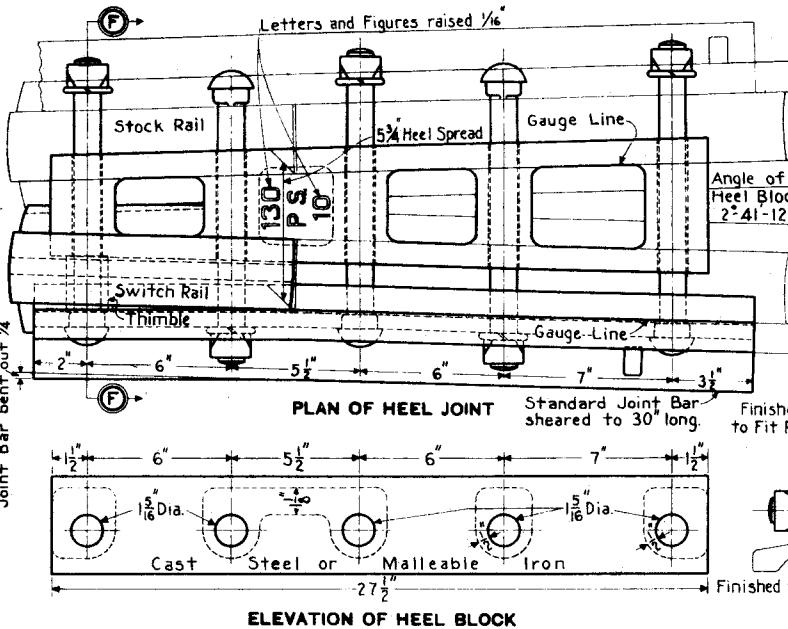
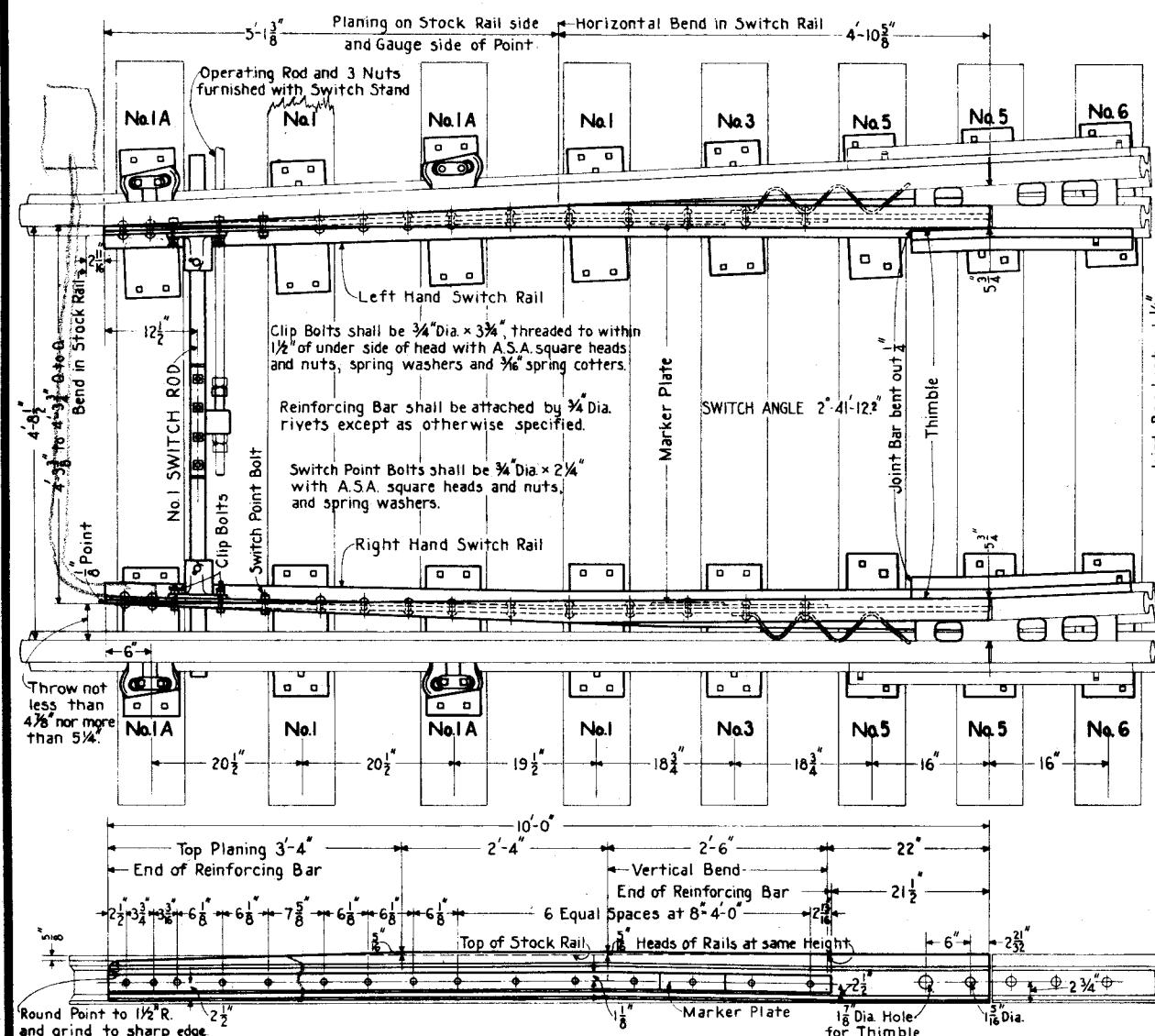


