

# PERMANENT WAY NOTES

## DIMENSIONS OF CROSSINGS

1 IN 6 $\frac{1}{4}$   
TO  
1 IN 16.

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.

### LENGTH OF GUARDS:

6 $\frac{1}{4}$  TO 7 $\frac{1}{2}$  : 11'6".

7 $\frac{3}{4}$  TO 11 : 14'0".

11 $\frac{1}{2}$  TO 16 : 16'0".

### LENGTH OF WING RAILS:

6 $\frac{1}{4}$  TO 11 : 13'0".

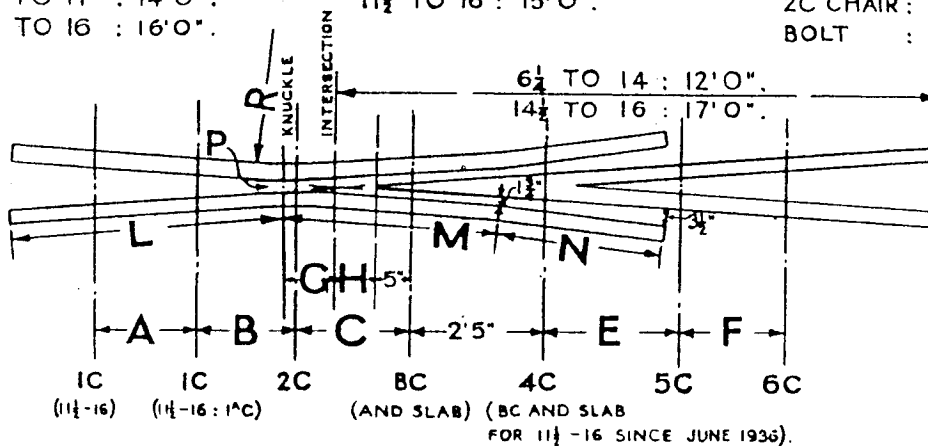
11 $\frac{1}{2}$  TO 16 : 15'0".

### KNUCKLE COINCIDES WITH:

BOLT : 6 $\frac{1}{4}$  TO 7 $\frac{1}{2}$ .

2C CHAIR : 9 $\frac{1}{2}$  TO 11.

BOLT : 11 $\frac{1}{2}$  TO 16



R.1120/1/2/3/8. R.1743.

DIMENSIONS TO NEAREST  $\frac{1}{16}$ "

