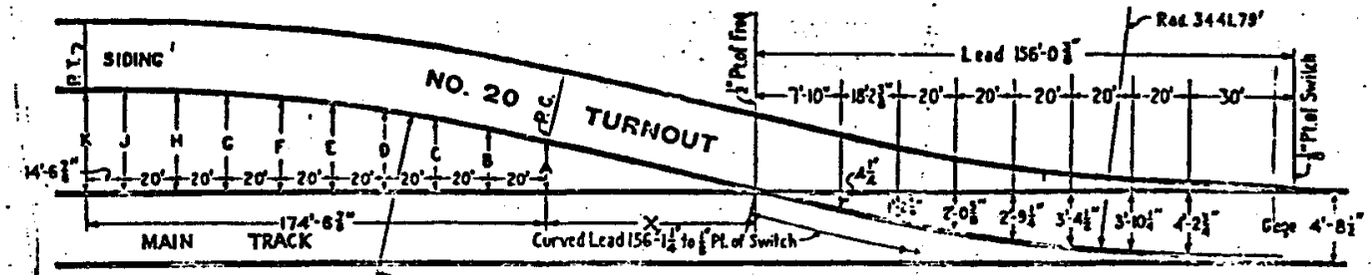
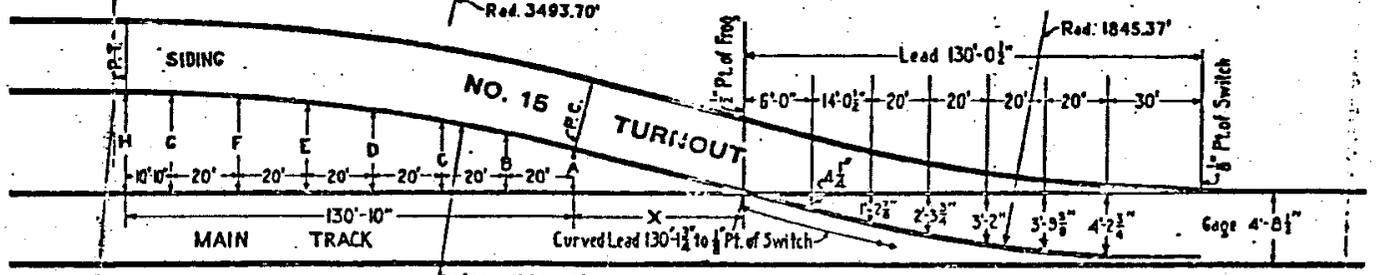
REV.
RIL 1936
UST 1937

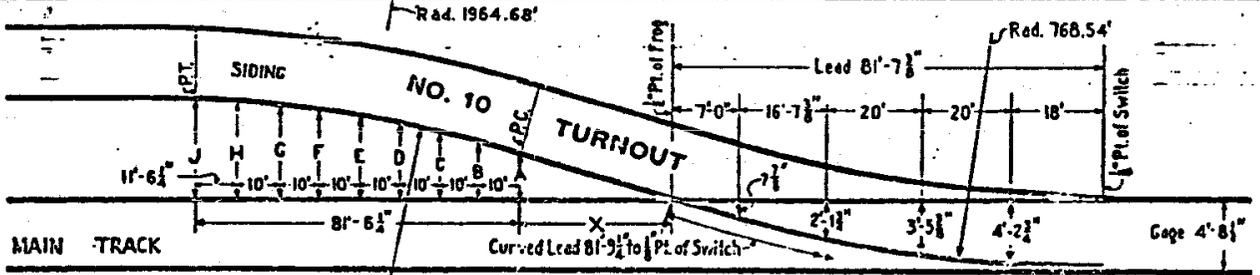
	TRACK CENTERS	X	K	J	H	G	F	E	D	C	B	A
NO. 20 TURNOUT	12'-2"	61'-0 1/8"	7'-5 1/8"	7'-5 1/8"	7'-3 1/8"	7'-0 1/8"	6'-8"	6'-2 1/8"	5'-7"	4'-10 1/8"	4'-0 1/8"	3'-1 1/8"
	13'-0"	77'-8"	8'-3 1/8"	8'-3 1/8"	8'-1 1/8"	7'-10 1/8"	7'-6"	7'-0 1/8"	6'-5"	5'-8 1/8"	4'-10 1/8"	3'-11 1/8"
	14'-0"	97'-7 7/8"	9'-3 1/8"	9'-3 1/8"	9'-1 1/8"	8'-10 1/8"	8'-6"	8'-0 1/8"	7'-5"	6'-8 1/8"	5'-10 1/8"	4'-11 1/8"
	15'-0"	117'-7 7/8"	10'-3 1/8"	10'-3 1/8"	10'-1 1/8"	9'-10 1/8"	9'-6"	9'-0 1/8"	8'-5"	7'-8 1/8"	6'-10 1/8"	5'-11 1/8"
	16'-0"	137'-7 7/8"	11'-3 1/8"	11'-3 1/8"	11'-1 1/8"	10'-10 1/8"	10'-6"	10'-0 1/8"	9'-5"	8'-8 1/8"	7'-10 1/8"	6'-11 1/8"
	17'-0"	157'-7 7/8"	12'-3 1/8"	12'-3 1/8"	12'-1 1/8"	11'-10 1/8"	11'-6"	11'-0 1/8"	10'-5"	9'-8 1/8"	8'-10 1/8"	7'-11 1/8"
	18'-0"	177'-7 7/8"	13'-3 1/8"	13'-3 1/8"	13'-1 1/8"	12'-10 1/8"	12'-6"	12'-0 1/8"	11'-5"	10'-8 1/8"	9'-10 1/8"	8'-11 1/8"
	19'-0"	197'-7"	14'-3 1/8"	14'-3 1/8"	14'-1 1/8"	13'-10 1/8"	13'-6"	13'-0 1/8"	12'-5"	11'-8 1/8"	10'-10 1/8"	9'-11 1/8"
	20'-0"	217'-6 7/8"	15'-3 1/8"	15'-3 1/8"	15'-1 1/8"	14'-10 1/8"	14'-6"	14'-0 1/8"	13'-5"	12'-8 1/8"	11'-10 1/8"	10'-11 1/8"



