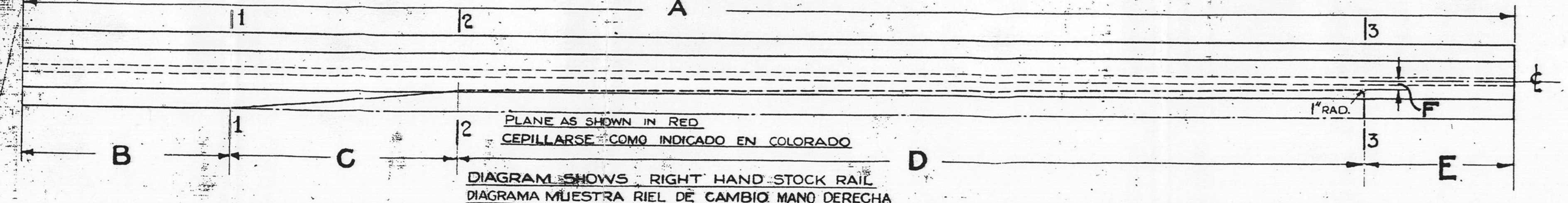
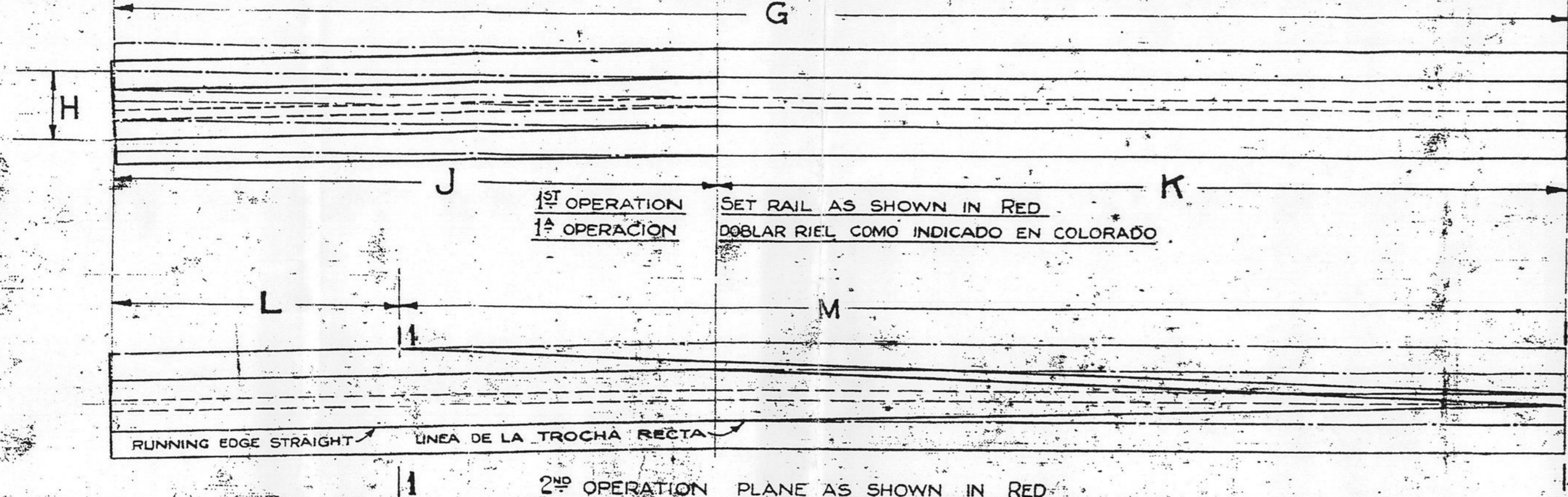