ANGLE 1 IN	A	B	C	E	F	G	H	L	M	N	P	R	ANGLE 1 IN
6 $\frac{1}{4}$	—	2'8"	2'6"	2'8"	2'8"	10 $\frac{15}{16}$	4 $\frac{5}{16}$	6'10 $\frac{1}{4}$	2'7 $\frac{3}{4}$	3'6"	2 $\frac{1}{4}$	6'0"	6 $\frac{1}{4}$
6 $\frac{1}{2}$	—	2'8"	2'6"	2'8"	2'8"	11 $\frac{1}{8}$	4 $\frac{1}{2}$	6'9 $\frac{5}{8}$	2'8 $\frac{3}{8}$	3'6"	2 $\frac{3}{16}$	6'6"	6 $\frac{1}{2}$
6 $\frac{3}{4}$	—	2'8"	2'6"	2'8"	2'8"	11 $\frac{3}{16}$	4 $\frac{3}{8}$	6'9 $\frac{1}{16}$	2'8 $\frac{15}{16}$	3'6"	2 $\frac{3}{16}$	6'6"	6 $\frac{3}{4}$
7	—	2'7"	2'7"	2'8"	2'8"	1'0 $\frac{1}{4}$	4 $\frac{13}{16}$	6'8 $\frac{7}{16}$	2'9 $\frac{9}{16}$	3'6"	2 $\frac{3}{16}$	7'0"	7
7 $\frac{1}{4}$	—	2'7"	2'8"	2'8"	2'8"	1'0 $\frac{5}{8}$	5"	6'7 $\frac{13}{16}$	2'10 $\frac{3}{16}$	3'6"	2 $\frac{3}{16}$	7'0"	7 $\frac{1}{4}$
7 $\frac{1}{2}$	—	2'7"	2'8"	2'8"	2'8"	1'1 $\frac{1}{8}$	5 $\frac{1}{8}$	6'7 $\frac{1}{8}$	2'10 $\frac{7}{8}$	3'6"	2 $\frac{1}{8}$	7'6"	7 $\frac{1}{2}$
7 $\frac{3}{4}$	—	2'7"	2'8"	2'8"	2'8"	1'1 $\frac{5}{8}$	5 $\frac{3}{8}$	6'6 $\frac{5}{8}$	2'11 $\frac{3}{8}$	3'6"	2 $\frac{1}{8}$	7'9"	7 $\frac{3}{4}$
8	—	2'8"	2'9"	2'8"	2'8"	1'2"	5 $\frac{1}{4}$	6'6"	3'0"	3'6"	2 $\frac{1}{8}$	8'0"	8
8 $\frac{1}{4}$	—	2'8"	2'9"	2'8"	2'8"	1'2 $\frac{1}{2}$	5 $\frac{5}{8}$	6'5 $\frac{3}{8}$	3'0 $\frac{5}{8}$	3'6"	2 $\frac{1}{8}$	8'3"	8 $\frac{1}{4}$
8 $\frac{1}{2}$	—	2'8"	2'9"	2'8"	2'8"	1'2 $\frac{5}{8}$	5 $\frac{7}{8}$	6'4 $\frac{1}{4}$	3'1 $\frac{1}{4}$	3'6"	2 $\frac{1}{8}$	8'6"	8 $\frac{1}{2}$
8 $\frac{3}{4}$	—	2'8"	2'9"	2'8"	2'8"	1'3 $\frac{1}{8}$	6"	6'4 $\frac{1}{8}$	3'1 $\frac{7}{8}$	3'6"	2 $\frac{1}{8}$	8'9"	8 $\frac{3}{4}$
9	—	2'8"	2'9"	2'8"	2'8"	1'3 $\frac{3}{4}$	6 $\frac{3}{8}$	6'3 $\frac{1}{2}$	3'2 $\frac{1}{2}$	3'6"	2 $\frac{1}{16}$	9'0"	9
9 $\frac{1}{2}$	—	2'8"	2'4 $\frac{3}{16}$	2'8"	2'8"	1'4 $\frac{5}{8}$	6 $\frac{1}{2}$	6'2 $\frac{3}{8}$	3'4 $\frac{5}{8}$	3'5"	2 $\frac{1}{16}$	9'6"	9 $\frac{1}{2}$
10	—	2'8"	2'5 $\frac{3}{8}$	2'8"	2'8"	1'5 $\frac{1}{2}$	6 $\frac{7}{8}$	6'1 $\frac{1}{8}$	3'6 $\frac{7}{8}$	3'4"	2 $\frac{1}{16}$	10'0"	10
10 $\frac{1}{2}$	—	2'8"	2'6 $\frac{5}{8}$	2'7 $\frac{1}{2}$	2'7 $\frac{1}{2}$	1'6 $\frac{3}{8}$	7 $\frac{1}{4}$	5'11 $\frac{7}{8}$	3'8 $\frac{5}{8}$	3'3 $\frac{1}{2}$	2 $\frac{1}{16}$	10'6"	10 $\frac{1}{2}$
11	—	2'8"	2'7 $\frac{13}{16}$	2'7"	2'7"	1'7 $\frac{5}{8}$	7 $\frac{9}{16}$	5'10 $\frac{5}{16}$	3'10 $\frac{1}{16}$	3'2 $\frac{1}{2}$	2 $\frac{1}{16}$	11'0"	11
11 $\frac{1}{2}$	2'7"	2'8"	2'0 $\frac{1}{2}$	2'8"	2'7"	1'8 $\frac{1}{8}$	7 $\frac{7}{8}$	7'9 $\frac{1}{2}$	4'1"	3'1 $\frac{1}{2}$	2"	11'6"	11 $\frac{1}{2}$
12	2'6"	2'7"	2'1 $\frac{1}{2}$	2'7"	2'7"	1'9"	8 $\frac{1}{4}$	7'8 $\frac{1}{4}$	4'3 $\frac{1}{4}$	3'0 $\frac{1}{2}$	2"	12'0"	12
12 $\frac{1}{2}$	2'6"	2'6"	2'3"	2'7"	2'7"	1'9 $\frac{7}{8}$	8 $\frac{5}{8}$	7'7"	4'4 $\frac{15}{16}$	3'0 $\frac{1}{16}$	2"	12'6"	12 $\frac{1}{2}$
13	2'5"	2'6"	2'4"	2'7"	2'6"	1'10 $\frac{3}{4}$	8 $\frac{11}{16}$	7'5 $\frac{13}{16}$	4'7 $\frac{3}{16}$	2'11"	2"	13'0"	13
13 $\frac{1}{2}$	2'4"	2'6"	2'5"	2'7"	2'6"	1'11 $\frac{5}{8}$	9 $\frac{1}{4}$	7'4 $\frac{5}{8}$	4'9 $\frac{1}{8}$	2'10 $\frac{1}{4}$	2"	13'6"	13 $\frac{1}{2}$
14	2'4"	2'6"	2'5"	2'7"	2'6"	2'0 $\frac{1}{2}$	9 $\frac{5}{8}$	7'3 $\frac{3}{8}$	4'11 $\frac{1}{8}$	2'9 $\frac{1}{2}$	1 $\frac{15}{16}$	14'0"	14
14 $\frac{1}{2}$	2'4"	2'6"	2'5"	2'7"	2'6"	2'1 $\frac{3}{16}$	10"	7'2 $\frac{1}{8}$	5'1 $\frac{1}{8}$	2'8 $\frac{3}{4}$	1 $\frac{15}{16}$	14'6"	14 $\frac{1}{2}$
15	2'4"	2'5"	2'5"	2'7"	2'6"	2'2 $\frac{1}{4}$	10 $\frac{5}{16}$	7'0 $\frac{15}{16}$	5'3 $\frac{5}{16}$	2'7 $\frac{3}{4}$	1 $\frac{15}{16}$	15'0"	15
16	2'4"	2'5"	2'6"	2'6"	2'5 $\frac{1}{2}$	2'4"	11"	6'10 $\frac{1}{2}$	5'7 $\frac{1}{4}$	2'6 $\frac{1}{4}$	1 $\frac{15}{16}$	16'0"	16

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CHIEF ENGINEER'S OFFICE

PADDINGTON

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