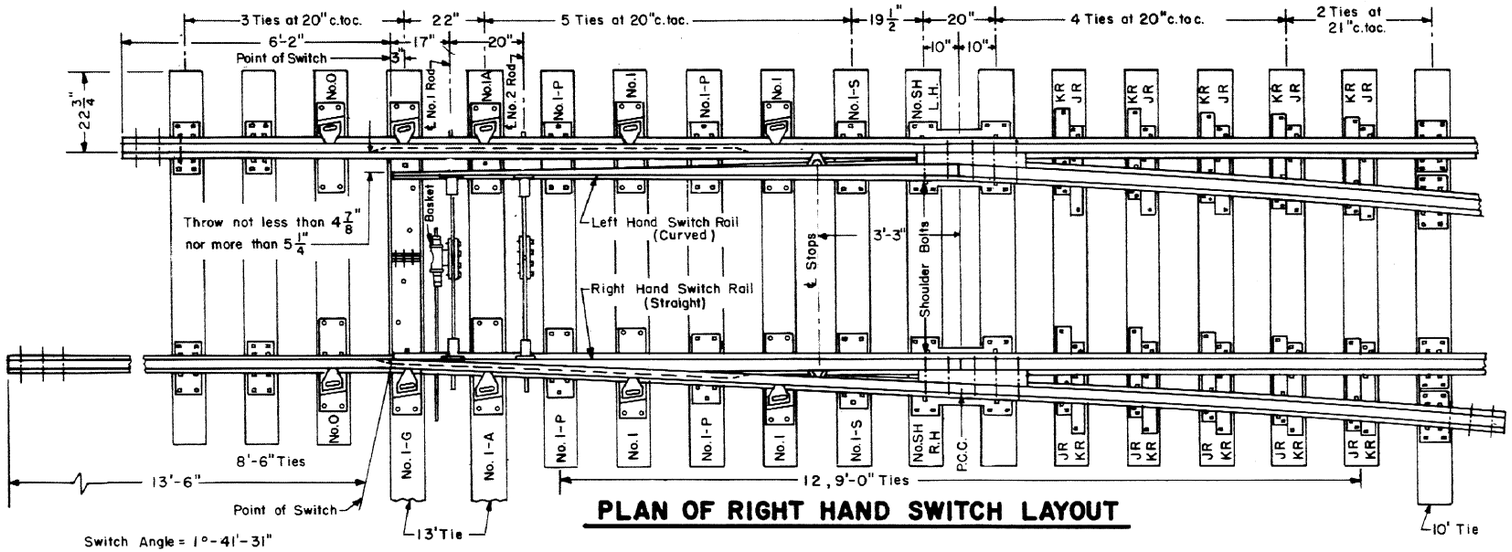
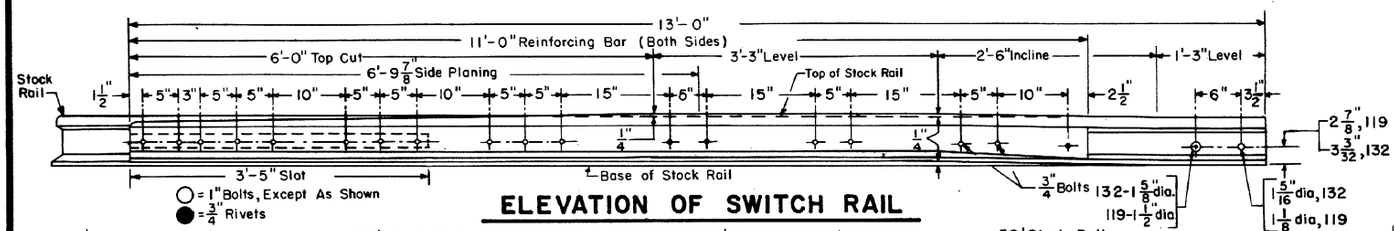
Revisions

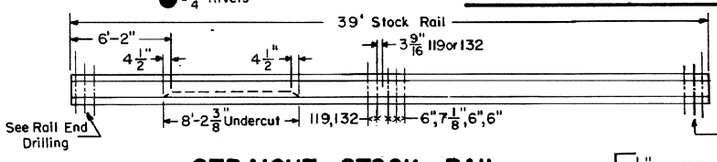
B - Feb., 1981
C - May, 1981
D - Feb., 1988