STOCK RAIL 1 RIGHT HAND & 1 LEFT HAND PER SWITCH.
RIEL DE CAMBIO 1 MANO DERECHA Y 1 MANO IZQUIERDA POR CAMBIO

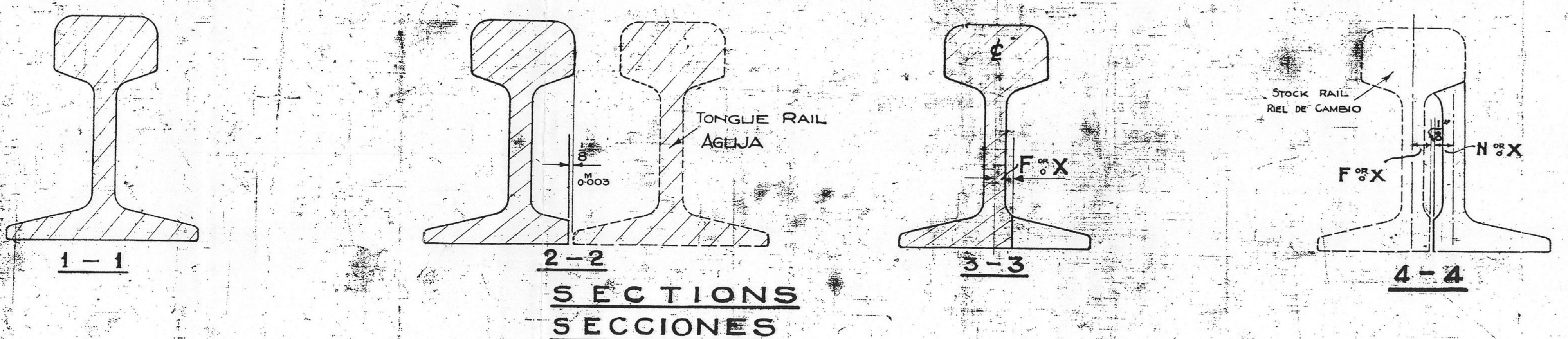


LETTER	FOR 74 ^{LB} F.C.S. RAIL	PARA RIEL 74 ^{LB} F.C.S.	FOR 85 ^{LB} F.C.S. RAIL	PARA RIEL 85 ^{LB} F.C.S.	FOR 85 ^{LB} B.S. RAIL	PARA RIEL 85 ^{LB} B.S.	FOR 100 ^{LB} F.C.S. RAIL	PARA RIEL 100 ^{LB} F.C.S.	FOR 100 ^{LB} B.S. RAIL	PARA RIEL 100 ^{LB} B.S.
A	12'-0" 15'-0"	12'-0" 15'-0"	12'-0" 15'-0" 18'-0"	12'-0" 15'-0" 18'-0"	12'-0" 15'-0" 18'-0"	12'-0" 15'-0" 18'-0"	12'-0" 15'-0" 18'-0"	12'-0" 15'-0" 18'-0"	12'-0" 15'-0" 18'-0"	12'-0" 15'-0" 18'-0"
B	3'-4 1/2 2'-2 1/2	3'-4 1/2 2'-2 1/2	3'-4 1/2 2'-2 1/2	3'-4 1/2 2'-2 1/2	3'-4 1/2 2'-2 1/2	3'-4 1/2 2'-2 1/2	3'-4 1/2 2'-2 1/2	3'-4 1/2 2'-2 1/2	3'-4 1/2 2'-2 1/2	3'-4 1/2 2'-2 1/2
C	3'-3 1/2 4'-0 1/2	3'-3 1/2 4'-0 1/2	3'-3 1/2 4'-0 1/2	3'-3 1/2 4'-0 1/2	3'-3 1/2 4'-0 1/2	3'-3 1/2 4'-0 1/2	3'-3 1/2 4'-0 1/2	3'-3 1/2 4'-0 1/2	3'-3 1/2 4'-0 1/2	3'-3 1/2 4'-0 1/2
D	9'-7 1/2 11'-11 1/2	9'-7 1/2 11'-11 1/2	9'-7 1/2 11'-11 1/2	9'-7 1/2 11'-11 1/2	9'-7 1/2 11'-11 1/2	9'-7 1/2 11'-11 1/2	9'-7 1/2 11'-11 1/2	9'-7 1/2 11'-11 1/2	9'-7 1/2 11'-11 1/2	9'-7 1/2 11'-11 1/2
E	3'-3 1/2 3'-3 1/2	3'-3 1/2 3'-3 1/2	3'-3 1/2 3'-3 1/2	3'-3 1/2 3'-3 1/2	3'-3 1/2 3'-3 1/2	3'-3 1/2 3'-3 1/2	3'-3 1/2 3'-3 1/2	3'-3 1/2 3'-3 1/2	3'-3 1/2 3'-3 1/2	3'-3 1/2 3'-3 1/2

