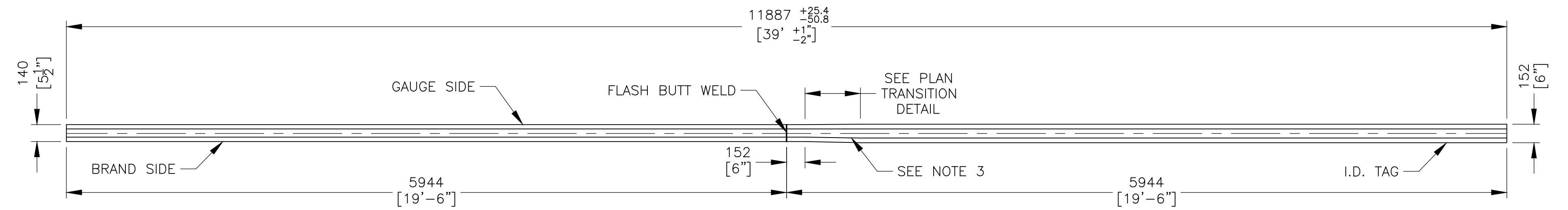
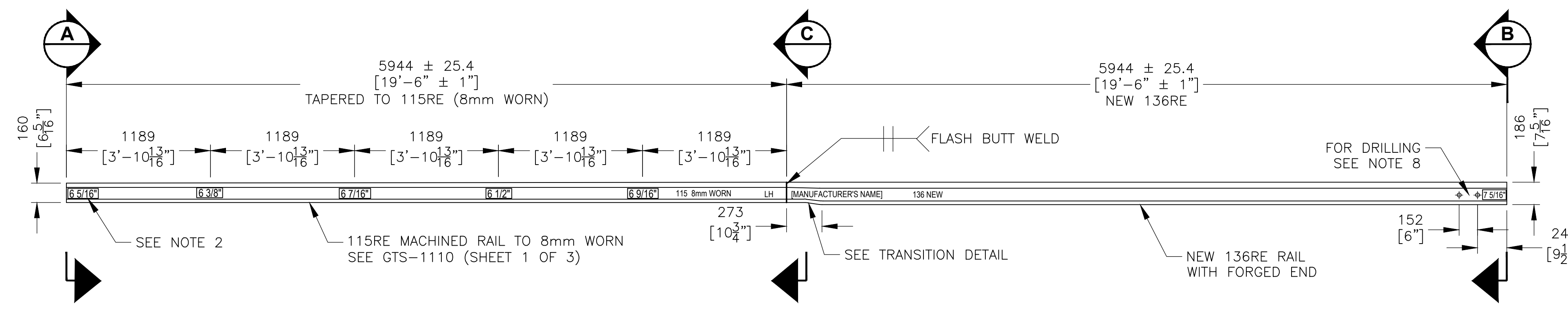


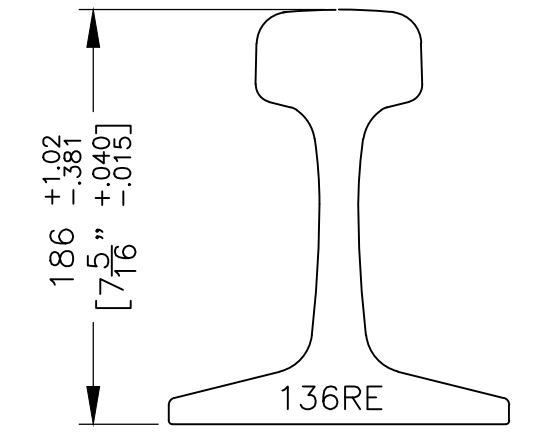
**SECTION A**  
8mm DEEP HEAD CUT TO SIMULATE HEAD OF 115RE RAIL 8mm WORN (SEE VIEW C FOR TOP RADII)



