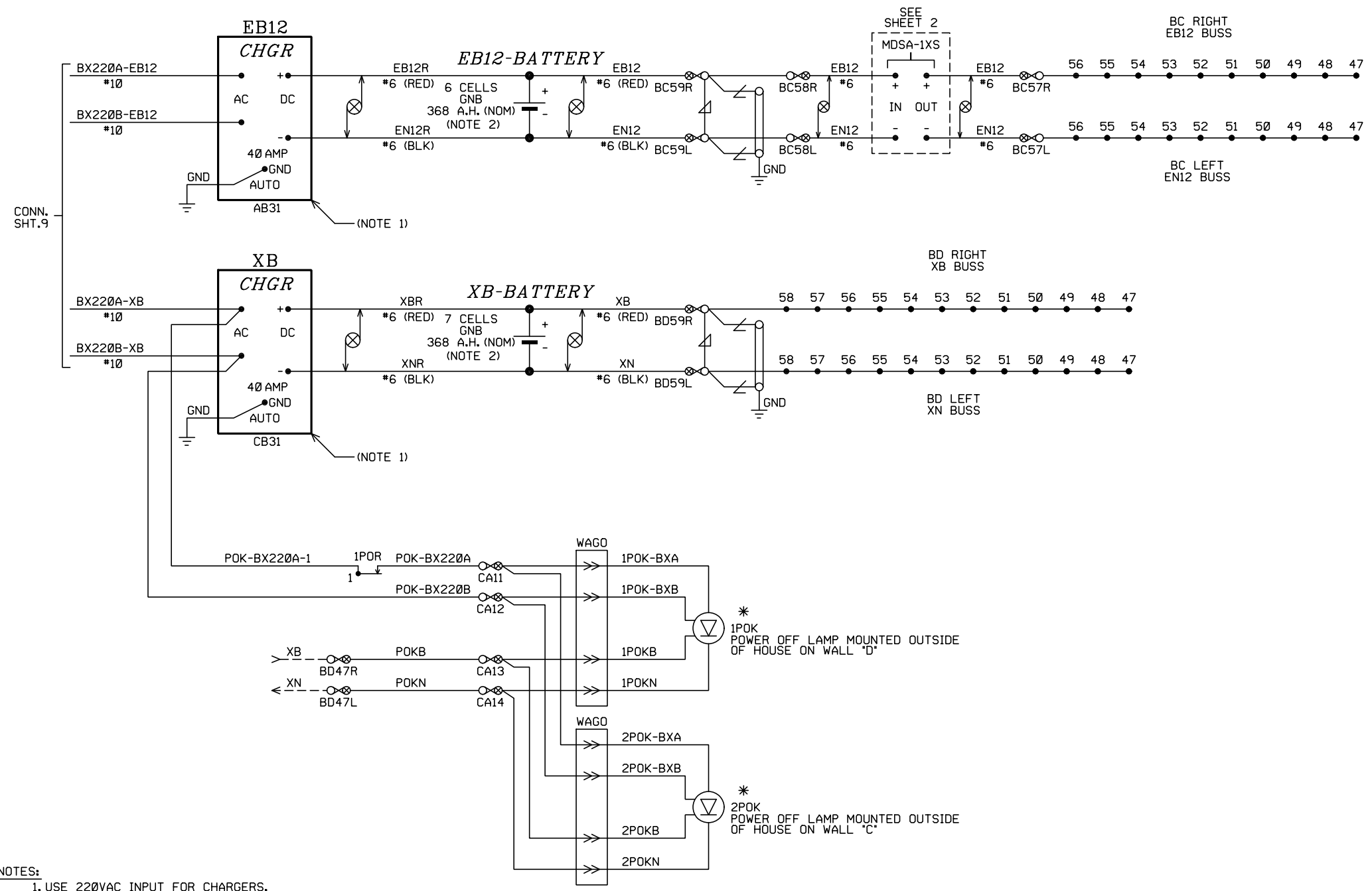
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GATE MECH CIRCUITRY

## YORK RAILWAY COMPANY

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**NOTES:**  
 1. USE 220VAC INPUT FOR CHARGERS.  
 2. USE 1/4" TERMINALS AT BATTERY CONNECTIONS.  
 3. ALL WIRING IN THE BUNGALOW IS #16 AWG FLEX UNLESS OTHERWISE NOTED.

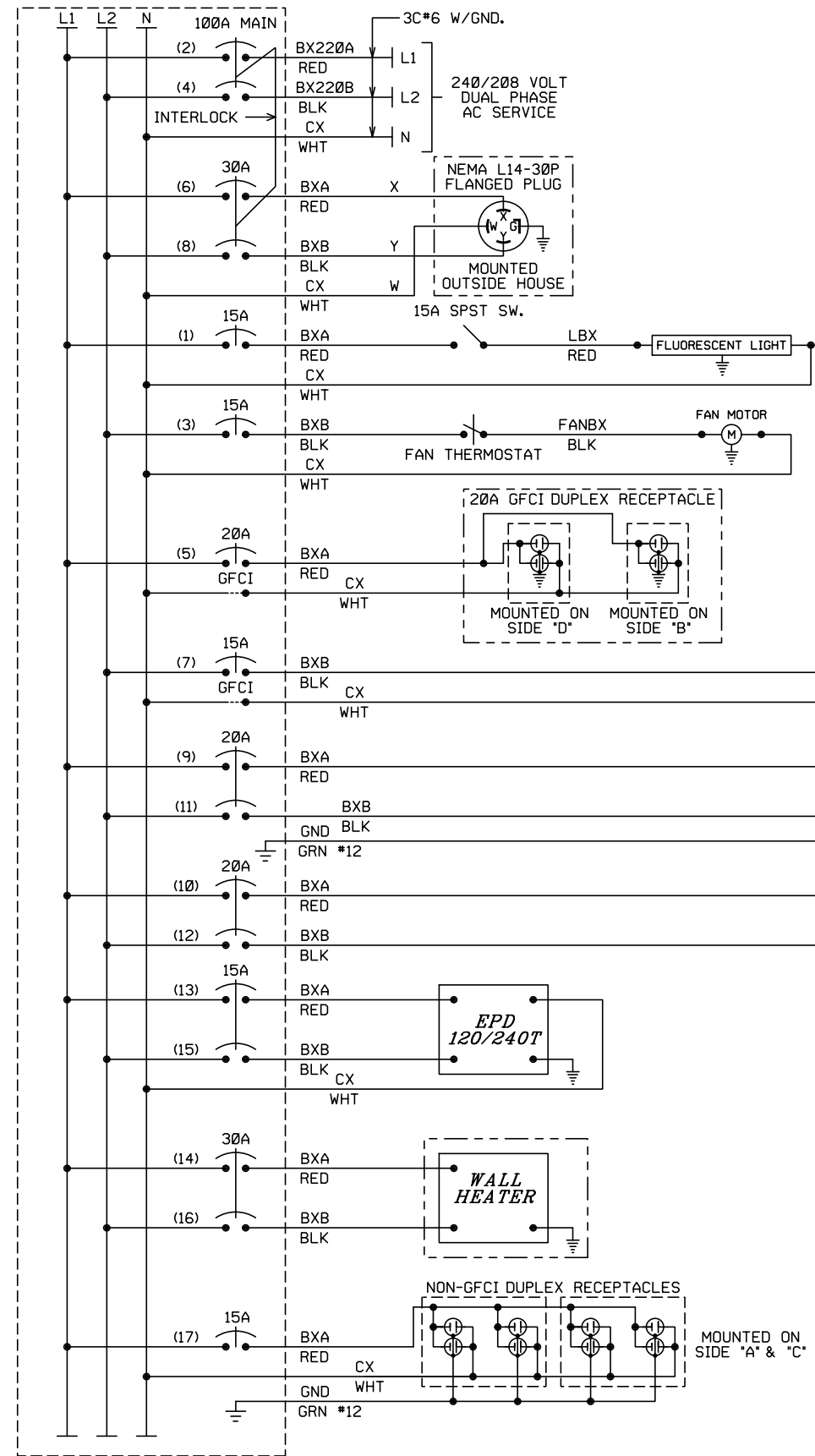
**LEGEND:**  
 ∞ - TEST TERMINAL  
 ▽ - EQUALIZER  
 ⚡ - ARRESTOR TO GROUND  
 ⊗ - TWISTED WIRE 2 TURNS PER FOOT  
 ● - INSULATED NUT  
 \* - LIGHTS ARE 12VDC, 4-WIRE LED. (P/N: LC2-001WB-WG4) VELCORP GEMS

REVISIONS	

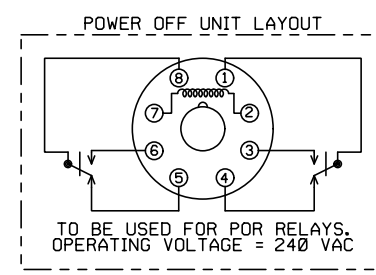
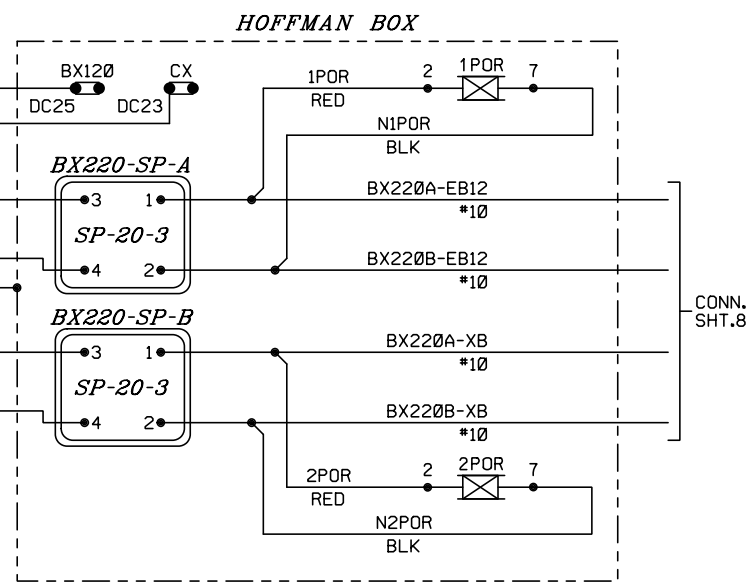
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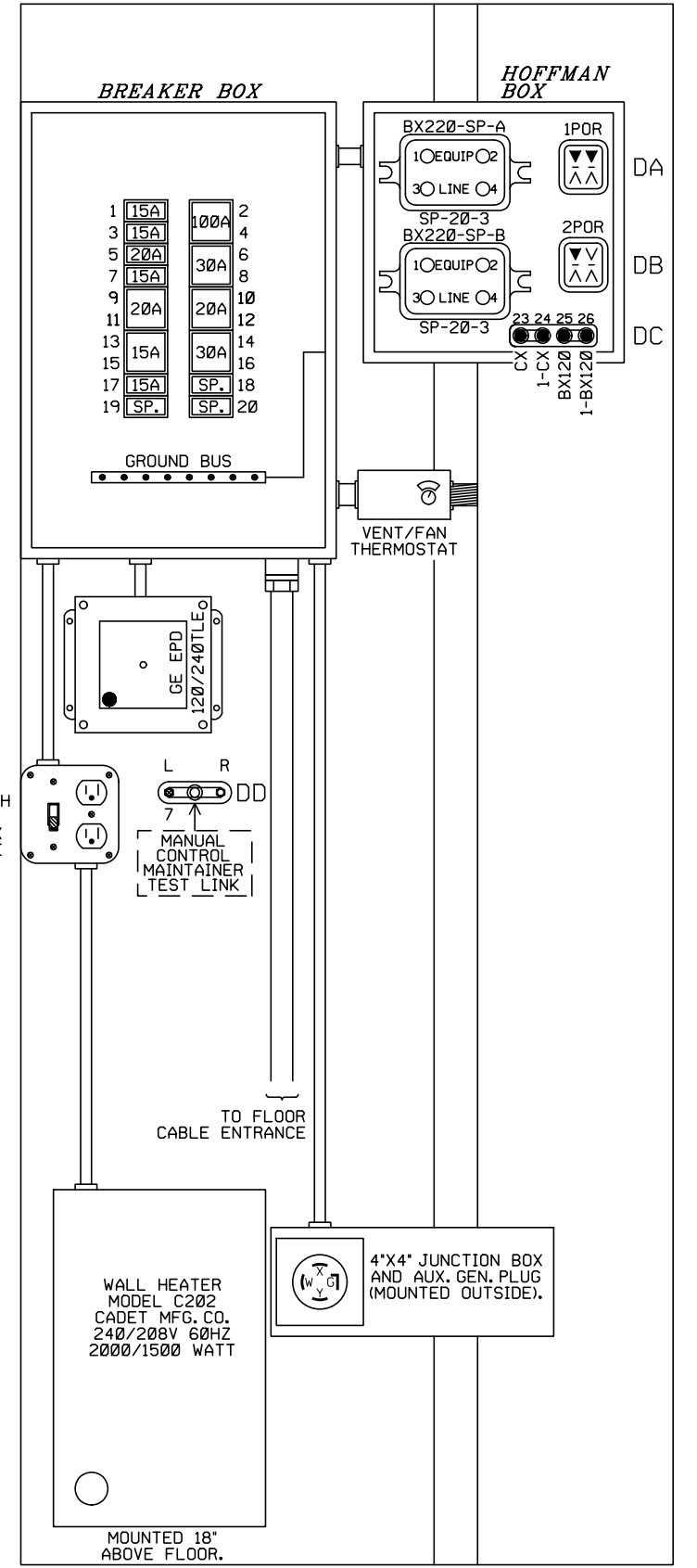
DC POWER DISTRIBUTION		
<b>YORK RAILWAY COMPANY</b>		
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- NOTES:
- USE THE FOLLOWING COLOR CODE:  
 GRN - GREEN - SAFETY EQUIPMENT GROUND  
 WHT - WHITE - CX (NEUTRAL)  
 BLK - BLACK - BX220B (L2)  
 RED - RED - BX220A (L1)  
 EXCEPTIONS TO THE ABOVE COLOR CODE ARE THE PRE-WIRED, SEALED ARRESTOR UNITS MOUNTED ON THE BREAKER BOX WHICH HAVE TWO BLACK AND ONE WHITE WIRE EACH.
  - MINIMUM WIRE SIZE  
 10-20 AMP - NO. 12 AWG THHN OR THWN SOLID  
 25-30 AMP - NO. 10 AWG THHN OR THWN SOLID  
 35-50 AMP - NO. 8 AWG THHN OR THWN SOLID
  - GROUND FAULT INTERRUPT (GFCI) MUST BE USED ON ALL CIRCUITS SERVING CONVENIENCE OUTLETS AND ANY EQUIPMENT OUTSIDE THE BUNGALOW. RECEPTACLE MOUNTED GFCI MAY BE USED INSTEAD OF BREAKER TYPE.
  - ALL GROUND WIRES ON THIS SHEET RUN TO BREAKER BOX GROUND BUS.



