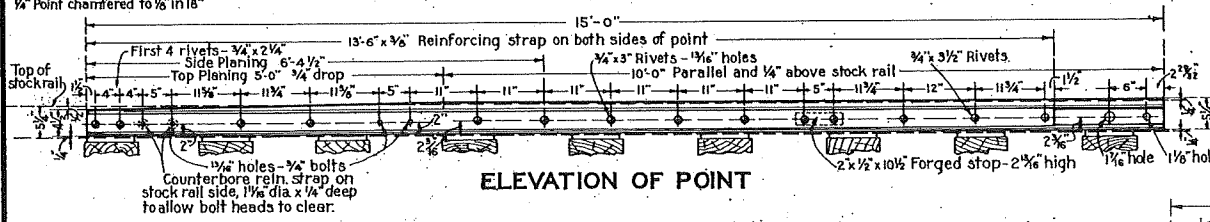
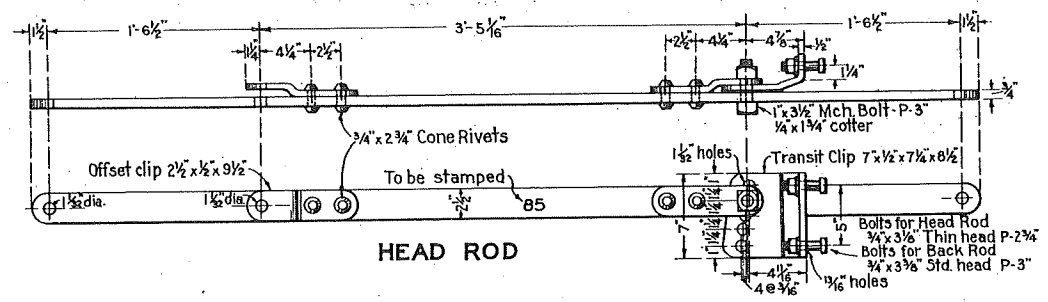


PLAN OF COMPLETE LEFT HAND SWITCH ASSEMBLED

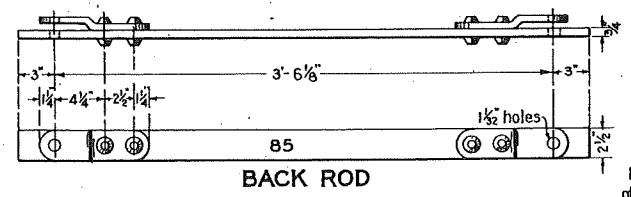
Flatten heads of first 4 rivets on stock rail side of point.
1/4" Point chamfered to 1/8" in 18"



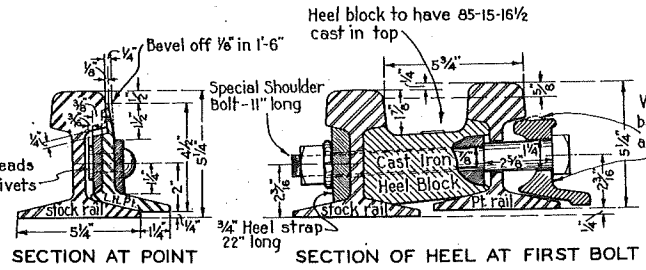
ELEVATION OF POINT



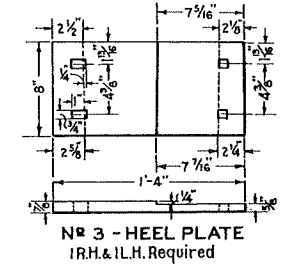
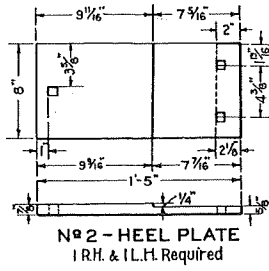
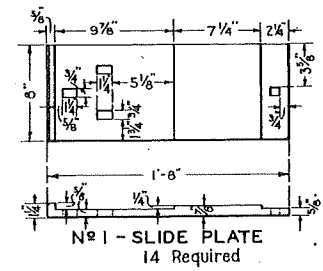
HEAD ROD



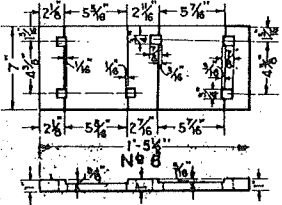
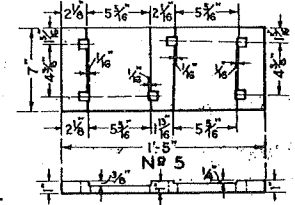
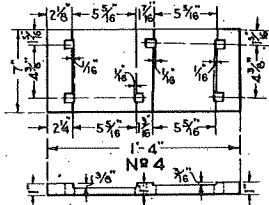
BACK ROD



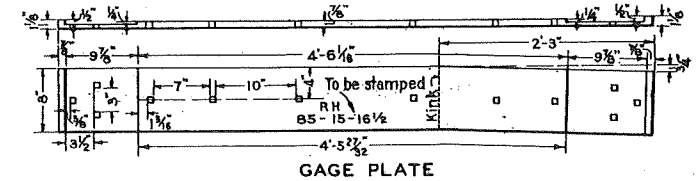
SECTION AT POINT SECTION OF HEEL AT FIRST BOLT



Note: All spike holes are 3/4" square unless otherwise shown.



N#4, 5 & 6 - RUNOFF PLATES
1 R.H. & 1 L.H. each Required



GAGE PLATE

Notes:
Orders for switches should specify insulated or non-insulated. Insulation on gage plate, head rod and back rod should be the same as shown on Dwg. C.E. S-116.
Both rods to be stamped 85. Gage plate to be stamped 85-15-16 1/2 and R.H. or L.H. Slide plates and Heel plates to be stamped with wt. of rail and no. of plate. Runoff plates to be stamped with wt of rail, no. of plate and no. of switch, i.e., 85-5-15.
Rail braces to be pressed steel as shown on Dwg. C.E. S-116, and stamped with wt. of rail. 16 rail braces required. All rail braces to be punched with 3 spike holes 3/4" square.

APPROVED: *J.M. Williams*
CHIEF ENGINEER
APPROVED: *E.W. Mason*
VICE PRESIDENT AND GENERAL MANAGER

THE WESTERN PACIFIC RAILROAD CO.
STANDARD
15 FOOT SPLIT SWITCH
85 LB. RAIL

No Scale Adopted July 1, 1940