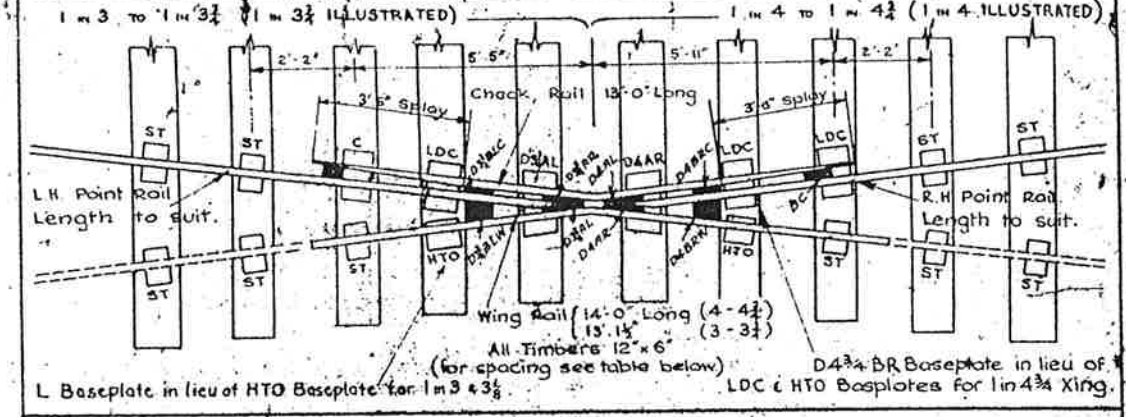
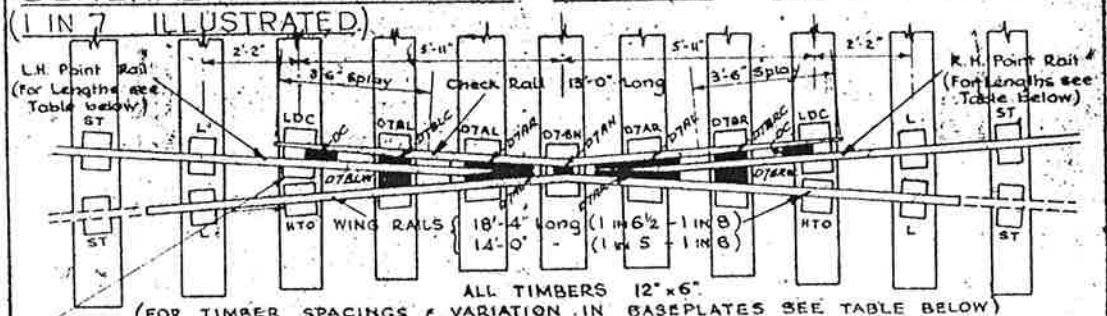
GENERAL ARRANGEMENT TYPE "A" 1 IN 3. - 1 IN 4¾.



GENERAL ARRANGEMENT TYPE "B" 1 IN 5. - 1 IN 8.

(1 IN 7 ILLUSTRATED)



LENGTH OF POINT RAILS

The following standard point-rails are available:

ANGLE	5¾	6	6¼	6½	6¾	7	7¼	7½	7¾	8
LENGTH	12'.5"	12'.4½"	12'.3 1/16"	12'.3⅛"	12'.2 3/16"	12'.2¼"	12'.1 9/16"	12'.1⅛"	12'.0 11/16"	12'.0"

A standard point rail is used when a closure rail of 12'0" or more in length can be inserted between it and a standard wing rail of a connected common crossing.

A combined wing & point rail is used when the length of a point rail to butt-up to a standard wing rail of a connected common crossing would be less than 12'0" (nose).

Where neither of the above notes apply the point rail is made to the length required to butt-up directly to a standard wing rail of a connected common crossing.

TABLE OF TIMBER SPACINGS & BASEPLATES.

