



Fig. A

Curve for use in either right or left turns. This curve has a splice on both ends for connections to track sections.



Fig. B

A right hand curve for connecting switch with track running to the right. This curve has a splice on one end and is beveled on the other for switch connection.

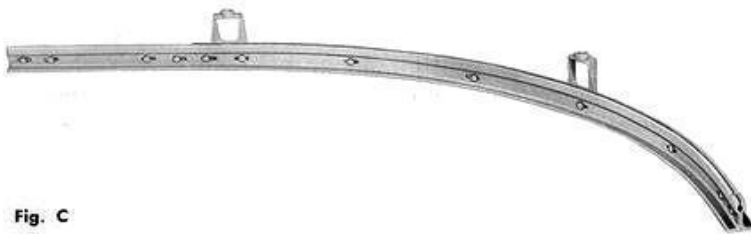


Fig. C

A left hand curve for connection with switch where tracks run to the left.



Fig. D

For use in either right or left hand positions to connect two switches.

MONORAIL TRACK CURVES

Standardized curves that provide for every situation where track meets at an angle in an MonoRail System offer the following advantages:

- Increased flexibility in track layouts;
- Standardization makes track rearrangement easy and inexpensive;
- Permits immediate shipment of curves;
- Extensions or revisions made from original data in our files.

STANDARD SERIES

Curves in this series should be used in track layouts that permit spacing of five feet from the intersection of tangent lines to the center of the lap splice or to the switch hinge.

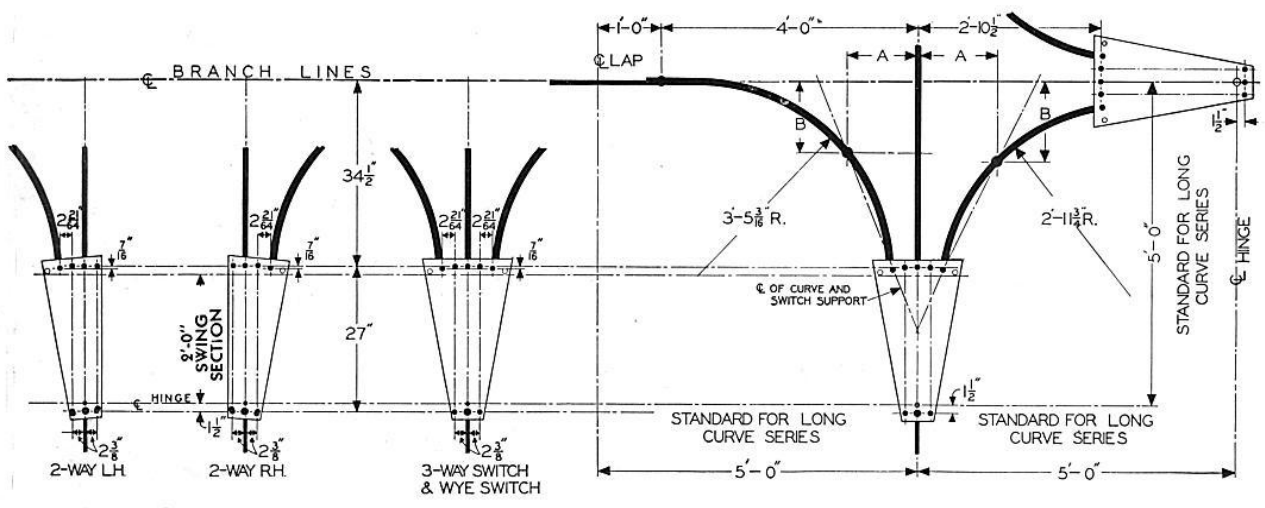
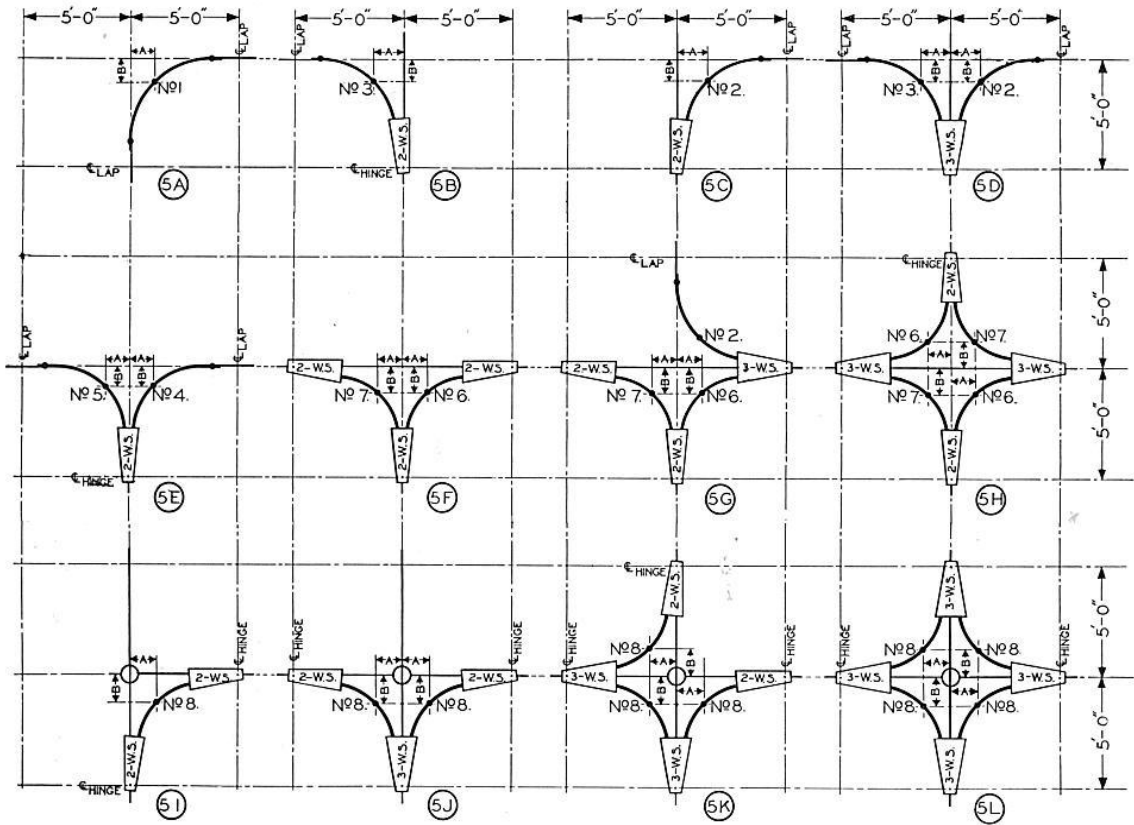
SHORT SERIES

