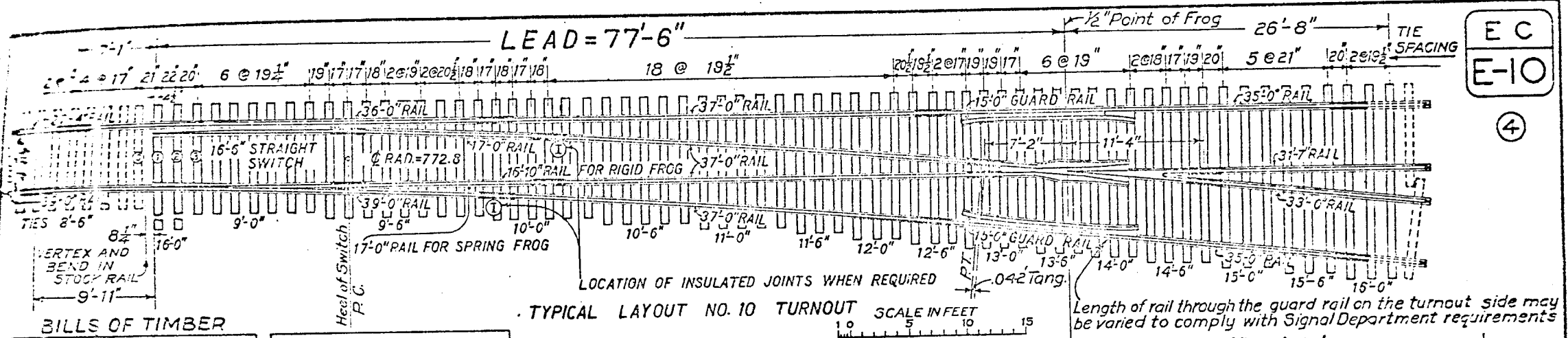


EC  
E-10

4



**BILLS OF TIMBER**

NO. 10 TURNOUT	
66 Pieces 7"x8" Ties 4137 F.B.M.	
7 Pcs. 8'-0"	3 Pcs. 11'-5"
9 " 9'-8"	4 " 12'-0"
6 " 10'-0"	3 " 12'-6"
5 " 12'-5"	2 " 13'-0"
5 " 15'-0"	3 " 15'-6"
5 " 15'-0"	3 " 15'-6"
5 " 15'-0"	3 " 15'-6"

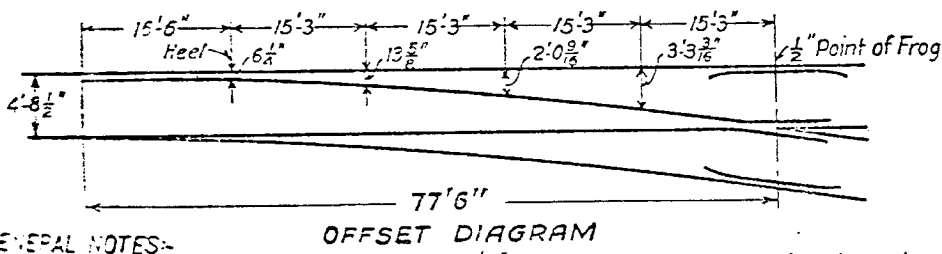
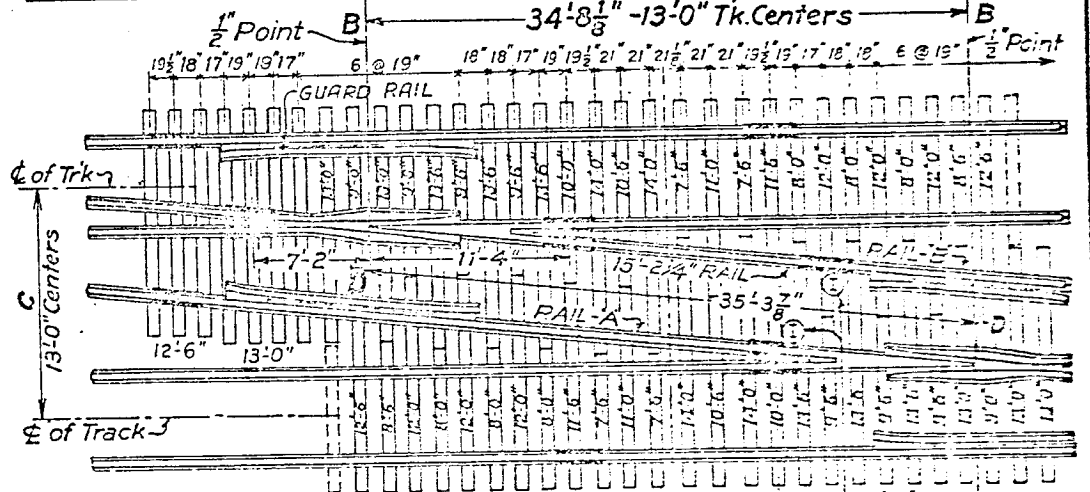
NO. 10 CROSSOVER	
144 Pieces 7"x8" Ties 8160 F.B.M.	
4 Pcs. 7'-6"	4 Pcs. 11'-5"
5 " 8'-0"	2 " 10'-2"
2 " 8'-6"	2 " 11'-0"
16 " 9'-0"	3 " 11'-6"
24 " 9'-6"	2 " 12'-0"
4 " 16'-0"	4 " 16'-0"

