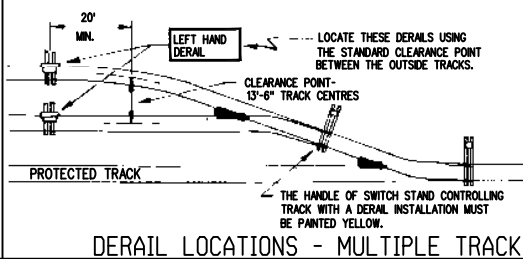
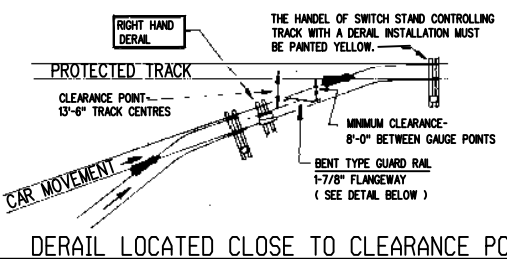


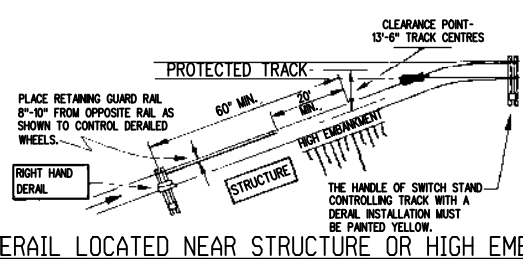
DERAIL LOCATIONS - SINGLE TRACK



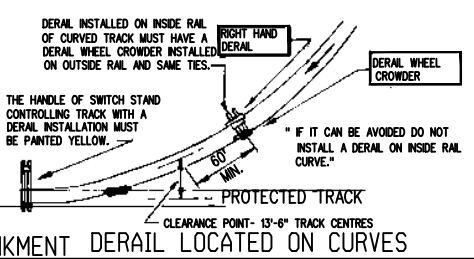
DERAIL LOCATIONS - MULTIPLE TRACK



DERAIL LOCATED CLOSE TO CLEARANCE POINT



DERAIL LOCATED NEAR STRUCTURE OR HIGH EMBANKMENT



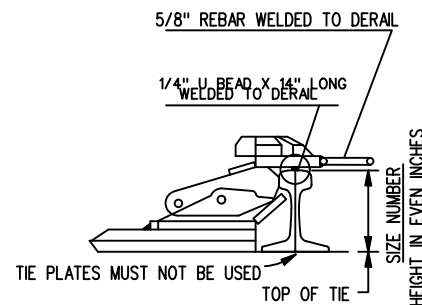
DERAIL LOCATED ON CURVES

**PUTTING THE DERAIL IN TRACK**

IF TARGET STAND TO BE USED:  
 SUBSTITUTE THE ONE EXISTING 8' LONG TRACK TIE AT DESIRED DERAIL LOCATION BY ONE 16' LONG SWITCH TIE. TIE PLATES MUST NOT BE USED AT DERAIL LOCATION. ON 115 LB. RAIL INSTALLATIONS, TWO SHIMS (ITEM 2) ARE PROVIDED TO RAISE THE DERAIL BOX TO SUIT THE TOP OF RAIL. THESE SHIMS ARE TO BE PLACED BEFORE LAYING DERAIL IN PLACE.