Curves of this series allow a shorter measurement of four feet from intersection of tangent lines to center of lap splice or hinge of switch.

GLIDE SWITCH SERIES

Curves of a uniform radius of three feet are used with glide switches. Only three foot spacing between intersection to break in rail is required for single switches, 4 feet being required for various switch groupings.

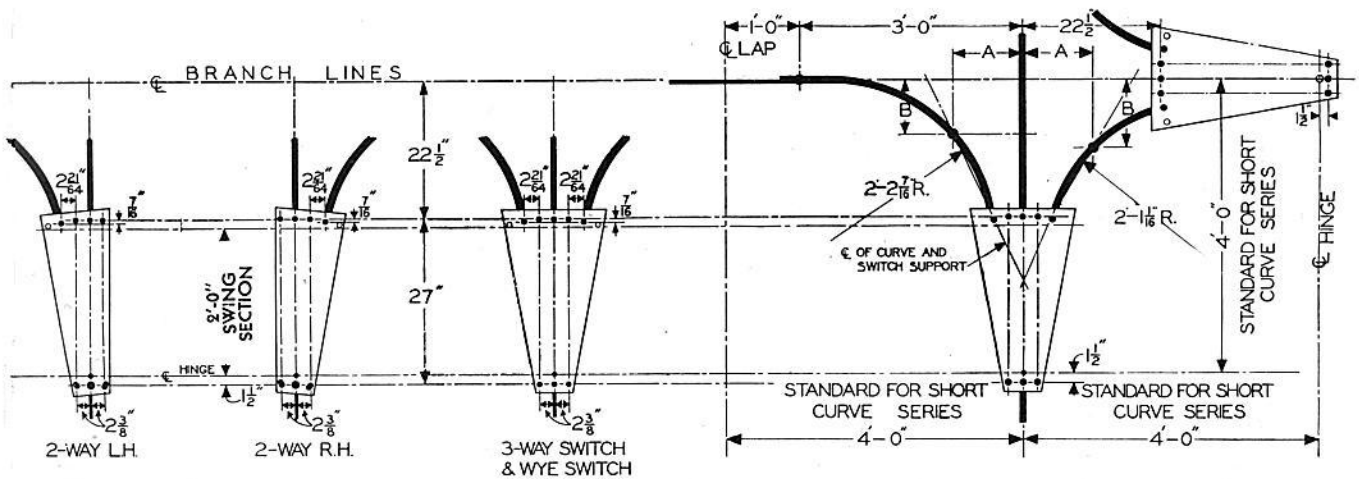
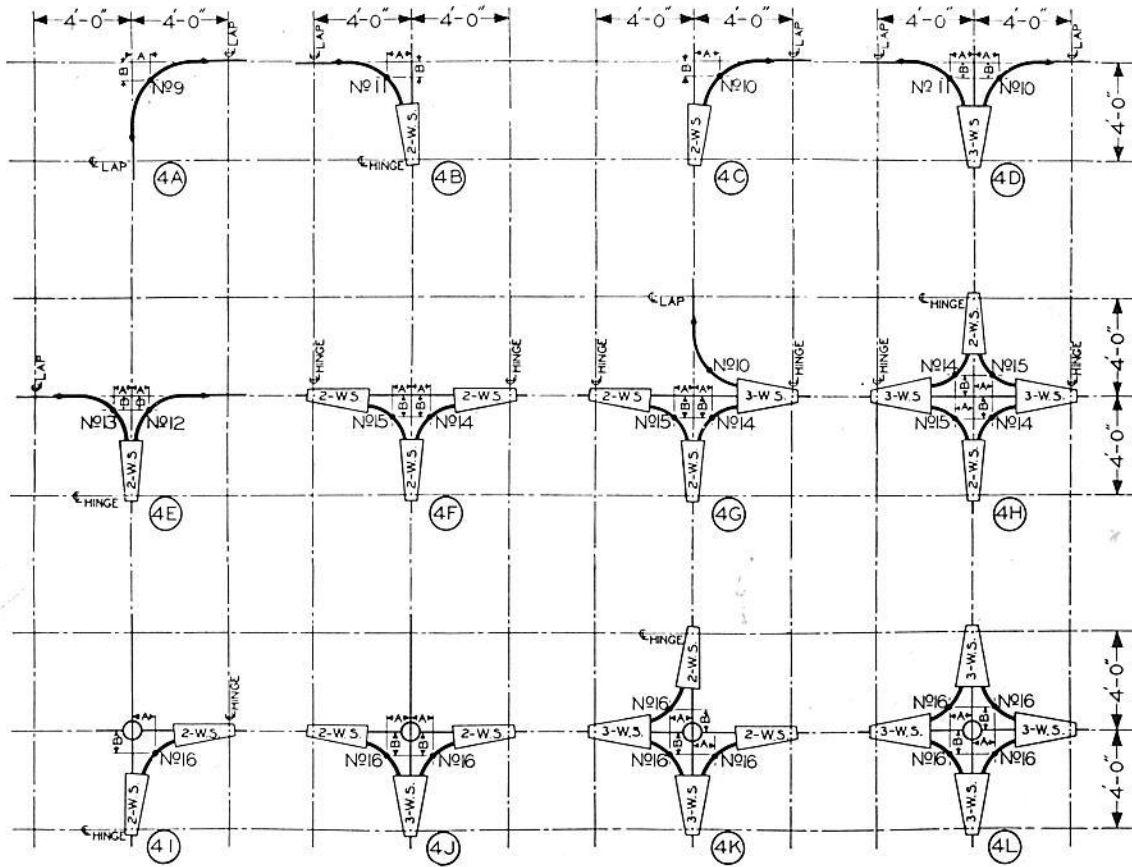
Standard Radius Curves for Tongue Switch Series 5