**PLAN**

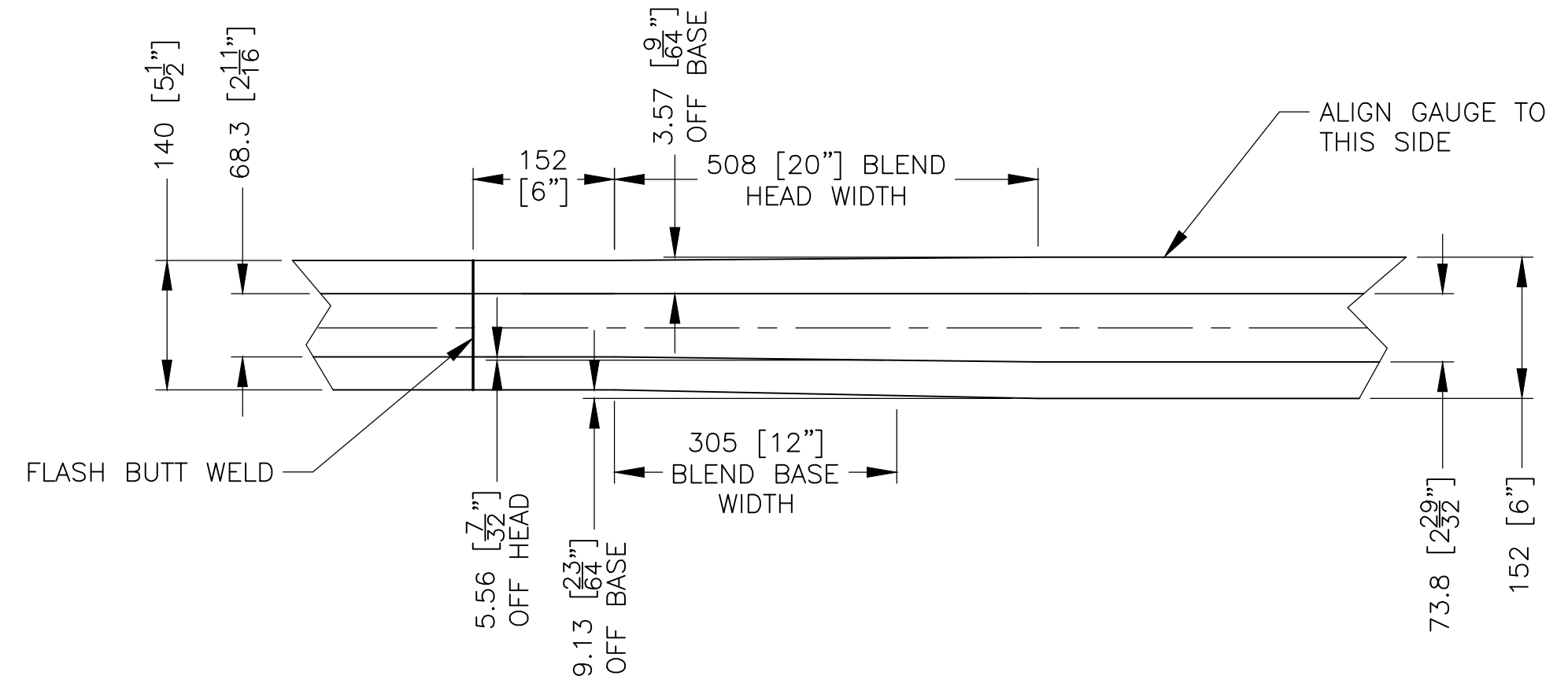


**ELEVATION**

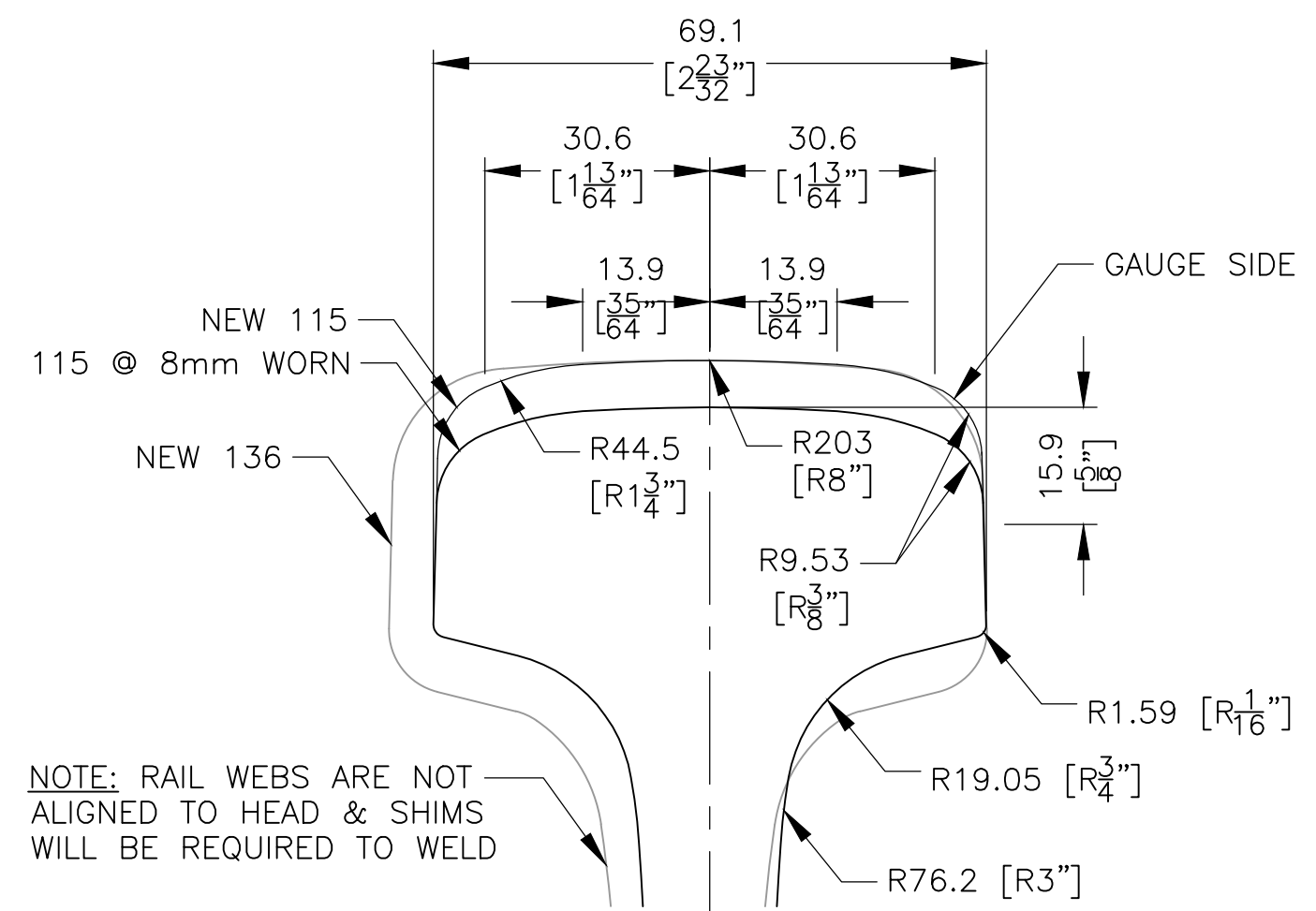


**SECTION B**  
FULL HEIGHT 136RE RAIL WITH FORGED END (SEE VIEW C FOR TOP RADII)

**L.H. 39'-0" COMPROMISE TRANSITION RAIL ~ 136RE (NEW) TO 115RE (8mm WORN)**



**PLAN TRANSITION DETAIL**

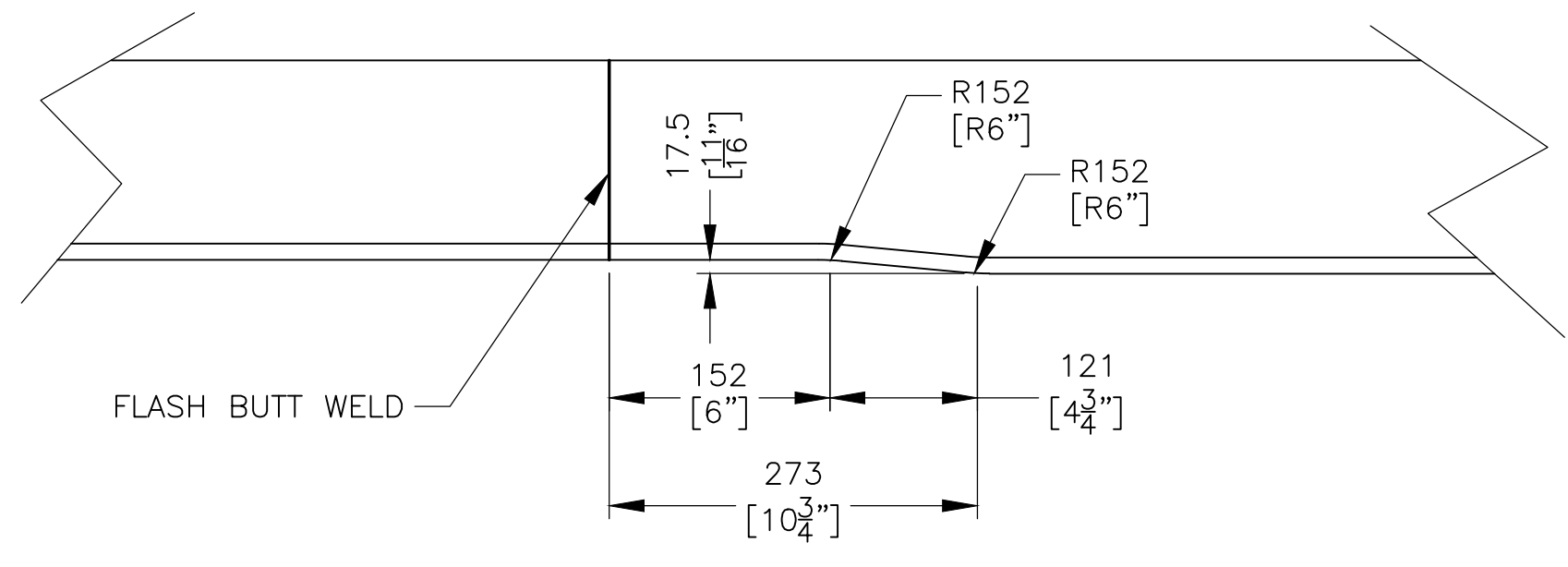


**SECTION C**  
115RE RAIL HEAD MACHINING DETAIL

NOTE: RAIL WEBS ARE NOT ALIGNED TO HEAD & SHIMS WILL BE REQUIRED TO WELD

**NOTES:**

1. STENCIL "115 8mm WORN ~ LH [MANUFACTURER'S NAME] ~ 136 NEW" WITH WHITE PAINT USING 2 1/2" BLOCK LETTERS ON GAUGE SIDE AS SHOWN. "GAUGE" AND "LH" OR "RH" TO BE STENCILLED ON GAUGE SIDE. ALSO, PERMANENTLY AFFIX I.D. TAG ON RAIL AS SHOWN.