TONGUE RAIL 1 RIGHT HAND & 1 LEFT HAND PER SWITCH
AGUJA 1 MANO DERECHA Y 1 MANO IZQUIERDA POR CAMBIO

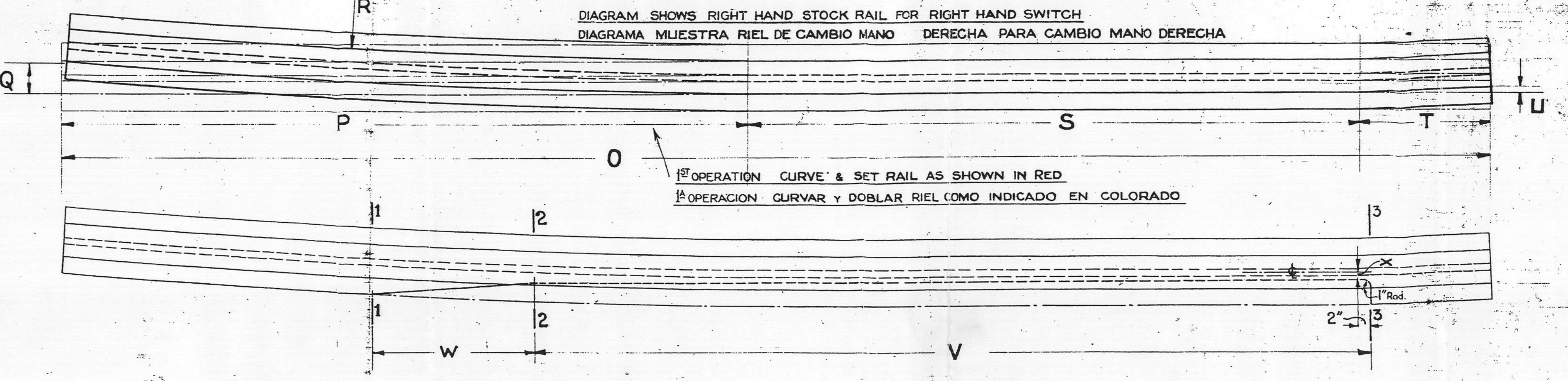


LETTER	FOR 74 ^{LB} F.C.S. RAIL	PARA RIEL 74 ^{LB} F.C.S.	FOR 85 ^{LB} F.C.S. RAIL	PARA RIEL 85 ^{LB} F.C.S.	FOR 85 ^{LB} B.S. RAIL	PARA RIEL 85 ^{LB} B.S.	FOR 100 ^{LB} F.C.S. RAIL	PARA RIEL 100 ^{LB} F.C.S.	FOR 100 ^{LB} B.S. RAIL	PARA RIEL 100 ^{LB} B.S.
G	12'-0" 15'-0"	12'-0" 15'-0"	12'-0" 15'-0" 18'-0"	12'-0" 15'-0" 18'-0"	12'-0" 15'-0" 18'-0"	12'-0" 15'-0" 18'-0"	12'-0" 15'-0" 18'-0"	12'-0" 15'-0" 18'-0"	12'-0" 15'-0" 18'-0"	12'-0" 15'-0" 18'-0"
H	3'-3 1/2 3'-3 1/2	3'-3 1/2 3'-3 1/2	3'-3 1/2 3'-3 1/2	3'-3 1/2 3'-3 1/2	3'-3 1/2 3'-3 1/2	3'-3 1/2 3'-3 1/2	3'-3 1/2 3'-3 1/2	3'-3 1/2 3'-3 1/2	3'-3 1/2 3'-3 1/2	3'-3 1/2 3'-3 1/2
J	5'-5 1/2 6'-10 1/2	5'-5 1/2 6'-10 1/2	5'-5 1/2 6'-10 1/2	5'-5 1/2 6'-10 1/2	5'-5 1/2 6'-10 1/2	5'-5 1/2 6'-10 1/2	5'-5 1/2 6'-10 1/2	5'-5 1/2 6'-10 1/2	5'-5 1/2 6'-10 1/2	5'-5 1/2 6'-10 1/2
K	8'-6 1/2 8'-1 1/2	8'-6 1/2 8'-1 1/2	8'-6 1/2 8'-1 1/2	8'-6 1/2 8'-1 1/2	8'-6 1/2 8'-1 1/2	8'-6 1/2 8'-1 1/2	8'-6 1/2 8'-1 1/2	8'-6 1/2 8'-1 1/2	8'-6 1/2 8'-1 1/2	8'-6 1/2 8'-1 1/2
L	2'-6 1/2 3'-2 1/2	2'-6 1/2 3'-2 1/2	2'-6 1/2 3'-2 1/2	2'-6 1/2 3'-2 1/2	2'-6 1/2 3'-2 1/2	2'-6 1/2 3'-2 1/2	2'-6 1/2 3'-2 1/2	2'-6 1/2 3'-2 1/2	2'-6 1/2 3'-2 1/2	2'-6 1/2 3'-2 1/2
M	9'-5 1/2 11'-9 1/2	9'-5 1/2 11'-9 1/2	9'-5 1/2 11'-9 1/2	9'-5 1/2 11'-9 1/2	9'-5 1/2 11'-9 1/2	9'-5 1/2 11'-9 1/2	9'-5 1/2 11'-9 1/2	9'-5 1/2 11'-9 1/2	9'-5 1/2 11'-9 1/2	9'-5 1/2 11'-9 1/2