SWITCHES REQUIRED					STANDARD CURVES									
Group	2 Way	3 Way	Cross Over	No. Req.	Cv. No.	Radius	No. Req.	Cv. No.	Radius	No. Req.	Cv. No.	Radius	A	B
5-A				1	1	3'-9"							1'-1 3/8"	1'-1 3/8"
5-B	1			1	3	3'-5 5/8"							1'-4 1/8"	1'-0 3/8"
5-C	1			1	2	3'-5 5/8"							1'-4 1/8"	1'-0 3/8"
5-D		1		1	2	3'-5 5/8"	1	3	3'-5 3/8"				1'-4 1/8"	1'-0 3/8"
5-E	1			1	4	3'-0 9/16"	1	5	3'-0 9/16"				1'-11 1/16"	0'-10 1/16"
5-F	3			1	6	2'-6 1/4"	1	7	2'-6 1/4"				1'-1"	1'-1"
5-G	2	1		1	2	3'-5 5/8"	1	6	2'-6 1/4"	1	7	2'-6 1/4"	1'-1"	1'-1"
5-H	2	2		2	6	2'-6 1/4"	2	7	2'-6 1/4"				1'-1"	1'-1"
5-I	2		1	1	8	2'-11 3/4"							1'-3"	1'-3"
5-J	2		1	2	8	2'-11 3/4"							1'-3"	1'-3"
5-K	2	1	1	3	8	2'-11 3/4"							1'-3"	1'-3"
5-L	4		1	4	8	2'-11 3/4"							1'-3"	1'-3"

Standard curves are bent to fit accurately built templates. Occasionally they become sprung in shipment or may require slight reforming to meet construction variations. This is easily done by the usual methods of rail bending.

