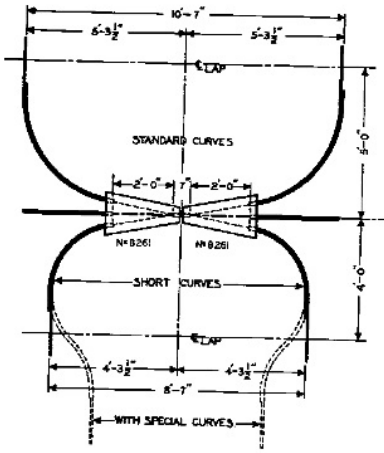
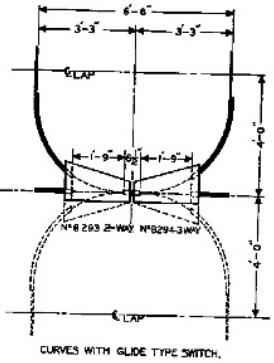
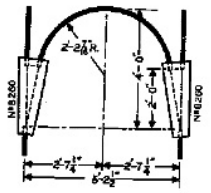
United States
MONORAIL

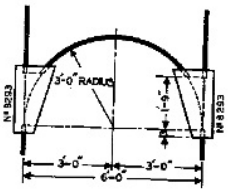
Layout and Clearance of Switches

The question often arises in making layouts as to how closely together switches may be placed in various relations to each other. These clearances have been worked out for most of the possible combinations of both tongue and glide type switches. Minimum dimensions and switch clearances are shown which must not be decreased. This will avoid interference of switch plates, safeties, shift sections, and guards.







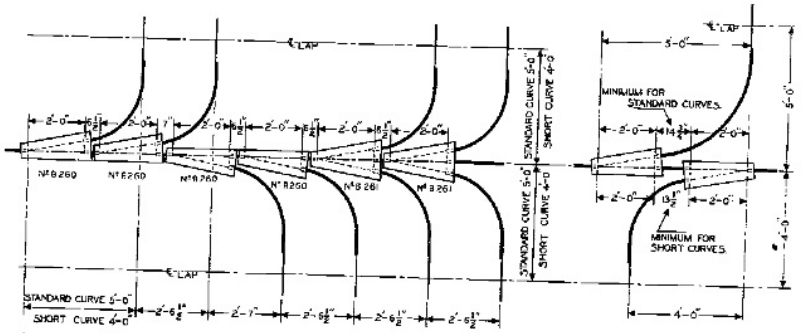


SPECIAL GLIDE SWITCHES

Glide switch standard parts may be assembled into a variety of special arrangements to meet a problem requiring compactness and at the same time accommodate the flow of main traffic along particular lines of MonoRail.

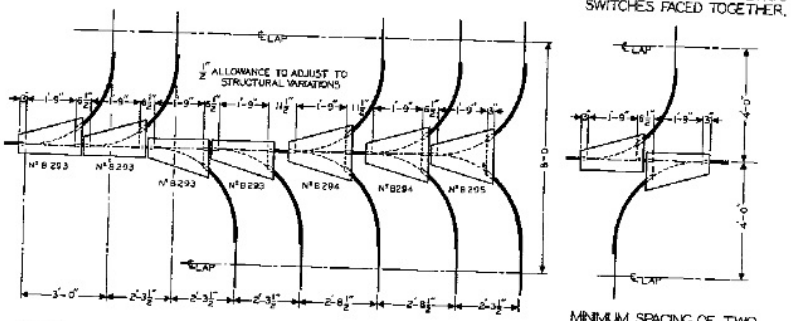
Sketches shown on the opposite page illustrate a number of special switches of this type. The layout shows the intersection of two main traffic lines in a track storage and inspection area. The rails on the shift sections of the two special switches are arranged differently in each case to give preference to operating the switch for different lines of traffic.

Shift-out sections for inspection lines built on the glide switch principle are often more convenient than a side track and may be arranged for single or double lines of MonoRail. In double lines they may be operated as a transfer without interrupting traffic. They may also be used as a transfer where radiating tracks are compactly grouped within range of movement not greater than two or three feet.



MINIMUM SPACING OF TONGUE TYPE SWITCHES FOR DIFFERENT ARRANGEMENTS.

MINIMUM SPACING WITH STOCK CURVES FOR TWO N° B 260 SWITCHES FACED TOGETHER.



MINIMUM SPACING OF GLIDE TYPE SWITCHES FOR DIFFERENT ARRANGEMENTS.

MINIMUM SPACING OF TWO GLIDE TYPE SWITCHES N°B 293 FACED TOGETHER