

NOTE:

Requisitions for switches or mates as per this plan, shall specify the weight and type of rail, and hand of switch or mate desired.

When switches as per this plan are ordered, Manufacturer shall furnish switch complete with tongue, but excluding the mate, and switch shall be furnished with the two running rails heat treated as shown.

The mates for use with this switch are shown also on this plan, and shall be ordered on a separate requisition.

The Body Casting for the mate shall be manganese or other approved alloy steel.

When tongues alone are desired, they shall be described on the requisition as follows, with

hand of tongue being same as the hand of switch into which they are to fit:

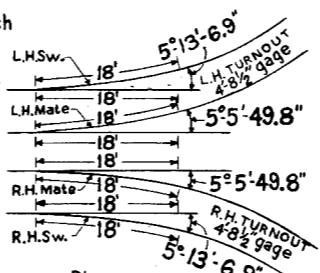
TONGUES, R.H.-L.H. 155 lb.P.S. (140 lb.R.E.) Switch
Type C, Forged steel, H.T. and reinforced per this plan.

* Requisitions shall specify whether or not throwing device is to be used in place of bolt through lug.

All rail parts shall meet the requirements of No.1 Rails as prescribed by the current A.R.E.A. Specifications.

All body bolts shall be $1\frac{1}{8}$ " Dia. except $1\frac{1}{8}$ " Dia. bolt through pin.

The Tongue Switch and Mate shall be marked, where indicated on this plan, with characters not less than $\frac{1}{2}$ " high to indicate the manufacturer's name or trade mark, weight and type of rail, the letters "HT" to indicate Heat Treated running rails for the switch, and design of switch or mate, ("Type C" for switch; "Type A" for mate).



Diagrams
Illustrating "HAND"
of SWITCHES & MATES

The steel of manganese steel casting shall conform to the following requirements as to chemical composition:

Carbon, per cent	1.00 - 1.30
Manganese, Min. percent	12.00
Silicon, Max., per cent	2.00
Phosphorus, Max., per cent	0.10
Sulfur, Max., per cent	0.05

A copy of the analysis of the manganese steel with test drillings shall be furnished by manufacturer to the P.R.R. inspector.

73815-B

THE PENNSYLVANIA RAILROAD
STANDARD
TONGUE SWITCH AND MATE, 200 FT. RADIUS
FOR USE IN PAVED STREETS
FOR 140 LB.R.E. AND 155 LB. P.S. RAILS
OFFICE OF CHIEF ENGINEER, PHILA., PA. - APRIL, 1958

Logan Henry
Chief Engineer