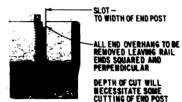


INSULATED END POST 9.5 min THICK

TYPICAL FLOWED RAILS



DOUBLE CUT



BEVEL BOTH RAILS IF CUT DEPTH EXCEEDS 4mm; OTHERWISE 4mm DEPTH OF CUT AUTOMATICALLY FORMS BEYEL

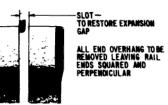
END POST NOTCHED FROM DOUBLE CUT

BEVEL DETAIL

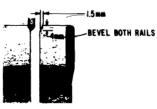
INSULATED JOINT SLOTTING



TYPICAL FLOWED RAILS

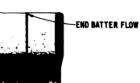


DOUBLE CUT

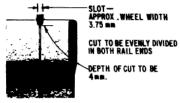


BEVEL DETAIL

FLOWED RAIL END SLOTTING WIDE OPEN JOINT



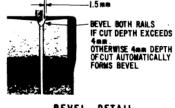
TYPICAL FLOWED RAILS



DEPTH OF CUT TO BE

SINGLE CUT

NO SPECIAL BEVELLING REQUIRED 4mm DEPTH OF CUT AUTOMATICALLY FORMS BEVEL



BEVEL DETAIL

WELDED JOINT BATTER FOR INSTRUCTIONS SEE

APPROX. WHEEL WIDTH 3.75mm

-ALL END OVERHANG TO BE REMOVED. MIMMUM DEPTH OF CUT 2 mm BELOW

CUT TO BE EVENLY DIVIDED IN BOTH RAIL ENDS

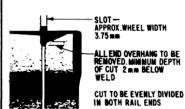
TYPICAL WELDED OPEN JOINT

WELD.

SINGLE CUT

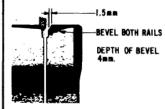
WELDED RAIL ENDS SLOTTING SLIGHTLY OPEN JOINT





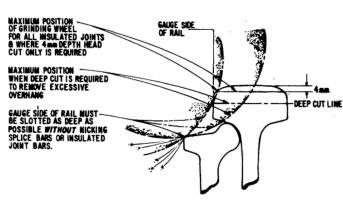
TYPICAL WELDED CHIP JOINT

SINGLE CUT



BEVEL DETAIL

WELD OF CHIP JOINT SLOTTING SLIGHTLY OPEN JOINT



DETAILS - GAUGE SIDE SLOTTING

NOTES:

- SLOTTING SHALL BE PERFORMED WITH A MACHINE SECURELY HELD SO THAT THE ACCURACY OF CUT IS ASSURED.
- THE GAUGE SIDE OF THE TAPER SHALL EXTEND DOWNWARD TOWARD THE BOTTOM EDGE OF THE RAIL HEAD AS FAR POSSIBLE. CARE MUST BE TAKEN NOT TO NICK. THE SPLICE BAR, OR THE BONDED JOINT.
- TO PREVENT INTERFERENCE OF SIGNAL FUNCTION, AN INSULATING MATERIAL MUST BE PLACED BETWEEN THE CLAMPING DEVICE AND THE RAIL ENDS WHEN SLOTTING INSULATED AND BONDED JOINTS. ALL GRINDING FILINGS ARE TO BE BRUSHED OR BLOWN OUT OF THE JOINT AREA
- THIS DRAWING FORMS PART OF :
 RM 3702 WELDING RAIL END BATTER AND REFERRED TO IN:
 RM 3602 — INSULATED JOINTS
 RM 3700 — TRACK MAINTENANCE.



HISULATED END POST

TYPICAL FLOWED RAILS



APPROX. WHEEL WIDTH 3.75 mm.

ALL END OVERHANG TO BE REMOYED LEAVING RAIL ENDS SQUARED AND PERPENDICULAR DEPTH OF CUT WILL NECESSITATE SOME CUTTING OF END POST

DOUBLE CUT

NO DEVELLED MITRES REQUIRED AS THIS WILL CREATE A BATTER CONDITION

BONDED INSULATED JOINT SLOTTING



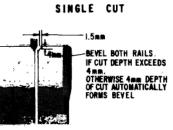


TYPICAL FLOWED RAILS



APPROX. WHEEL WIDTH 3.75 mm ALL END OVERHANG TO BE CUT TO BE EVENLY DIVIDED

IN BOTH RAIL ENDS



BEVEL DETAIL

FLOWED RAIL END SLOTTING SLIGHTLY OPEN JOINT



WELDED JOINT BATTER FOR INSTRUCTIONS SEE RM-3702

FLOWED RAIL END

SLOTTING

CLOSED JOINT

TYPICAL WELDED OPEN JOINT



SLOT — TO RESTORE EXPANSION GAP -ALL END OVERHANG TO BE REMOVED LEAVING RAIL ENDS SQUARE AND PERPEN DICULAR

DOUBLE CUT



BEVEL DETAIL

WELDED RAIL ENDS 6 SLOTTING WIDE OPEN JOINT



TYPICAL WELDED CLOSED JOINT



-ALL END OVERHANG TO BE REMOVED MINIMUM DEPTH OF CUT 2mm BELOW WELD

CUT TO BE EVENLY DIVIDED IN BOTH RAIL ENDS



8

-BEYEL BOTH RAILS
IF CUT DEPTH EXCEEDS
4mm.
OTHERWISE 4mm DEPTH
OF CUT AUTOMATICALLY
EDDMS REVE! FORMS BEVEL

BEVEL DETAIL

SINGLE CUT

WELDED RAIL ENDS SLOTTING CLOSED JOINT

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

ADDED IMPERIAL TO METRIC CONVERSION NOTE 1 18/07/27 Date No. By Approved

Standard/

RAIL SLOTTING

Drawn MG

Checked GGS

Approved

VP Engineering & Asset Management



⇒ METROLINX

Date DEC 15, 2017

GTS-1113

REFERENCE: TS-1113

Sheet 1 OF 1