

Plate No.	A	B	X	Y	L
15-3	7 <sup>5</sup> / <sub>8</sub>	1 <sup>1</sup> / <sub>8</sub>	5 <sup>13</sup> / <sub>16</sub>	13 <sup>13</sup> / <sub>16</sub>	21 <sup>1</sup> / <sub>2</sub>
15-4	8 <sup>1</sup> / <sub>4</sub>	1 <sup>1</sup> / <sub>8</sub>	11 <sup>11</sup> / <sub>32</sub>	23 <sup>23</sup> / <sub>32</sub>	21 <sup>1</sup> / <sub>2</sub>
15-5	8 <sup>7</sup> / <sub>8</sub>	1 <sup>1</sup> / <sub>8</sub>	3 <sup>3</sup> / <sub>8</sub>	7 <sup>7</sup> / <sub>8</sub>	22 <sup>1</sup> / <sub>4</sub>
15-6	9 <sup>1</sup> / <sub>2</sub>	1 <sup>1</sup> / <sub>8</sub>	13 <sup>13</sup> / <sub>32</sub>	27 <sup>27</sup> / <sub>32</sub>	22 <sup>3</sup> / <sub>4</sub>
15-7	10 <sup>1</sup> / <sub>8</sub>	1 <sup>1</sup> / <sub>8</sub>	7 <sup>7</sup> / <sub>16</sub>	13 <sup>13</sup> / <sub>16</sub>	23 <sup>1</sup> / <sub>2</sub>
15-8	10 <sup>13</sup> / <sub>16</sub>	1 <sup>1</sup> / <sub>8</sub>	15 <sup>15</sup> / <sub>32</sub>	25 <sup>25</sup> / <sub>32</sub>	24 <sup>1</sup> / <sub>4</sub>

**PLATES 3 THRU 8 FOR NO.15 TURNOUT**

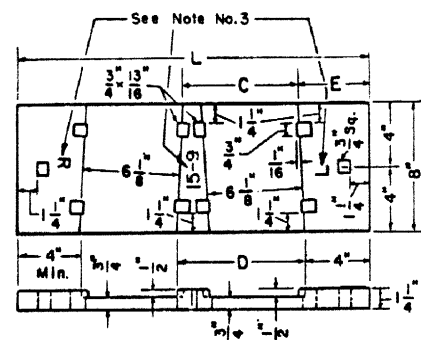
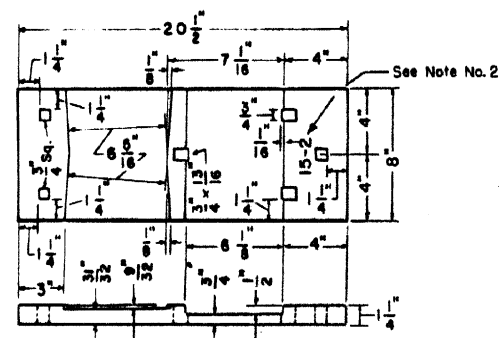


Plate No.	C	D	E	L
15-9 R	11 <sup>3</sup> / <sub>8</sub>	11 <sup>5</sup> / <sub>8</sub>	4 <sup>1</sup> / <sub>8</sub>	25 <sup>3</sup> / <sub>4</sub>
15-10 R	12 <sup>1</sup> / <sub>16</sub>	12 <sup>5</sup> / <sub>16</sub>	4 <sup>1</sup> / <sub>8</sub>	26 <sup>1</sup> / <sub>2</sub>
15-11 R	12 <sup>13</sup> / <sub>16</sub>	13 <sup>1</sup> / <sub>16</sub>	4 <sup>1</sup> / <sub>8</sub>	27 <sup>1</sup> / <sub>4</sub>
15-12 R	13 <sup>9</sup> / <sub>16</sub>	13 <sup>7</sup> / <sub>8</sub>	4 <sup>5</sup> / <sub>32</sub>	28"
15-13 R	14 <sup>5</sup> / <sub>16</sub>	14 <sup>5</sup> / <sub>8</sub>	4 <sup>5</sup> / <sub>32</sub>	28 <sup>3</sup> / <sub>4</sub>

