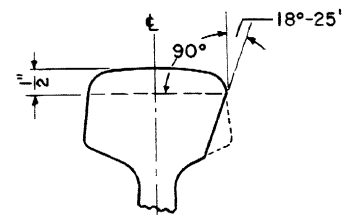
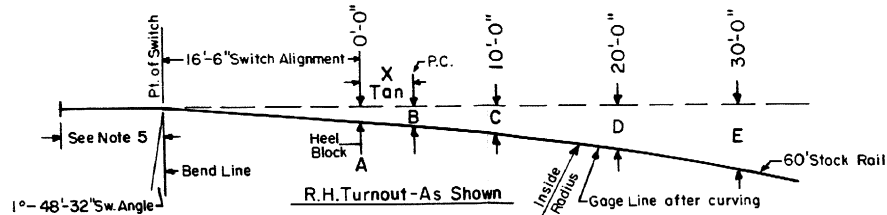


**NO HAND
60 FT. UNDERCUT STOCK RAIL**

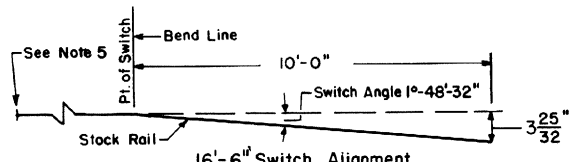


DETAIL OF UNDERCUT

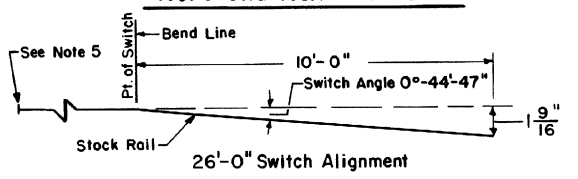


TURNOUT NO.	SWITCH ALIGNMENT	INSIDE RADIUS	X TAN. DIST.	OFFSETS				
				A	B	C	D	E
8	16'-6" Straight	443.808'	2'-10 1/2"	6 1/4"	7 11/32"	10 3/4"	17 3/4"	27 1/2"
10	16'-6" Straight	704.611'	3'-1"	6 1/4"	7 13/32"	10 7/16"	16 1/4"	23 3/4"

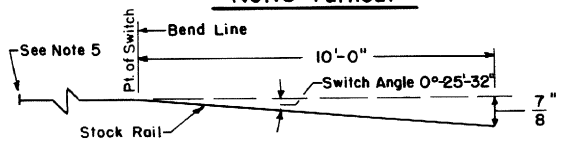
**OFFSETS FOR CURVING 60' STOCK RAIL
No. 8 and No. 10 TURNOUTS**



No. 8 and No. 10 Turnouts



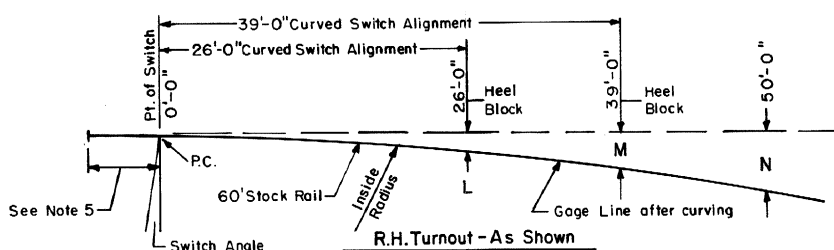
No. 15 Turnout



No. 20 Turnout

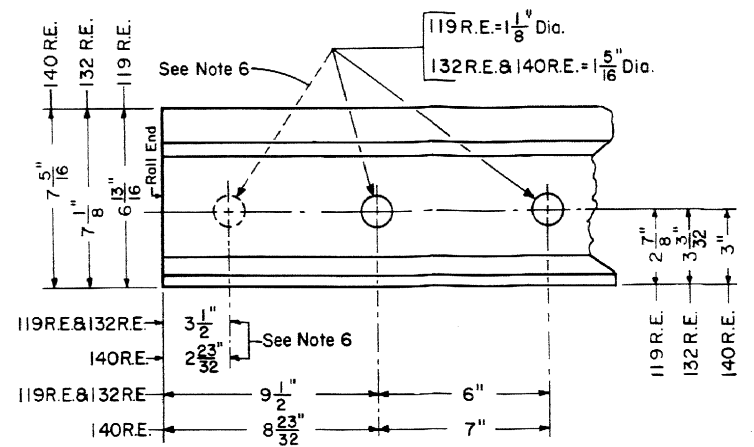
BENDING OF STOCK RAILS

(See Notes 4 & 5)



TURNOUT NO.	SWITCH ALIGNMENT	SWITCH ANGLE	INSIDE RADIUS	OFFSETS		
				L	M	N
15	26'-0" Curved	0°-44'-47"	1851.061'	6 1/4"	—	15 7/8"
20	39'-0" Curved	0°-25'-32"	3286.978'	—	6 1/4"	9"

**OFFSETS FOR CURVING 60' STOCK RAIL
No. 15 and No. 20 TURNOUTS**



RAIL END DRILLINGS

- 1 - Rail to conform to current A.R.E.A. specifications.
- 2 - Stock rails to be fully heat treated. This only applies to 119 & 132 lb. rail.
- 3 - Undercut to be on the opposite side of the rail brand.
- 4 - Stock rails are to be bent and curved to the alignment specified on this Plan by CR field personnel.
- 5 - Initial bend line location of stock rail will vary according to the distance the stock rail is placed ahead of the point of switch. The distance ahead of the point of switch to the end of the stock rail shall conform to C.R. Standard Plans:-

TURNOUT NO.	PLAN NO.	SWITCH ALIGNMENT	STOCK RAILS AHEAD OF POINT	
			STRAIGHT	CURVED
8	73180(-)	16'-6"	5'-0"	10'-0"
10	73181(-)	16'-6"	5'-0"	10'-0"
15	73182(-)	26'-0"	10'-0"	5'-0"
20	73183(-)	39'-0"	10'-0"	5'-0"

- 6 - When stock rail ends are not to be field welded, the first bolt hole shall be drilled in the field by C.R. personnel.

73062-E

STANDARD

60' UNDERCUT STOCK RAILS-119, 132 & 140

FOR NOS. 8, 10, 15 & 20 WELDED TURNOUTS AND MAINTENANCE REPLACEMENTS IN EXISTING TURNOUTS

JUNE, 1977

Chief Engineer-Maintenance of Way
Chief Engineering Officer