Short Radius Curves for Tongue Switch Series 4



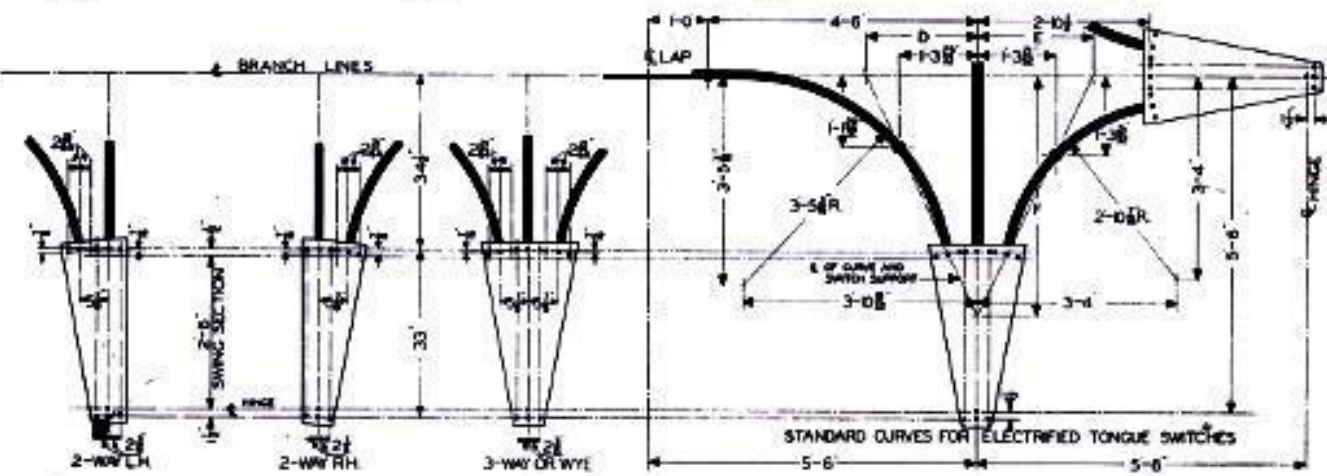
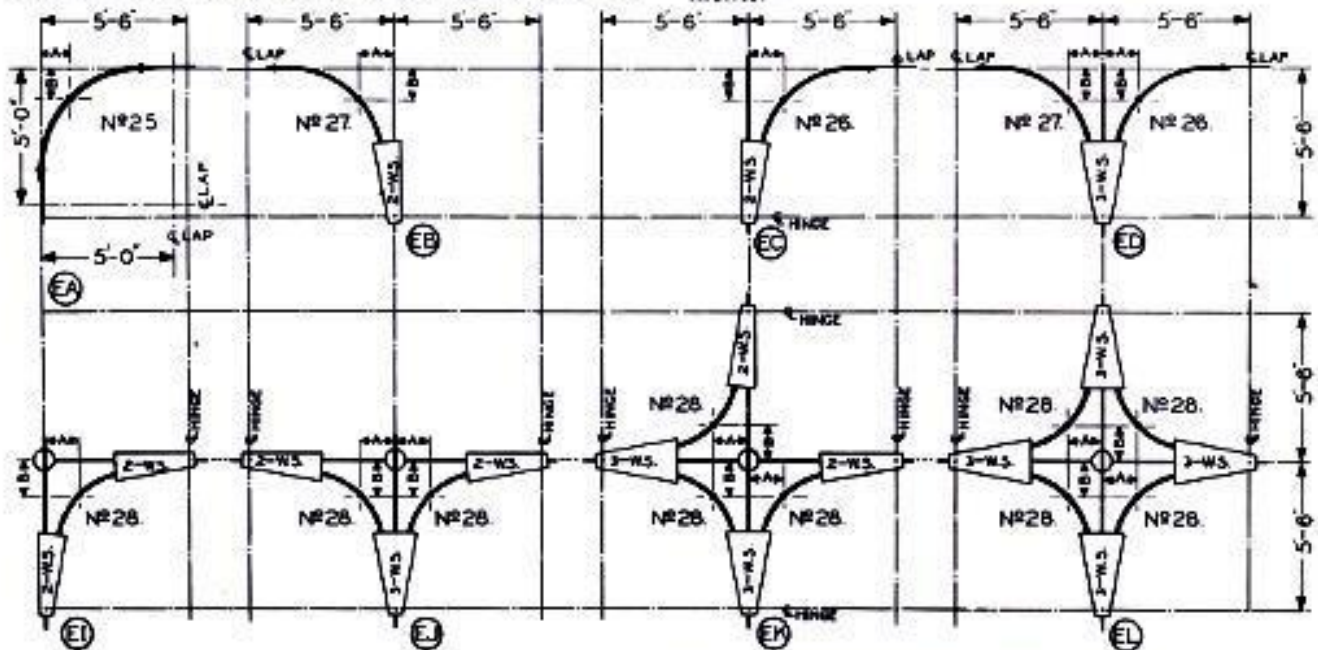
SWITCHES REQUIRED					SHORT SERIES CURVES									
Group	2 Way	3 Way	Cross Over	No. Req.	Cv. No.	Radius	No. Req.	Cv. No.	Radius	No. Req.	Cv. No.	Radius	A	B
4-A				1	9	2'-6"							0'-8 ²⁵ / ₃₂ "	0'-8 ²⁵ / ₃₂ "
4-B	1			1	11	2'-2 ⁷ / ₁₆ "							1'-0"	0'-8 ¹ / ₈ "
4-C	1			1	10	2'-2 ⁷ / ₁₆ "							1'-0"	0'-8 ¹ / ₈ "
4-D		1		1	10	2'-2 ⁷ / ₁₆ "							1'-0"	0'-8 ¹ / ₈ "
4-E	1			1	12	1'-11 ³ / ₁₆ "	1	11	2'-2 ⁷ / ₁₆ "				0'-9 ¹ / ₈ "	0'-7"
4-F	3			1	14	1'-8 ¹⁵ / ₁₆ "	1	13	1'-11 ³ / ₁₆ "				0'-9 ¹ / ₈ "	0'-9 ¹ / ₈ "
