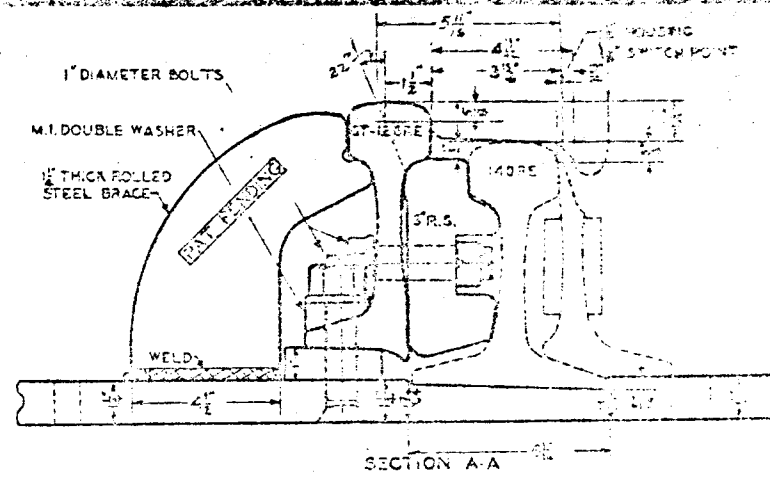
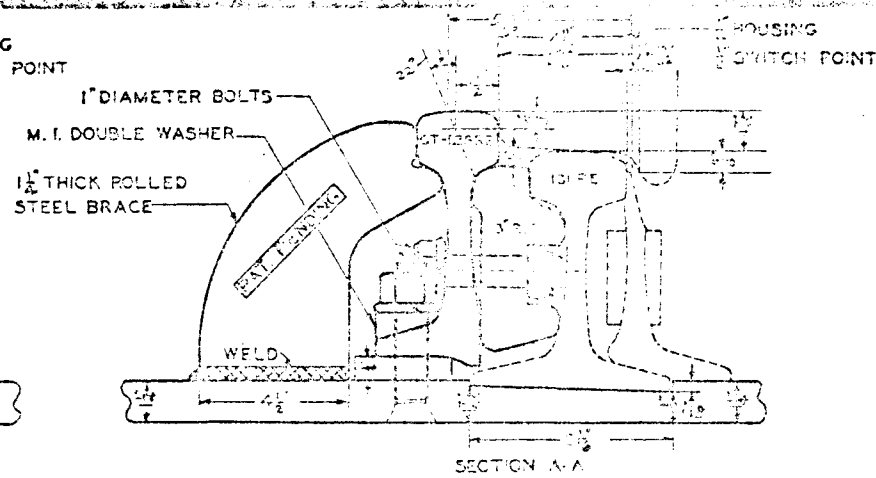
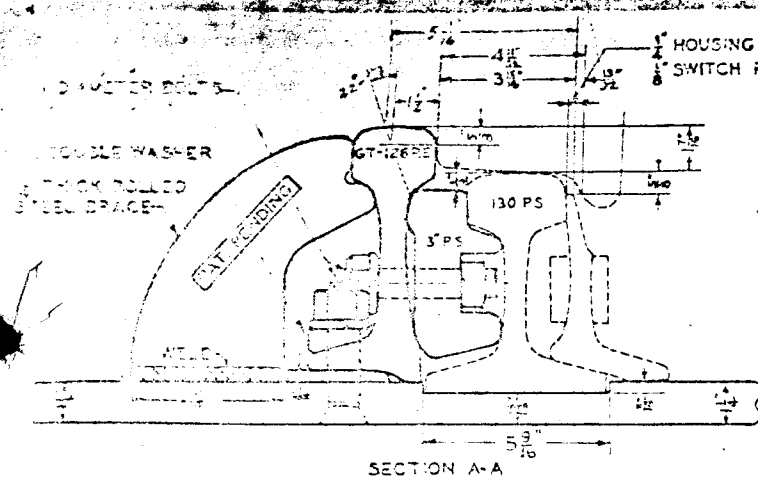
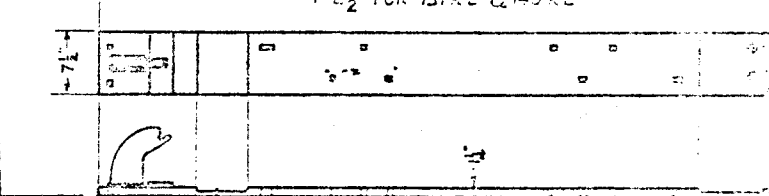
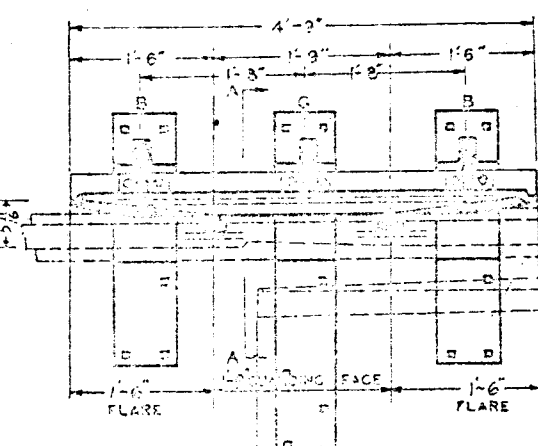
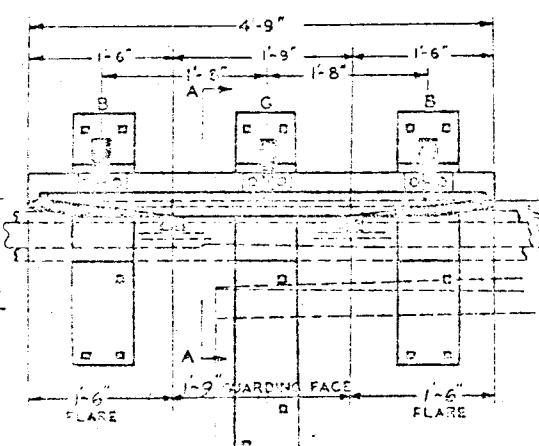
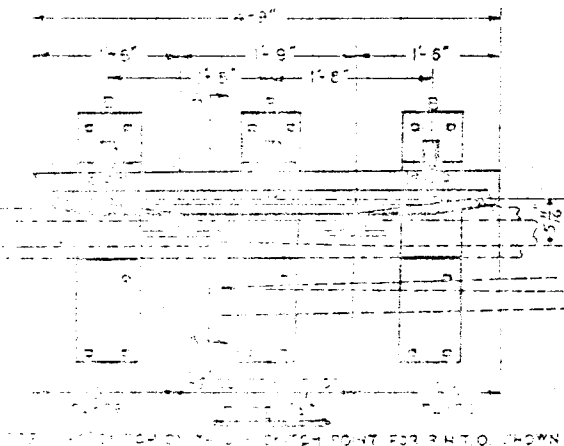
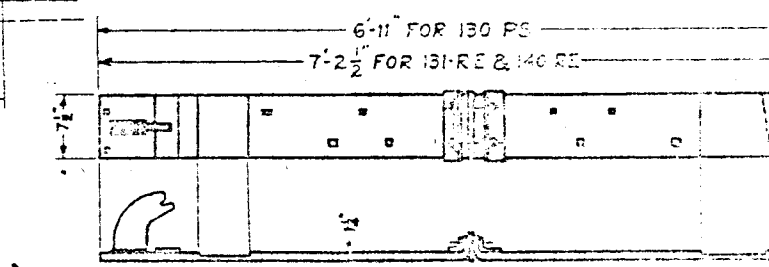




