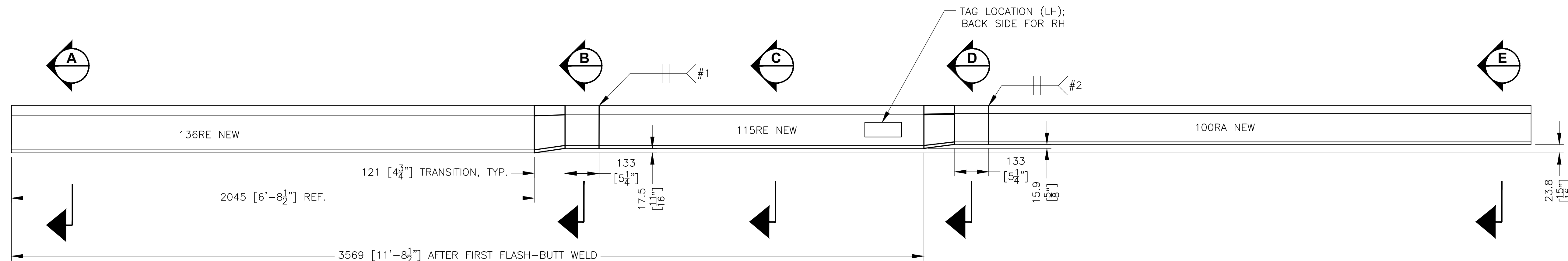
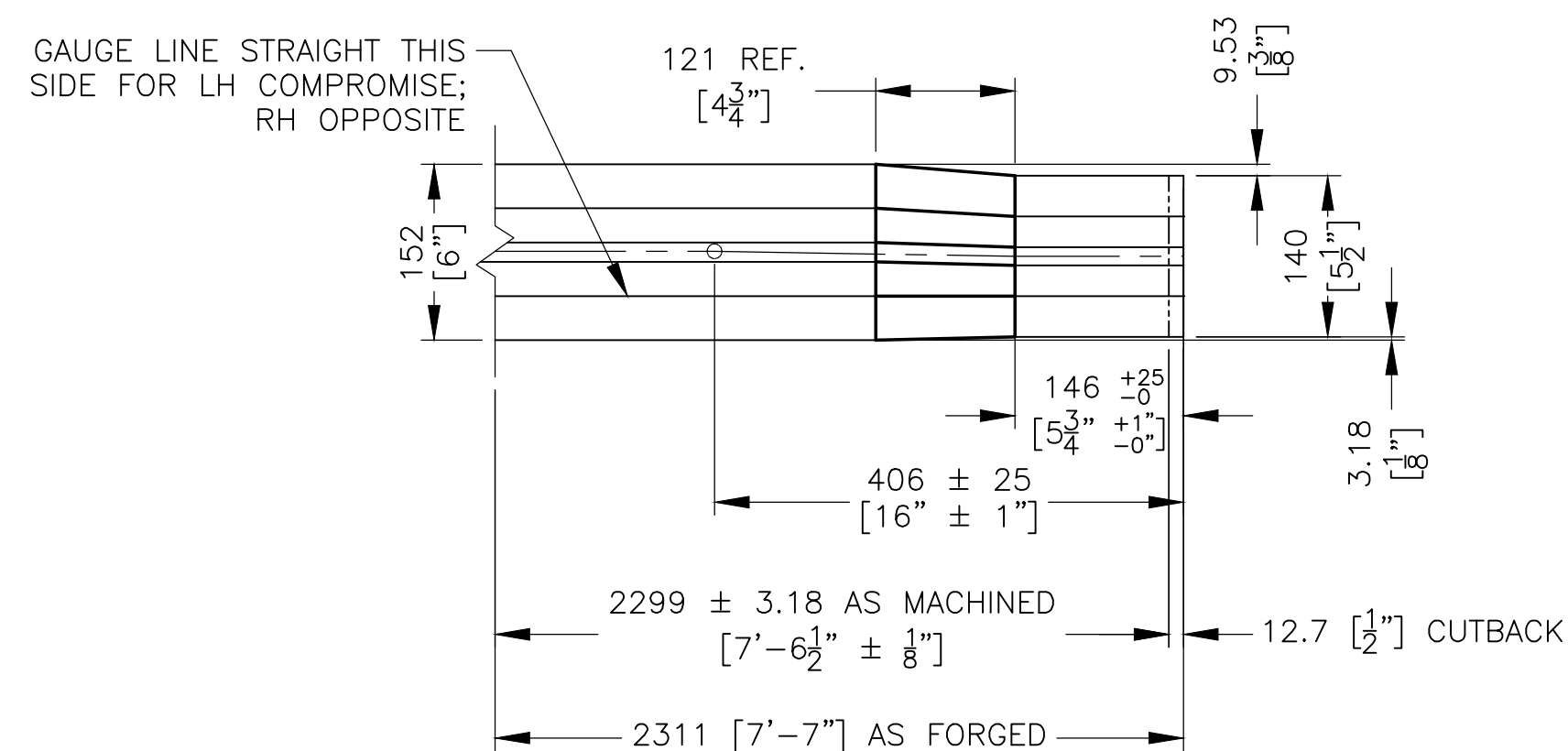