2. STENCIL RAIL HEIGHT DIMENSIONS AT LOCATIONS SHOWN.
3. LIFT POINT AND FINISH WEIGHT TO BE CLEARLY MARKED ON TOP OF RAIL.
4. RAIL: 136RE HEAD HARDENED & 115RE HEAD HARDENED.
5. MACHINED TRANSITION SURFACES TO BE FREE FROM SEAMS AND RIDGES.
6. AFTER FLASH BUTT WELD, 36" STRAIGHT EDGE CENTERED ON WELD MUST:
  - A) ALONG TOP OF RAIL HAVE NO DIP
  - B) ALONG TOP OF RAIL NO CROWN GREATER THAN 0.060"
  - C) ALONG THE BASE OF THE RAIL HAVE NO HORIZONTAL BOW GREATER THAN 0.060"
7. 115RE RAIL END BLANK, 136RE RAIL END DRILLED 9 1/2" X 6" @ 3 3/32" A.B. ~ 1 5/16" DIAMETER.
8. REFERENCES:
  - AREMA 700B-12 FOR IDENTIFICATION OF COMPROMISE RAILS
  - AREMA 700C-18 FOR GENERAL TRANSITION RAIL INFORMATION
  - GTT-1110 SHT. 1 FOR TAPER INFORMATION



**ELEVATION TRANSITION DETAIL**

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

0	23/10/31	INITIAL VERSION ESTABLISHED
No.	Date	Revision By Approved
Standard/ <b>COMPROMISE TRANSITION RAIL 136RE (NEW) TO 115RE (8MM WORN) L.H. WITH 39' - 0" OVERALL LENGTH</b>		
Drawn	Checked	Approved
NA	SJ	VP Engineering & Asset Management - Track
Date	OCTOBER 31/2023	Plan Number GTS-1112 Rev 0
REFERENCE: -	Sheet 3 OF 4	