15A LIGHT SWITCH AND 20A DUPLEX RECEPTACLE



SIDE D DETAIL & AC POWER DISTRIBUTION

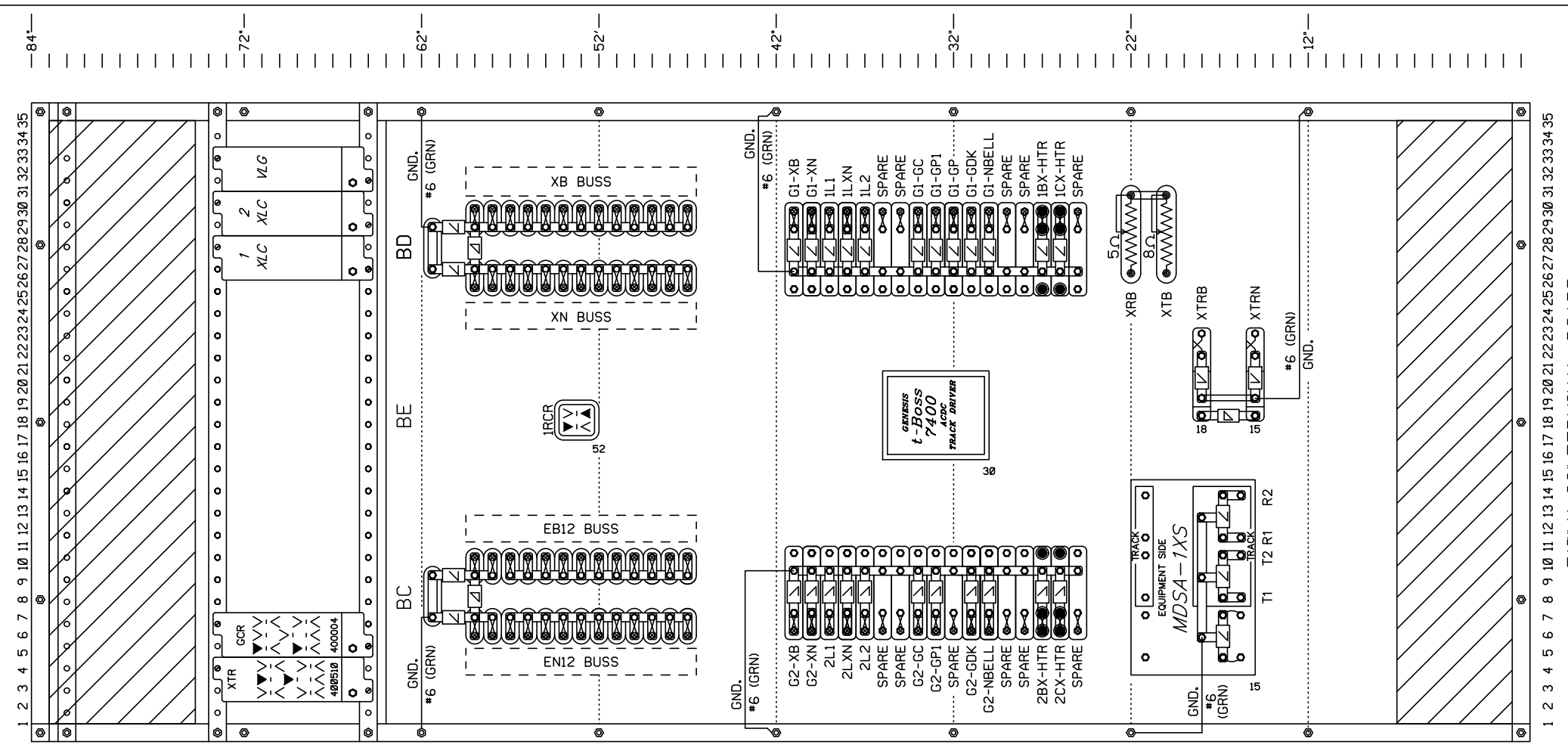
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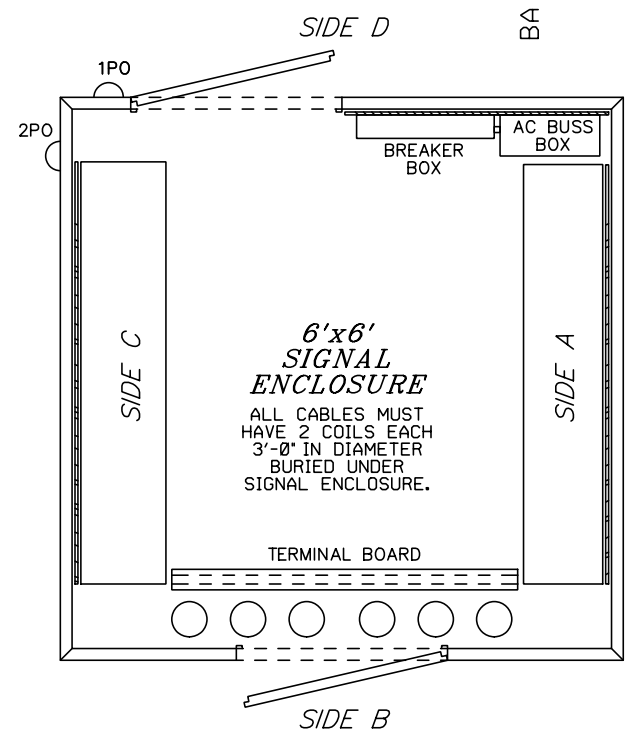
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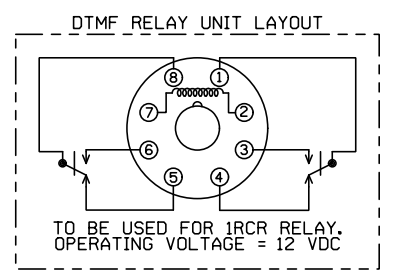
REVISIONS



7'0" X 36" TERMINAL BOARD

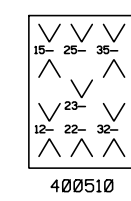
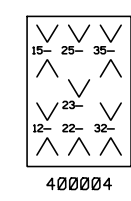


6'X6' SIGNAL ENCLOSURE LAYOUT  
 "NOT TO SCALE"



RELAY CROSS REFERENCE

ALSTOM	SIEMENS
A62-120	400510
A62-277	400004



▼ = CONTACT USED  
 √ = CONTACT NOT USED

BATTERY BUSS DETAILS

ROW BC		ROW BD	
EB12 BATT(-)	59   EB12 BATT(+)	XB BATT(-)	59   XB BATT(+)
MDSA-1XS IN-	58   MDSA-1XS IN+	MDA II TB1 BATT 1(-)	58   MDA II TB1 BATT 1(+)
MDSA-1XS OUT-	57   MDSA-1XS OUT+	MDA II TB4 IN 8(-)	57   1RCR_8
1RCR_7(-)	56   AC24	1XLC N12L	56   1XLC B12L
MDA II TB4 IN 6(-)	55   AC31	2XLC N12L	55   2XLC B12L
GIP N12	54   GIP B12	BD40	54   BD41
MDA II TB1 BATT 2(-)	53   MDA II TB1 BATT 2(+)	BC40	53   BC41
MDA II TB6 BATT-	52   MDA II TB6 BATT+	BD38	52   GCR_15
VLG IN 2(-)	51   XTR_25	BC38	51   GCR_12
t-Boss7400 N12	50   t-Boss7400 B12		50   XTR_23
VLG N12	49   VLG B12		49   2POR_8
1XLC N12	48   1XLC B12		48
2XLC N12	47   2XLC B12		47
EN12 BUSS (LEFT)	EB12 BUSS (RIGHT)	XN BUSS (LEFT)	XB BUSS (RIGHT)
		CA14	CA13

NOTE: NO EQUIPMENT ALLOWED IN SHADED AREAS.

NO.	REVISIONS

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SIDE B DETAIL - TERMINAL BOARD

## YORK RAILWAY COMPANY

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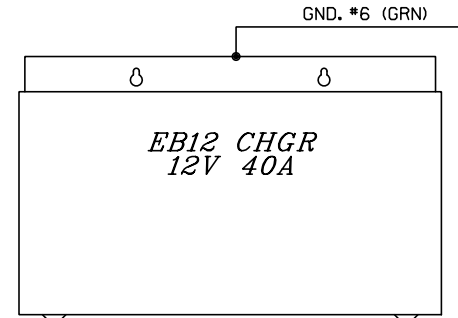
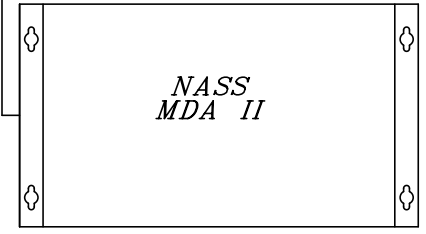
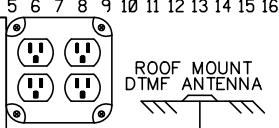
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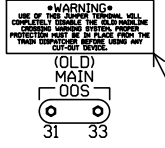
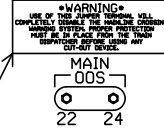
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AC

AD

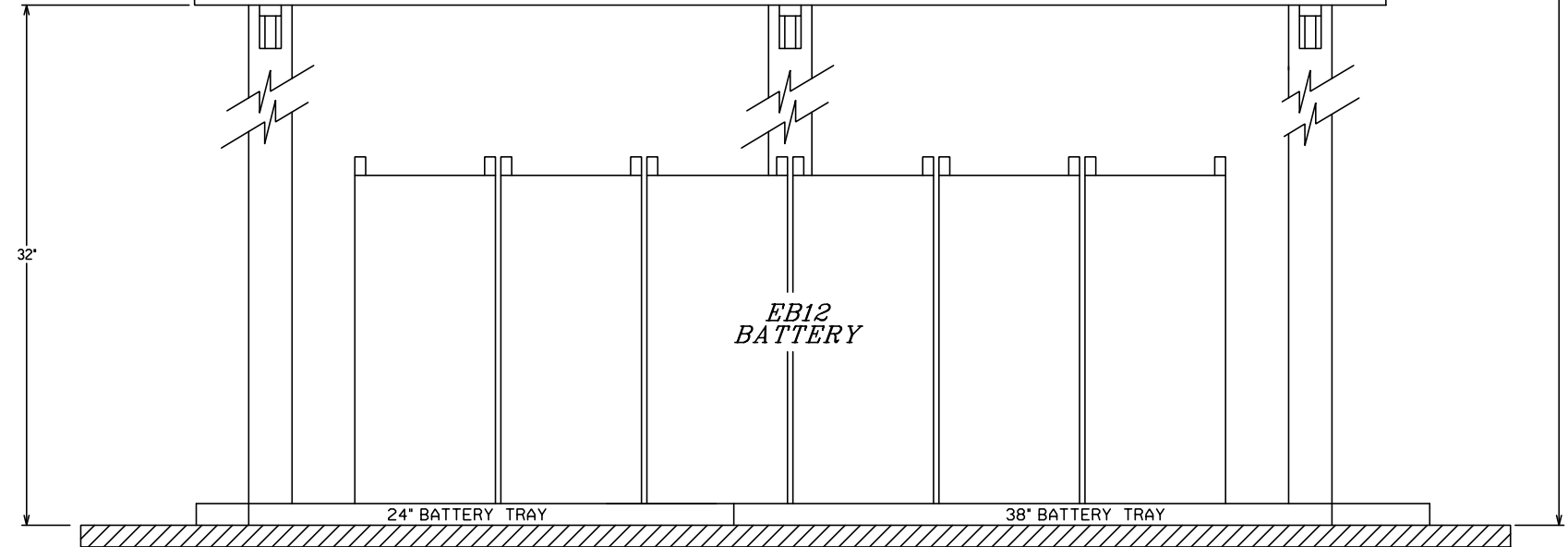
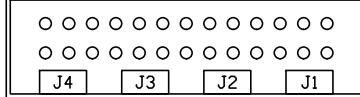


**\*WARNING\***  
USE OF THIS JUMPER TERMINAL WILL COMPLETELY DISABLE THE MAINLINE CROSSING WARNING SYSTEM. PROPER PROTECTION MUST BE IN PLACE FROM THE TRAIN DISPATCHER BEFORE USING ANY CUT-OUT DEVICE.



**\*WARNING\***  
USE OF THIS JUMPER TERMINAL WILL COMPLETELY DISABLE THE (OLD) MAINLINE CROSSING WARNING SYSTEM. PROPER PROTECTION MUST BE IN PLACE FROM THE TRAIN DISPATCHER BEFORE USING ANY CUT-OUT DEVICE.