**LAY THE DERAIL IN PLACE**

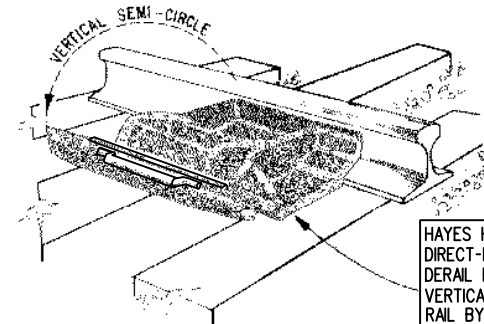
THE DERAIL GUIDE BOX IS PROVIDED WITH VERTICAL AND HORIZONTAL FLANGES ADAPTED TO BEAR AGAINST THE SIDES AND TOPS OF THE TIES. THESE PARTS OF THE TIES SHOULD BE SURFACED TO GIVE A GOOD BEARING FOR EACH OF THE FLANGES OF THE GUIDE BOX. THE HORIZONTAL FLANGES HAVE 6 SLOTS OR HOLES FOR LAG SCREWS, OR SPIKES. ALL OF THESE OPENINGS SHOULD BE USED SO THAT THE DERAIL MAY BE FIRMLY FIXED TO THE TIES. THE TIES SHOULD BE SPACED 15" APART SO THAT THE VERTICAL FLANGES WILL BEAR AGAINST THEM.



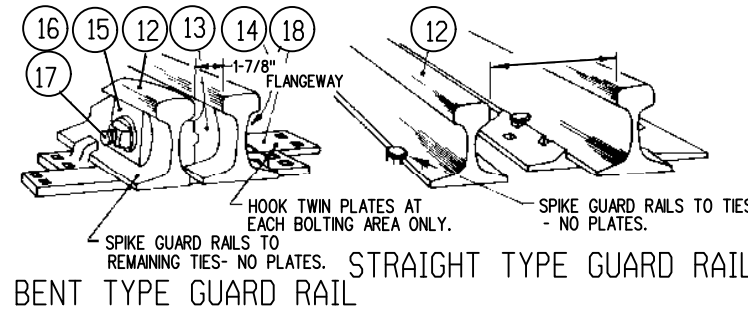
SHOVE THE FRONT OF THE GUIDE BOX AGAINST THE WEB OF THE RAIL AND FASTEN THE GUIDE BOX DOWN TO THE TIES. THE DERAIL BLOCK RESTS ONLY AGAINST THE TOP AND GAUGE SIDE OF THE RAIL, THE BLOCK WILL DROP FLAT ONTO THE TOP OF THE RAIL IF THE DERAIL IS CORRECTLY PLACED.

THE LEFT LUG OF THE DERAIL IS FOR THE CONNECTING ROD OF A TARGET STAND. THE HASP OF A PADLOCK WILL NOT FIT THIS LUG. THE RIGHT LUG IS FOR LOCKING THE DERAIL.