4-G	2	1		1	10	2'-2 ⁷ / ₁₆ "	1	15	1'-8 ¹⁵ / ₁₆ "	1	15	1'-8 ¹⁵ / ₁₆ "	0'-9 ¹ / ₈ "	0'-9 ¹ / ₈ "
4-H	2	2		2	14	1'-8 ¹⁵ / ₁₆ "	2	14	1'-8 ¹⁵ / ₁₆ "				0'-9 ¹ / ₈ "	0'-9 ¹ / ₈ "
4-I	2		1	1	16	2'-1 ¹ / ₁₆ "							0'-11 ³ / ₈ "	0'-11 ³ / ₈ "
4-J	2	1	1	1	16	2'-1 ¹ / ₁₆ "							0'-11 ³ / ₈ "	0'-11 ³ / ₈ "
4-K	2	2	1	3	16	2'-1 ¹ / ₁₆ "							0'-11 ³ / ₈ "	0'-11 ³ / ₈ "
4-L	2	4	1	4	16	2'-1 ¹ / ₁₆ "							0'-11 ³ / ₈ "	0'-11 ³ / ₈ "

Standard curves are bent to fit accurately built templates. Occasionally they become sprung in shipment or may require slight reforming to meet construction variations. This is easily done by the usual methods of rail bending.

