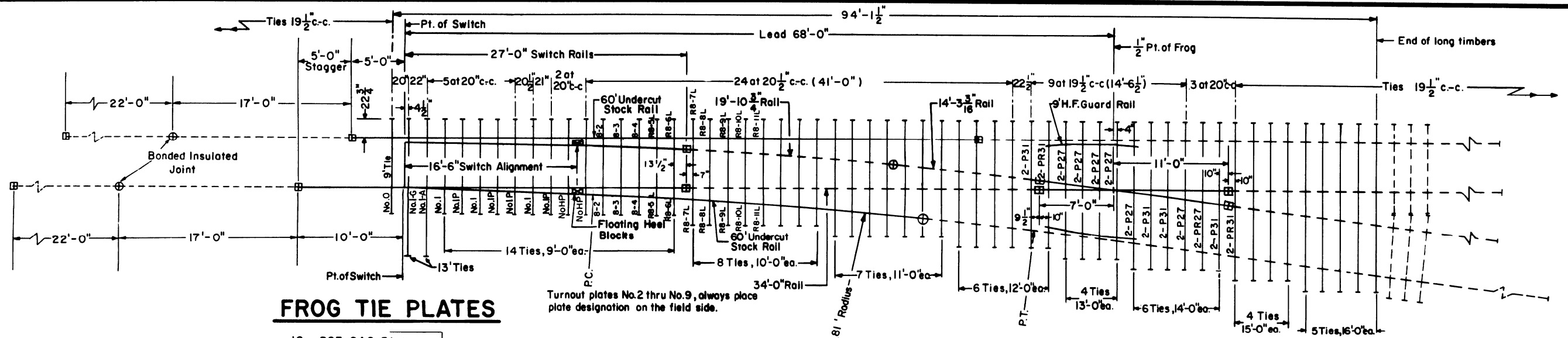


**Revisions**

- B-Aug., 1978
- C-Jan., 1980
- D-May, 1980
- E-Dec., 1981
- F-Jun., 1983
- G-Feb., 1984
- H-Apr., 1986
- I-Dec., 1987
- J-June, 1991



**FROG TIE PLATES**

- 12 - P27 SAS Plates
- 8 - P31 SAS Plates
- 2 - PR27 SAS Plates
- 4 - PR31 SAS Plates

CR Plan 66634-()

**LEGEND**

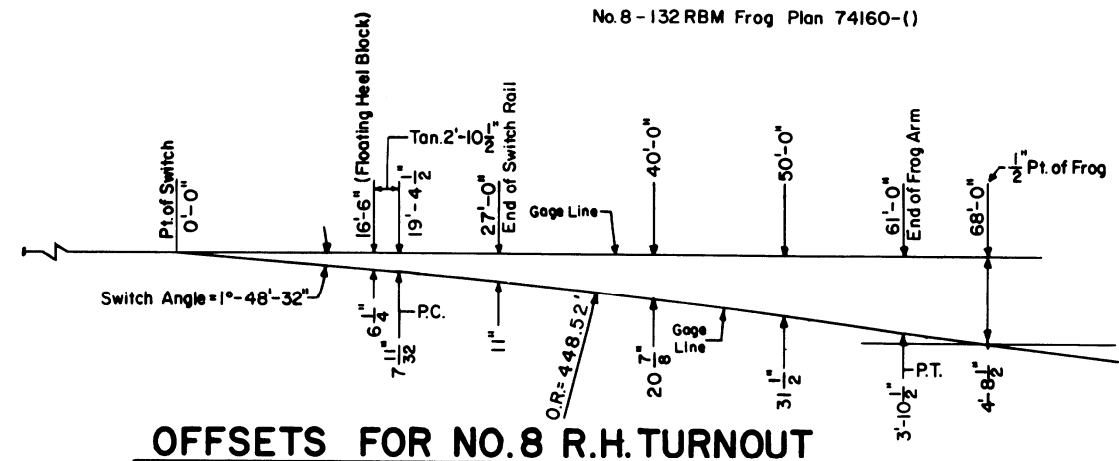
- Indicates rails furnished by the manufacturer.
- - - Indicates rails furnished by Conrail.
- + Indicates standard bolted joint with  $\frac{1}{8}$ " opening.
- ⊕ Indicates Bonded Insulated Joint
- ⊞ Indicates field welded joints.

**NOTES**

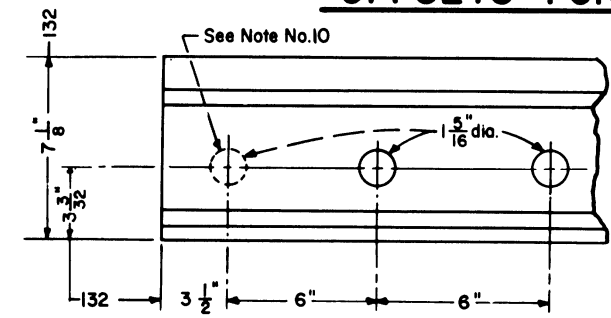
- 1 - All rails to be Fully Heat Treated and ends to be beveled.
- 2 - Switch rails to be samson.
- 3 - 60' stock rails to be undercut as per Plan 73062-().
- 4 - For switch details see Plan 73180-().
- 5 - Gage plate No. I-G as per Plan 73522-().
- 6 - Switch plates Nos. O, I, I-A, HP, I-Pas per Plan 73522-().
- 7 - Turnout plates No. 2 thru No. 11, as per Plan 72220-().
- 8 - Vertical insulated switch rods and adjustable rocker clips, generally as per Plan 73518-().
- 9 - Floating heel block, as per Plan 73180-().
- 10 - All rails, including switch rails, to be drilled per Conrail Plan 71015-() for 132 R.E. rail, except that first hole is not to be drilled by the manufacturer. Conrail forces to field drill first hole when necessary.
- 11 - See Conrail Plan 73184-(), sheet 2, for Bill of Material.

**LONG TIMBERS REQUIRED**

QUANTITY	LENGTH
15	9'-0"
8	10'-0"
7	11'-0"
6	12'-0"
6	13'-0"
6	14'-0"
4	15'-0"
5	16'-0"
57	Total



**OFFSETS FOR NO. 8 R.H. TURNOUT**



**RAIL END DRILLING**

**CONRAIL**

STANDARD

**NO. 8 WELDED TURNOUT**

**TIE AND RAIL LAYOUT-132 R.E.**

JANUARY, 1978

*R.H. Smith*

Chief Engineer - Maintenance of Way

*A.D. Gordon*

Chief Engineering Officer

**73184-J**

Sheet 1 of 2