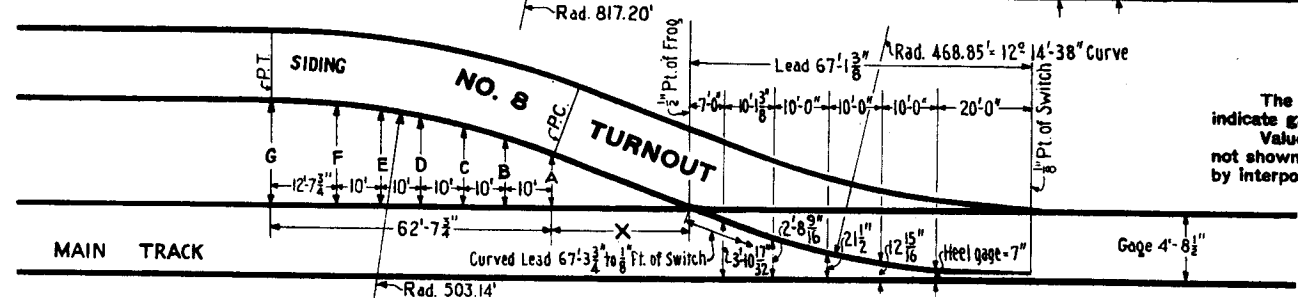
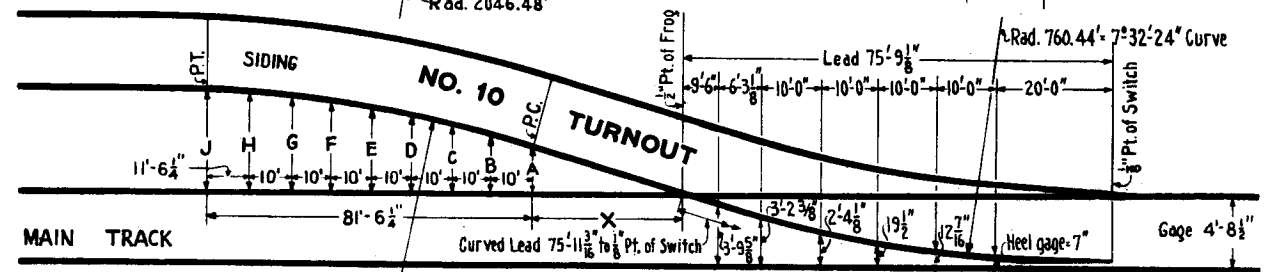
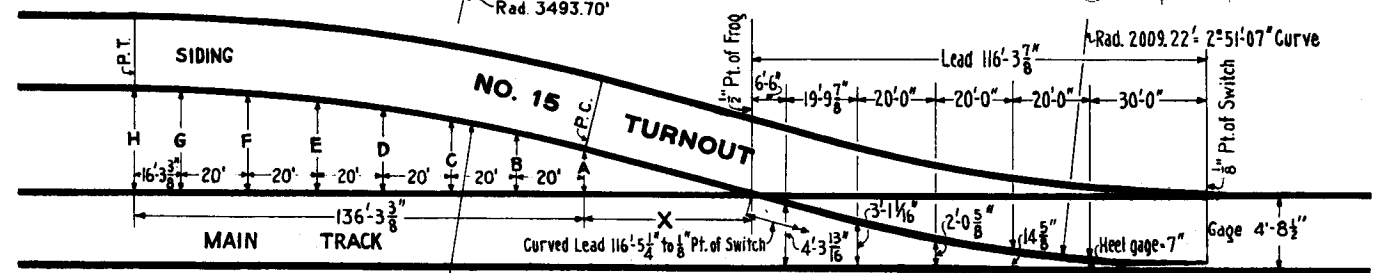
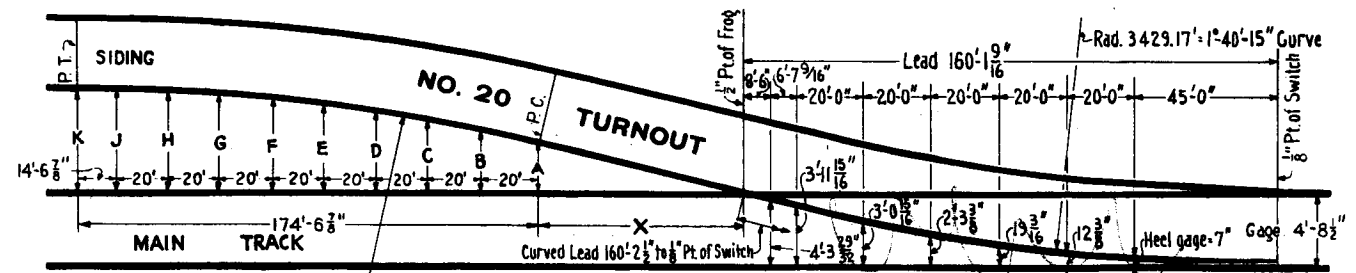


NO. 20 TURNOUT	TRACK CENTERS	X	K	J	H	G	F	E	D	C	B	A
	12'-2"	61'-0"	7'-5"	7'-5"	7'-3"	7'-0"	6'-8"	6'-2"	5'-7"	4'-10"	4'-0"	3'-1"
	13'-0"	77'-8"	8'-3"	8'-3"	8'-1"	7'-10"	7'-6"	7'-0"	6'-5"	5'-8"	4'-10"	3'-11"
	14'-0"	97'-7"	9'-3"	9'-3"	9'-1"	8'-10"	8'-6"	8'-0"	7'-5"	6'-8"	5'-10"	4'-11"
	15'-0"	117'-7"	10'-3"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

NO. 15 TURNOUT	TRACK CENTERS	X	H	G	F	E	D	C	B	A
	12'-2"	43'-0"	7'-5"	7'-4"	7'-1"	6'-8"	6'-0"	5'-2"	4'-11"	2'-11"
	13'-0"	55'-6"	8'-3"	8'-2"	7'-11"	7'-6"	6'-10"	6'-0"	4'-11"	3'-9"
	14'-0"	70'-6"	9'-3"	9'-2"	8'-11"	8'-6"	7'-10"	7'-0"	5'-11"	4'-9"
	15'-0"	85'-6"	10'-3"	10'-2"	9'-11"	9'-6"	8'-10"	8'-0"	6'-11"	5'-9"
	16'-0"	100'-5"	11'-3"	11'-2"	10'-11"	10'-6"	9'-10"	9'-0"	7'-11"	6'-9"
	17'-0"	115'-5"	12'-3"	12'-2"	11'-11"	11'-6"	10'-10"	10'-0"	8'-11"	7'-9"
	18'-0"	130'-5"	13'-3"	13'-2"	12'-11"	12'-6"	11'-10"	11'-0"	9'-11"	8'-9"
	19'-0"	145'-5"	14'-3"	14'-2"	13'-11"	13'-6"	12'-10"	12'-0"	10'-11"	9'-9"
	20'-0"	160'-5"	15'-3"	15'-2"	14'-11"	14'-6"	13'-10"	13'-0"	11'-11"	10'-9"

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

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



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

73008-B

THE PENNSYLVANIA RAILROAD
STANDARD
TABLES OF OFFSETS OF
NOS. 8-10-15 AND 20 TURNOUTS FROM TANGENT TRACK
FOR 131, 140 LB.R.E.-152, 155 LB.P.S. RAILS
OFFICE OF CHIEF ENGINEER, PHILA., PA. MAY 1957

Chief Engineer