

Plate No.	A	B	C	X	Y	L
8-2	7 <sup>7</sup> / <sub>32</sub>	5 <sup>5</sup> / <sub>32</sub>	6 <sup>3</sup> / <sub>4</sub>	5 <sup>5</sup> / <sub>16</sub>	15 <sup>15</sup> / <sub>16</sub>	21 <sup>1</sup> / <sub>2</sub>
8-3	7 <sup>7</sup> / <sub>8</sub>	5 <sup>5</sup> / <sub>32</sub>	6 <sup>1</sup> / <sub>2</sub>	3 <sup>3</sup> / <sub>8</sub>	7 <sup>7</sup> / <sub>8</sub>	22"
8-4	8 <sup>5</sup> / <sub>8</sub>	5 <sup>5</sup> / <sub>32</sub>	6 <sup>1</sup> / <sub>4</sub>	7 <sup>7</sup> / <sub>16</sub>	13 <sup>13</sup> / <sub>16</sub>	22 <sup>1</sup> / <sub>2</sub>

PLATES 2 THRU 4 FOR NO.8 TURNOUT

Plate No.	A	B	C	X	Y	L
10-2	7 <sup>1</sup> / <sub>4</sub>	5 <sup>5</sup> / <sub>32</sub>	6 <sup>3</sup> / <sub>4</sub>	5 <sup>5</sup> / <sub>16</sub>	15 <sup>15</sup> / <sub>16</sub>	21 <sup>1</sup> / <sub>2</sub>
10-3	7 <sup>29</sup> / <sub>32</sub>	5 <sup>5</sup> / <sub>32</sub>	6 <sup>1</sup> / <sub>2</sub>	3 <sup>3</sup> / <sub>8</sub>	7 <sup>7</sup> / <sub>8</sub>	22"
10-4	8 <sup>5</sup> / <sub>8</sub>	5 <sup>5</sup> / <sub>32</sub>	6 <sup>1</sup> / <sub>4</sub>	7 <sup>7</sup> / <sub>16</sub>	13 <sup>13</sup> / <sub>16</sub>	22 <sup>1</sup> / <sub>2</sub>

PLATES 2 THRU 4 FOR NO.10 TURNOUT

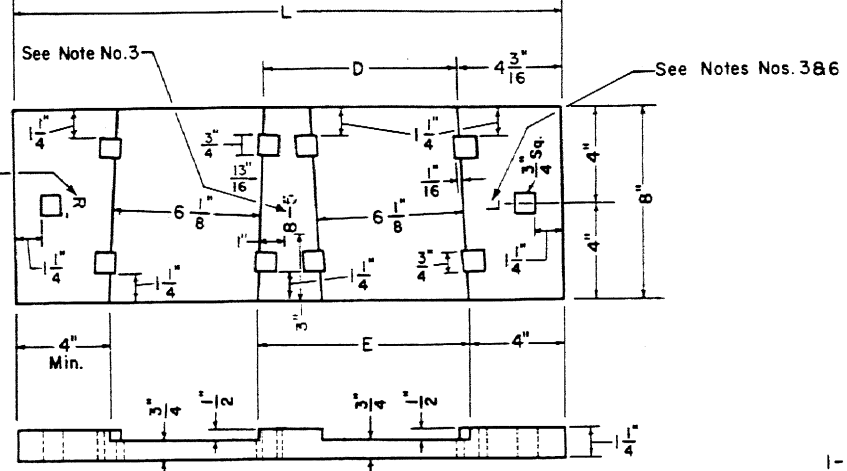


PLATE NO.	D	E	L
8-5 <sup>R</sup> / <sub>L</sub>	9 <sup>9</sup> / <sub>32</sub>	9 <sup>5</sup> / <sub>8</sub>	24"
8-6 <sup>R</sup> / <sub>L</sub>	10 <sup>3</sup> / <sub>16</sub>	10 <sup>9</sup> / <sub>16</sub>	25"
8-7 <sup>R</sup> / <sub>L</sub>	11 <sup>5</sup> / <sub>32</sub>	11 <sup>9</sup> / <sub>16</sub>	26"
8-8 <sup>R</sup> / <sub>L</sub>	12 <sup>7</sup> / <sub>32</sub>	12 <sup>5</sup> / <sub>8</sub>	27"
8-9 <sup>R</sup> / <sub>L</sub>	13 <sup>11</sup> / <sub>32</sub>	13 <sup>13</sup> / <sub>16</sub>	28"

PLATES 5 THRU 9 FOR NO.8 TURNOUT

PLATE NO.	D	E	L
10-5 <sup>R</sup> / <sub>L</sub>	9 <sup>1</sup> / <sub>4</sub>	9 <sup>9</sup> / <sub>16</sub>	24"
10-6 <sup>R</sup> / <sub>L</sub>	10 <sup>3</sup> / <sub>32</sub>	10 <sup>13</sup> / <sub>32</sub>	25"
10-7 <sup>R</sup> / <sub>L</sub>	10 <sup>3</sup> / <sub>32</sub>	11 <sup>5</sup> / <sub>16</sub>	26"
10-8 <sup>R</sup> / <sub>L</sub>	11 <sup>7</sup> / <sub>8</sub>	12 <sup>1</sup> / <sub>4</sub>	27"
10-9 <sup>R</sup> / <sub>L</sub>	12 <sup>27</sup> / <sub>32</sub>	13 <sup>1</sup> / <sub>4</sub>	28"

PLATES 5 THRU 11 FOR NO.10 TURNOUT

### NOTES

- Plates No.2 thru No.9 stamped with prefix 8 or 10 (8 for a No.8 turnout or 10 for a No.10 turnout) then a dash followed by the plate number. Examples:-  
8-2 for a No.2 plate for use in the No.8 Turnout.  
10-5 for a No.5 plate for use in the No.10 Turnout.
- Plates No.2 thru No.4 (6 per T.O.) shall be stamped on the field end of plate.
- Plates No.5 thru No.11 shall have plate number stamped in the center of plate with "L" on field end behind left hand point and "R" on opposite end.
- All plate holding spike holes to be <sup>3</sup>/<sub>4</sub>" square, and all rail holding spike holes to be <sup>3</sup>/<sub>4</sub>" x <sup>13</sup>/<sub>16</sub>" with <sup>1</sup>/<sub>16</sub>" of the <sup>13</sup>/<sub>16</sub>" dimension to be under the rail base.
- Each plate shall be stamped by deeply cut characters, not less than <sup>1</sup>/<sub>2</sub>" high, in the positions as indicated on this plan.
- Plates No.5 thru No.9 to be placed with "L" on the field side behind left hand point and "R" on field side behind right hand point. This applies to either R.H. or L.H. Turnouts.



**TURNOUT PLATES**  
NO. 8 & NO.10 WELDED TURNOUTS-FOR  
USE BEHIND HEEL OF SWITCH-132 or 140 R.E.RAIL

JANUARY, 1978  
R.H. Smith Chief Engineer - Maintenance of Way  
L.G. Gordon Chief Engineering Officer