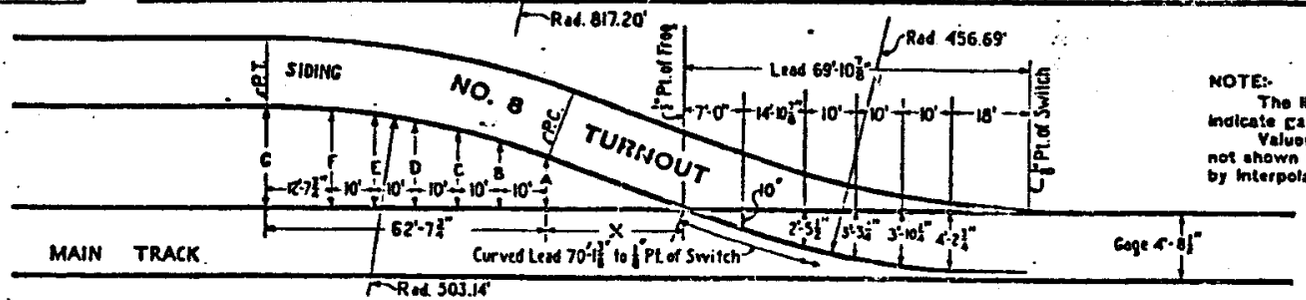
	TRACK CENTERS	X	H	G	F	E	D	C	B	A
NO. 15 TURNOUT	12'-2"	45'-9 1/8"	7'-5 1/8"	7'-5 1/8"	7'-2 1/8"	6'-10 1/8"	6'-2 1/8"	5'-4 1/8"	4'-4"	3'-1 1/8"
	13'-0"	58'-3 1/8"	8'-3 1/8"	8'-3 1/8"	8'-0 1/8"	7'-8 1/8"	7'-0 1/8"	6'-2 1/8"	5'-2"	3'-11 1/8"
	14'-0"	73'-3"	9'-3 1/8"	9'-3 1/8"	9'-0 1/8"	8'-8 1/8"	8'-0 1/8"	7'-2 1/8"	6'-2"	4'-11 1/8"
	15'-0"	88'-2 7/8"	10'-3 1/8"	10'-3 1/8"	10'-0 1/8"	9'-8 1/8"	9'-0 1/8"	8'-2 1/8"	7'-2"	5'-11 1/8"
	16'-0"	103'-2 7/8"	11'-3 1/8"	11'-3 1/8"	11'-0 1/8"	10'-8 1/8"	10'-0 1/8"	9'-2 1/8"	8'-2"	6'-11 1/8"
	17'-0"	118'-2 7/8"	12'-3 1/8"	12'-3 1/8"	12'-0 1/8"	11'-8 1/8"	11'-0 1/8"	10'-2 1/8"	9'-2"	7'-11 1/8"
	18'-0"	133'-2 1/4"	13'-3 1/8"	13'-3 1/8"	13'-0 1/8"	12'-8 1/8"	12'-0 1/8"	11'-2 1/8"	10'-2"	8'-11 1/8"
	19'-0"	148'-2"	14'-3 1/8"	14'-3 1/8"	14'-0 1/8"	13'-8 1/8"	13'-0 1/8"	12'-2 1/8"	11'-2"	9'-11 1/8"
	20'-0"	163'-1 7/8"	15'-3 1/8"	15'-3 1/8"	15'-0 1/8"	14'-8 1/8"	14'-0 1/8"	13'-2 1/8"	12'-2"	10'-11 1/8"