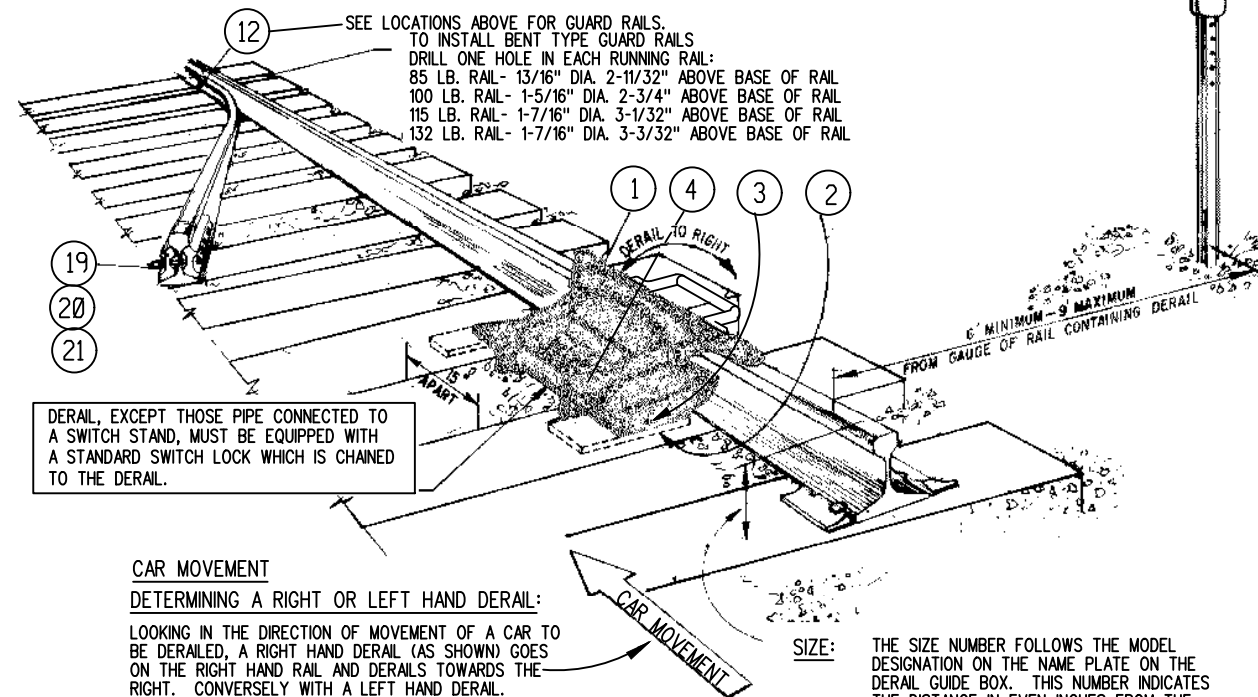
IF THE DERAIL BLOCK DOES NOT FIT THE RAIL HEAD, THE POSITION OF THE GUIDE BOX WITH REFERENCE TO THE RAIL SHOULD BE ADJUSTED. CHECK THAT THE SURFACE ON WHICH THE DERAIL IS SECURED IS THE REQUIRED DISTANCE BELOW THE TOP OF RAIL; OR THE FRONT OF THE GUIDE BOX IS AGAINST THE WEB OF THE RAIL.



MODEL "EB"-RIGHT HAND CLOSED POSITION



STRAIGHT TYPE GUARD RAIL  
 BENT TYPE GUARD RAIL



DERAIL, EXCEPT THOSE PIPE CONNECTED TO A SWITCH STAND, MUST BE EQUIPPED WITH A STANDARD SWITCH LOCK WHICH IS CHAINED TO THE DERAIL.