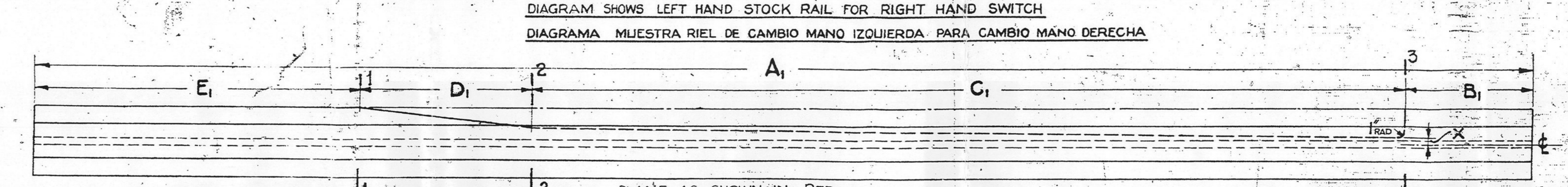


SECTIONS SECCIONES

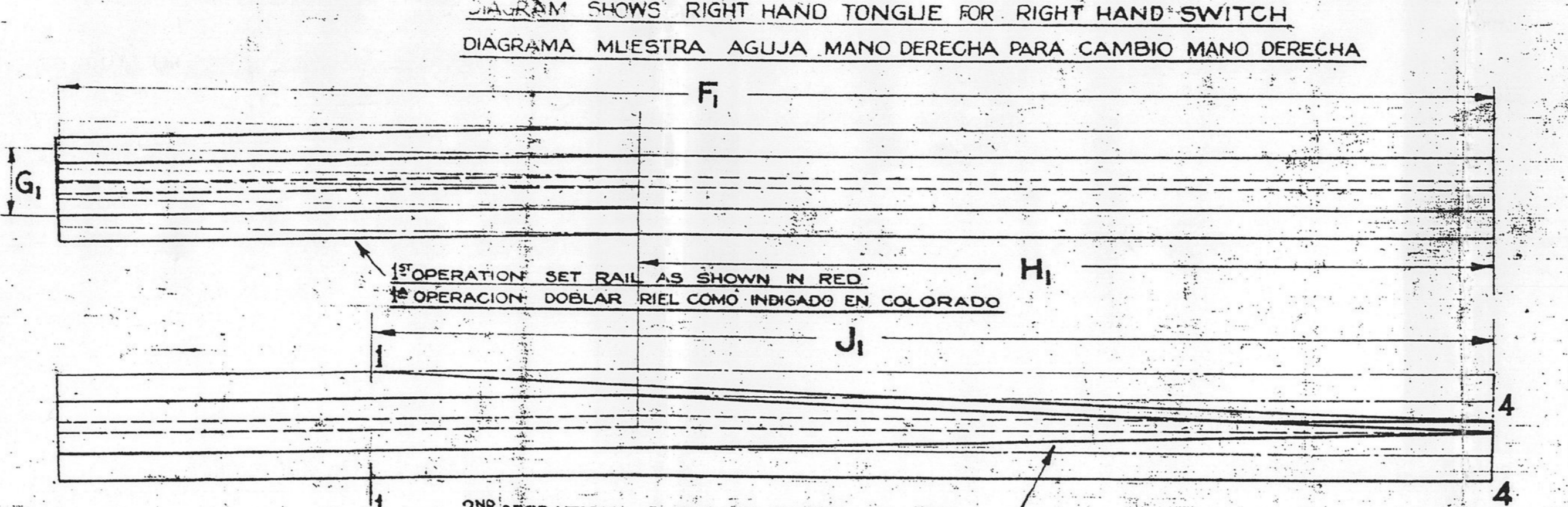
STOCK RAILS & TONGUE RAILS FOR 21'-0" SWITCHES ONLY
RIELES DE CAMBIO Y AGUJAS PARA CAMBIOS DE 21'-0" SOLAMENTE



