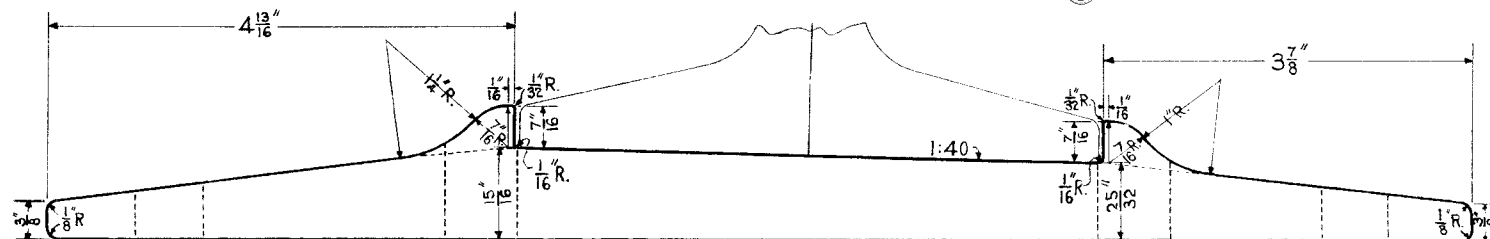


Technical drawing showing the cross-section and plan view of a rail assembly.

SECTION A-A (Top View): Shows the rail profile with a width of $2\frac{5}{8}$ inches. The rail is labeled "2 5/8". The plate is labeled "2 1/2". The rail has a $\frac{1}{32}$ inch wide gap. The plate has a $\frac{1}{32}$ inch wide gap. The rail is labeled "2 5/8" and the plate is labeled "2 1/2".

PLAN (Bottom View): Shows the rectangular plate with overall dimensions of $7\frac{7}{8}$ inches by $14\frac{3}{4}$ inches. The plate thickness is $\frac{1}{16}$ inch. Two square spike holes are shown: one labeled $\frac{11}{16}$ Sq. and the other $\frac{3}{4}$ Sq. A note states: "All square spike holes shall have $\frac{1}{16}$ inch fillets in corners." The distance between the centers of the spike holes is $3\frac{9}{16}$ inches. The distance from the left edge to the center of the $\frac{11}{16}$ Sq. hole is $1\frac{1}{16}$ inches. The distance from the right edge to the center of the $\frac{11}{16}$ Sq. hole is $6\frac{1}{16}$ inches. The distance from the left edge to the center of the $\frac{3}{4}$ Sq. hole is $6\frac{1}{8}$ inches. The distance from the right edge to the center of the $\frac{3}{4}$ Sq. hole is $6\frac{1}{8}$ inches. The distance from the top edge to the center of the $\frac{11}{16}$ Sq. hole is $4\frac{1}{2}$ inches. The distance from the bottom edge to the center of the $\frac{11}{16}$ Sq. hole is $2\frac{1}{8}$ inches. The distance from the top edge to the center of the $\frac{3}{4}$ Sq. hole is $2\frac{1}{8}$ inches. The distance from the bottom edge to the center of the $\frac{3}{4}$ Sq. hole is $2\frac{1}{8}$ inches. The distance from the top edge to the center of the $\frac{3}{4}$ Sq. hole is $2\frac{1}{8}$ inches. The distance from the bottom edge to the center of the $\frac{3}{4}$ Sq. hole is $2\frac{1}{8}$ inches.



NOTE:-

Calculated Weight 23.32 lbs.
Bearing Area on Tie 1143 sq. inches.

72022-K



THE PENNSYLVANIA RAILROAD
STANDARD

TIE PLATE

FOR 131 LBS. R.E. - 133 LBS. R.E. AND 140 LBS. P.S. RAILS

OFFICE OF CHIEF ENGINEER, PHILA., PA., DECEMBER, 1930

Correct

Engineer of Standards

Approved

Chief Engineer