TYPE	ANGLE	Space	Base-plate	Space	Base-plate	Space	Base-plate	Space	Base-plate	Space	8" min Space	Space	Base-plate	Space	Base-plate	Space	Base-plate	Space	Base-plate	Space
TYPE 'A'	3			2'.2"	C ST	2'.2 3/32"	LDC L	2'.2 3/32"	D3 AL		2'.0 3/32"		D3 AR	2'.2 3/32"	LDC L	2'.2 3/32"	C ST	2'.2"		
	3⅛			2'.2"	C ST	2'.2¼"	LDC L	2'.2¼"	D3⅛AL		2'.0 3/32"		D3⅛AR	2'.2¼"	LDC L	2'.2¼"	C ST	2'.2"		
	3¼			2'.2"	C ST	2'.2 5/64"	LDC HTO	2'.2 5/64"	D3¼AL		2'.1⅛"		D3¼AR	2'.2 5/64"	LDC HTO	2'.2 5/64"	C ST	2'.2¼"		
	3⅜			2'.2"	C ST	2'.1 61/64"	LDC HTO	2'.1 61/64"	D3⅜AL		2'.2 5/32"		D3⅜AR	2'.1 61/64"	LDC HTO	2'.1 61/64"	C ST	2'.2"		
	3½			2'.2"	C ST	2'.1 9/16"	LDC HTO	2'.1 9/16"	D3½AL		2'.2⅛"		D3½AR	2'.1 9/16"	LDC HTO	2'.1 9/16"	C ST	2'.2"		
	3⅝			2'.2"	C ST	2'.1 49/64"	LDC HTO	2'.1 49/64"	D3⅝AL		2'.3 3/32"		D3⅝AR	2'.1 49/64"	LDC HTO	2'.1 49/64"	C ST	2'.2"		
	3¾			2'.2"	C ST	2'.1 31/64"	LDC HTO	2'.1 31/64"	D3¾AL		2'.3 3/32"		D3¾AR	2'.1 31/64"	LDC HTO	2'.1 31/64"	C ST	2'.2"		
	1 IN 4			2'.2"	LDC ST	2'.1 15/32"	LDC HTO	2'.1 15/32"	D4 AL		2'.4 3/32"		D4 AR	2'.1 15/32"	LDC HTO	2'.4 3/32"	LDC ST	2'.2"		
	4¼			2'.2"	LDC ST	2'.4 9/16"	LDC HTO	2'.4 13/64"	D4¼AL		2'.3 3/32"		D4¼AR	2'.4 13/64"	LDC HTO	2'.4 13/64"	LDC ST	2'.2"		
	4½			2'.2"	LDC ST	2'.3 29/32"	LDC HTO	2'.3 29/64"	D4½AL		2'.6 3/32"		D4½AR	2'.3 29/64"	LDC HTO	2'.3 29/64"	LDC ST	2'.2"		
	4¾			2'.2"	LDC ST	2'.3 5/16"	D4¾BL	2'.3 5/64"	D4¾AL		2'.7 3/32"		D4¾AR	2'.3 5/64"	D4¾BR	2'.3 5/64"	LDC ST	2'.2"		
TYPE 'B'	5			2'.2"	LDC L	2'.3 5/32"	D5BL	2'.3 11/64"	D5AL	1'.4 7/64"	2	1'.4 7/64"	D5AR	2'.3 11/64"	D5BR	2'.3 11/64"	LDC L	2'.2"		
	5¼			2'.2"	LDC L	2'.3 5/64"	D5¼BL	2'.3 1/64"	D5¼AL	1'.4 27/64"	2½	1'.4 27/64"	D5¼AR	2'.3 1/64"	D5¼BR	2'.3 5/64"	LDC L	2'.2"		
	5½			2'.2"	LDC L	2'.2 31/64"	D5½BL	2'.2 31/64"	D5½AL	1'.5 27/64"	3	1'.5 27/64"	D5½AR	2'.2 31/64"	D5½BR	2'.2 31/64"	LDC L	2'.2"		
	5¾			2'.2"	LDC L	2'.2 13/64"	D5¾BL	2'.2 13/64"	D5¾AL	1'.5 31/32"	3½	1'.5 31/32"	D5¾AR	2'.2 13/64"	D5¾BR	2'.2 13/64"	LDC L	2'.2"		
	6			2'.2"	LDC L	2'.2 5/64"	D6BL	2'.2 5/64"	D6AL	1'.6 13/32"	4	1'.6 13/32"	D6AR	2'.2 5/64"	D6BR	2'.2 5/64"	LDC L	2'.2"		
	6½	2'.2"	ST	2'.2"	LDC HTO	2'.1 43/64"	D6½BL	2'.1 43/64"	D6½AL	1'.7 31/32"	4½	1'.7 31/32"	D6½AR	2'.1 43/64"	D6½BR	2'.1 43/64"	LDC HTO	2'.2"	L ST	2'.2"
	7	2'.2"	L	2'.2"	LDC HTO	2'.1 7/64"	D7BL	2'.1 7/64"	D7AL	1'.8 31/32"	5	1'.8 31/32"	D7AR	2'.1 7/64"	D7BR	2'.1 7/64"	LDC HTO	2'.2"	L	2'.2"
	7½	2'.2"	L	2'.2"	D7LCL	2'.0 55/64"	D7½BL	2'.0 55/64"	D7½AL	1'.9 29/32"	5½	1'.9 29/32"	D7½AR	2'.0 55/64"	D7½BR	2'.0 55/64"	D7LCR	2'.2"	L	2'.2"
	8	2'.2"	L	2'.2"	D8CL	1'.11 53/64"	D8BL	1'.11 53/64"	D8AL	1'.11 53/32"	6	1'.11 53/32"	D8AR	1'.11 53/64"	D8BR	1'.11 53/64"	D8CR	2'.2"	L	2'.2"
	6¼	2'.2"		2'.2"	LDC HTO	2'.1 13/64"	D6¼BL	2'.1 13/64"	D6¼AL	1'.7 29/32"	4¾	1'.7 29/32"	D6¼AR	2'.1 13/64"	D6¼BR	2'.1 13/64"	LDC HTO	2'.2"		2'.2"
	6¾	2'.2"		2'.2"	LDC HTO	2'.1 13/64"	D6¾BL	2'.1 13/64"	D6¾AL	1'.8 29/32"	5¼	1'.8 29/32"	D6¾AR	2'.1 13/64"	D6¾BR	2'.1 13/64"	LDC HTO	2'.2"		2'.2"
	7¼	2'.2"	L	2'.2"	LDC HTO	2'.0 47/64"	D7¼BL	2'.0 47/64"	D7¼AL	1'.9 29/32"	5¾	1'.9 29/32"	D7¼AR	2'.0 47/64"	D7¼BR	2'.0 47/64"	D7¼CR	2'.2"		2'.2"
	7¾	2'.2"	L	2'.2"	D7¾CL	2'.0 47/64"	D7¾BL	2'.0 47/64"	D7¾AL	1'.10 29/32"	6	1'.10 29/32"	D7¾AR	2'.0 47/64"	D7¾BR	2'.0 47/64"	D7¾CR	2'.2"		2'.2"

BR 109 FB & BS 110 FB OBTUSE CROSSINGS. 1 IN 3 TO 1 IN 8 IN DIAMONDS.

INFORMATION SHEET (CIVIL ENG) W.

These notes are intended for the guidance and assistance of staff engaged upon Permanent Way work. They DO NOT in any way relieve the "Permanent Way" Inspectors of the responsibility of carrying out the rules laid down in P.W.I. and "Permanent Way" circulars etc. which should be referred to in all cases.