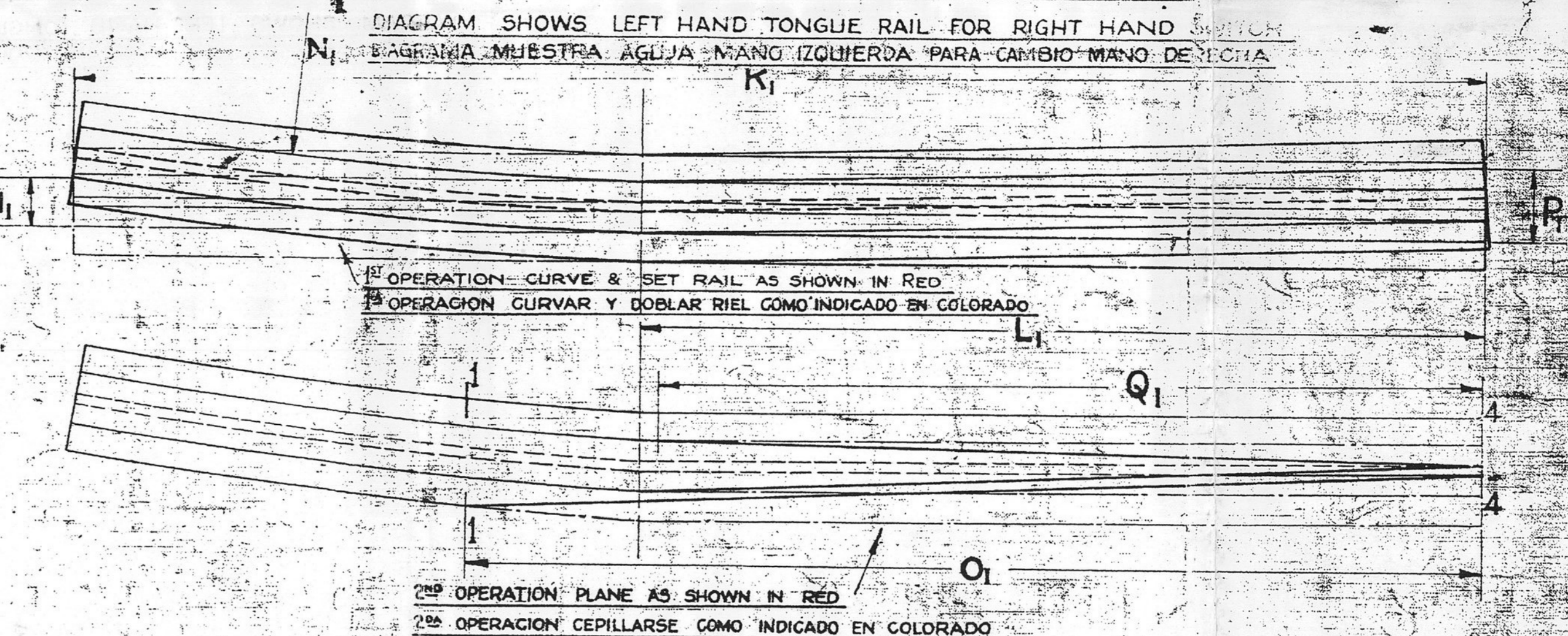
TYPE OF RAIL	0	P	Q	R	S	T	U	V	W	X
FOR 85 ^{LB} F.C.S.	35'-0"	17'-3"	1 1/2"	1394'-6"	12'-6"	5'-3"	1 1/2"	16'-11 1/2"	4'-2 1/2"	3/4"
85 ^{LB} B.S.	35'-0"	17'-3"	1 1/2"	1394'-6"	12'-6"	5'-3"	1 1/2"	18'-2 1/2"	5'-1 1/2"	3/4"
100 ^{LB} F.C.S.	35'-0"	17'-6"	1 1/2"	1429'-10"	12'-3"	5'-3"	1 1/2"	17'-4 1/2"	4'-8 1/2"	3/4"
100 ^{LB} B.S.	35'-0"	17'-6"	1 1/2"	1429'-10"	12'-3"	5'-3"	1 1/2"	18'-4 1/2"	5'-5"	3/4"



