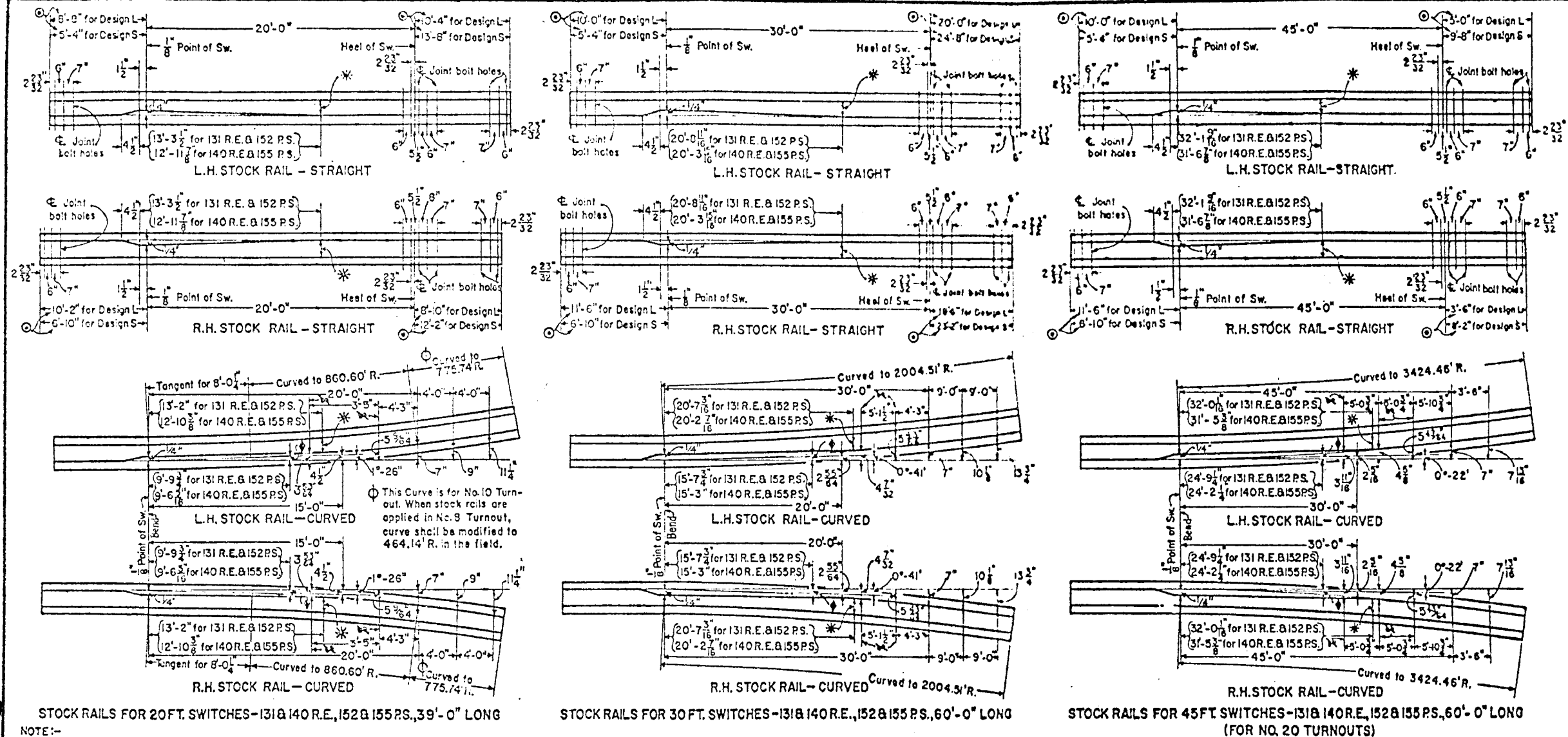




NOTE:-

Requisitions for stock rails shall specify weight and type of rail, hand, whether straight or curved, design, the length of switch with which they are to be used and the number of this plan. (One straight and one curved stock rail are used with each stand-and-switch).

Wherever practicable, two Design L or one Design L and one Design S stock rails shall be used. Two Design S stock rails shall be used only to meet special limiting conditions.

Details of curved stock rails are same as for straight stock rails of same hand except curved stock rails shall be furnished bent and curved to the alignment specified on this plan.

Size and distance of joint bolt holes from rail base shall conform to Standard Plans of the respective rail sections.

The ends of the stock rails shall be beveled as shown on Standard Plan 71059-1.

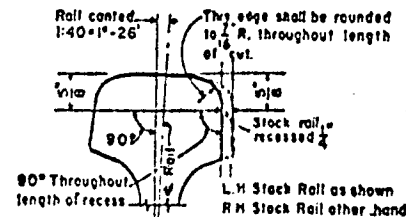
Stock rails shall meet the requirements of No. 1 Rails as prescribed by the Pennsylvania Railroad Specifications for O.H. Steel Rails, C.E. 35-1, excluding "A" Rails. No rails which were cut when cold by the use of a high speed friction saw shall be used.

Any variation in rail length within limits prescribed by rail specifications, shall occur in this dimension.

Full width of head of rail at gage line - ($2\frac{31}{32}$ " for 131 R.E. & 152 P.S., and $2\frac{7}{8}$ " for 140 R.E. & 155 P.S.).

Spread between theoretical gage lines - ($2\frac{31}{32}$ " for 131 R.E. & 152 P.S., and $2\frac{7}{8}$ " for 140 R.E. & 155 P.S.).

Center line of stop on switch rail; (spread between theoretical gage lines shown).



SECTION THROUGH STOCK RAIL AT 1/8 POINT OF SWITCH



73061-A

THE PENNSYLVANIA RAILROAD
STANDARD

STOCK RAILS

RECESSED 1/4" FOR 20 FT., 30 FT., AND 45 FT. SPLIT SWITCHES,
131 AND 140 LB. R.E., 152 AND 155 LB. P.S. DRILLED $2\frac{31}{32}$ "-6"-7"

OFFICE OF CHIEF ENGINEER, PHILA., PA., JUNE 1957

B. J. Henry