	TRACK CENTERS	X	J	H	G	F	E	D	C	B	A
NO. 10 TURNOUT	12'-2"	33'-3 1/8"	7'-5 1/8"	7'-4 1/8"	7'-2 1/8"	6'-10 1/8"	6'-4 1/8"	5'-10"	5'-1 1/8"	4'-3 1/8"	3'-4 1/8"
	13'-0"	41'-7"	8'-3 1/8"	8'-2 1/8"	8'-0 1/8"	7'-8 1/8"	7'-2 1/8"	6'-8"	5'-11 1/8"	5'-1 1/8"	4'-2 1/8"
	14'-0"	51'-7 1/8"	9'-3 1/8"	9'-2 1/8"	9'-0 1/8"	8'-8 1/8"	8'-2 1/8"	7'-8"	6'-11 1/8"	6'-1 1/8"	5'-2 1/8"
	15'-0"	61'-7"	10'-3 1/8"	10'-2 1/8"	10'-0 1/8"	9'-8 1/8"	9'-2 1/8"	8'-8"	7'-11 1/8"	7'-1 1/8"	6'-2 1/8"
	16'-0"	71'-6 7/8"	11'-3 1/8"	11'-2 1/8"	11'-0 1/8"	10'-8 1/8"	10'-2 1/8"	9'-8"	8'-11 1/8"	8'-1 1/8"	7'-2 1/8"
	17'-0"	81'-6 7/8"	12'-3 1/8"	12'-2 1/8"	12'-0 1/8"	11'-8 1/8"	11'-2 1/8"	10'-8"	9'-11 1/8"	9'-1 1/8"	8'-2 1/8"
	18'-0"	91'-6 7/8"	13'-3 1/8"	13'-2 1/8"	13'-0 1/8"	12'-8 1/8"	12'-2 1/8"	11'-8"	10'-11 1/8"	10'-1 1/8"	9'-2 1/8"
	19'-0"	101'-5 7/8"	14'-3 1/8"	14'-2 1/8"	14'-0 1/8"	13'-8 1/8"	13'-2 1/8"	12'-8"	12'-11 1/8"	11'-1 1/8"	10'-2 1/8"
	20'-0"	111'-5 7/8"	15'-3 1/8"	15'-2 1/8"	15'-0 1/8"	14'-8 1/8"	14'-2 1/8"	13'-8"	13'-11 1/8"	12'-1 1/8"	11'-2 1/8"



	TRACK CENTERS	X	G	F	E	D	C	B	A
NO. 8 TURNOUT	12'-2"	27'-10 1/8"	7'-5 1/8"	7'-3 1/8"	6'-11 1/8"	6'-4 1/8"	5'-7 1/8"	4'-8 1/8"	3'-6 1/8"
	13'-0"	34'-6 1/8"	8'-3 1/8"	8'-1 1/8"	7'-9 1/8"	7'-2 1/8"	6'-5 1/8"	5'-6 1/8"	4'-4 1/8"
	14'-0"	42'-6 1/8"	9'-3 1/8"	9'-1 1/8"	8'-9 1/8"	8'-2 1/8"	7'-5 1/8"	6'-6 1/8"	5'-4 1/8"
	15'-0"	50'-5 1/8"	10'-3 1/8"	10'-1 1/8"	9'-9 1/8"	9'-2 1/8"	8'-5 1/8"	7'-6 1/8"	6'-4 1/8"
	16'-0"	58'-5 1/8"	11'-3 1/8"	11'-1 1/8"	10'-9 1/8"	10'-2 1/8"	9'-5 1/8"	8'-6 1/8"	7'-4 1/8"
	17'-0"	66'-5"	12'-3 1/8"	12'-1 1/8"	11'-9 1/8"	11'-2 1/8"	10'-5 1/8"	9'-6 1/8"	8'-4 1/8"
	18'-0"	74'-4 1/8"	13'-3 1/8"	13'-1 1/8"	12'-9 1/8"	12'-2 1/8"	11'-5 1/8"	10'-6 1/8"	9'-4 1/8"
	19'-0"	82'-4 1/8"	14'-3 1/8"	14'-1 1/8"	13'-9 1/8"	13'-2 1/8"	12'-5 1/8"	11'-6 1/8"	10'-4 1/8"
	20'-0"	90'-3 1/8"	15'-3 1/8"	15'-1 1/8"	14'-9 1/8"	14'-2 1/8"	13'-5 1/8"	12'-6 1/8"	11'-4 1/8"



NOTE:-
The lines of the diagrams indicate gage lines only.
Values for track centers not shown may be determined by interpolation.

73007-C

THE PENNSYLVANIA RAILROAD
STANDARD
TABLES OF OFFSETS OF
NOS, 8, 10, 15 AND 20 TURNOUTS
FROM TANGENT TRACK
FOR 65, 100 AND 130 LB. RAILS
OFFICE OF CHIEF ENGINEER PHILA., PA., MAY, 1937

Correct: Engineer of Standards
Approved: Chief Engineer

http://PRR.Railfan.net collection of Michael O. Brown Commercial reproduction prohibited