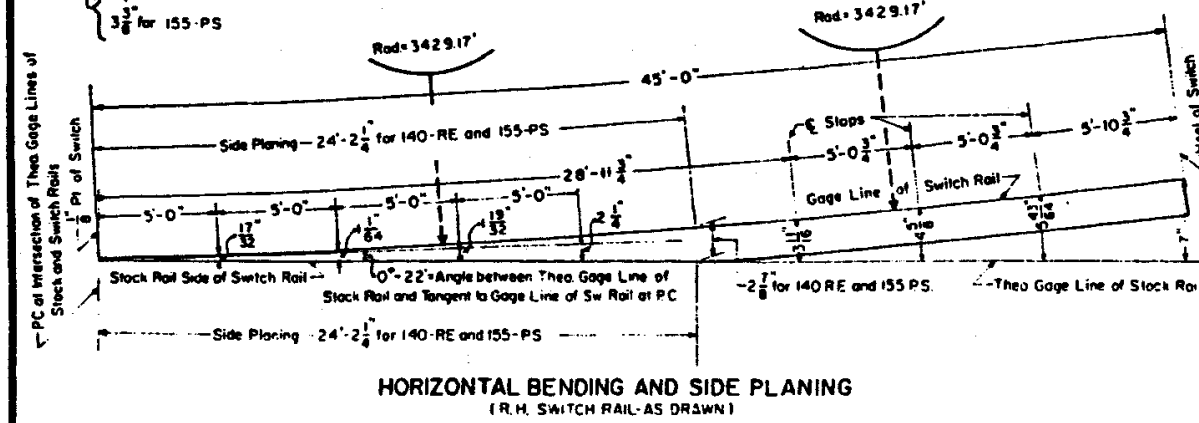
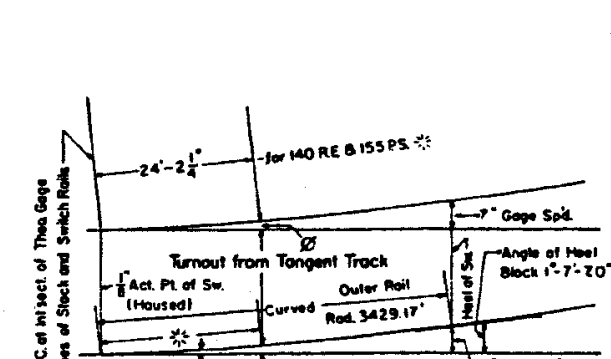
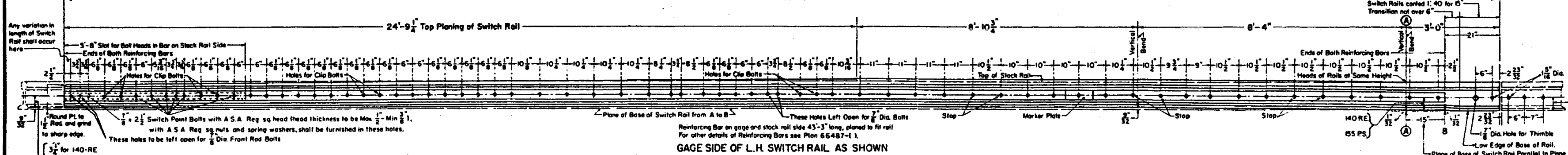
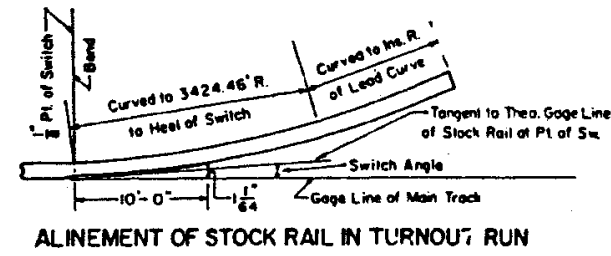




Requisition shall specify length of switch, weight and type of rail desired whether switch is insulated or non-insulated, hand of switch and the number of this plan (L. H. Switch is shown on this plan) If switch is non-insulated, gage plate and switch rods must be furnished solid.

All switches shall be manufactured to conform to the alignment as prescribed on this plan and the hand of the switch, as specified on the requisition.