**PLATES 9 THRU 13 FOR NO.15 TURNOUT**



**PLATE NO. 2 FOR NO.15 TURNOUT**

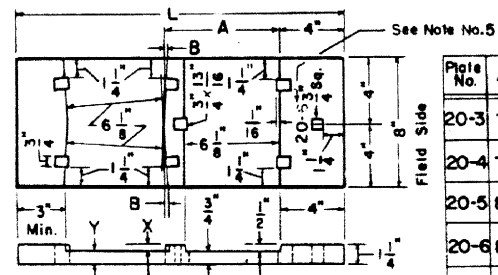


Plate No.	A	B	X	Y	L
20-3	7 <sup>1</sup> / <sub>4</sub>	3 <sup>3</sup> / <sub>32</sub>	3 <sup>3</sup> / <sub>16</sub>	15 <sup>15</sup> / <sub>16</sub>	20 <sup>1</sup> / <sub>2</sub>
20-4	7 <sup>11</sup> / <sub>16</sub>	3 <sup>3</sup> / <sub>32</sub>	11 <sup>11</sup> / <sub>32</sub>	23 <sup>23</sup> / <sub>32</sub>	21"
20-5	8 <sup>1</sup> / <sub>8</sub>	3 <sup>3</sup> / <sub>32</sub>	3 <sup>3</sup> / <sub>8</sub>	7 <sup>7</sup> / <sub>8</sub>	21 <sup>1</sup> / <sub>2</sub>
20-6	8 <sup>9</sup> / <sub>16</sub>	3 <sup>3</sup> / <sub>32</sub>	13 <sup>13</sup> / <sub>32</sub>	27 <sup>27</sup> / <sub>32</sub>	22"
20-7	9 <sup>1</sup> / <sub>32</sub>	3 <sup>3</sup> / <sub>32</sub>	7 <sup>7</sup> / <sub>16</sub>	13 <sup>13</sup> / <sub>16</sub>	22 <sup>1</sup> / <sub>2</sub>
20-8	9 <sup>1</sup> / <sub>2</sub>	3 <sup>3</sup> / <sub>32</sub>	15 <sup>15</sup> / <sub>32</sub>	25 <sup>25</sup> / <sub>32</sub>	22 <sup>3</sup> / <sub>4</sub>

**PLATES 3 THRU 8 FOR NO.20 TURNOUT**

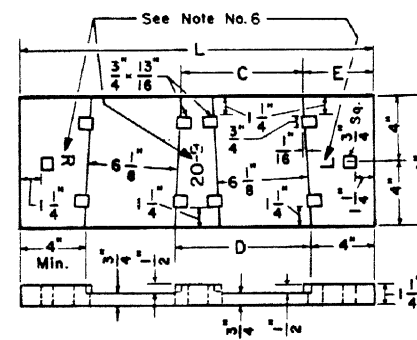
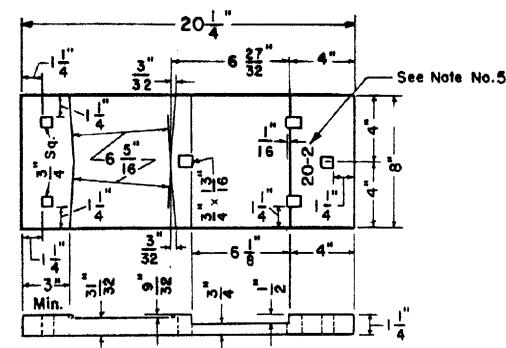