*PMD-4/4R GENERIC INTERFACE PANEL*



*EB12 BATTERY*

24" BATTERY TRAY

38" BATTERY TRAY

HOUSE FLOOR  
SIDE A

REVISIONS

THE OPERATION OF THE CIRCUITS AND EQUIPMENT REPRESENTED HEREIN CANNOT BE FULLY CHECKED UNTIL ALL CIRCUITS AND DEVICES ARE CONNECTED TO FORM A COMPLETE SYSTEM, OR AN EFFECTIVE SUBSYSTEM. SUCH SYSTEM OR SUBSYSTEM MUST BE GIVEN COMPLETE CIRCUIT AND OPERATIONAL TESTS BEFORE BEING PLACED IN REGULAR OPERATION.



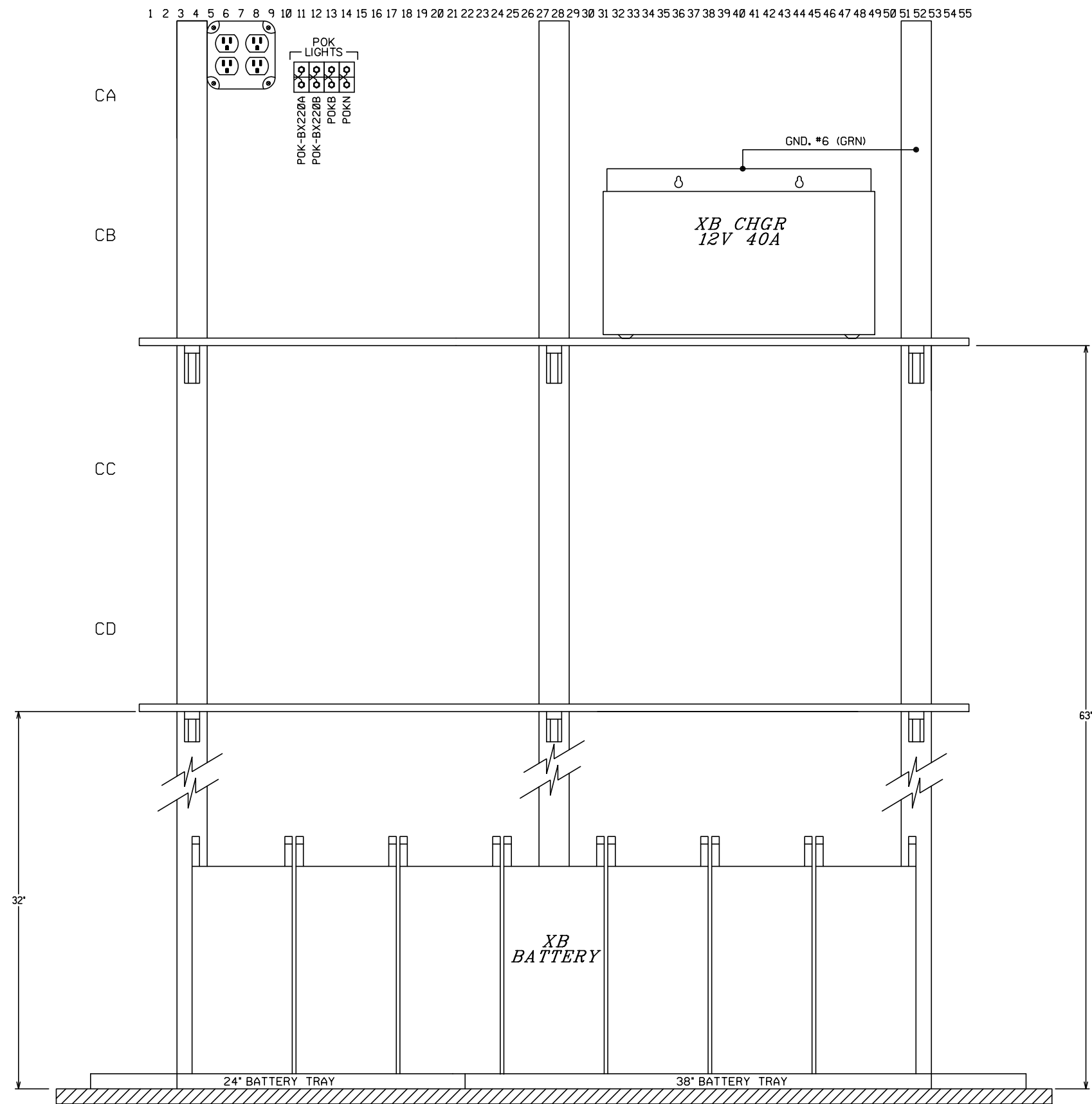
**YORK RAILWAY COMPANY**

SIDE A DETAIL

DRAWN: PRS  
DESIGNED: TJP  
CHECKED: RS  
DATE: 10-19-23

HOKES MILL RD. (SR 182)  
WEST YORK, (YORK), PENNSYLVANIA  
DOT#872 472D MILEPOST# 13.35

SHEET  
11 OF 13



HOUSE FLOOR  
SIDE C

REVISIONS	

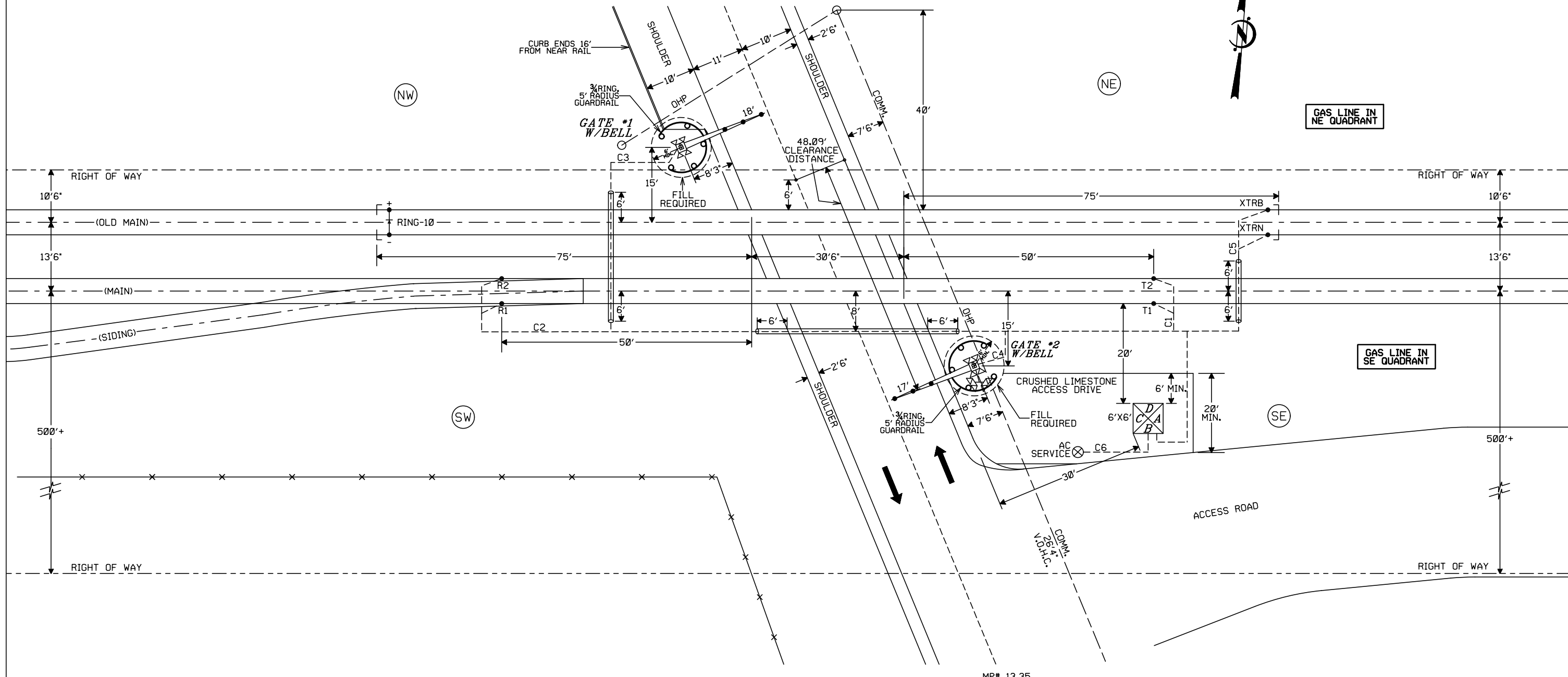
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SIDE C DETAIL		
<b>YORK RAILWAY COMPANY</b>		
DRAWN: PRS DESIGNED: TJP CHECKED: RS DATE: 10-19-23	HOKES MILL RD. (SR 182) WEST YORK, (YORK), PENNSYLVANIA DOT#872 472D MILEPOST# 13.35	SHEET 12 OF 13

← WEST TO LINCOLN YARD

EAST TO JUNCTION SWITCH →



MP\* 13.35  
**HOKES MILL RD. (SR 182)**  
 DOT\* 872 472D

CABLE	CABLES DESCRIPTION	FROM - TO
C1	1EA. 2C*6 AWG TWISTED PAIR	HOUSE TO T1 & T2
C2	1EA. 2C*6 AWG TWISTED PAIR	HOUSE TO R1 & R2
C3	1EA. 7C*6 AWG & 1EA. 7C*9 AWG & 1EA. 3C*9 AWG	HOUSE TO GATE 1
C4	1EA. 7C*6 AWG & 1EA. 7C*9 AWG & 1EA. 3C*9 AWG	HOUSE TO GATE 2
C5	1EA. 2C*6 AWG TWISTED PAIR	HOUSE TO XTRB & XTRN
C6	1EA. 3C*6 AWG W/GND.	HOUSE TO AC POWER SERVICE

- LEGEND:**
- PVC SCHEDULE 80 CONDUIT (INSTALLED AT MIN 36" DEEP)
  - UNDERGROUND CABLE
  - OVERHEAD CABLE
  - LOCATION OF AC SERVICE
  - UTILITY POLE
  - = QUADRANT MARKERS

**SCALE:**  
 1" = 20'  
 0' 5' 10' 20'

**REVISIONS**

NO.	DATE	DESCRIPTION

THE OPERATION OF THE CIRCUITS AND EQUIPMENT REPRESENTED HEREIN CANNOT BE FULLY CHECKED UNTIL ALL CIRCUITS AND DEVICES ARE CONNECTED TO FORM A COMPLETE SYSTEM, OR AN EFFECTIVE SUBSYSTEM. SUCH SYSTEM OR SUBSYSTEM MUST BE GIVEN COMPLETE CIRCUIT AND OPERATIONAL TESTS BEFORE BEING PLACED IN REGULAR OPERATION.



TRACK AND CABLE LAYOUT

## YORK RAILWAY COMPANY

DRAWN: PRS DESIGNED: TJP CHECKED: RS DATE: 10-19-23	HOKES MILL RD. (SR 182) WEST YORK, (YORK), PENNSYLVANIA DOT#872 472D MILEPOST# 13.35	SHEET 13 OF 13
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# YORK RAILWAY COMPANY (YRC)

## HOKES MILL RD. (SR 182)

### WEST YORK, (YORK), PENNSYLVANIA

### DOT# 535 203J MILEPOST# 15.65

INDEX	
SHEET	DESCRIPTION
00	TITLE AND INDEX
01	CROSSING TRACK LAYOUT
02	PMD-4R CIRCUITRY & PROGRAM
03	CROSSING CONTROLLER CIRCUITRY
04	DATA RECORDER CIRCUITRY
05	GATES & FLASHERS LIGHTING CIRCUITRY
06	GATE MECH CIRCUITRY
07	DC POWER DISTRIBUTION
08	SIDE D DETAIL & AC POWER DISTRIBUTION
09	SIDE B DETAIL - TERMINAL BOARD
10	SIDE A DETAIL
11	SIDE C DETAIL
12	TRACK AND CABLE LAYOUT
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REVISIONS					

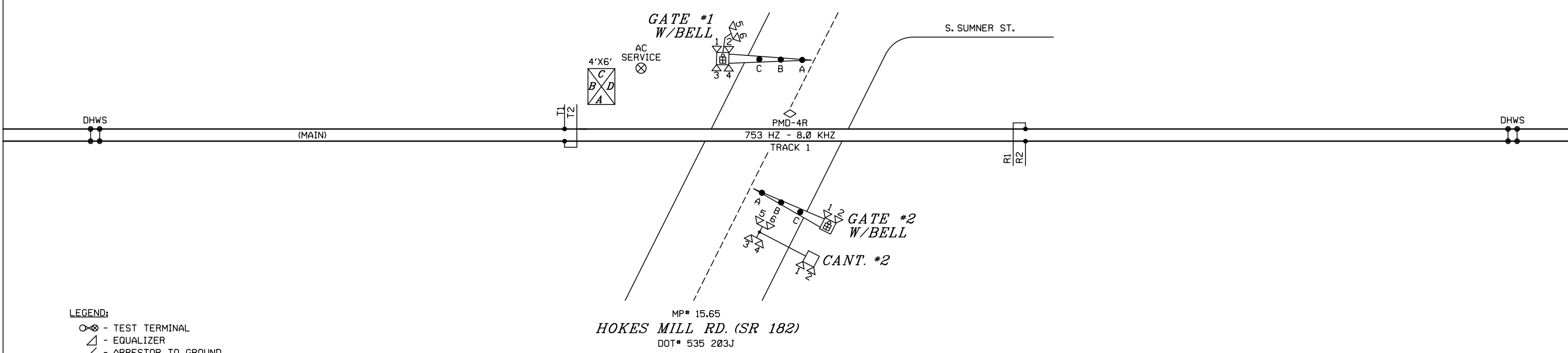
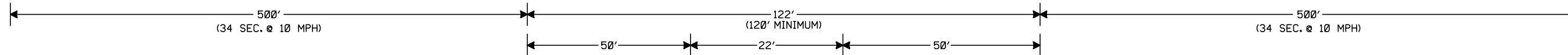
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TITLE AND INDEX		
<b>YORK RAILWAY COMPANY</b>		
DRAWN: PRS DESIGNED: TJP CHECKED: RS DATE: 10-19-23	HOKES MILL RD. (SR 182) WEST YORK, (YORK), PENNSYLVANIA DOT#535 203J MILEPOST# 15.65	SHEET 00 OF 12