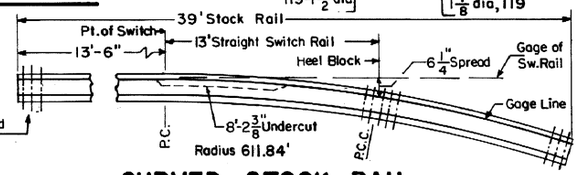
PLAN OF RIGHT HAND SWITCH LAYOUT



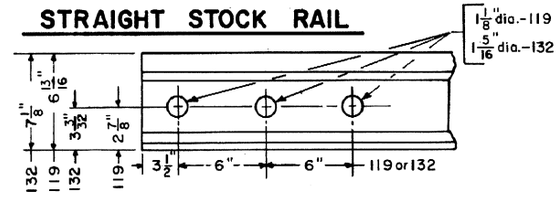
ELEVATION OF SWITCH RAIL



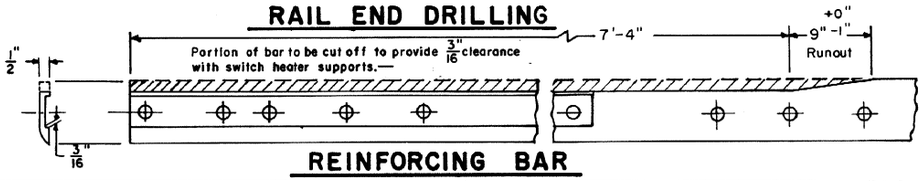
STRAIGHT STOCK RAIL



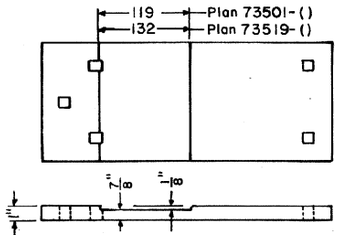
CURVED STOCK RAIL



RAIL END DRILLING

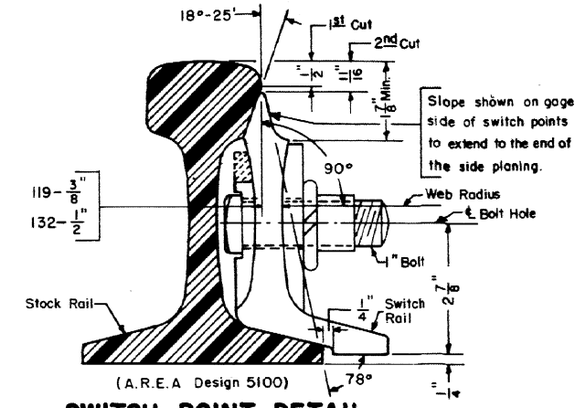


REINFORCING BAR



Note- All dimension for the 1-S Plate are the same as the 1-P Plate as per Plans 73501-() or 73519-(), except for the dimensions as shown above.

PLATE No. 1-S



(A.R.E.A Design 5100)

SWITCH POINT DETAIL

BILL OF MATERIAL

✱ 1 - Pair 13'-0" Switch Points, 1-R.H. straight, 1-L.H. curved complete with reinforcing bars, rod clips and rail stops attached.

✱ 2 - Undercut Stock Rails, 1-L.H. straight and 1-R.H. curved

▲ 2 - Vertical Switch Rods, Insulated, 1 with basket. See C.R. Plan 73518-(). See Note No. 6

2 - Heel Block Assemblies, complete. See C.R. Plans 73515-(), 132; 73602-(), 119

1 - No. 1-G Insulated Gage Plate
2 - No. 0 Adjustable Brace Plate
2 - No. 1-A " " Slide Plate
4 - No. 1 " " " "
4 - No. 1-P Shoulder Slide Plate
2 - No. SH Heel Plate, 1-R.H. and 1-L.H.
— See C.R. Plans 73519-() For 132; 73501-() For 119

2 - No. 1-S Shoulder Slide Plate (Special). Shown on this plan.

10 - "JR" and "KR" Twin Tie Plates. See C.R. Plan 72202-().

10 - Adjustable Rail Brace, Type A, complete. See C.R. Plans 73515-() or 73602-().

▲ 4 - Adjustable Rocker Clips for Vertical Switch Rods. See C.R. Plan 73518-(). See Note 6

NOTES

1 - The 13'-0" Switch to be used only with Lap Turnouts.

2 - This plan is for use with A.R.E.A. recommended standards for 119, 132 or 140 R.E. rail.

3 - Workmanship and materials, including beveling and hardening rail ends, shall be as per current A.R.E.A. Specifications.

4 - All bolts shall be dipped immediately before applying (all threads are thoroughly coated) in NO-OX-ID "GG" grease, manufactured by Dearborn Chemical Co.

✱ 5 - When ordering a Left Hand Switch - these items shall be opposite hand.

▲ 6 - With 119 lb. rail use horizontal rods and side jaw clips. See C.R. Plan 73521-().

7 - Stock rails and switch points to be fully heat treated. 119 and 132 lb rail.

CONRAIL

73157-D

STANDARD

13'-0" CURVED SPLIT SWITCH

INSULATED and UNDERCUT

119 R.E. or 132 R.E. RAIL

JUNE, 1979

R H Smith
Chief Engineer - Maintenance of Way

J G Gordon
Chief Engineering Officer