Curves for Electrified Tongue Switches, Group E

Curves in this series are for use with the Electrified Tongue Switches shown on page 22, Catalog E-1. Curves in this series are listed on pages 44 and 45, Catalog E-1. Complete dimensional data is offered

in the drawing and table below which lists the various standard switch groups. Curves are accurately bent and, although occasionally sprung in shipment, they may be easily reformed to meet track layout requirements.

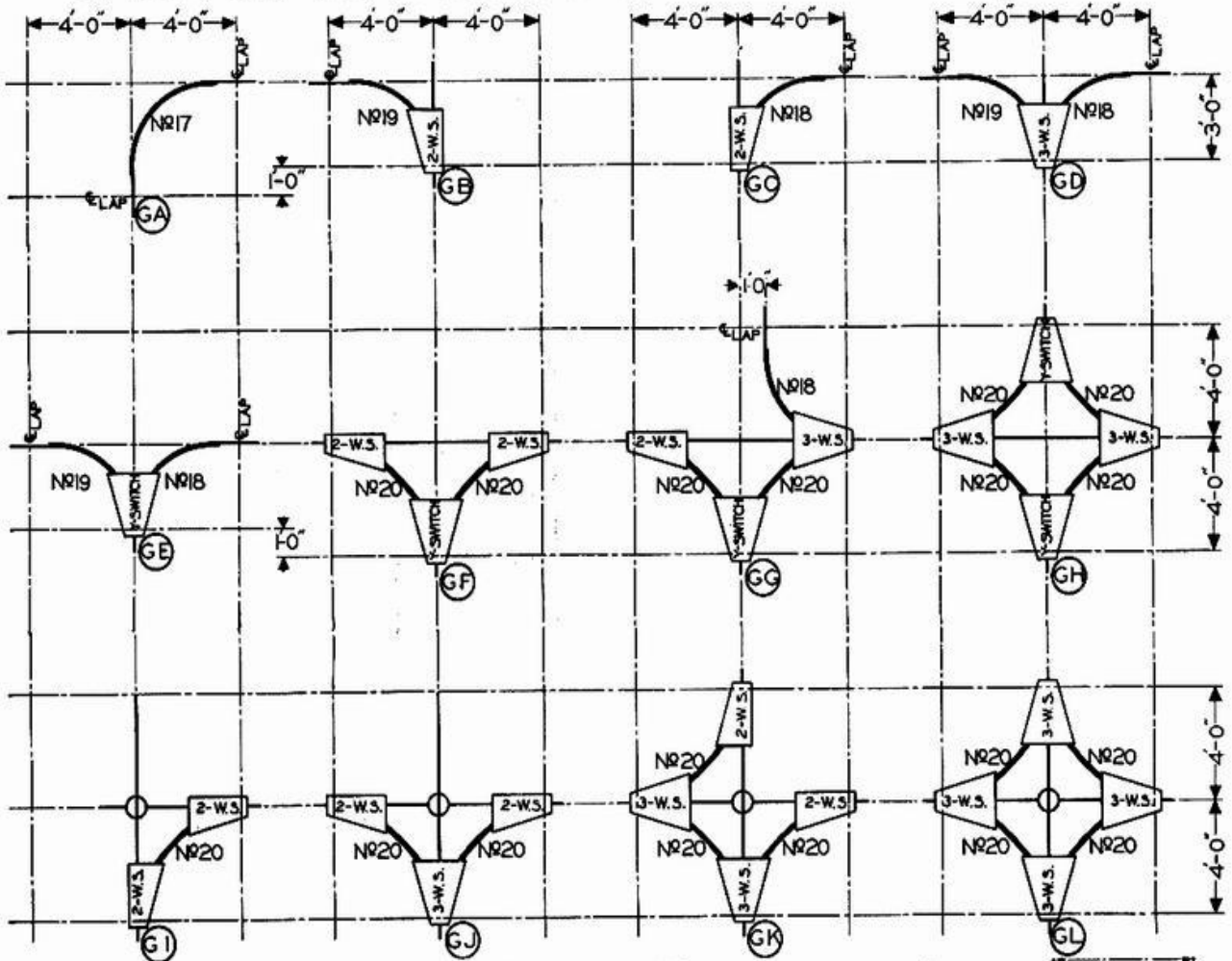


SWITCHES REQUIRED					STANDARD CURVES							
Group	2 Way	Wye	3 Way	Cross Track	No. Required	Curve No.	Radius	No. Required	Curve No.	Radius	A	B
EA					1	25	3' 0"					
EB	1				1	27	3' 5 1/4"				1' 3 3/4"	1' 1 3/4"
EC	1				1	26	3' 5 1/4"				1' 3 3/4"	1' 1 3/4"
ED			1		1	26	3' 5 1/4"	1	27	3' 5 1/4"	1' 3 3/4"	1' 1 3/4"
EE*		1			1	26	3' 5 1/4"	1	27	3' 5 1/4"	1' 3 3/4"	1' 1 3/4"
EF*	2				2	28	2' 10 1/2"				1' 3 3/4"	1' 1 3/4"
EG*	1	1			2	28	2' 10 1/2"	1	26	3' 5 1/4"	1' 3 3/4"	1' 1 3/4"
EH*		2			4	28	2' 10 1/2"				1' 3 3/4"	1' 1 3/4"
EI	2				1	28	2' 10 1/2"				1' 3 3/4"	1' 1 3/4"
EJ	2			1	2	28	2' 10 1/2"				1' 3 3/4"	1' 1 3/4"
EK	2		2		3	28	2' 10 1/2"				1' 3 3/4"	1' 1 3/4"
EL	4				4	28	2' 10 1/2"				1' 3 3/4"	1' 1 3/4"