TYPE OF RAIL	A1	B1	C1	D1	E1	X
FOR 85 ^{LB} F.C.S.	35'-0"	5'-1"	16'-11 1/2"	4'-2 1/2"	8'-8 1/2"	3/4"
85 ^{LB} B.S.	35'-0"	5'-1"	18'-2 1/2"	5'-1 1/2"	6'-7 1/2"	3/4"
100 ^{LB} F.C.S.	35'-0"	5'-1"	17'-4 1/2"	4'-8 1/2"	7'-10 1/2"	3/4"
100 ^{LB} B.S.	35'-0"	5'-1"	18'-4 1/2"	5'-5"	6'-1 1/2"	3/4"



TYPE OF RAIL	F1	G1	H1	J1
FOR 85 ^{LB} F.C.S.	21'-0"	3 1/2"	1'-8 1/2"	16'-3 1/2"
85 ^{LB} B.S.	21'-0"	3 1/2"	1'-0"	16'-0"
FOR 100 ^{LB} F.C.S.	21'-0"	3 1/2"	1'-1 1/2"	17'-2 1/2"
FOR 100 ^{LB} B.S.	21'-0"	3 1/2"	1'-1 1/2"	18'-2 1/2"

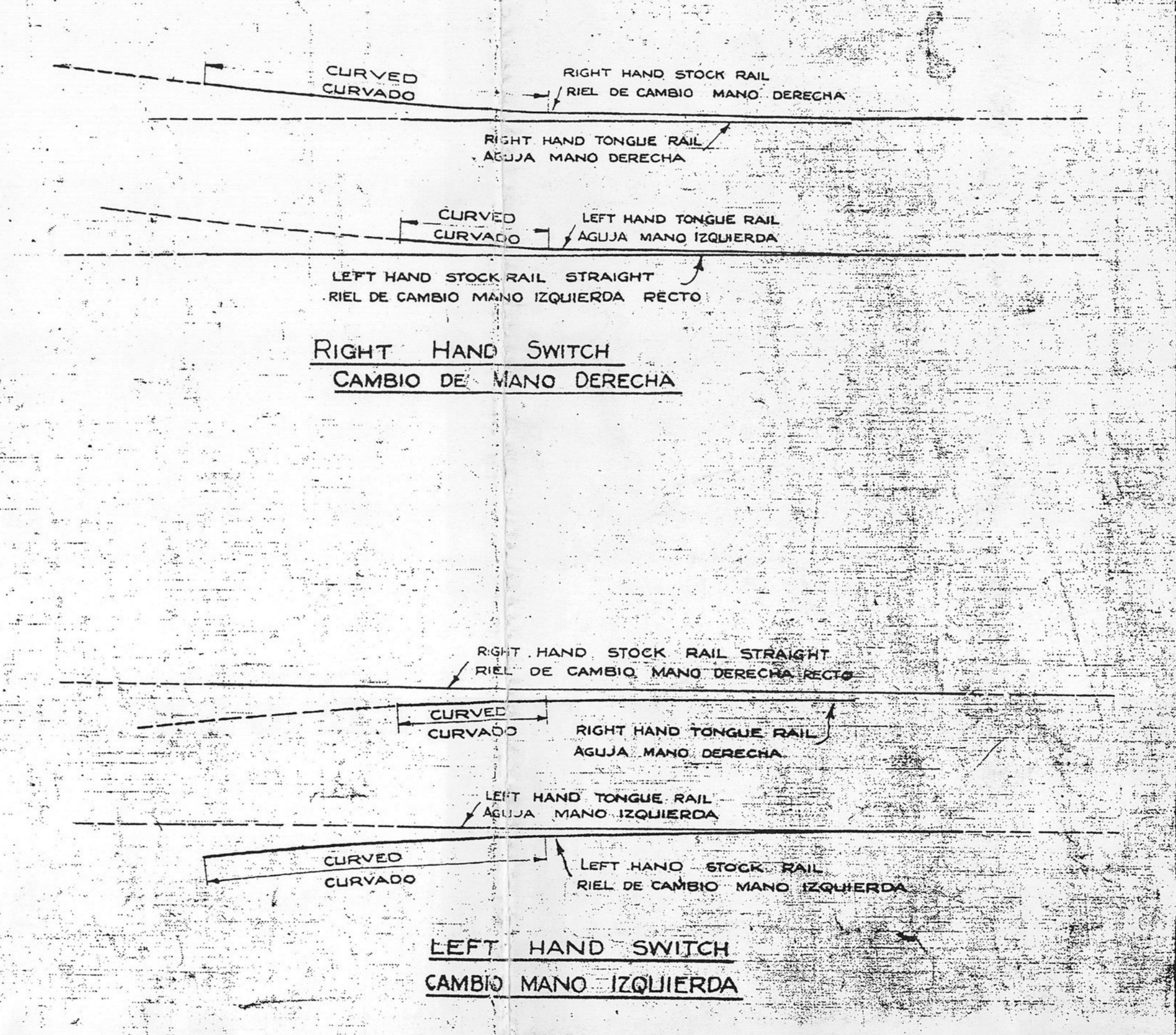


TYPE OF RAIL	K1	L1	M1	N1	O1	P1	Q1
FOR 85 ^{LB} F.C.S.	21'-0"	12'-6"	3/4"	1400'	16'-9 1/2"	3 1/2"	11'-8 1/2"
85 ^{LB} B.S.	21'-0"	12'-6"	3/4"	1400'	18'-0 1/2"	3 1/2"	12'-0"
FOR 100 ^{LB} F.C.S.	21'-0"	12'-3"	3/4"	1435'-4"	17'-2 1/2"	3 1/2"	12'-1 1/2"
FOR 100 ^{LB} B.S.	21'-0"	12'-3"	3/4"	1435'-4"	18'-2 1/2"	3 1/2"	12'-1 1/2"

NOTA: ESTE PLANO DEBERA UTILIZARSE PARA LA FABRICACION DE JUEGOS DE CAMBIO CON RIELES TIPO B.S. SOLAMENTE.