← WEST TO WEST YORK

EAST TO JUNCTION SWITCH →



**LEGEND:**

- ⊗ - TEST TERMINAL
- △ - EQUALIZER
- ∟ - ARRESTOR TO GROUND
- ⊕ - TWISTED WIRE  
2 TURNS PER FOOT
- - INSULATED NUT
- - PVC SCHEDULE 80 CONDUIT  
(INSTALLED AT MIN 36" DEEP)
- ⊗ - LOCATION OF AC SERVICE

	TRACK 1	
	WEST	EAST
ACTUAL PRIME CROSSING WARNING TIME	30 SEC	30 SEC
TIME FOR CROSSING CLEARANCE DISTANCE > 35'	+ 0 SEC	+ 0 SEC
TRAFFIC PRE-EMPTION TIME	+ 0 SEC	+ 0 SEC
TOTAL CALCULATED DESIGN WARNING TIME	30 SEC	30 SEC
EQUIPMENT RESPONSE TIME	+ 4 SEC	+ 4 SEC
BUFFER TIME	+ 0 SEC	+ 0 SEC
TOTAL WARNING TIME FOR APPROACH DISTANCE CALCULATION	34 SEC	34 SEC
CALCULATED AT MAXIMUM TRAIN SPEED	× 10 MPH	× 10 MPH
RATIO OF FEET PER SECOND TO MILES PER HOUR	× 1.47	× 1.47
APPROACH LENGTH (ROUNDED UP TO THE NEXT FOOT)	500 FEET	500 FEET

**NOTES:**

1. LAT./LONG. IN DECIMAL DEGREES:  
39.946900°, -76.766116°
2. MATERIAL & INSTALLATION TO BE IN ACCORDANCE WITH MUTCD, STATE AND RAILROAD STANDARDS.
3. ALL DIMENSIONS ARE APPROXIMATE AND MAY VARY DUE TO ACTUAL FIELD CONDITIONS. VENDOR TO VERIFY ALL CONDITIONS.
4. FLASHING LIGHT SIGNALS & GATE LIGHTS TO BE LIGHT EMITTING DIODE ASSEMBLIES (LED).
5. BEWARE OF OVERHEAD WIRES.
6. SEE APPROACH CIRCUIT DISTANCE CALCULATION TABLE FOR PLANNED WARNING TIME AND TRAIN SPEED PER TRACK.
7. APPROACH DISTANCES ARE TO BE MEASURED FROM THE TERMINATIONS TO CLOSEST SET OF TRACK LEADS AT CROSSING.
8. CONDUIT MUST BE BORED.
9. VENDOR IS RESPONSIBLE TO LOCATE AND PROTECT ALL UTILITIES WITHIN LIMITS OF CONSTRUCTION.
10. ENSURE ALL DITCHES ALONG THE TRACKS IN ALL FOUR QUADRANTS HAVE POSITIVE DRAINAGE FLOW TO 100' FROM HIGHWAY.
11. GATE LENGTHS:  
GATE #1: 23'  
GATE #2: 19' CANT #2: 14'
12. SET NW QUAD FLASHERS AT MUTCD MAX. DIMENSION 9.5' ABOVE GRADE
13. BUNGALOW DOOR TO FACE ROADWAY DUE TO PROXIMITY TO TRACK.
14. JOINTED RAIL. ANY JOINTS ENCOUNTERED WILL REQUIRE NEW DOUBLE BONDS (HEAD AND WEB).
15. W-SECTION GUARDRAIL WITH QUARTER CIRCLE, 5' RADIUS ARC SECTION WITH FLARE END PIECES ON EACH END OF A 6'-3" MINIMUM TANGENT SECTION PLACED PARALLEL TO ROAD, BETWEEN ROAD AND BOTH SIGNAL MASTS IN SE QUAD.

REVISIONS

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CROSSING TRACK LAYOUT

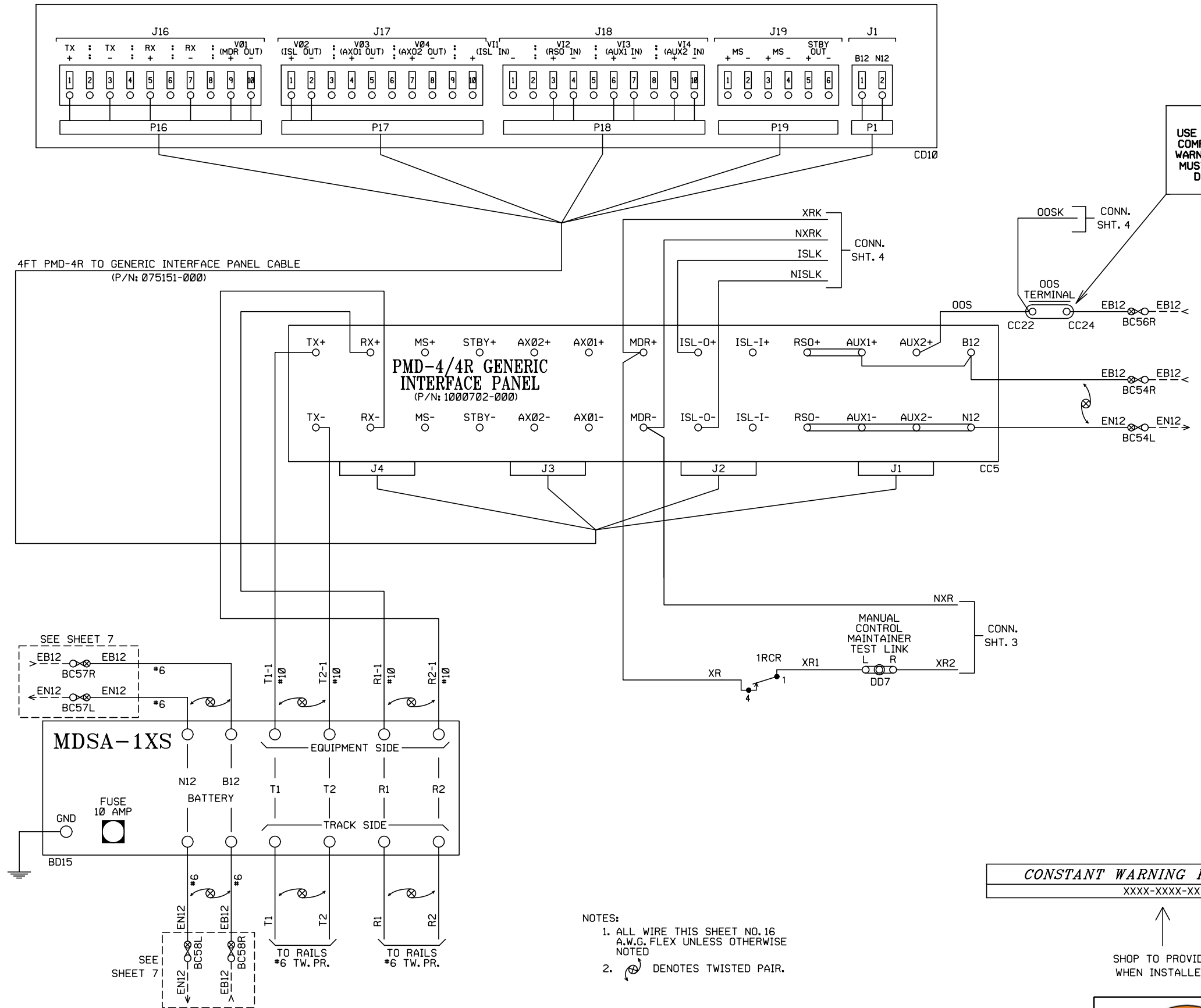
**YORK RAILWAY COMPANY**

DRAWN: PRS  
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HOKES MILL RD. (SR 182)  
WEST YORK, (YORK), PENNSYLVANIA  
DOT#535 203J MILEPOST# 15.65

SHEET  
01 OF 12

# PMD-4R



**\*WARNING\***  
 USE OF THIS JUMPER TERMINAL WILL COMPLETELY DISABLE THIS CROSSING WARNING SYSTEM. PROPER PROTECTION MUST BE IN PLACE FROM THE TRAIN DISPATCHER BEFORE USING ANY CUT-OUT DEVICE.

NOTE:  
 DL = DEFAULT LEVEL  
 NA = NON APPLICABLE  
 \* = MODIFYING MDR OR RX WILL RESET THE AAWTT REPORT ENTRY FOR THAT TRACK

PMD-4R SETUP PARAMETERS	
<b>APPLICATION INFO</b>	
APPLICATION	PMD-4R_MDCWJ00S
APPLICATION CHECKSUM	7591
APPLICATION CRC	323D
CHASSIS ID	7
<b>MDR1 SETTINGS</b>	
MDR1 WARNING TIME (SEC)	30
MDR1 CW OR MD	CW
MDR1 AP TIME	NA
MDR1 AUX RECOVERY DELAY	5 (DL)
<b>FREQUENCY</b>	
APPROACH TRACK FREQUENCY (HZ)	753 HZ
<b>BASIC APPROACH SETTINGS</b>	
MASTER/SLAVE	MASTER
TRANSMITTER GAIN	200
TCA	FIELD ADJUST
DIRECTION MODE UNI/BI	BI
LIA	FIELD ADJUST
APPROACH LENGTH	500 FT
AUTO RX ENABLE/DISABLE	ENABLED
<b>ADVANCE APPROACH SETTINGS</b>	
FALSE SHUNT	DISABLED
FALSE SHUNT RX	80
FALSE SHUNT DELAY	10
APPROACH RELEASE	DISABLED
APPROACH RELEASE RX	80
APPROACH RELEASE DELAY	10
LOSS OF SHUNT TIME (LOS)	16
APPROACH SETTING	NORMAL
<b>ISLAND SETTINGS</b>	
ISLAND TYPE INTERNAL/EXTERNAL	INTERNAL
ISLAND ENABLED	ENABLED
ISLAND DISABLE TIMEOUT	2 HR
ISLAND FREQUENCY (HZ)	8000
ISLAND LOSS OF SHUNT (LOS)	2
ISLAND FAULT DELAY	2
TRANSMITTER GAIN	0
<b>AAWTT CONFIGURATION</b>	
RAILROAD	YRC
DOT	535203J
AWT ROUTE	ENABLED
MDR	* MDR1
RX	* 70
AAWTT RX	71
DIRECTION MODE	BI
BI DIRECTION FROM TX	WEST
BI DIRECTION FROM RX	EAST

CONSTANT WARNING KEY NUMBER  
XXXX-XXXX-XXXX

SHOP TO PROVIDE WHEN INSTALLED

- NOTES:
1. ALL WIRE THIS SHEET NO. 16 A.W.G. FLEX UNLESS OTHERWISE NOTED
  2. DENOTES TWISTED PAIR.

REVISIONS	

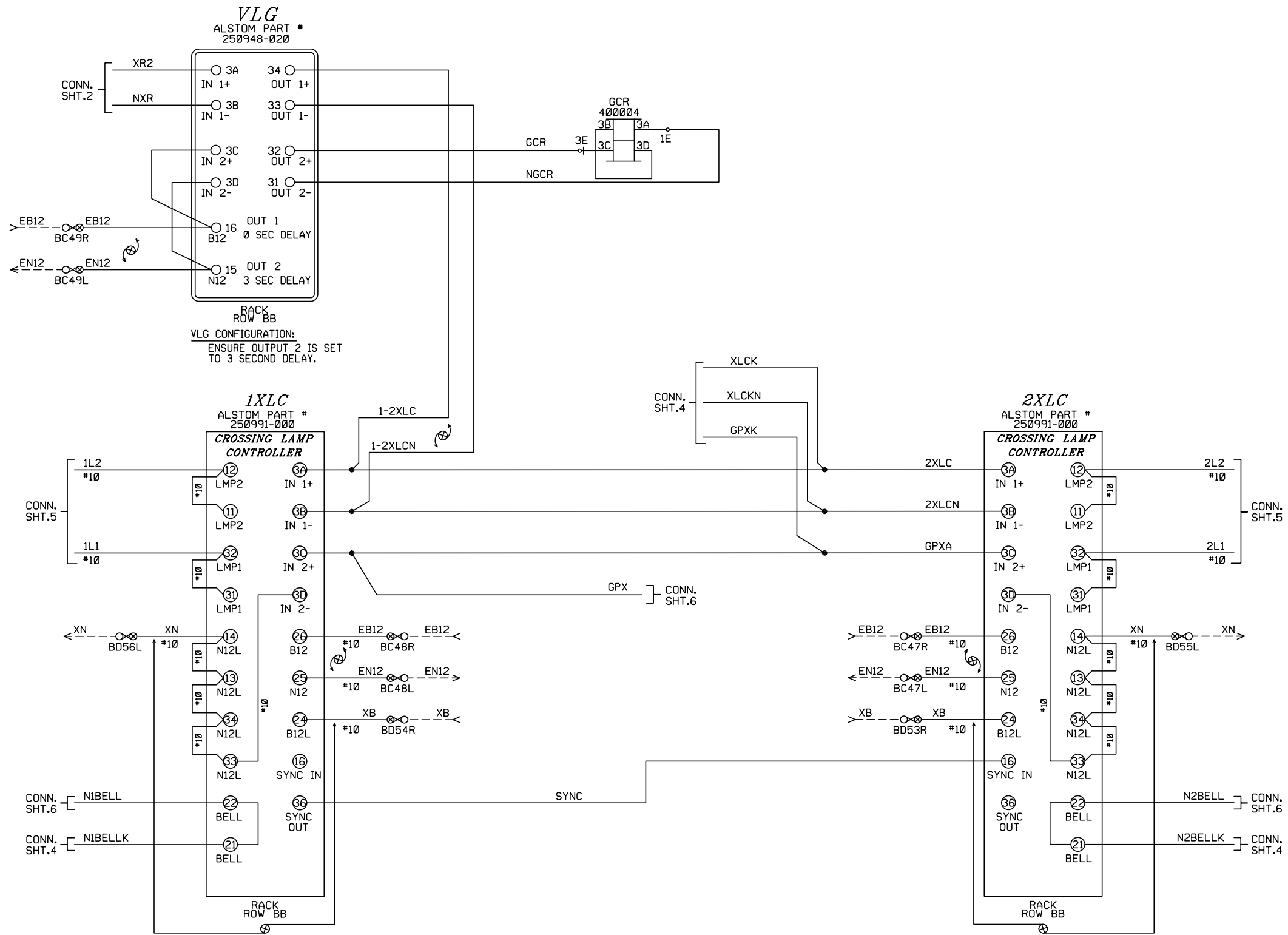
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PMD-4R CIRCUITRY & PROGRAM

## YORK RAILWAY COMPANY

DRAWN: PRS DESIGNED: TJP CHECKED: RS DATE: 10-19-23	HOKES MILL RD. (SR 182) WEST YORK, (YORK), PENNSYLVANIA DOT#535 203J MILEPOST# 15.65	SHEET 02 OF 12
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RACK ROW BB  
 VLG CONFIGURATION:  
 ENSURE OUTPUT 2 IS SET  
 TO 3 SECOND DELAY.