Plate No.	C	D	E	L
20-9 R	9 <sup>29</sup> / <sub>32</sub>	10 <sup>3</sup> / <sub>32</sub>	4 <sup>3</sup> / <sub>32</sub>	24 <sup>1</sup> / <sub>4</sub>
20-10 R	10 <sup>3</sup> / <sub>8</sub>	10 <sup>9</sup> / <sub>16</sub>	4 <sup>3</sup> / <sub>32</sub>	24 <sup>3</sup> / <sub>4</sub>
20-11 R	10 <sup>7</sup> / <sub>8</sub>	11 <sup>1</sup> / <sub>16</sub>	4 <sup>3</sup> / <sub>32</sub>	25 <sup>1</sup> / <sub>4</sub>
20-12 R	11 <sup>13</sup> / <sub>32</sub>	11 <sup>19</sup> / <sub>32</sub>	4 <sup>3</sup> / <sub>32</sub>	26"
20-13 R	11 <sup>29</sup> / <sub>32</sub>	12 <sup>1</sup> / <sub>8</sub>	4 <sup>3</sup> / <sub>32</sub>	26 <sup>1</sup> / <sub>4</sub>
20-14 R	12 <sup>7</sup> / <sub>16</sub>	12 <sup>21</sup> / <sub>32</sub>	4 <sup>1</sup> / <sub>8</sub>	27"
20-15 R	13"	13 <sup>3</sup> / <sub>16</sub>	4 <sup>1</sup> / <sub>8</sub>	27 <sup>1</sup> / <sub>2</sub>
20-16 R	13 <sup>9</sup> / <sub>16</sub>	13 <sup>3</sup> / <sub>4</sub>	4 <sup>1</sup> / <sub>8</sub>	28"
20-17 R	14 <sup>1</sup> / <sub>8</sub>	14 <sup>11</sup> / <sub>32</sub>	4 <sup>1</sup> / <sub>8</sub>	28 <sup>1</sup> / <sub>2</sub>
20-18 R	14 <sup>11</sup> / <sub>16</sub>	14 <sup>15</sup> / <sub>16</sub>	4 <sup>1</sup> / <sub>8</sub>	29 <sup>1</sup> / <sub>4</sub>

**PLATES 9 THRU 18 FOR NO.20 TURNOUT**



**PLATE NO. 2 FOR NO.20 TURNOUT**

**NOTES FOR NO.15 TURNOUT**

- 1-Turnout plates No.15-2 thru No.15-13 stamped with prefix 15 (for No.15 Turnout) then a dash followed by the plate number. Example 15-6 for a No.6 plate.
- 2-Plates No.15-2 thru No.15-8 (14 per T.O.) shall be stamped on the field end of the plate.
- 3-Plates No.15-9 thru No.15-13 shall have plate number stamped in the center of plate with "L" on field end behind left hand point and "R" on opposite end. (10 per T.O.)

**NOTES FOR NO.20 TURNOUT**

- 4-Plates No.20-2 thru No.20-18 stamped with prefix 20 (for No.20 Turnout) then a dash followed by the plate number. Example 20-6 for a No.6 plate.
- 5-Plates No.20-2 thru No.20-8 (14 per T.O.) shall be stamped on the field end of plate.
- 6-Plates No.20-9 thru No.20-18 shall have plate number stamped in the center of plate with "L" on field end behind left hand point and "R" on opposite end. (20 per T.O.)

**GENERAL NOTES**

- 7-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.
- 8-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.
- 9-Plates 15-9 thru 15-13 and plates 20-9 thru 20-18 to be placed, in their respective turnout, with "L" on the field side behind left hand point and "R" on the field side behind right hand point. This applies to either R.H. or L.H. Turnouts.

CONRAIL 72221-A

STANDARD  
TURNOUT PLATES  
NO.15 & NO.20 WELDED TURNOUTS-FOR  
USE BEHIND HEEL OF SWITCH-132 or 140 R.E.RAIL  
JANUARY, 1978

Chief Engineer - Maintenance of Way
 Chief Engineering Officer