



R_m = RESISTANCE OF CIRCUIT-SHORTED

B_m = RESISTANCE OF CIRCUIT-OPEN

R = ACTUAL RESISTANCE

B = ACTUAL BALLAST RESISTANCE

C = CORRECTION FACTOR

$$R = CR_m$$

$$B = \frac{B_m}{C}$$

FIG. A

SHEET 2

CONRAIL



CS-9004

STANDARD
 TRACK CIRCUIT ADJUSTMENT
 AND MEASUREMENT OF BALLAST, AND
 RAIL RESISTANCE - INSTRUCTIONS
 DEC. 4, 1978