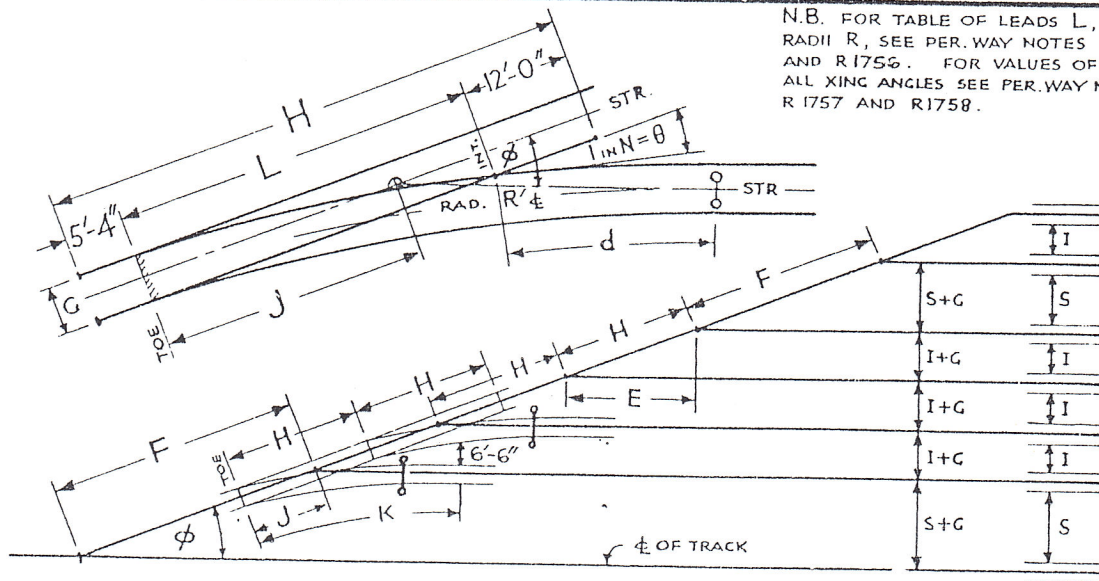


PERMANENT WAY NOTES

SIDING LADDERS, AND TRACK CLEARANCES.

THESE NOTES ARE INTENDED FOR THE GUIDANCE AND ASSISTANCE OF STAFF ENGAGED UPON PERMANENT WAY WORK. THEY DO NOT IN ANY WAY MODIFY OR AMEND THE INSTRUCTIONS LAID DOWN IN E.D.I., STANDARD DRAWINGS, CIRCULARS ETC., WHICH SHOULD BE REFERRED TO IN ALL CASES.



N.B. FOR TABLE OF LEADS L, AND RADII R, SEE PER. WAY NOTES R1755 AND R1756. FOR VALUES OF θ FOR ALL XING ANGLES SEE PER. WAY NOTES R 1757 AND R1758.

FORMULÆ :-

$$\sin \phi = \frac{I+G}{H} \quad (F = \frac{S+G}{\sin \phi})$$

$$J = L - \frac{G(1 + \cos \phi) - (2R+G)(1 - \cos[\phi - \theta])}{2 \sin \phi}$$

$$d = \frac{(2R+G)(\phi - \theta)^*}{6876} \quad E = \frac{I+G}{\tan \phi^*}$$

$$K = 2L + d + 17.3 - \sqrt{2R(I - 6.5)} \quad (\text{APPROX})$$

* = $(\phi - \theta)$ TO BE EXPRESSED IN MINUTES.