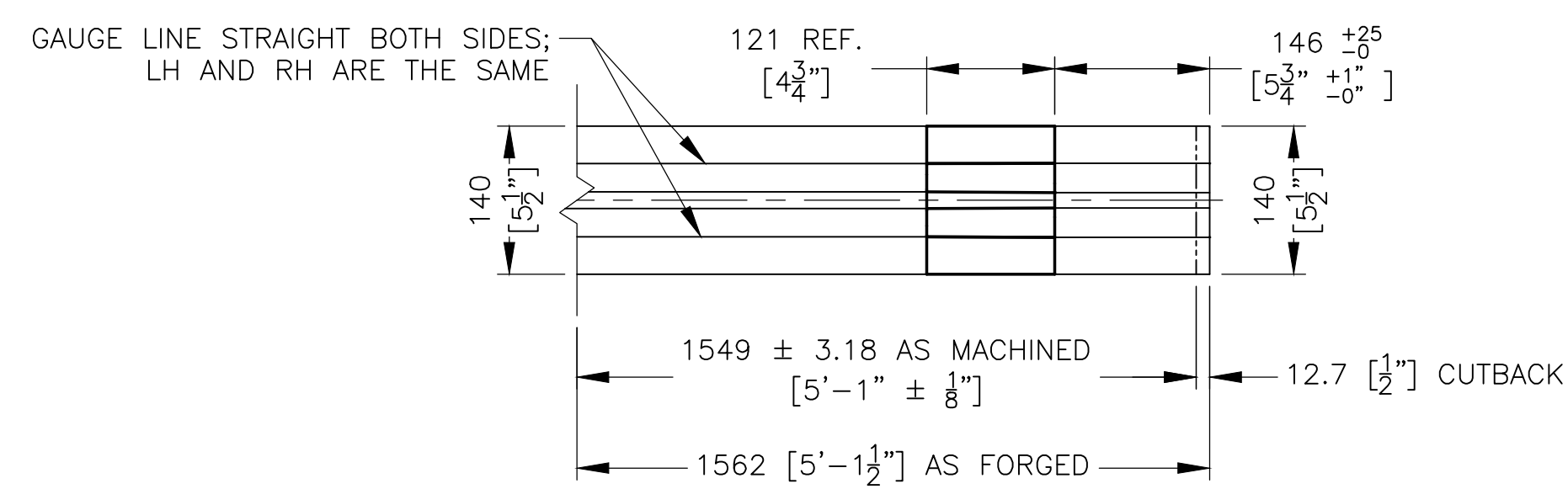
PLAN



ELEVATION



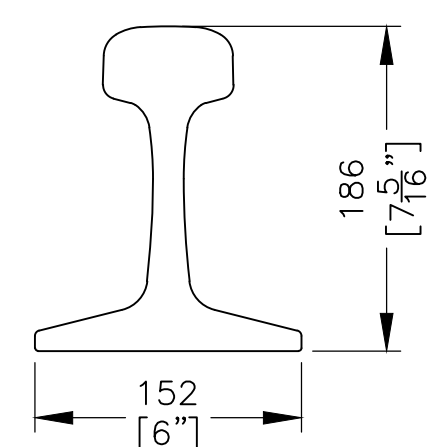
DETAIL 1



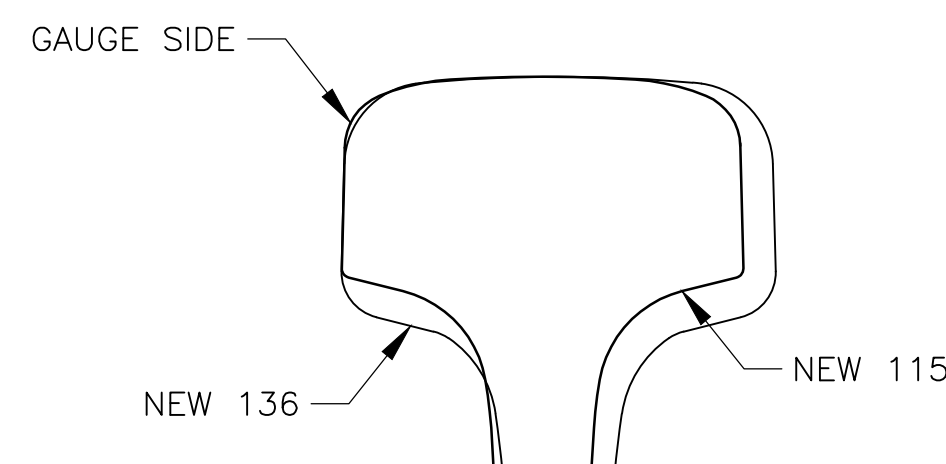
DETAIL 2

NOTES:

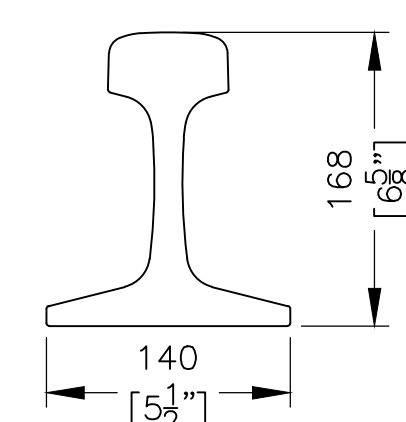
1. I.D. CHARACTERS TO BE 2 1/2" MINIMUM HEIGHT CLEARLY STENCILLED AS SHOWN. "GAUGE" AND "LH" OR "RH" TO BE STENCILLED ON GAUGE SIDE.
2. FLASH BUTT WELD TO BE GROUND FLUSH WITH PARENT RAIL ON BASE +0.000", -0.010".
3. RAIL TO BE TAGGED ON THE GAUGE SIDE WEB WITH THE FOLLOWING INFORMATION:
 - 136RE NEW / 100RA NEW LH (OR RH), 19'-6", "GAUGE SIDE"
 - MANUFACTURER, MONTH/YEAR
 - WELD No./SERIAL No.
4. AFTER FLASH BUTT WELD, 36" STRAIGHT EDGE CENTERED ON WELD MUST:
 - ALONG TOP OF RAIL, HAVE NO DIP
 - ALONG TOP OF RAIL, HAVE NO CROWN GREATER THAN 0.060"
 - ALONG THE BASE OF RAIL, HAVE NO HORIZONTAL BOW GREATER THAN 0.060"
5. TOP OF HEADS AND THE GAUGE FACE MUST LINE UP STRAIGHT OVER ALL 3 RAIL SECTIONS.
6. FORGED-DOWN ENDS MUST BE FULLY PROFILE MACHINED TO MATCH THE THEORETICAL RAIL SECTION.
7. SEE GTS-1111 FOR 115RE AND 100RA RAIL SECTIONS.
8. ALL RAIL ENDS MUST BE CUT SQUARE AND PLUMB AT 90°
9. 136/115RE LH FORGED RAIL SHOWN; RH OPPOSITE.
10. 115RE/100RA FORGED RAIL IS UNHANDLED.



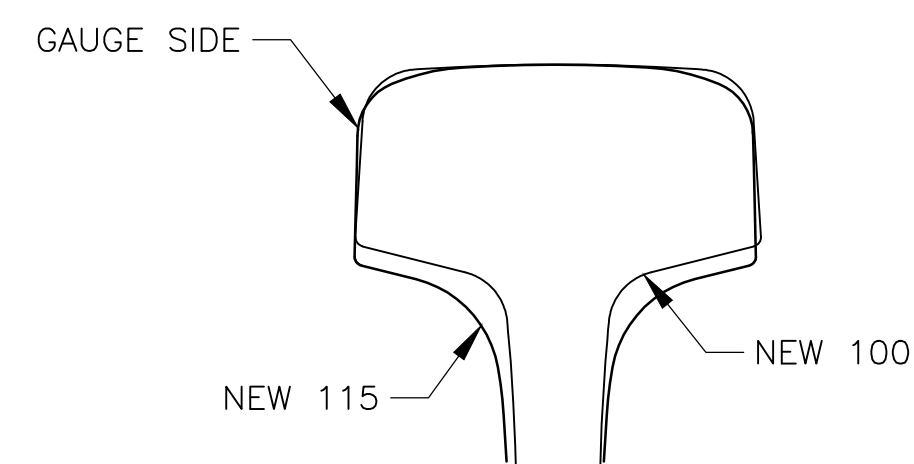
SECTION A
(FULL 136 lb RE)



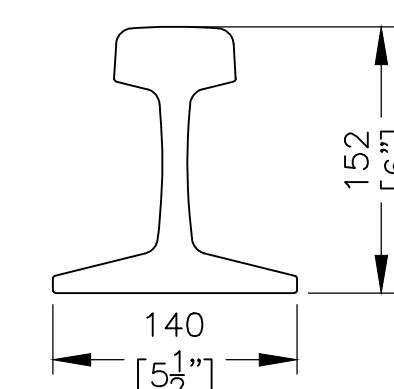
SECTION B



SECTION C
(FULL 115 lb RE)



SECTION D



SECTION E
(FULL 100 lb RA)

METRIC CONVERSION: 1 inch=25.4mm, 1 foot=304.8mm

0	23/10/31	INITIAL VERSION ESTABLISHED	
No.	Date	Revision	By Approved

Standard / COMPROMISE RAIL
136RE (NEW) TO 100RA (NEW)
WITH 115RE INTERMEDIATE TRANSITION
L.H. AND R.H. WITH 19'-6" OVERALL LENGTH

Drawn NA Checked SJ Approved VP Engineering & Asset Management - Track



Date OCTOBER 31/2023 Plan Number GTS-1112 Rev 0