2 - other papers (?)



### **ELEVATION OF HEEL BLOCK**

SECTION OF  
SWITCH RAIL AT POINT

**NOTE:-**  
Requisition must specify length of switch, weight and type of rail desired, whether switch is to be insulated or non-insulated and the number of this plan. If the switch is non-insulated, switch rods must be furnished solid.

For details of switch plates, adjustable braces, switch clips, rod bolts, switch rod insulation, switch rod and basket, etc., see standard plans covering these details.

When switches are used with front and lock rods, the clearance between switch plate and No. 1 rod may be increased by moving clips back one pair of holes and reversing the switch rod.

All rail parts must meet the requirements of No. 1 Rails as prescribed by The Pennsylvania Railroad Company's Specifications for Carbon Steel Rails.

Heel joint bolts, switch point bolts and clip bolts must conform to The Pennsylvania Railroad Company's Specifications for Quenched Carbon and Alloy Steel Track Bolts.

All **spring washers** must conform to The Pennsylvania Railroad Company's Specifications for Helical Spring Washers - basic number C E 71.

C. E. 7 (1).  
A Malleable Iron Marker Plate, indicating in raised or deeply cut characters, not less than one half inch high, the name of the manufacturer, the month and year shipped, the length, weight and type of switch rail, must be securely fastened to each switch rail in position as indicated on this plan.

73103-A

**BILL OF MATERIAL FOR ONE SWITCH COMPLETE**

NO. OF PIECES	DESCRIPTION	
	SET OF SWITCH PLATES	ITEM
2	SWITCH RAILS	(With Foot Guards, Clips and Bolts Complete)
4	No. 1 PLATES	
4	No. 1A	"
2	No. 3	"
4	No. 5	"
2	No. 6	"
4	ADJUSTABLE BRACES	(With Bolts, Spring Washers, Double Nuts & Double Washers)
1	ROD	(With Basket and Sleeve Complete)
2	HEEL BLOCKS	(With Bolts and Thimbles Complete) Surfaced as shown
2	JOINT RARS	(Bent Surfaced and Sheared as shown)

THE PENNSYLVANIA RAILROAD  
STANDARD

**STANDARD  
10 FT. SPLIT SWITCH  
FOR 130 LBS. P.S. RAILS  
DRILLED 2  $\frac{1}{4}$  - 6 - 7**

OFFICE OF CHIEF ENGINEER, PHILA., PA., APRIL, 1929

## Addressed

**Chief Engine**