- LEGEND:**
- ⊗ - TEST TERMINAL
  - △ - EQUALIZER
  - ∇ - ARRESTOR TO GROUND
  - ⊕ - TWISTED WIRE  
2 TURNS PER FOOT
  - - INSULATED NUT

- NOTES:**
- ALL WIRING IN THE BUNGALOW IS #16 AWG FLEX UNLESS OTHERWISE NOTED.

REVISIONS	

THE OPERATION OF THE CIRCUITS AND EQUIPMENT REPRESENTED HEREIN CANNOT BE FULLY CHECKED UNTIL ALL CIRCUITS AND DEVICES ARE CONNECTED TO FORM A COMPLETE SYSTEM, OR AN EFFECTIVE SUBSYSTEM. SUCH SYSTEM OR SUBSYSTEM MUST BE GIVEN COMPLETE CIRCUIT AND OPERATIONAL TESTS BEFORE BEING PLACED IN REGULAR OPERATION.



CROSSING CONTROLLER CIRCUITRY

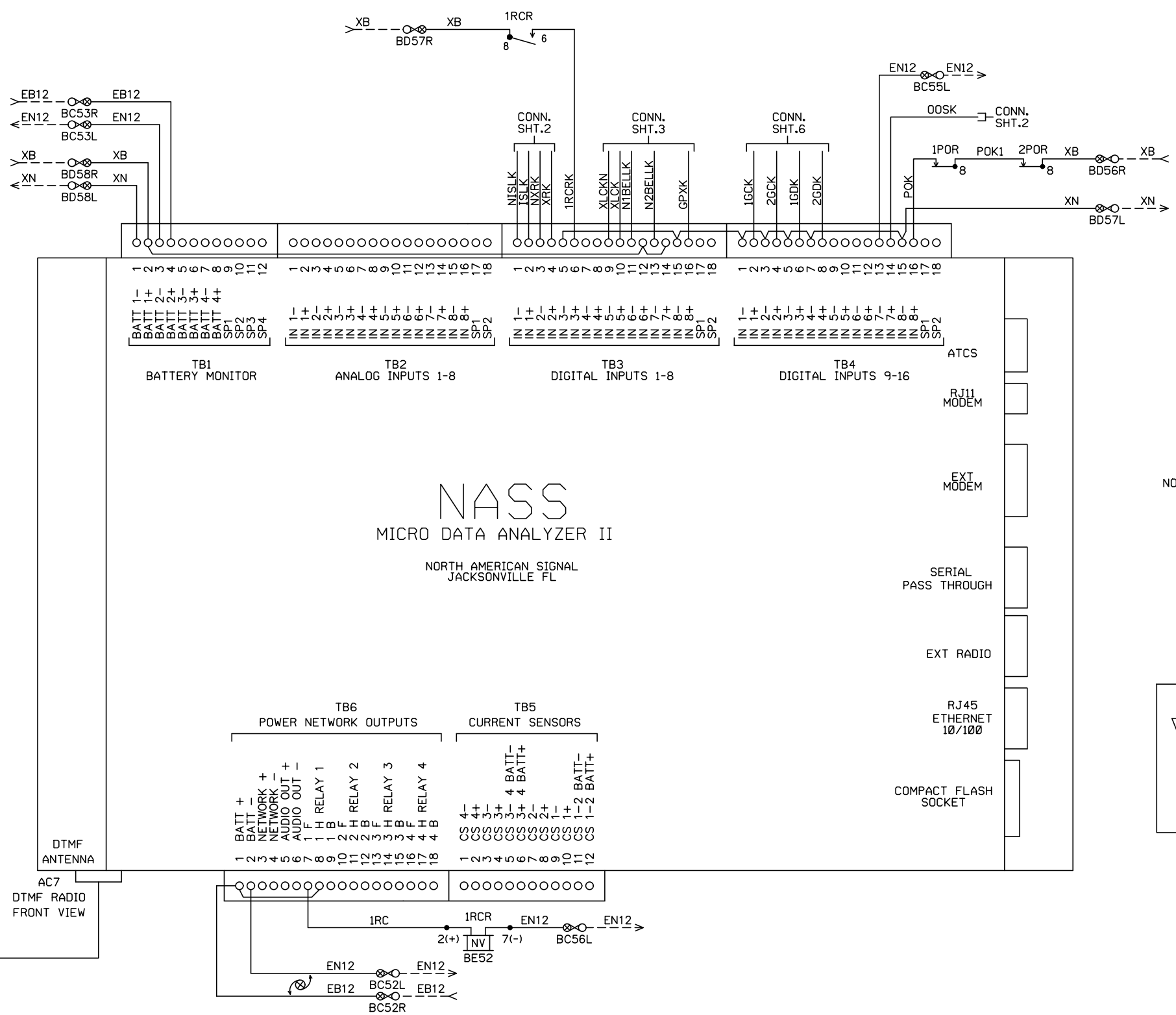
## YORK RAILWAY COMPANY

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ROOF MOUNT VHF ANTENNA

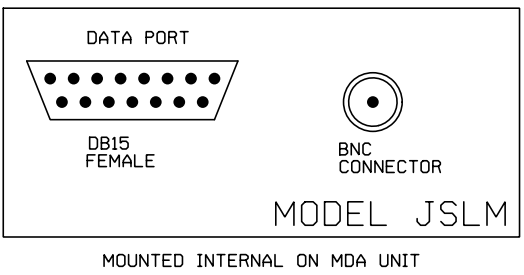
COAX CABLES BY NAS

ANTENNA CABLE NAS PART NO: NAS-DTMF-AK-10



NOTES:  
 1) TO ACTIVATE CROSSING ENTER: 203\*  
 2) TO DEACTIVATE CROSSING ENTER: 203#  
 3) RAILROAD FREQUENCIES: XXX.XXX MHz  
 CH. #07-07  
 TONE 44

PROVIDE FREQUENCY & CHANNEL INFORMATION



NOTES:  
 1. ALL WIRE THIS SHEET NO. 16 A.W.G. FLEX UNLESS OTHERWISE NOTED.  
 2. Ⓢ DENOTES TWISTED WIRE PAIR.  
 3. ⊗ DENOTES TEST TERMINAL.

REVISIONS

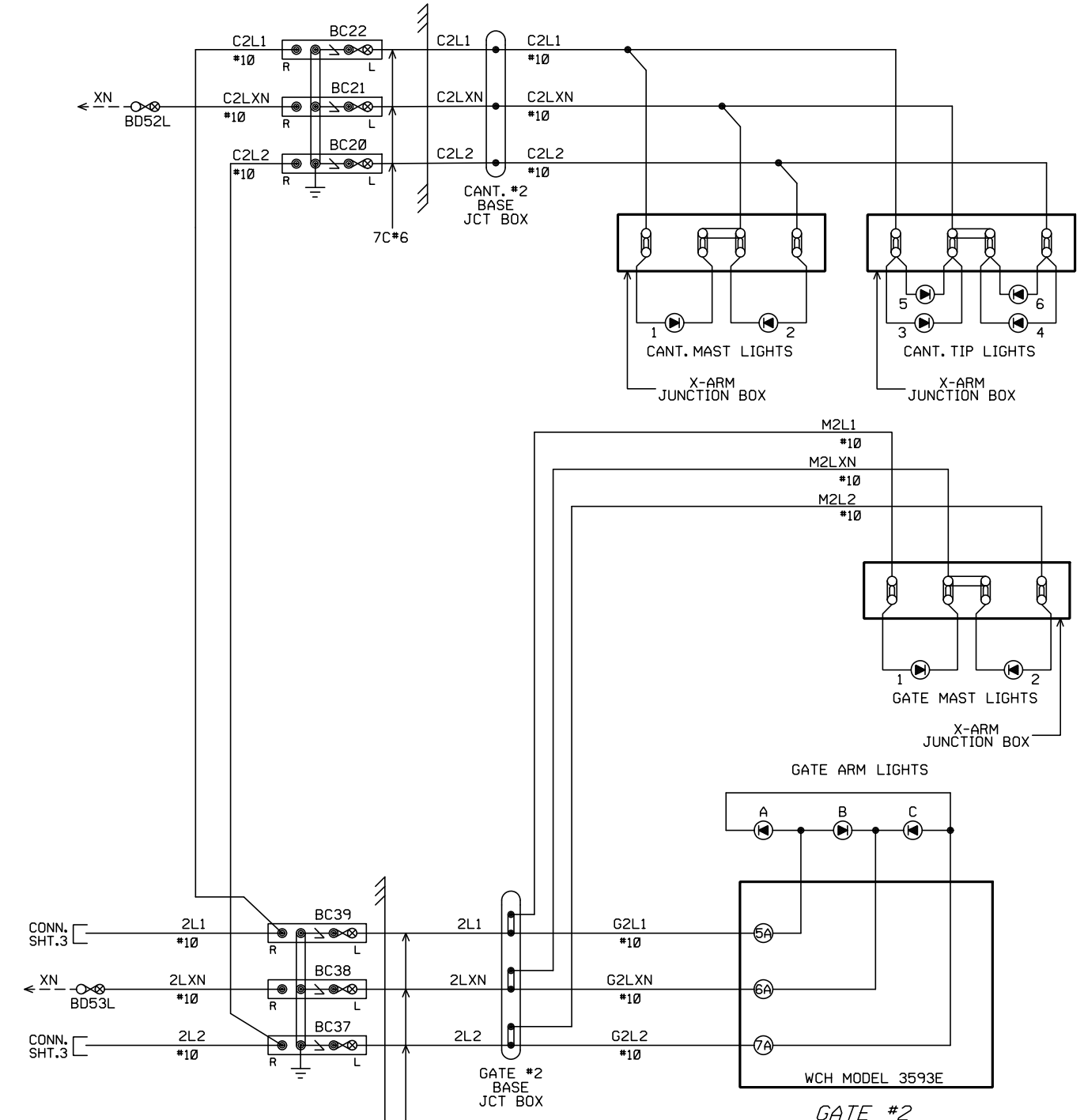
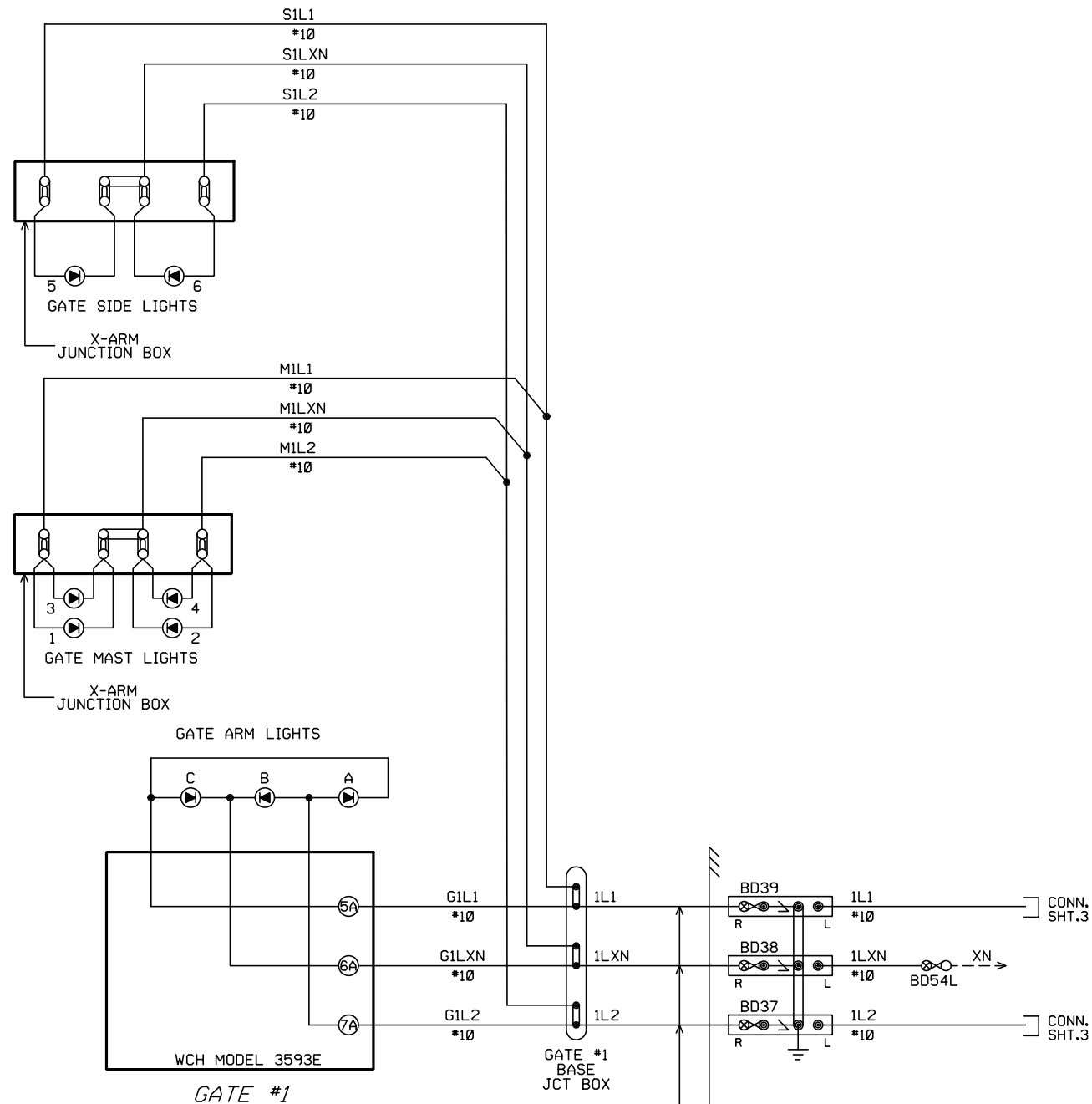
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DATA RECORDER CIRCUITRY

YORK RAILWAY COMPANY

DRAWN: PRS DESIGNED: TJP CHECKED: RS DATE: 10-19-23	HOKES MILL RD. (SR 182) WEST YORK, (YORK), PENNSYLVANIA DOT#535 203J MILEPOST# 15.65	SHEET 04 OF 12
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NOTE:  
1. ALL WIRING IS #16 AWG FLEX UNLESS OTHERWISE NOTED.