**SWITCH TIES REQUIRED FOR OTHER LAYOUTS**

TIE NO.	FOR GRS. MODEL 5-A SIG. COMM. DWG. N° 3000	FOR SIG. COMM. MECH. F.P.L. SIG. COMM. DWG. N° 3900
①	7'x9" x 8'-6"	7'x9" x 11'-6"
②	7'x9" x 12'-0"	7'x9" x 9'-6"
③	7'x9" x 12'-0"	7'x9" x 9'-0"
④	7'x9" x 9'-0"	7'x9" x 9'-0"
⑤	7'x9" x 9'-0"	7'x9" x 11'-0"

**DISTANCES B-B AND D-D FOR VARIOUS TRACK CENTERS "C" ON TANGENT TRACK**

C	B-B	D-D
12'-0"	24'-8 <sup>3</sup> / <sub>8</sub> "	25'-3 <sup>3</sup> / <sub>8</sub> "
12'-6"	29'-8 <sup>3</sup> / <sub>8</sub> "	30'-3 <sup>3</sup> / <sub>8</sub> "
13'-0"	34'-8 <sup>3</sup> / <sub>8</sub> "	35'-3 <sup>3</sup> / <sub>8</sub> "
13'-6"	39'-8"	40'-4"
14'-0"	44'-7 <sup>3</sup> / <sub>8</sub> "	45'-4 <sup>1</sup> / <sub>2</sub> "
14'-6"	49'-7 <sup>3</sup> / <sub>8</sub> "	50'-4 <sup>3</sup> / <sub>8</sub> "
15'-0"	54'-7 <sup>3</sup> / <sub>8</sub> "	55'-4 <sup>1</sup> / <sub>2</sub> "
15'-6"	59'-7 <sup>3</sup> / <sub>8</sub> "	60'-4 <sup>3</sup> / <sub>8</sub> "
16'-0"	64'-7 <sup>3</sup> / <sub>8</sub> "	65'-4 <sup>1</sup> / <sub>2</sub> "
FOR CHANGE OF 1'-0"	9'-9 <sup>1</sup> / <sub>16</sub> "	10'-0 <sup>1</sup> / <sub>16</sub> "
	9.972'	10.025'



**GENERAL NOTES-**  
 Table for crossover is based on 13'-0" track centers, where track centers are other than 13'-0" the length and number of ties extended will vary.  
 Ties ①, ②, ③ for various switch attachments shall be furnished in sizes as shown in table "FOR OTHER LAYOUTS" which gives total F.B.M. required.  
 Crossover detail is drawn for 13'-0" trk. centers. For other trk. centers the rail may be eliminated or length varied with min. length of 10'-0". If this rail length conflicts with Signal Dept. requirements the insulated joint location then the Signal Dept. requirements will govern.

**DATA**

FROG NUMBER	10
" ANGLE	5° 43' 29"
" LENGTH	18'-6"
LENGTH OF SWITCH POINTS	15'-6"
HEEL SPREAD OF SWITCH	6 <sup>1</sup> / <sub>2</sub> "
SWITCH ANGLE	1° 44' 11"
LEAD	77'-6"
RADIUS OF CURVE $\phi$	772.80'
DEGREE OF CURVE $\phi$	7° 25' 10"
CENTRAL ANGLE OF CURVE	3° 59' 18"
STRAIGHT CLOSURE	53'-10"
CURVED CLOSURE	54'-0"

**CROSSOVER**  
 LOCATION OF INSULATED JOINTS WHEN REQUIRED, NOT TO EXCEED 4'-5" STAGGER.  
 Rails A and B to be cut in the field.  
 Extend rail B to heel of frog when insulated joint is not used.

**NEW YORK CENTRAL SYSTEM**  
**STANDARD**  
**NO. 10 TURNOUT AND CROSSOVER**

OK  
 C. E. Armstrong  
 VICE PRESIDENT