

# JEFF

# Conrail's Standards

M.W. 4

M.W.

### §201.4 Location of switch stands.

(a) Switch stands, except locking switch stands, with or without switch point position indicators, and stands for indicators must be placed so that the distance from the gage of nearest rail to the center of spindle will be:

(1) With low mast and placed between tracks whose center to center distance is:

Track center distance	Minimum distance from gage to center of spindle
12 ft. 2 in. to 13 ft. 0 in.	3 ft. 8-3/4 in.
13 ft. 0 in. or more	4 ft. 1 in.

(2) For stands when not between tracks, a minimum distance from gage to center of spindle:

- With low masts - 4 ft. 1 in.
- With intermediate or high masts - 7 ft. 0 in.

(3) Where switches are so close together that switch position indicators, if of the same height, would not be separately visible from the locomotive cab, one stand should be placed further from the track than the other, preferably by a distance of 18 inches where track center distances permit.

(b) "Locking switch stands" shall be placed so that the center line of the lock bar is 30 inches from the gage of the stock rail for a Wabco Style T-20 and 42 inches for a G.R.S. Model 9.

### §201.5 Padlocks.

(a) At all non-interlocked main and secondary track switches, throw levers of switch stands shall be secured by two latches and locked by a standard switch padlock. The padlock is to be fastened by a chain to the switch stand or tie so that the switch can be locked only in the normal position.

(b) Where the switch is provided with a separate facing point lock not operated by the throw lever of the switch stand, the padlock shall be placed for locking the facing point lock lever only.

(c) The throw levers of switch stands in other than main and secondary tracks shall be provided with latches, but shall be provided with padlocks only when authorized by the Superintendent.

### §201.6 Maintenance.

(a) Switches, switch stands and operating rods must be examined frequently. Broken, damaged or missing parts shall be renewed immediately.

(b) Regular inspections shall be made as required by Form M.W. 41. If necessary, corrective action must be taken immediately.

(c) Worn switch latches must be replaced before the wear is sufficient to permit the switch to be opened without removing the padlock.

(d) The requirements of §213.135 (e) and (f), and §213.235 must be met in maintaining and inspecting switch stands.

### Subpart B - Mechanisms, Appliances and Devices

### §201.0 Switch operating mechanisms.

#### §201.1 Use.

Switches shall be operated by approved types of mechanisms as follows:

(a) Manually or power operated switch mechanisms in accordance with "Specifications for Signal and Interlocking Systems."

(b) Manually operated switch mechanisms, which are supplemented by slow acting spring devices, which permit wheels to trail through switches set for the opposite route, referred to as "slow acting spring switch mechanisms," may be used with the approval of the General Manager and Chief Engineer M.W., as follows:

(1) In tracks other than yard tracks, when they are equipped with electric switch lamp or switch position indicator, "SS" spring switch marker and facing point locking for the switch in its normal position and provided with signal protection in accordance with "Specifications for Signal and Interlocking Systems."

(2) In yard tracks, without facing point lock and signal protection.

(c) Manually operated mechanisms, combined in one unit, which throw the switch rails and also provide for locking them in normal and/or reverse position, referred to as "locking switch stands," may be used as follows:

(1) In main tracks in automatic block territory.

(2) In main tracks in other than automatic block territory and in other tracks where switches are protected by signals controlled over track circuits.

(3) In tracks, other than covered in paragraphs (1) and (2) above, only when approved by the General Manager and Chief Engineer M.W.

Approved types of mechanisms are:

Wabco Style T-20	G.R.S. Model 9
------------------	----------------

(d) Manually operated switch mechanisms, of the non-automatic type, which throw the switch rails, referred to as "switch stands," may be used as follows:

(1) In main tracks, if new or rehabilitated by a reclamation shop designated by Chief Engineer M.W.

(2) In other tracks, except main tracks, if new, rehabilitated or fit.

Approved types of switch stands are:

New Century	Ranapo No. 25-E
Economy	Ranapo No. 112-D
Big Four No. 20	Odenkirk