- LEGEND:
- ⊗ -TEST TERMINAL
  - △ -EQUALIZER
  - ∇ -ARRESTOR TO GROUND
  - ⊗ -TWISTED WIRE  
2 TURNS PER FOOT
  - -INSULATED NUT

7C#6  
BATTERY WIRES ON SH.6  
ALSO IN THESE CABLES.

7C#6  
BATTERY WIRES ON SH.6  
ALSO IN THESE CABLES.

REVISIONS

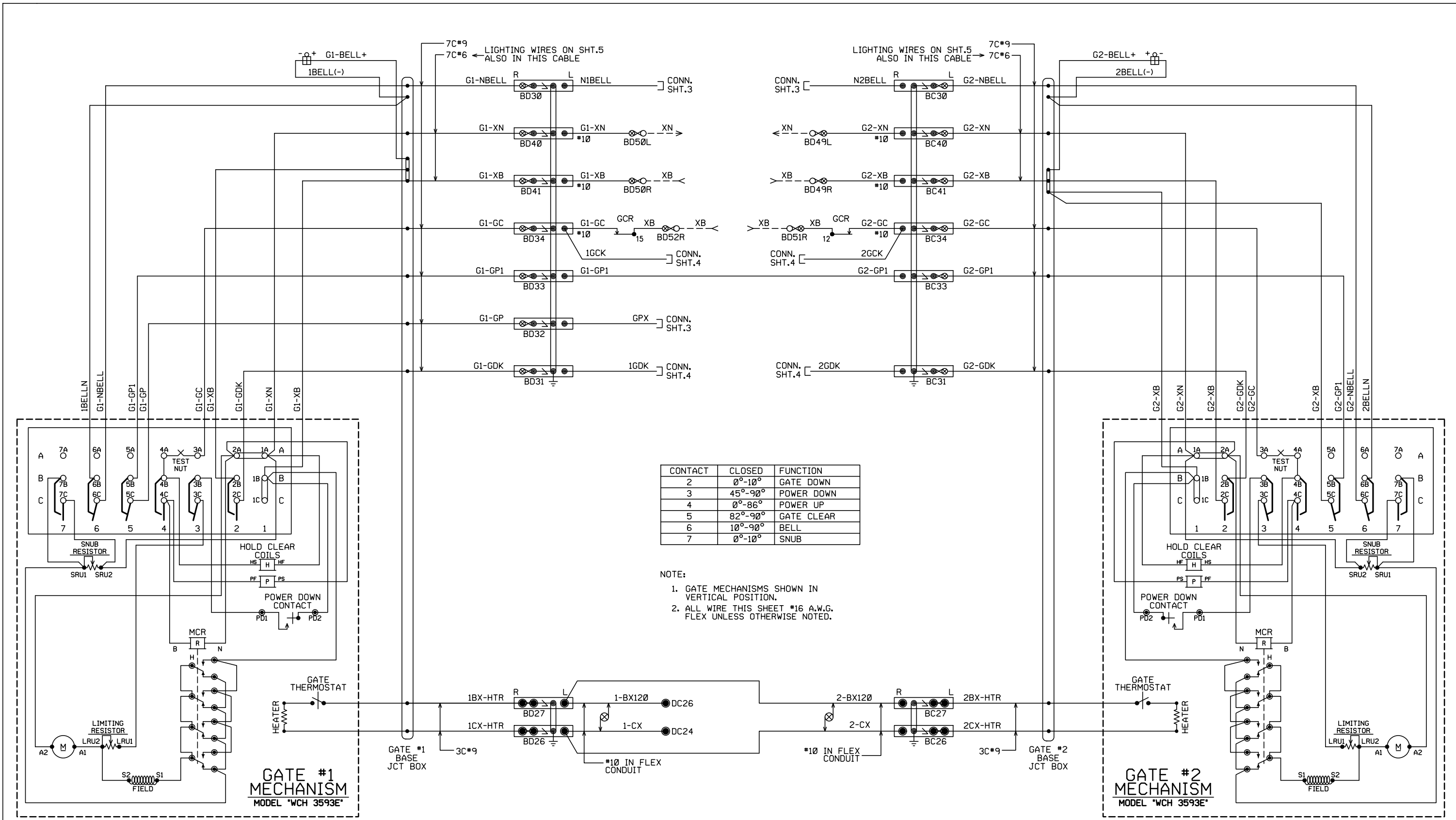
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GATES & FLASHERS LIGHTING CIRCUITRY

YORK RAILWAY COMPANY

DRAWN: PRS	HOKES MILL RD. (SR 182)	SHEET 05 OF 12
DESIGNED: TJP	WEST YORK, (YORK), PENNSYLVANIA	
CHECKED: RS	DOT#535 203J MILEPOST# 15.65	
DATE: 10-19-23		



CONTACT	CLOSED	FUNCTION
2	0°-10°	GATE DOWN
3	45°-90°	POWER DOWN
4	0°-86°	POWER UP
5	82°-90°	GATE CLEAR
6	10°-90°	BELL
7	0°-10°	SNUB

NOTE:  
 1. GATE MECHANISMS SHOWN IN VERTICAL POSITION.  
 2. ALL WIRE THIS SHEET #16 A.W.G. FLEX UNLESS OTHERWISE NOTED.

**GATE #1 MECHANISM**  
 MODEL "WCH 3593E"

**GATE #2 MECHANISM**  
 MODEL "WCH 3593E"

REVISIONS	

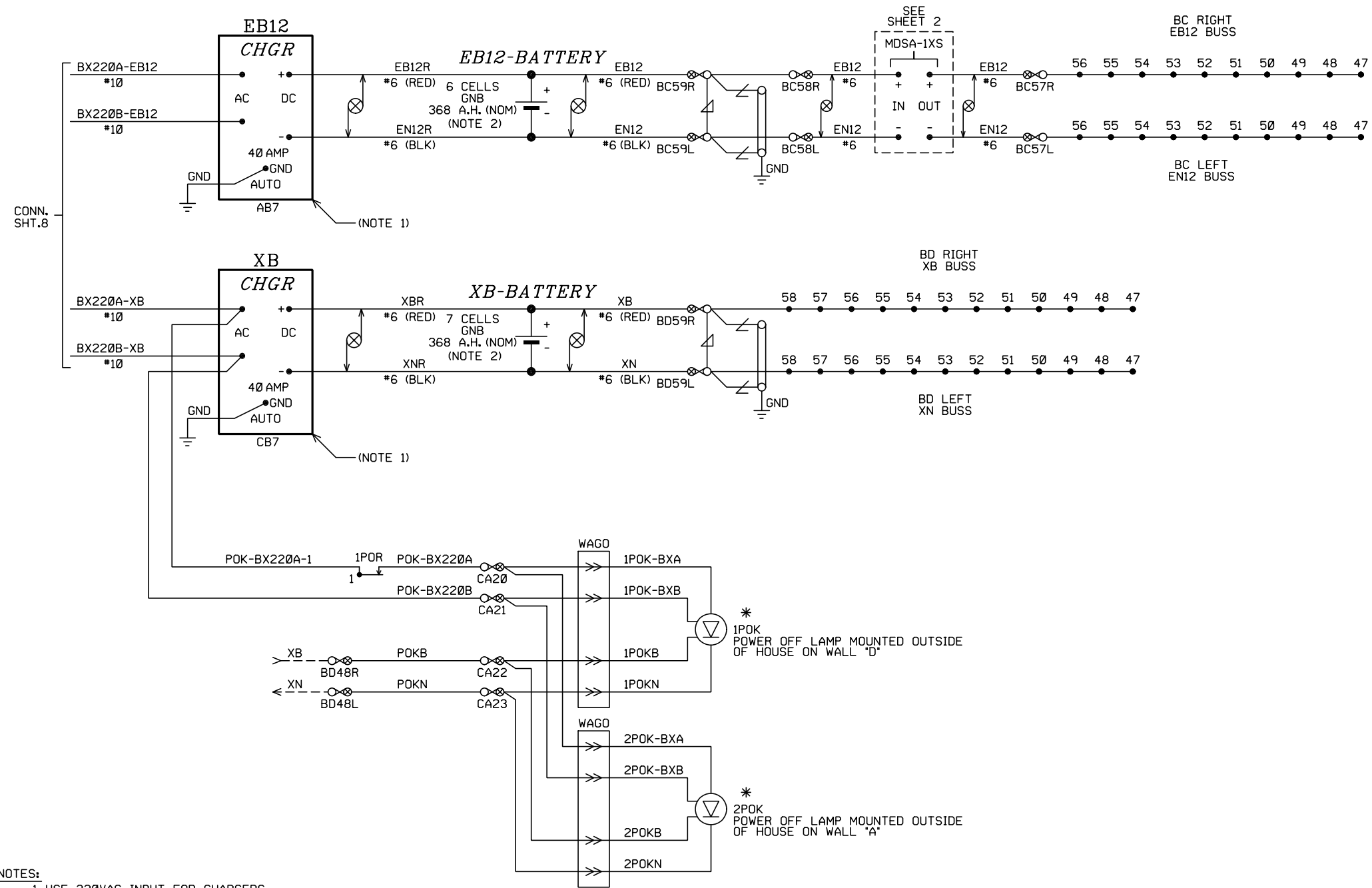
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GATE MECH CIRCUITRY

**YORK RAILWAY COMPANY**

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- NOTES:**
1. USE 220VAC INPUT FOR CHARGERS.
  2. USE 1/4" TERMINALS AT BATTERY CONNECTIONS.
  3. ALL WIRING IN THE BUNGALOW IS #16 AWG FLEX UNLESS OTHERWISE NOTED.

- LEGEND:**
- ⊗ - TEST TERMINAL
  - △ - EQUALIZER
  - ∠ - ARRESTOR TO GROUND
  - ⊗ - TWISTED WIRE 2 TURNS PER FOOT
  - - INSULATED NUT
  - \* - LIGHTS ARE 12VDC, 4-WIRE LED. (P/N: LC2-001WB-WG4) VELCORP GEMS