SOME MINIMUM TRACK CLEARANCES

BETWEEN :-

MAIN LINE AND RUNNING LOOP (w/o signals)	10'-6"
" " " " (WITH SIGNALS)	11'-0"
RUNNING LINE AND SIDING (1)	9'-6"
" " " " (WHERE THERE IS SHUNTING) (1)	10'-6"
" " " CATTLE LOADING SIDING :- (2)	
ROADS STRAIGHT	7'-2"
NOT LESS THAN 20 CHS. RAD.	7'-8"
LESS THAN 20 CHS. RAD.	8'-0"

ADJACENT SIDINGS IN YARDS :- *

- (a) WHERE THERE IS SHUNTING, { DESIRABLE, 8'-0"
MINIMUM, 7'-6"
- (b) WHERE THERE IS NO SHUNTING, 6'-6"

* (AN INTERVAL OF 12 FT. TO BE PROVIDED BETWEEN EVERY FOURTH AND FIFTH SD. FOR LIGHTING, IF REQUIRED)

ADJACENT RUNNING LINES OR SDS, FOR CASSING COACHES, 10'-6"

IN CARR. SHEDS AND BETWEEN CARR. CLEANING ROADS, 9'-6"

MILEAGE SIDINGS (3) * 40'-0"

" " FOR COAL WHARFAGE (3) * 60'-0"

* CIRC. LETTER B-2-47 J1/41.331

X = WIDTH OF ROADWAY

(1) = M.O.F.T. REQMTS § 27. (3)

(2) = E.D.I. § 404 (3) = E.D.I., § 20

SEE ALSO E.D.I.

§ 399 AND § 409

CROSSING, I IN 8 R = 603' L = 65'-11 1/2"
SWITCHES, FLEX. B H = 83'-3 1/2" $\theta = 7^{\circ} 9' 162''$

I	ϕ	J	d	K
6'-6"	7°-44'-0"	31'-4 1/4"	6'-1 3/4"	155'
7'-0"	8°-4'-9"	33'-2 1/2"	9'-9 3/4"	135'
7'-6"	8°-25'-7"	35'-0 1/2"	13'-5 3/4"	128'
8'-0"	8°-46'-6"	36'-10 1/2"	17'-1 3/4"	124'
8'-6"	9°-7'-5"	38'-8 1/2"	20'-10"	121'
9'-0"	9°-28'-4"	40'-6 3/4"	24'-6 1/4"	119'
9'-6"	9°-49'-3"	42'-5"	28'-2 1/2"	117'
10'-0"	10°-10'-3"	44'-3"	31'-10 3/4"	116'
10'-6"	10°-31'-2"	46'-1 1/4"	35'-7"	115'
11'-0"	10°-52'-2"	47'-11 3/4"	39'-3 1/4"	115'
11'-6"	11°-13'-3"	49'-10"	42'-11 3/4"	115'
12'-0"	11°-34'-3"	51'-8 1/4"	46'-8 1/4"	114'

CROSSING, I IN 7 1/2 R = 516' L = 64'-1 1/2"
SWITCHES, FLEX. B H = 81'-5 1/8" $\theta = 7^{\circ} 37' 690''$

I	ϕ	J	d	K
6'-6"	7°-54'-7"	30'-1 1/4"	2'-6 3/4"	148'
7'-0"	8°-16'-0"	31'-9"	5'-9 1/2"	129'
7'-6"	8°-37'-4"	33'-4 3/4"	9'-0"	122'
8'-0"	8°-58'-7"	35'-0 1/2"	12'-2 3/4"	118'
8'-6"	9°-20'-1"	36'-8 1/4"	15'-5 3/4"	116'
9'-0"	9°-41'-5"	38'-4"	18'-8"	113'
9'-6"	10°-2'-9"	39'-11 3/4"	21'-10 3/4"	112'
10'-0"	10°-24'-4"	41'-7 1/2"	25'-1 3/4"	111'
10'-6"	10°-45'-9"	43'-3 3/4"	28'-4 1/2"	110'
11'-0"	11°-7'-4"	44'-11"	31'-7 1/2"	109'
11'-6"	11°-28'-9"	46'-6 3/4"	34'-10 1/4"	109'
12'-0"	11°-50'-5"	48'-7 1/2"	38'-1 1/4"	108'

R.1786A

CHIEF ENGINEER'S OFFICE -- PADDINGTON

JAN. 1946