

WHEN ORDERING VEE POINTS OR WING RAILS FOR REPAIR OF BROKEN OR DEFECTIVE CROSSINGS - GIVE THE FOLLOWING :-

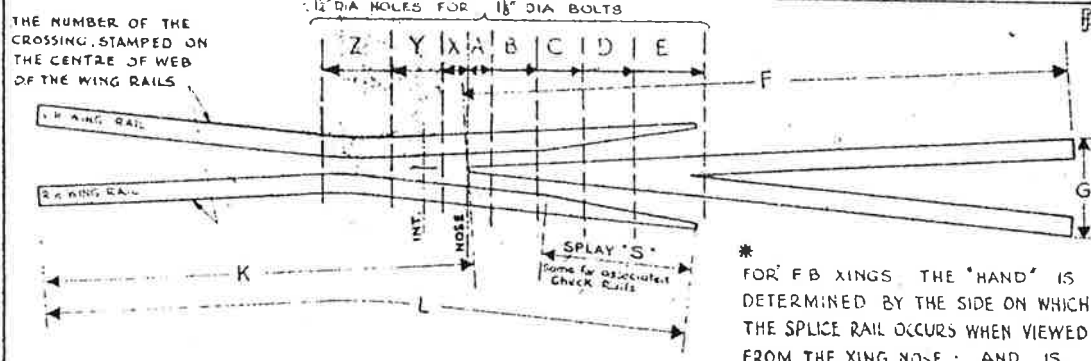
- (1) ANGLE & HAND OF XING, & CURVATURE IF ANY;
- (2) RUNNING DIMENSIONS (STEEL TAPED) FROM ACTUAL NOSE [CHECK WITH STANDARD BELOW];
- (3) RAIL SECTION & PRESENT DEPTH. (FB 109 NEW = 6 1/2")
- (4) SKETCH ON BACK OF REQ. SHOWING PRECISE LOCATION

(SEE I.D. § 1233 (g) & (h))

(THE USE OF BRONZE NEGS. IS RECOMMENDED TO SAVE TIME AND TROUBLE.)

WHEN VERY URGENT AND REPLACEMENT WITHIN A PERIOD OF HOURS IS ESSENTIAL, THE REQ. SHOULD BE MARKED "IMMEDIATELY" IN RED: THIS MUST NOT BE DONE FOR ANY OTHER REASON (SEE C.E. CIRC. LETTER J1/39199 - 9/10/36)

NB COMPONENTS FOR AN ENTIRE XING OR VEE POINT & WING RAILS, CANNOT BE SUPPLIED UNDER "MAINTENANCE"; APPLICATION MUST BE MADE FOR SUPPLEMENTARY RERAILING AUTHORITY - ON FORM BR.BT906



THE DIMENSIONS Z TO E ARE AS MEASURED ALONG THE CENTRE LINE THROUGH THE XING - AND NOT ALONG THE RAIL

ANGLE 1 IN	Z	Y	X	A	B	C	D	E	F	G	K	L	S	LENGTH OF ASSOCIATED CHECK RAIL
4	—	1-3 17/32	3	3	1-9 1/2	3-4	—	—	11-6	2-10 7/8	8-2	12-6	3-6	13-0
4 1/4	—	1-3 21/64	3	3	1-9 1/2	3-4	—	—	11-6	2-8 15/16	8-2	12-6	3-6	13-0
4 1/2	—	1-4 25/64	3	3	1-9 1/2	3-4	—	—	11-6	2-7 5/8	8-2	12-6	3-6	13-0
4 3/4	—	1-4 27/32	3	3	1-9 1/2	3-4	—	—	11-6	2-5 1/2	8-2	12-6	3-6	13-0
5	—	1-5 5/16	3	3	1-9 1/2	3-4	—	—	11-6	2-4 1/16	8-2	12-6	3-6	13-0
5 1/4	—	1-6 1/32	3	3	1-9 1/2	3-4	—	—	11-6	2-2 13/16	8-2	12-6	3-6	13-0
5 1/2	—	1-6 3/4	3	3	1-9 1/2	3-4	—	—	11-6	2-1 3/8	8-2	12-6	3-6	13-0
5 3/4	—	1-7 15/32	3	3	1-9 1/2	3-4	—	—	11-6	2-0 9/16	8-2	12-6	3-6	13-0
6	—	1-8 3/16	3	3	1-9 1/8	3-4	—	—	11-6	1-11 9/16	8-2	12-6	3-6	13-0
6 1/2	—	1-9 5/8	3	3	1-10 3/32	3-4	—	—	11-6	1-9 13/16	8-2	12-6	3-6	13-0
7	—	1-4 21/32	3	3	1-11 1/2	3-4	—	—	14-0	2-0 5/16	8-2	12-6	3-6	13-0
7 1/2	—	1-5 27/32	3	3	2-0 5/32	3-4	—	—	14-0	1-10 15/16	8-2	12-6	3-6	13-0
8	—	1-7 1/32	3	3	9	2-3	3-4	—	14-0	1-9 3/16	8-2	12-6	3-6	13-0
8 1/2	—	1-8 7/32	3	3	9	2-3	3-4	—	14-0	1-8 3/8	8-2	12-6	3-6	13-0
9	—	1-9 13/32	3	3	9	2-3	3-4	—	14-0	1-7 1/4	8-2	12-6	3-6	13-0
9 1/2	2-6 9/32	1-2 29/32	3	3	9	2-3 29/32	3-4	—	14-0	1-6 5/16	8-2	12-6	3-6	13-0
10	2-7 45/64	1-3 53/64	3	3	9	2-4 7/8	3-4	—	14-0	1-5 3/8	8-2	12-6	3-6	13-0
10 1/2	2-9 13/64	1-4 5/64	3	3	9	2-8	3-2	5-10	16-6	1-7 1/16	10-8	17-6	5-0	15-6
11	2-10 41/64	1-5 41/64	3	3	9	2-8	3-2	5-10	16-6	1-6 5/8	10-8	17-6	5-0	15-6
12	3-1 33/64	1-7 33/64	3	3	9	2-8	3-2	5-10	16-6	1-5 1/8	10-8	17-6	5-0	15-6
13	3-4 11/32	1-9 7/16	3	3	9	3-2	3-8	5-10	16-6	1-3 7/8	10-8	17-6	5-0	18-0
14	3-8 17/32	1-10	3	3	9	3-2	3-8	5-10	16-6	1-2 3/4	10-8	17-6	5-0	18-0
16	4-0 31/32	2-3 15/32	3	3	9	1-10 1/2	3-10 1/2	5-10	19-0	1-2 3/8	13-2	20-0	5-0	18-0
18	4-9 33/64	2-4 1/64	3	3	9	1-10 1/2	3-10 1/2	5-10	19-0	1-1 5/16	13-2	20-0	5-0	18-0
20	4-11 27/64	2-11 27/64	3	3	9	2-0 1/4	4-0 1/4	5-10	19-0	1-0	13-2	20-0	5-0	18-0

B.T.C. BRITISH RAILWAYS WESTERN REGION.

REPAIR PARTS FOR B.R. 109 FB CROSSING WORK.
BS. 110A FB.
VEE POINTS WING RAILS & CHECK RAILS.

(FOR ADDITIONAL QUARTER ANGLES SEE P. WAY NOTES SHEET R. 4401.)

INFORMATION SHEET (CIVIL ENG) W.R.

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

PERMANENT WAY

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