**REVISIONS**

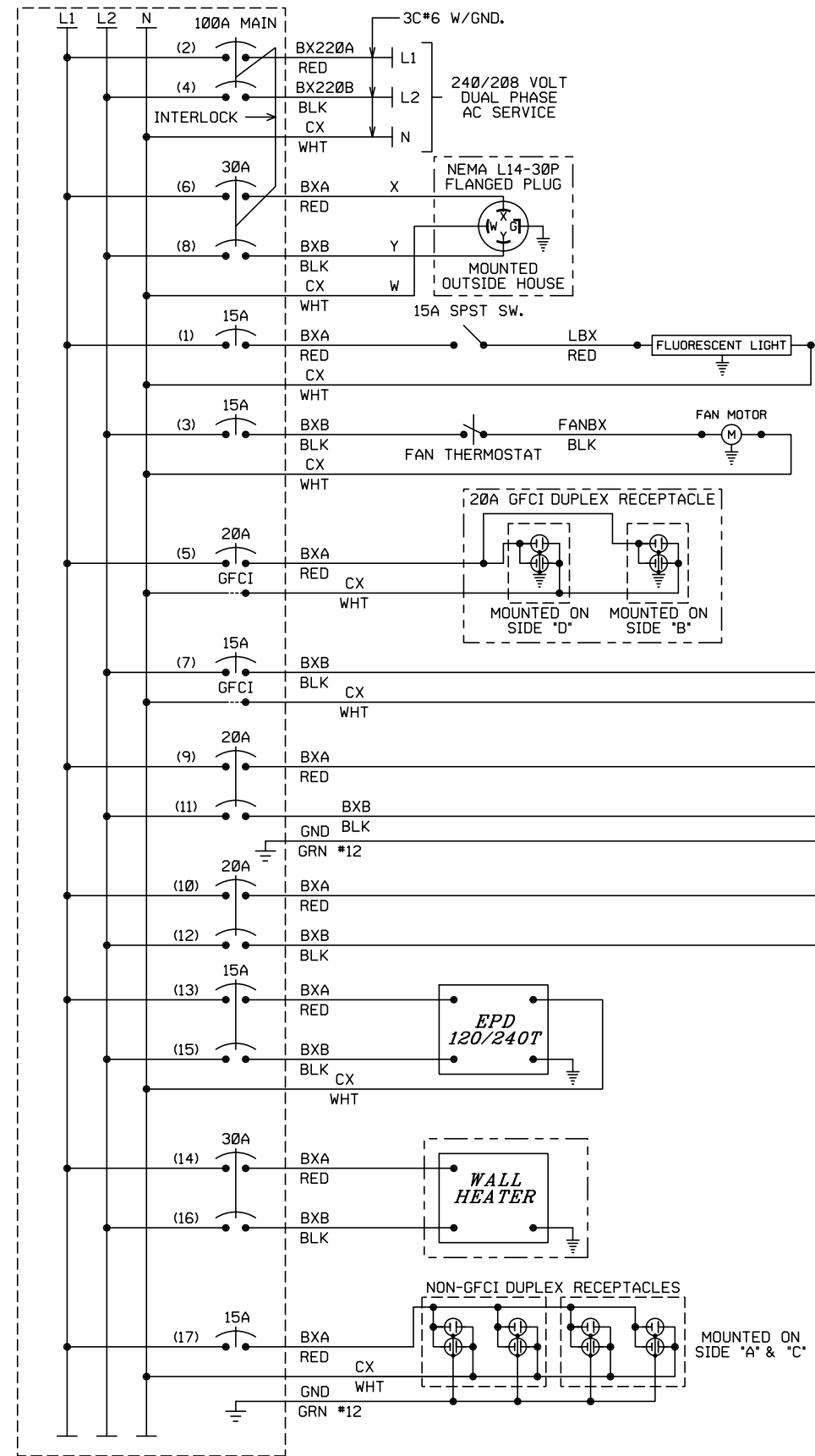
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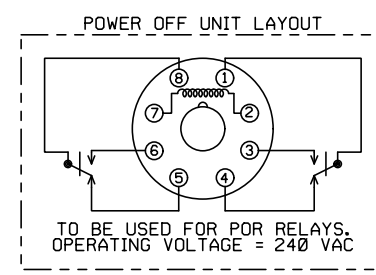
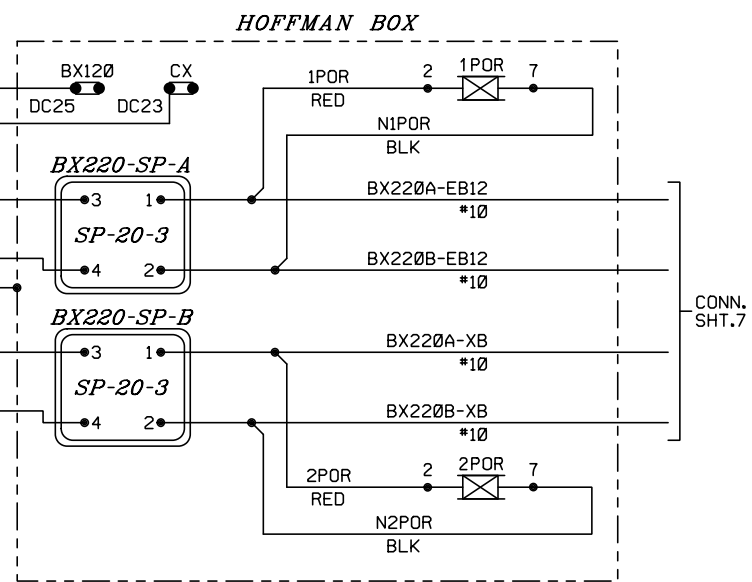
DC POWER DISTRIBUTION

**YORK RAILWAY COMPANY**

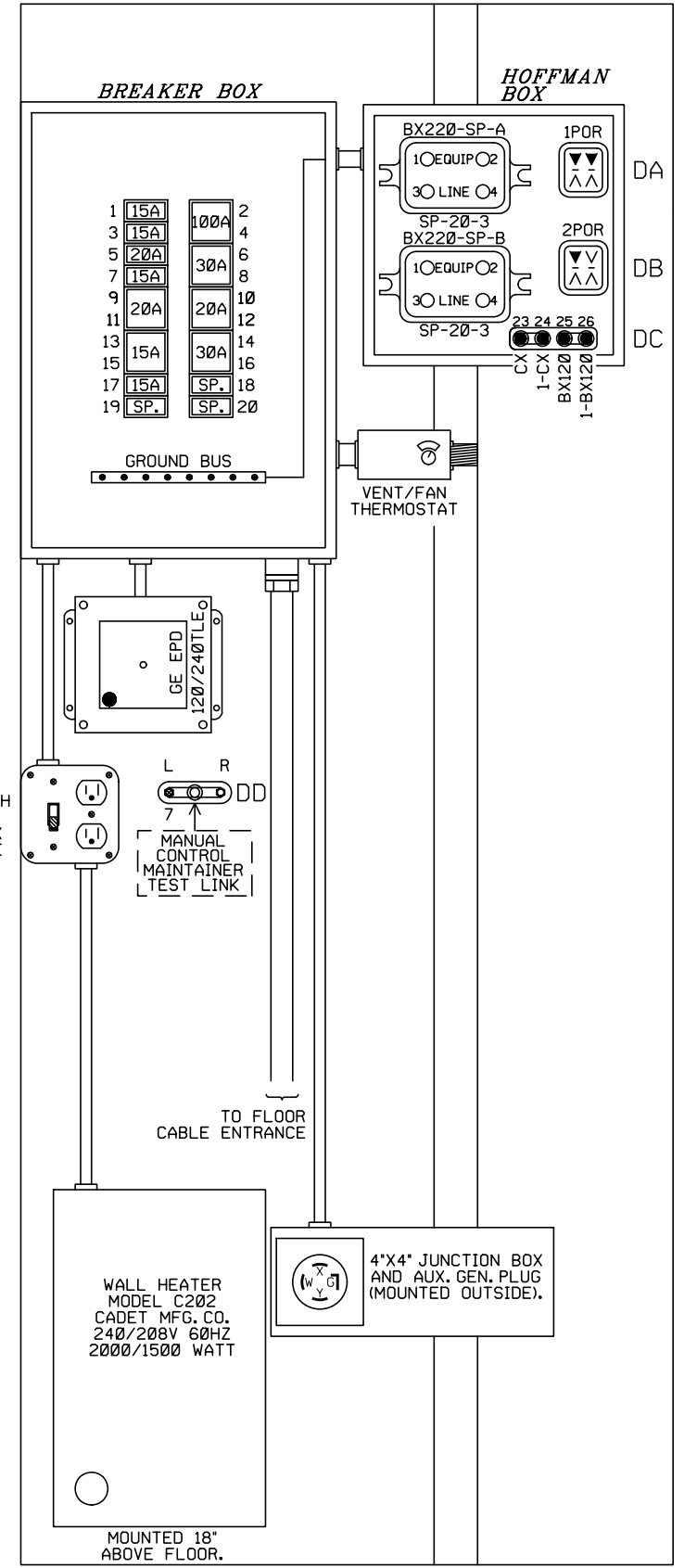
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- NOTES:
- USE THE FOLLOWING COLOR CODE:  
 GRN - GREEN - SAFETY EQUIPMENT GROUND  
 WHT - WHITE - CX (NEUTRAL)  
 BLK - BLACK - BX220B (L2)  
 RED - RED - BX220A (L1)  
 EXCEPTIONS TO THE ABOVE COLOR CODE ARE THE PRE-WIRED, SEALED ARRESTOR UNITS MOUNTED ON THE BREAKER BOX WHICH HAVE TWO BLACK AND ONE WHITE WIRE EACH.
  - MINIMUM WIRE SIZE  
 10-20 AMP - NO. 12 AWG THHN OR THWN SOLID  
 25-30 AMP - NO. 10 AWG THHN OR THWN SOLID  
 35-50 AMP - NO. 8 AWG THHN OR THWN SOLID
  - GROUND FAULT INTERRUPT (GFCI) MUST BE USED ON ALL CIRCUITS SERVING CONVENIENCE OUTLETS AND ANY EQUIPMENT OUTSIDE THE BUNGALOW. RECEPTACLE MOUNTED GFCI MAY BE USED INSTEAD OF BREAKER TYPE.
  - ALL GROUND WIRES ON THIS SHEET RUN TO BREAKER BOX GROUND BUS.



15A LIGHT SWITCH AND 20A DUPLEX RECEPTACLE



REVISIONS	

THE OPERATION OF THE CIRCUITS AND EQUIPMENT REPRESENTED HEREIN CANNOT BE FULLY CHECKED UNTIL ALL CIRCUITS AND DEVICES ARE CONNECTED TO FORM A COMPLETE SYSTEM, OR AN EFFECTIVE SUBSYSTEM. SUCH SYSTEM OR SUBSYSTEM MUST BE GIVEN COMPLETE CIRCUIT AND OPERATIONAL TESTS BEFORE BEING PLACED IN REGULAR OPERATION.



