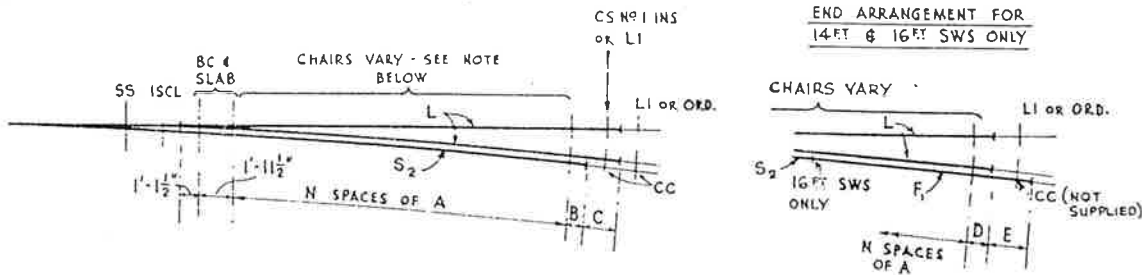


# PERMANENT WAY NOTES

## ARRANGEMENT OF CHECK LUMP CHAIRS (FOR DETAILS OF CHAIRS SEE 'CHAIRS (3), (5) & (7)' - DRGS. R.1737-39-82)

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

### 9 FT - 16 FT SWITCHES



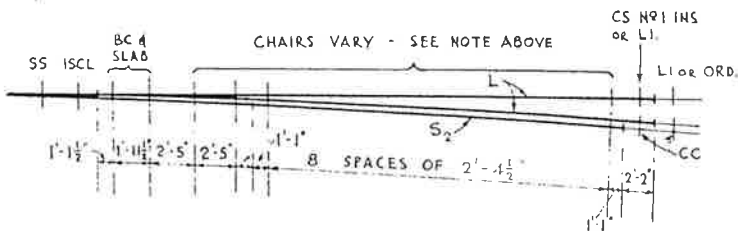
#### NOTE

CHECK LUMP CHAIRS, OTHER THAN THOSE SHEWN VARY WITH THE EQUIVALENT RADIUS OF THE CHECK LUMP BUT THE FOLLOWING COMBINATIONS OF CHAIRS ARE NORMALLY USED IN SUCCESSION:-

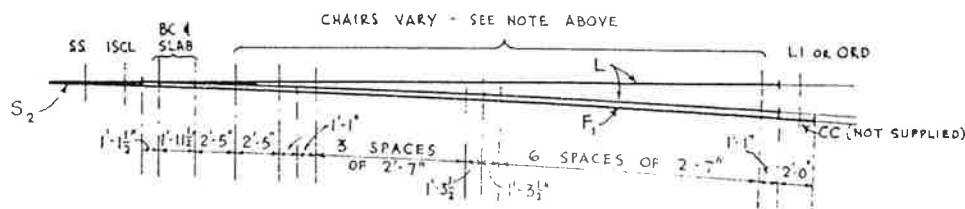
APPROX. OPENING (RF TO RF)	STOCK RAIL	LUMP RAIL
* UP TO 9 $\frac{1}{2}$ "	CS OUTS	CS NO 2 INS
FROM 9 $\frac{1}{2}$ " TO 10 $\frac{1}{4}$ "	CS NO 2 OUTS	CS INS
" 10 $\frac{1}{4}$ " " 11 $\frac{3}{4}$ "	CS NO 2 OUTS	CS NO 1 INS
" 11 $\frac{3}{4}$ " " 14"	CS NO 2 OUTS	LI
" 14" " 18 $\frac{3}{4}$ "	CS NO 2 OUTS	ORD.
OVER 18 $\frac{3}{4}$ "	CC	LI

TYPE OF SWITCH	N SPACES OF A	B	C	D	E
9 FT	5 SPACES OF 2'-3 $\frac{1}{2}$ "	1'-1 $\frac{1}{2}$ "	2'-2"	-	-
10 FT	4 " " 2'-7 $\frac{1}{2}$ "	1'-1"	2'-2"	-	-
12 FT	8 " " 2'-3 $\frac{3}{4}$ "	1'-1"	2'-2"	-	-
14 FT	8 " " 2'-5"	-	-	1'-1"	2'-2"
15 FT	8 " " 2'-6 $\frac{3}{4}$ "	1'-1"	2'-2"	-	-
16 FT	11 " " 2'-3"	-	-	1'-1"	2'-3"

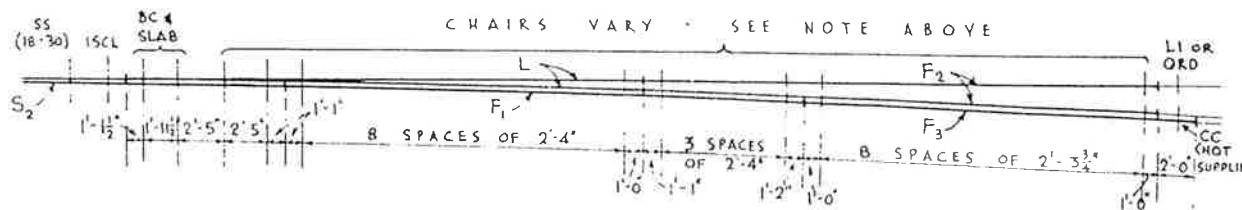
### 18 FT SWITCHES



### 20 FT SWITCHES



### 30 FT SWITCHES



- NOTES:**
- CHECK LUMPS ARE SUPPLIED FROM SWINDON COMPLETE WITH ALL CHAIRS ON THE RAILS SHEWN BY A THICK LINE IN THE DIAGRAMS EXCEPT THE LAST CC CHAIR ON THE STOCK RAIL OF 14 FT SWS AND FILLING IN RAILS OF 16 FT, 20 FT & 30 FT SWS. - SEE DIAGRAMS ABOVE
  - SS CHAIRS ON SWITCHES WITH CHECK LUMPS ARE IN THEIR NORMAL POSITIONS BUT THE SWITCH CHAIR ADJOINING THE HEEL ON THE CHECK LUMP SIDE IS ALWAYS A ISCL CHAIR.
  - THE CHAIR USED IN THE '35' (ALSO '45' FOR 30 FT SWITCHES) POSITION OPPOSITE THE CHECK LUMP IS VARIED TO SUIT THE OPENING AT THE CORRESPONDING CHAIRS ON THE CHECK LUMP SIDE.
  - UP TO AN OPENING OF 8 $\frac{1}{2}$ " (RF TO RF) THE BASE OF THE CS NO 2 INS CHAIR IS PLANED TO AVOID FOULING THE BASE OF THE CS OUTS CHAIR.
  - UP TO AN OPENING OF 11" (RF TO RF) THE CS CHAIRS ARE TIED BY A THROUGH CROSSING BOLT ( $\frac{1}{2}$ " DIA) WITH A C.I. BLOCK FITTED BETWEEN THE LUMP RAILS.
  - THE ARRANGEMENT OF CHECK LUMP CHAIRS ON THIS SHEET DOES NOT APPLY TO CHECK LUMPS IN COMPOUNDS.

R.3939

DETAILS ON THIS SHEET APPLY ONLY TO CHECK LUMPS MADE SINCE JAN 1948.

R 3793

CHIEF ENGINEER'S OFFICE

PADDINGTON

DEC 1947