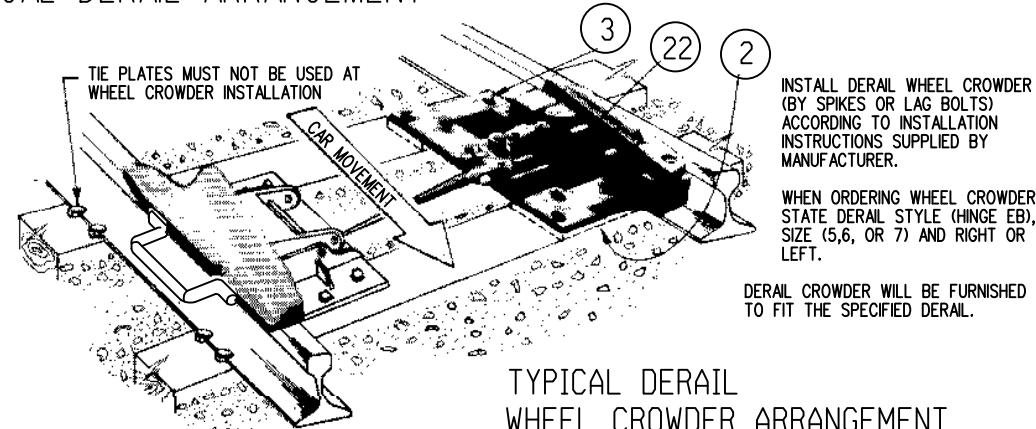
**CAR MOVEMENT**

**DETERMINING A RIGHT OR LEFT HAND DERAIL:**

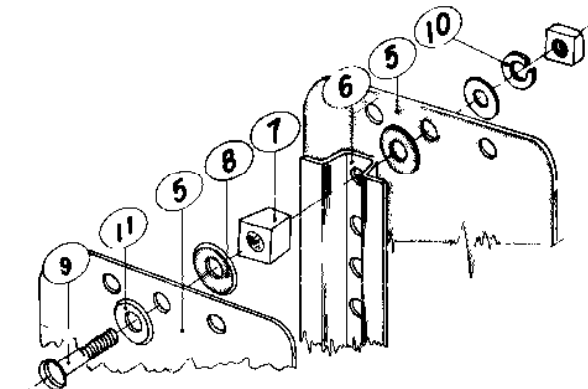
LOOKING IN THE DIRECTION OF MOVEMENT OF A CAR TO BE DERAILED, A RIGHT HAND DERAIL (AS SHOWN) GOES ON THE RIGHT HAND RAIL AND DERAILS TOWARDS THE RIGHT. CONVERSELY WITH A LEFT HAND DERAIL.

**SIZE:** THE SIZE NUMBER FOLLOWS THE MODEL DESIGNATION ON THE NAME PLATE ON THE DERAIL GUIDE BOX. THIS NUMBER INDICATES THE DISTANCE IN EVEN INCHES FROM THE TOP OF RAIL TO THE SURFACE ON WHICH THE DERAIL GUIDE BOX MUST BE PLACED.

**TYPICAL DERAIL ARRANGEMENT**



TYPICAL DERAIL WHEEL CROWDER ARRANGEMENT



**ASSEMBLY FOR DERAIL MARKER SIGN**

**NOTES:**

- WHEN A DERAIL IS INSTALLED OR REMOVED THE PROPER OPERATIONS OFFICER MUST BE ADVISED IMMEDIATELY.
- THE INSTALLATION OF A HINGE TYPE DERAIL, WITH ACCESSORIES, TO BE IN ACCORDANCE WITH THIS PLAN AND THE LATEST ISSUE OF GO TRACK STANDARDS.
- FOR OTHER STYLE DERAILS SEE PLAN GTS-2209- SLIDING TYPE. GTS-2210- SWITCH POINT TYPE.
- THE ENGINEER MAINTENANCE WILL SPECIFY AT EACH DERAIL INSTALLATION THE:
  - (a) TYPE OF DERAIL
  - (b) LOCATION OF DERAIL, AND
  - (c) ACCESSORIES REQUIRED AT DERAIL.
- THE LOCATIONS OF DERAILS AS SHOWN ON THIS PLAN ARE GENERAL & FINAL LOCATION TO BE DETERMINED BY CHARACTERISTICS AT EACH INDIVIDUAL SITE. FINAL LOCATION TO GIVE MOST ADVANTAGEOUS WORKING EFFECT, TO DERAIL, FOR COMPLETE PROTECTION OF TRACK.
- IN SIGNALLED TERRITORY THE EFFECTIVE INSULATED JOINT MUST BE LOCATED BETWEEN THE DERAIL AND THE CLEARANCE POINT AND NOT MORE THAN (4) FOUR FEET FROM THE DERAIL.
- ALL DERAILS, WHEEL CROWDERS AND SWITCH STAND HANDLES AS STATED ON DERAIL PLANS MUST BE PAINTED YELLOW AND PERIODICALLY REPAINTED SO THAT COLOUR INDICATIONS SHOW CLEARLY.
- EXISTING DERAILS SHOULD BE MODIFIED TO INCLUDE HANDLE & WELDED BEAD, AS SHOWN ON PLAN NO. M-198.

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

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

Standard / **INSTALLATION DETAILS**  
**HINGE DERAIL**  
**HAYES EB STYLE FOR 85, 100, 115, 132 & 136 LB. RAIL**

Drawn MG Checked GGS Approved *MG*  
 VP Engineering & Asset Management



Date SEPT 15/2017 Plan Number GTS-2208 Rev 1