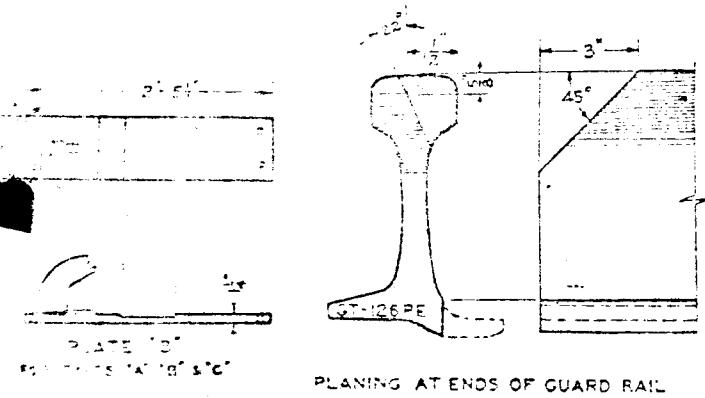
ALL PLATES TO BE OPEN HEARTH STEEL WITH .40 TO .60 CARBON  
ALL GUARD RAIL HEAT TREATED AND OIL QUENCHED TO A BRINELL HARDNESS OF 321 TO 375



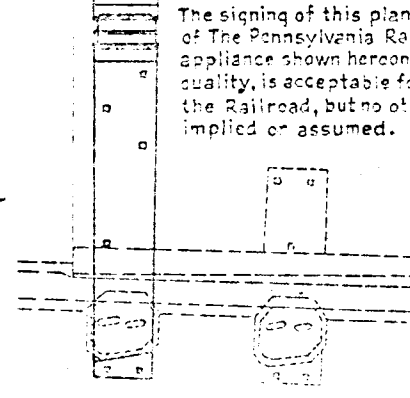
GAGE PLATE 'G' FOR TYPE 'C' NON-INSULATED



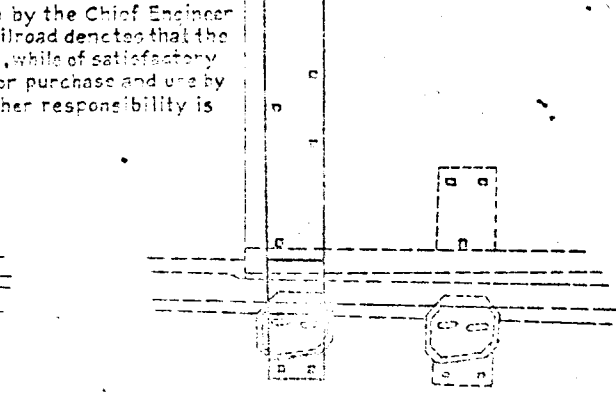
GAGE PLATE 'G' FOR TYPE 'B' INSULATED



PLANING AT ENDS OF GUARD RAIL



TYPE 'B' INSULATED  
LEFT HAND SWITCH POINT FOR P.M.T.O. AS SHOWN



TYPE 'C' NON-INSULATED  
SWITCH SHOWN FOR P.M.T.O.

The signing of this plan by the Chief Engineer of The Pennsylvania Railroad denotes that the appliance shown hereon, while of satisfactory quality, is acceptable for purchase and use by the Railroad, but no other responsibility is implied or assumed.

THE PENNSYLVANIA RAILROAD  
SWITCH POINT GUARDS  
O.H. HEAT TREATED RAILS  
FOR 130 PS, 131 RE AND 140 RE RAILS  
MADE BY THE BETHLEHEM STEEL CO.  
STEELTON, PENNA.

W-200-40