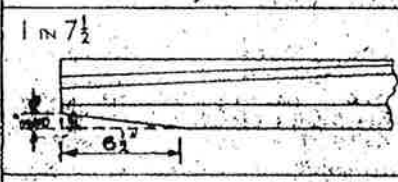
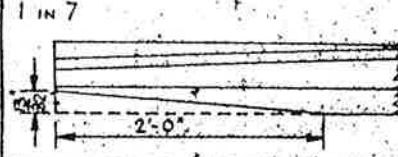




IN DIAMOND	TABLE OF STANDARD POINT-RAIL LENGTHS SLIP
5 1/4	12' 5"
6	12' 4 1/2"
6 1/4	12' 3 15/16"
6 1/2	12' 3 3/8"
6 3/4	12' 2 13/16"
7	12' 2 1/4"
7 1/4	12' 1 11/16"
7 1/2	12' 1 1/8"
7 3/4	12' 0 9/16"
8	12' 0"

ANGLE	C	h	g	L	J	k	l
1 IN 3	1' 2 13/32"	7 13/64"	7 19/64"			5' 4 45/64"	-
1 IN 3 1/8	1' 2 31/32"	7 31/64"	7 15/32"			5' 4 13/32"	-
1 IN 3 1/4	1' 3 3/16"	7 5/8"	7 3/8"			5' 4 1/2"	-
1 IN 3 3/8	1' 4 5/32"	8 5/64"	8 1/4"	1' 1"	1' 7"	5' 3 31/64"	-
1 IN 3 1/2	1' 4 3/4"	8 3/8"	8 29/64"			5' 3 35/64"	TO SUT
1 IN 3 5/8	1' 5 11/32"	8 43/64"	8 1/4"			5' 3 1/4"	-
1 IN 3 3/4	1' 5 5/16"	8 5/32"	9 1/8"			5' 2 5/64"	-
1 IN 4	1' 6 31/32"	9 3/4"	9 1/8"	1' 7 1/4"	2' 1 1/4"	4' 8 7/8"	3' 6 55/64"
1 IN 4 1/4	1' 7 1/32"	9 39/64"	9 11/16"	1' 7 13/16"	2' 1 13/16"	4' 8 5/8"	3' 7 5/64"
1 IN 4 1/2	1' 8 1/32"	10 1/64"	10 15/64"	1' 6 59/64"	2' 0 59/64"	4' 7 59/64"	3' 7 23/64"
1 IN 4 3/4	1' 9 5/32"	10 11/64"	10 5/64"	2' 5 59/64"	2' 11 59/64"	4' 7 23/64"	-
1 IN 5	1' 10 29/32"	11 9/64"	11 1/2"	2' 5 23/64"	2' 11 23/64"	4' 6 31/32"	-
1 IN 5 1/4	1' 11 1/32"	11 59/64"	11 33/64"	2' 5 5/64"	2' 11 5/64"	4' 6 31/32"	-
1 IN 5 1/2	2' 0 29/32"	1' 0 27/64"	1' 0 5/32"	2' 4 59/64"	2' 10 59/64"	4' 5 31/32"	-
1 IN 5 3/4	2' 1 15/16"	1' 0 31/32"	1' 1 1/32"	2' 4 31/64"	2' 10 31/64"	4' 4 31/32"	-
1 IN 6	2' 3 1/16"	1' 1 1/32"	1' 1 1/2"	2' 4 15/64"	2' 10 15/64"	4' 4 31/64"	-
1 IN 6 1/4	2' 4 3/16"	1' 2 3/32"	1' 2 1/4"	2' 3 59/64"	2' 9 59/64"	4' 3 59/64"	5' 11 5/64"
1 IN 6 1/2	2' 5 1/16"	1' 2 31/32"	1' 2 5/16"	2' 3 31/64"	2' 9 31/64"	4' 3 59/64"	5' 11 5/64"
1 IN 6 3/4	2' 6 3/16"	1' 3 1/32"	1' 3 1/2"	2' 3 15/64"	2' 9 15/64"	4' 2 15/64"	5' 11 5/64"
1 IN 7	2' 7 1/16"	1' 3 29/32"	1' 3 3/4"	2' 3 5/64"	2' 9 5/64"	4' 2 15/64"	5' 11 5/64"
1 IN 7 1/4	2' 8 1/16"	1' 4 1/32"	1' 4 3/8"	2' 2 59/64"	2' 8 59/64"	4' 1 59/64"	5' 11 5/64"
1 IN 7 1/2	2' 9 1/16"	1' 4 29/32"	1' 4 1/2"	2' 2 31/64"	2' 8 31/64"	4' 1 15/64"	-
1 IN 7 3/4	2' 10 15/16"	1' 5 1/32"	1' 5 1/2"	2' 2 15/64"	2' 8 15/64"	4' 0 15/64"	-
1 IN 8	3' 0 1/16"	1' 6 1/32"	1' 6 1/2"	2' 1 59/64"	2' 7 59/64"	3' 11 5/64"	-

SPECIAL PLANING OF CHECK RAIL FOOT (FOR DIAMONDS WITH SINGLE OR DOUBLE SLIP)



ALL DETAILS TAKEN FROM DRAWINGS RE/PN. 39. 48 & 211-212

NOTES: WHEN ORDERING POINT, CHECK OR WING RAILS FOR REPAIR OF BROKEN OR DEFECTIVE OBSTUSE XINGS, GIVE THE FOLLOWING INFORMATION:-

- 1) ANGLE OF OBSTUSE XING AND CURVATURE IF ANY.
- 2) HAND IN THE CASE OF THE POINT RAIL. [1 = 7, 7 1/2 OR 8.
- 3) DIAMOND OR DIAMOND WITH SLIP IN THE CASE OF A POINT RAIL OF STD. LENGTH OR WING RAIL.
- 4) INSIDE OR OUTSIDE IN THE CASE OF WING RAIL OF DIAMOND WITH SINGLE SLIP.
- 5) RUNNING DIMENSIONS (STEEL TAPED) FROM ACTUAL NOSE OF POINT RAIL OR KNUCKLE OF CHECK OR WING RAIL (CHECKED WITH STD. DIMENSIONS ABOVE).
- 6) RAIL SECTION & PRESENT DEPTH.
- 7) SKETCH A SHE PLAN ON THE BACK OF THE REQUISITION SHOWING THE PRECISE LOCATION IN LINE (EML 1233).

THE USE OF MUGDRAWN SKETCHES WITH BLACK DIMENSIONS IS RECOMMENDED TO SAVE TIME AND TROUBLE.

WHEN VERY URGENT AND REPLACEMENT WITHIN A PERIOD OF HOURS IS ESSENTIAL THE REQUISITION SHOULD BE MARKED "IMMEDIATELY" IN RED THIS MUST NOT BE DONE FOR ANY OTHER REASON (CC CIRC J/39199-9/10/36).

N.B. WING RAIL & BOTH POINT RAILS FOR THE SAME OBSTUSE XING CANNOT BE SUPPLIED UNDER "MTC" & SUPPLEMENTARY RE-RAILING AUTHORITY MUST BE APPLIED FOR.

* FOR FB OBSTUSE CROSSINGS THE HAND OF POINT RAILS IS DETERMINED BY VIEWING FROM THE OUTSIDE (IE THE SIX-FOOT OR CESS SIDE).

BTC BRITISH RAILWAYS WESTERN REGION

REPAIR PARTS FOR BRIDGE & BUILDING OBSTUSE XINGS

These notes are intended for the guidance and assistance of staff engaged upon Permanent Way work. They DO NOT in any way PERMANENT WAY R.43