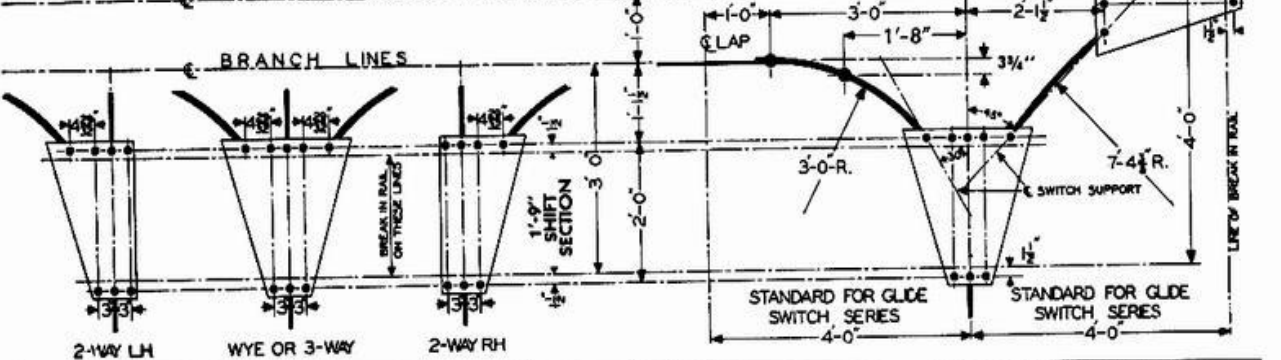
Standard curves are bent to fit separately built templates. Occasionally they become sprung in shipment or may require slight re-forming to meet construction variations. This is easily done by the usual methods of rail bending.

*For switch groupings see groups GE, GF, GG and GH on page 15.

Curves for Glide Switch Groups G



FOR GROUPS WHERE N#20 CURVES ARE USED



Group	SWITCHES REQUIRED				NON-ELECTRIFIED CURVES						ELECTRIFIED CURVES			
	2 Way	3 Way	Wyc	Cross Over	No. Req.	Cv. No.	Radius	No. Req.	Cv. No.	Radius	No. Req.	Cv. No.	No. Req.	Cv. No.
G-A					1	17	3'0"				1	21		
G-B	1				1	19	3'0"				1	23		
G-C	1				1	18	3'0"				1	22		
G-D		1			1	18	3'0"	1	19	3'0"	1	22	1	23
G-E			1		1	18	3'0"	1	19	3'0"	1	22	1	23
G-F	2				2	20	7'4 1/2"				2	24		
G-G	1	1			2	20	7'4 1/2"	1	18	3'0"	2	24	1	22
G-H		2			4	20	7'4 1/2"				4	24		
G-I	2		2		1	20	7'4 1/2"				1	24		
G-J		1		1	2	20	7'4 1/2"				2	24		
G-K	2	2		1	3	20	7'4 1/2"				3	24		
G-L	2	4		1	4	20	7'4 1/2"				4	24		

Standard curves are bent to fit accurately built templates. Occasionally they become sprung in shipment or may require slight reforming to meet construction variations. This is easily done by the usual methods of rail bending.