Switch Plates shall conform to Plan 73510-1.

Adjustable Braces shall be according to Plan 73655-1.

Switch Clips and Bolts shall be according to Plan 73651-1.

Gage Plates and Gage Plate Insulation shall be in accordance with Plan 73512-1.

Switch Rods and Switch Rod Insulation shall be according to Plan 73601-1.

Baskets for Switch Rods shall be according to Plan 73600-1.

Stops must be fabricated to properly engage the web of the stock rail when the switch rail is in the closed position, and the stock rail aligned to maintain the gage spreads as required by this plan.

All bolts and nuts shall conform to current A. R. E. M. "Specifications for Heat-Treated Carbon-Steel and Alloy-Steel Track Bolts and Carbon-Steel Nuts", and nuts must be medium-carbon steel.

All bolts shall be dipped immediately before applying (so that all threads are "thoroughly coated") in NO-OX-ID "GG" grease.

All spring washers shall conform to The Pennsylvania Railroad Company's Specifications for Helical Spring Washers - C E 7-1.

Marker plate of malleable iron or other approved metal, showing in raised characters not less than one-half inch high, the name of the manufacturer and the weight and type of rail and in raised or deeply cut characters not less than one-half inch high, the mid month of quarter and year manufactured, the length and hand of switch rail and whether straight or curved, must be securely fastened to each switch in the position indicated on this plan.

Stack rails shall be installed with the gineament as required by this plan, and shall be ordered as a separate item on the requisition as specified on Plan 73061-(-1).

All road parts must meet the requirements of Rail Rails as prescribed by current A.R.E.A. "Specifications for Open-Hearth Steel Rails", excluding "A" Rails.

No rails which were cut when cold by the use of a high speed friction saw shall be used. Heel End of Switch Rails shall be beveled as specified on Plan 71099-(-1).

Reinforcing Bars shall be attached by $\frac{7}{8}$ " dia. rivets, except as otherwise specified. When rivets are driven they shall completely fill the hole. After driving, rivet heads shall be concentric with rivet holes and in full contact with surface of the bar. Loose, burned or otherwise defective rivets shall be replaced. Rivet heads shall not be caulked. Heads of rivets shall be ground off where necessary to provide $\frac{3}{16}$ " clearance between head of rivets and web of stack rail.

For Section at $\frac{1}{2}$ " Point of Switch see Plan 66487-(-1).

For Section at Separation of Heats see Plan 66487-(-1).

For Section of A-A see Plan 66487-(-1).

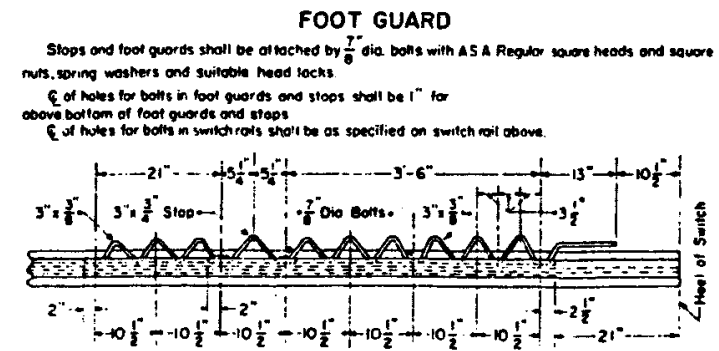
Switch Rails shall be shaped according to Plan 66487-(-1).

For Section at (L.H. 140 R.E. as shown) Heel of Switch Rails and details of Heel Block see Plan 66489-(-1).

Bolts for "One Heel Joint" (5) shall be furnished $\frac{1}{2}$ " x 13" threaded $\frac{1}{2}$ ", with heads, necks and nuts per Plan 71500-(-1).

Thimbles shall be $\frac{3}{4}$ " OD x $2\frac{1}{16}$ " long with other details per Plan 66489-(-1).

Bill of Material - Plan 66490-(-1)



 66222-0
THE PENNSYLVANIA RAILROAD
45 FT. SPLIT SWITCH
140-RE AND 155-PS RAIL DRILLED 2²³/₃₂"-6"-7"
OFFICE OF CHIEF ENGINEER, PHILA., PA.: JULY 1932