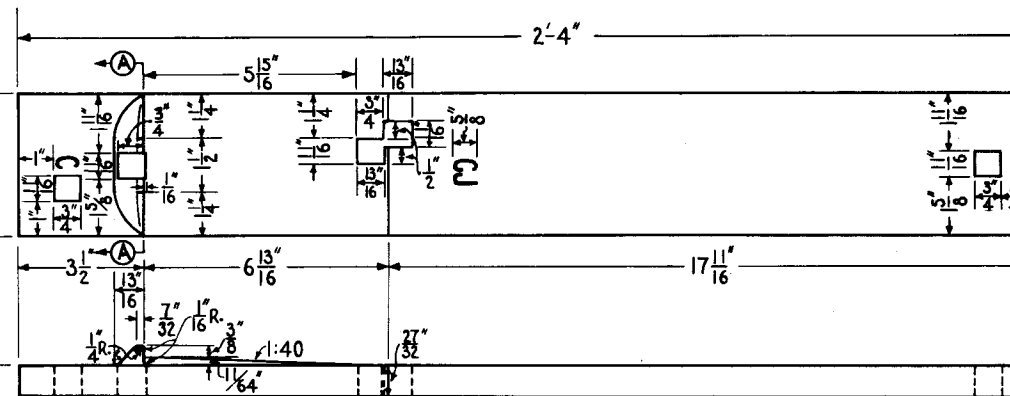
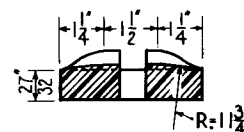


TYPE CK PLATE



TYPE CJ PLATE



SECTION A-A

	NO. 8 TURNOUT								NO. 10 TURNOUT								NO. 15 TURNOUT				NO. 20 TURNOUT					
	RIGID FROG				SPRING RAIL FROG				RIGID FROG				SPRING RAIL FROG				RIGID FROG				RIGID FROG					
	131 & 140 RE		152 & 155 PS		131 & 140 RE		152 & 155 PS		131 & 140 RE		152 & 155 PS		131 & 140 RE		152 & 155 PS		131 & 140 RE		152 & 155 PS		131 & 140 RE		152 & 155 PS			
	CJ	CK	CJ	CK	CJ	CK	CJ	CK	CJ	CK	CJ	CK	CJ	CK	CJ	CK	CJ	CK	CJ	CK	CJ	CK	CJ	CK	CJ	CK
BEYOND HEEL OF SWITCH	14	14	14	14	14	14	14	14	16	16	16	16	16	16	16	16	28	28	30	30	32	32	36	36	36	36
AT TOE OF FROG	2		4		2		4		2		2		6		6		12		12		16		16		16	
AT HEEL OF FROG		4		4		4		4		6		6		6		6		8		10		10		12		12
TOTAL	16	18	18	18	16	18	18	18	18	22	18	22	22	22	22	22	40	36	42	40	48	42	52	48	48	48

TABLE SHOWING QUANTITY OF TWIN TIE PLATES REQUIRED
FOR TURNOUTS OF 131-140 LB. R.E. AND 152-155 LB. PS RAILS

CJ and CK Plates shall conform to the current A.R.E.A. Specifications for Low-Carbon Steel Tie Plates, with copper. Requisition must specify number and type of plates desired and the number of this plan.

Plates shall be marked by raised characters not less than one half inch high, in the position indicated on this plan with the plate designation as shown, or as approved by the Chief Engineer of The Pennsylvania Railroad.



72201-A

THE PENNSYLVANIA RAILROAD
STANDARD
TWIN TIE PLATE
FOR 131-140 LB. R.E. AND 152-155 LB. PS RAILS

OFFICE OF CHIEF ENGINEER, PHILA., PA. - FEBRUARY, 1938

E. J. Henry
Chief Engineer