PARA JUEGOS DE CAMBIO CON RIELES TIPO F.C.S. DEBE UTILIZARSE EL PLANO V.117.
NOTE: THIS PLAN IS TO BE USED FOR FABRICATION OF SWITCHES WITH B.S. RAILS ONLY.
FOR FABRICATION OF SWITCHES WITH F.C.S. RAILS USE PLAN V.117.

Ref. E.4650, del. 12-5-30
R.L. 15-760.

DIAGRAMS SHOW DIFFERENCE BETWEEN RIGHT & LEFT HAND SWITCH
DIAGRAMAS MUESTRAN LA DIFERENCIA ENTRE CAMBIOS DE MANO DERECHA Y MANO IZQUIERDA.



B.A.G.S. RLY
F.C.S.
SWITCHES FOR 85 & 100^{LB} B.S. & 74, 85 & 100^{LB} F.C.S. RAILS.
CAMBIOS PARA RIELES DE 85 y 100^{LB} B.S. Y 74, 85, 100 F.C.S.
STANDARD PLANING
TIPO NORMAL PARA EL CEPILLADO

ACTING ENGINEER IN CHIEF
DATE: 12-5-30



República Argentina - Poder Ejecutivo Nacional
2018 - Año del Centenario de la Reforma Universitaria

Hoja Adicional de Firmas
Pliego Especificaciones Tecnicas

Número:

Referencia: Especificaciones Técnicas RC 30582

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