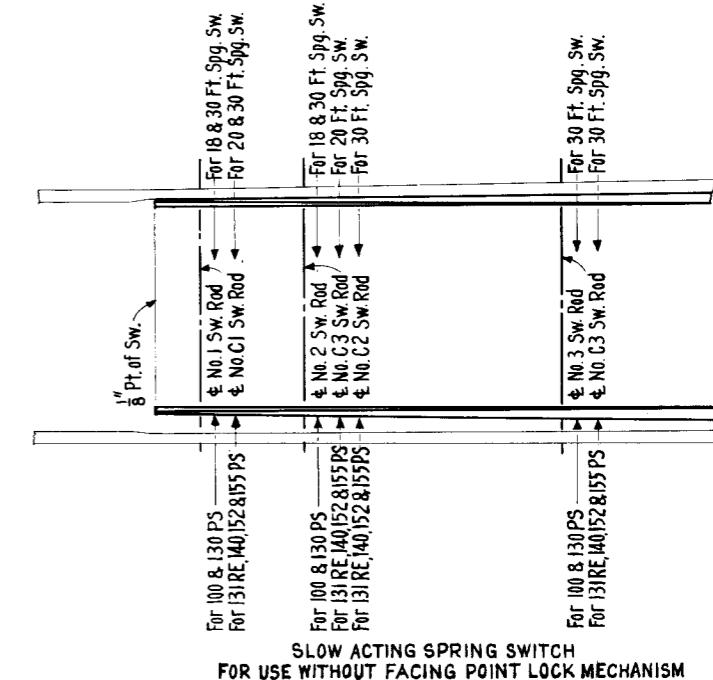


SECTION OF SPRING SWITCH RAILS AT POINT



Requisition for Switch Rods only shall specify quantity required, rod number, whether insulated or non-insulated, that rods shall be drilled for rod bolts on one end only and the number of the current plan of Switch Rods for Split Switches of the rail section required.

Approved type of Slow Acting Spring Switch Mechanism shall be ordered as a separate item on the requisition.

Manufacturer shall furnish all material in accordance with current plans and specifications of The Pennsylvania Railroad.

When order specifies heat treated rails, Spring Switch Rails shall be heat treated in accordance with Paragraphs 1102, 1103 and 1104 of Article II, A.R.E.A. Specifications.

NOTE:

Slow Acting Spring Switches may be used only at locations approved as prescribed by Paragraph 1201-(b)-(3), Specifications for Standard Track - basic number C.E. 78.

Slow Acting Spring Switches shall conform to the respective plans and details of Split Switches except for modifications necessary to meet requirements of this plan.

Requisition for Spring Switches complete shall specify quantity required, length, whether insulated or non-insulated, whether R.H. or L.H. in the case of 20 and 30 Ft. for 131RE, 140, 152 and 155 PS, weight, type and drilling of rail desired, whether for use with or without Facing Point Lock Mechanism and the number of this plan. When heat treated rails are required, the requisition shall so specify.

Requisition for Switch Rails only shall specify quantity required, length, whether R.H. or L.H., whether straight or curved in the case of 20 and 30 Ft. for 131RE, 140, 152 and 155 PS, weight, type and drilling of rail desired, whether for use with or without Facing Point Lock Mechanism and the number of this plan. When heat treated rails are required, the requisition shall so specify. Switch Rails shall be furnished with foot guards, stops, clips and bolts complete.

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**THE PENNSYLVANIA RAILROAD**  
**STANDARD**  
**SLOW ACTING SPRING SWITCHES**  
**FOR 100 AND 130 LB. PS., 131 LB. RE, 140, 152 AND 155 LB. PS RAILS**  
OFFICE OF CHIEF ENGINEER, PHILA., PA., DECEMBER, 1949

Approved

*J. P. Harrel*  
Asst. Chief Engineer-Maintenance

Approved

*J. Harrel*  
Chief Engineer