SIDE D DETAIL & AC POWER DISTRIBUTION

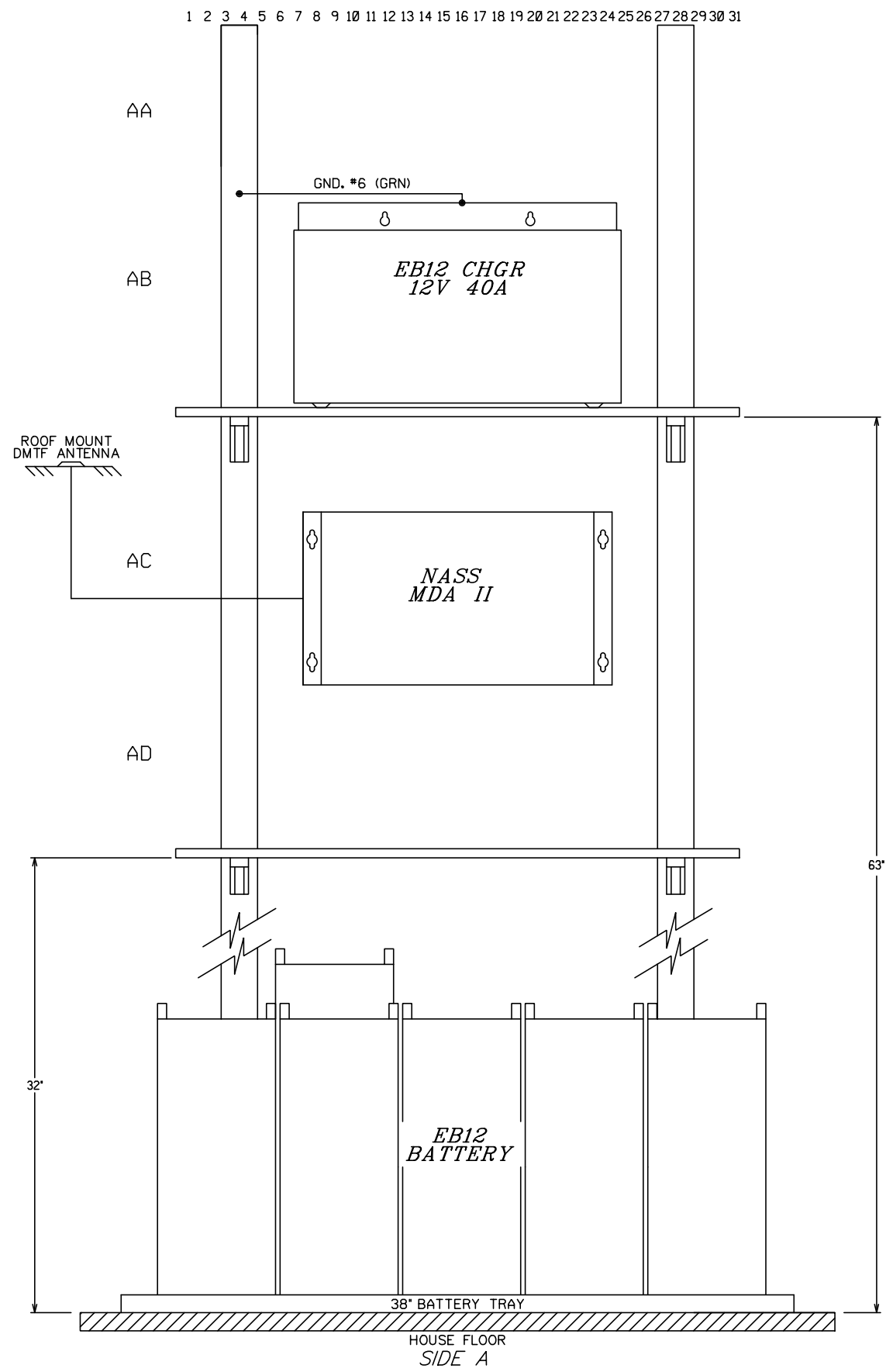
**YORK RAILWAY COMPANY**

DRAWN: PRS  
 DESIGNED: TJP  
 CHECKED: RS  
 DATE: 10-19-23

HOKES MILL RD. (SR 182)  
 WEST YORK, (YORK), PENNSYLVANIA  
 DOT#535 203J MILEPOST# 15.65

SHEET 08 OF 12

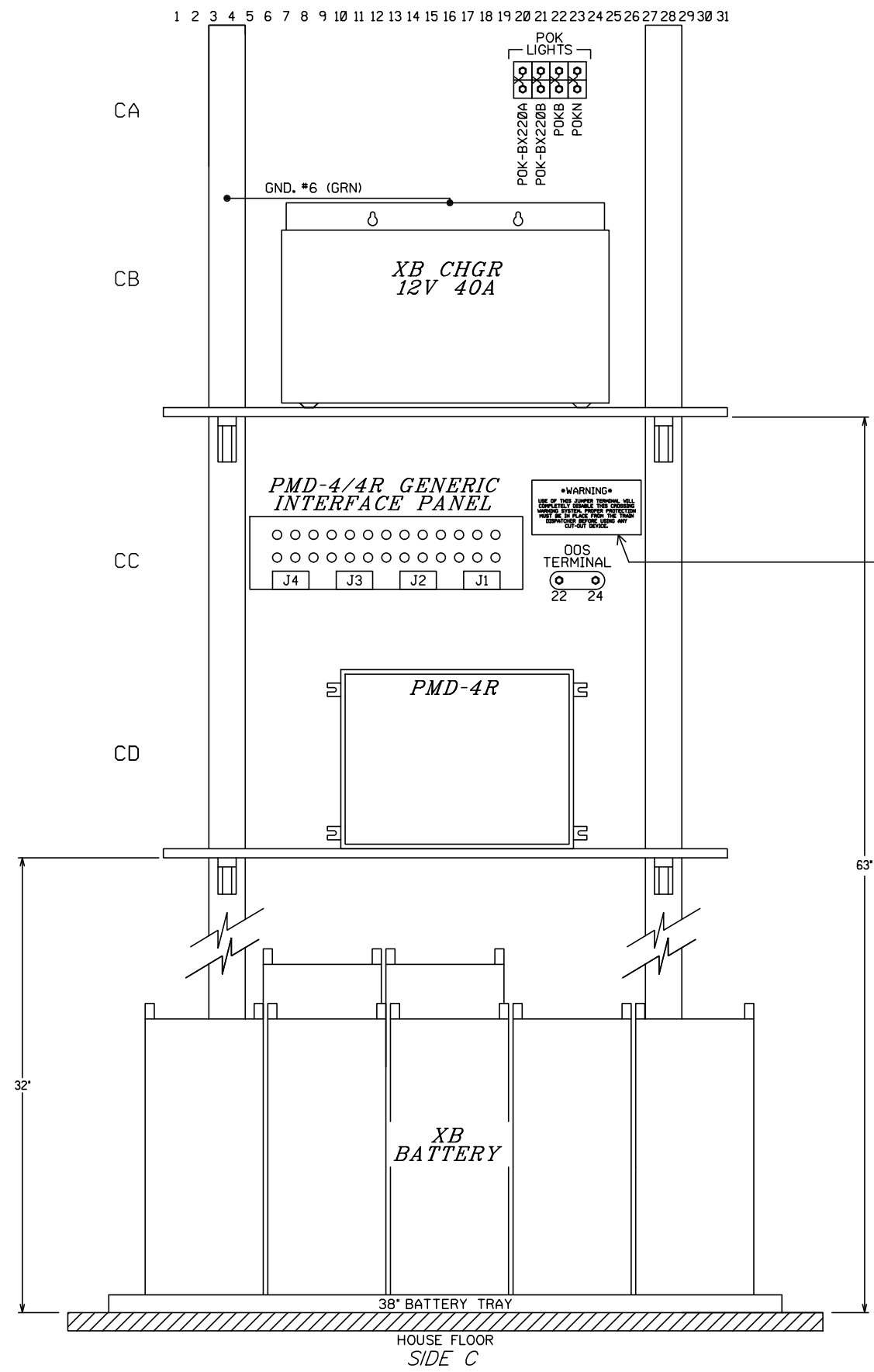




REVISIONS		<p>THE OPERATION OF THE CIRCUITS AND EQUIPMENT REPRESENTED HEREIN CANNOT BE FULLY CHECKED UNTIL ALL CIRCUITS AND DEVICES ARE CONNECTED TO FORM A COMPLETE SYSTEM, OR AN EFFECTIVE SUBSYSTEM. SUCH SYSTEM OR SUBSYSTEM MUST BE GIVEN COMPLETE CIRCUIT AND OPERATIONAL TESTS BEFORE BEING PLACED IN REGULAR OPERATION.</p>



SIDE A DETAIL		
<b>YORK RAILWAY COMPANY</b>		
DRAWN: PRS DESIGNED: TJP CHECKED: RS DATE: 10-19-23	HOKES MILL RD. (SR 182) WEST YORK, (YORK), PENNSYLVANIA DOT#535 203J MILEPOST# 15.65	SHEET 10 OF 12



**\* WARNING \***  
 USE OF THIS JUMPER TERMINAL WILL COMPLETELY DISABLE THIS CROSSING WARNING SYSTEM. PROPER PROTECTION MUST BE IN PLACE FROM THE TRAIN DISPATCHER BEFORE USING ANY CUT-OUT DEVICE.

REVISIONS				

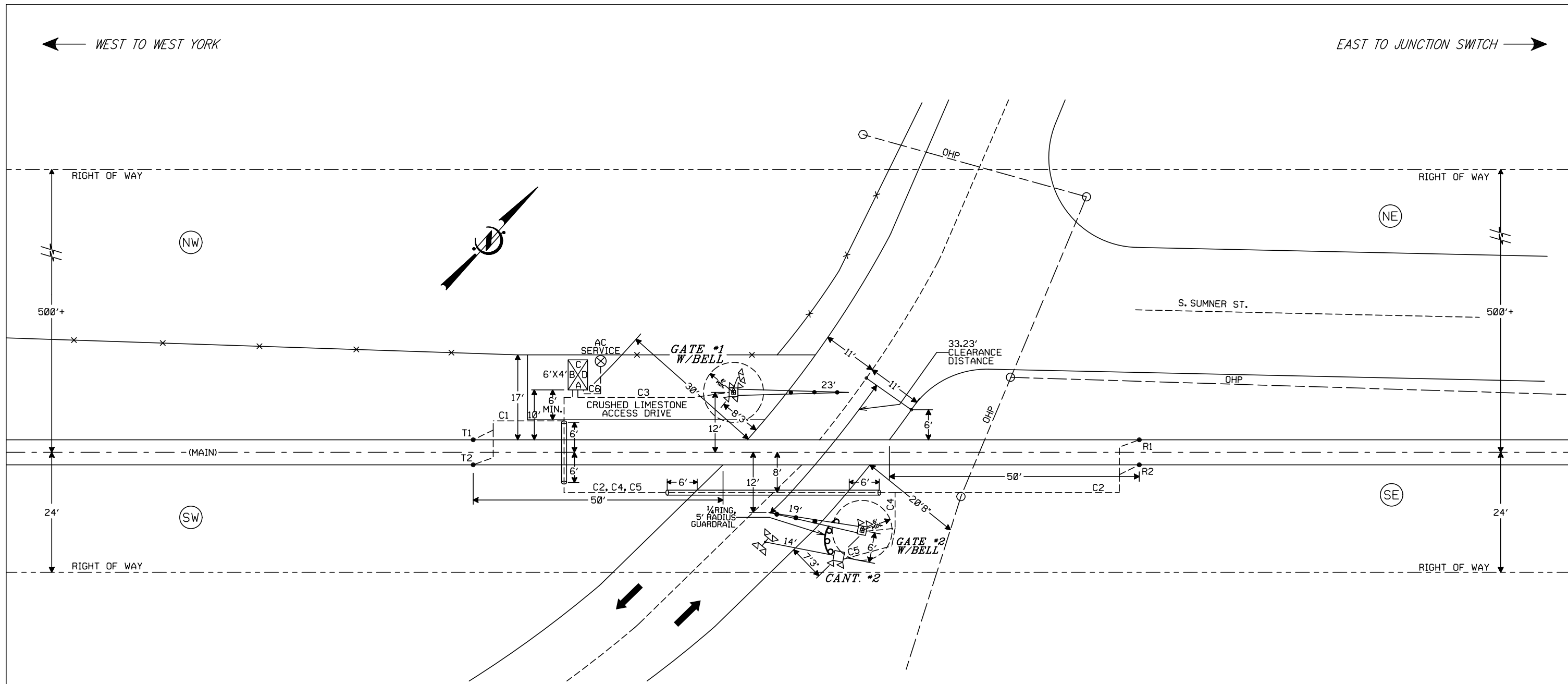
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SIDE C DETAIL		
<b>YORK RAILWAY COMPANY</b>		
DRAWN: PRS DESIGNED: TJP CHECKED: RS DATE: 10-19-23	HOKES MILL RD. (SR 182) WEST YORK, (YORK), PENNSYLVANIA DOT#535 203J MILEPOST# 15.65	SHEET 11 OF 12

← WEST TO WEST YORK

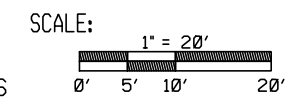
EAST TO JUNCTION SWITCH →



MP\* 15.65  
**HOKES MILL RD. (SR 182)**  
 DOT\* 535 203J

CABLE	CABLES DESCRIPTION	FROM - TO
C1	1EA. 2C*6 AWG TWISTED PAIR	HOUSE TO T1 & T2
C2	1EA. 2C*6 AWG TWISTED PAIR	HOUSE TO R1 & R2
C3	1EA. 7C*6 AWG & 1EA. 7C*9 AWG & 1EA. 3C*9 AWG	HOUSE TO GATE 1
C4	1EA. 7C*6 AWG & 1EA. 7C*9 AWG & 1EA. 3C*9 AWG	HOUSE TO GATE 2
C5	1EA. 7C*6 AWG	HOUSE TO CANT. 2
C6	1EA. 3C*6 AWG W/GND.	HOUSE TO AC POWER SERVICE

- LEGEND:
- PVC SCHEDULE 80 CONDUIT (INSTALLED AT MIN 36" DEEP)
  - UNDERGROUND CABLE
  - OVERHEAD CABLE
  - LOCATION OF AC SERVICE
  - UTILITY POLE
  - (NE) (SE) (NW) (SW) = QUADRANT MARKERS



REVISIONS

NO.	DATE	DESCRIPTION

THE OPERATION OF THE CIRCUITS AND EQUIPMENT REPRESENTED HEREIN CANNOT BE FULLY CHECKED UNTIL ALL CIRCUITS AND DEVICES ARE CONNECTED TO FORM A COMPLETE SYSTEM, OR AN EFFECTIVE SUBSYSTEM. SUCH SYSTEM OR SUBSYSTEM MUST BE GIVEN COMPLETE CIRCUIT AND OPERATIONAL TESTS BEFORE BEING PLACED IN REGULAR OPERATION.



TRACK AND CABLE LAYOUT		
<b>YORK RAILWAY COMPANY</b>		
DRAWN: PRS DESIGNED: TJP CHECKED: RS DATE: 10-19-23	HOKES MILL RD. (SR 182) WEST YORK, (YORK), PENNSYLVANIA DOT#535 203J MILEPOST# 15.65	SHEET 12 OF 12

## CERTIFICATE OF SERVICE

I hereby certify that I have this day served a true copy of the foregoing document upon the participants, listed below, in accordance with the requirements of § 1.54.

Greg Breaston  
Manager, Public Projects  
Genesee & Wyoming Railroad Services, Inc.  
13901 Sutton Park Drive, Suite 270  
Jacksonville, FL 32224  
Cell: 904-719-4315  
[greg.breaston@gwrr.com](mailto:greg.breaston@gwrr.com)

Ahmed Lasloudji | Senior Civil Engineer  
PA Department of Transportation | District 8-0  
Grade Crossing Unit  
2140 Herr Street | Harrisburg PA 17103-1699  
Email: [alasloudji@pa.gov](mailto:alasloudji@pa.gov)  
Phone: 717.787.4732 | Fax: 717.705.5493  
[www.dot.state.pa.us](http://www.dot.state.pa.us) [dot.state.pa.us]

George DiCarlantonio, P.E.  
Civil Engineer Consultant  
Rail Safety Section | Bureau of Technical Utility Services  
Pennsylvania Public Utility Commission | 3rdFloor East | Keystone Building  
PO Box 3265 | 400 North Street | Harrisburg, PA 17105-3265  
Phone: 717-787-3434 | Fax: 717-787-3114 | E-mail: [gdicarlant@pa.gov](mailto:gdicarlant@pa.gov)

Catherine Pushchak, Esquire  
Assistant General Counsel  
Genesee & Wyoming RR Services, Inc.  
20 West Avenue  
Darien, CT 06820  
[Catherine.pushchak@gwrr.com](mailto:Catherine.pushchak@gwrr.com)

STEVE CALLAHAN  
WEST MANCHESTER TOWNSHIP  
380 EAST BERLIN ROAD  
YORK, PA 17404  
[scallahan@wmtwp.com](mailto:scallahan@wmtwp.com)

JULIE WHEELER PRESIDENT COMMISSIONER  
YORK COUNTY COMMISSIONERS  
28 EAST MARKET STREET  
YORK, PA 17401  
[JLWheeler@YorkCountyPA.gov](mailto:JLWheeler@YorkCountyPA.gov)

Shawn Watson  
Verizon  
1135 East Chocolate Avenue  
Hershey, PA 17033  
[Shawn.K.Watson@Verizon.com](mailto:Shawn.K.Watson@Verizon.com)

NICHOLAS BARMAN  
FirstEnergy  
5404 EVANS CITY ROAD  
Erie, PA 16509  
[nabarman@firstenergycorp.com](mailto:nabarman@firstenergycorp.com)

Kent Croman  
The York Water Company  
130 East Market Street, PO Box 15089  
York, PA 17405  
[kentc@yorkwater.com](mailto:kentc@yorkwater.com)

Justin Henry  
Columbia Gas of Pennsylvania  
1600 Colony Road  
York, PA 17408  
[justinhenry@nisource.com](mailto:justinhenry@nisource.com)

Robert Januszko  
Frontier Communications  
93 Old Berwick Road  
Drums, PA 18222  
[robert.januszko@ftr.com](mailto:robert.januszko@ftr.com)

John Falcon  
Comcast  
1050 East King Street  
York, PA 17402  
[John\\_Falcon@cable.comcast.com](mailto:John_Falcon@cable.comcast.com)

KENNETH RUPERT  
SENIOR NETWORK ENGINEER  
SHENANDOAH TELECOMMUNICATIONS COMPANY  
30 NEWBERRY COMMONS  
ETTERS, PA 17319  
[KEN.RUPERT@EMP.SHENTEL.COM](mailto:KEN.RUPERT@EMP.SHENTEL.COM)

JOHN LYNCH  
ZAYO GROUP  
800 CABIN HILL DRIVE, ROOM M213  
GREENSBURG, PA 15601  
[john.lynch@zayo.com](mailto:john.lynch@zayo.com)

ANTONIO REDD  
COLUMBIA GAS TRANSMISSION  
4115 CORK BOCKTOWN ROAD  
CLINTON, PA 15026  
[Antonio.Redd@tcenergy.com](mailto:Antonio.Redd@tcenergy.com)

Dated this 28th day of March, 2024.

A handwritten signature in blue ink, appearing to read 'Antonio Redd', written in a cursive style.

(Signature)