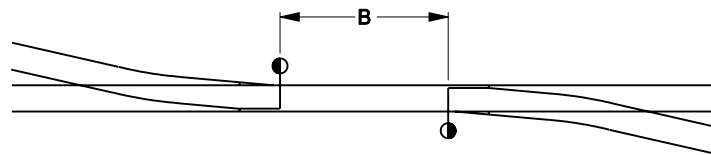
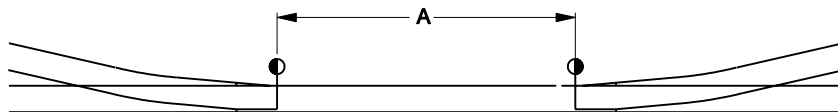


SAME HANDED TURNOUTS
PREFERRED ARRANGEMENT

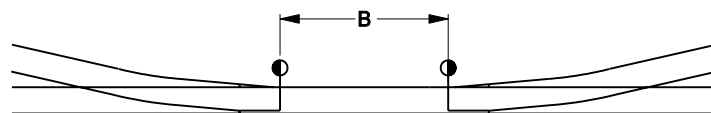


SAME HANDED TURNOUTS
MINIMUM ARRANGEMENT

SAME HANDED TURNOUTS		
TURNOUT	A	B
9	100'	60'
11	100'	60'
15	125'	90'
20	160'	120'
24	160'	120'



OPPOSITE HANDED TURNOUTS
PREFERRED ARRANGEMENT



OPPOSITE HANDED TURNOUTS
MINIMUM ARRANGEMENT

OPPOSITE HANDED TURNOUTS		
TURNOUT	A	B
9	100'	60'
11	100'	60'
15	125'	90'
20	160'	120'
24	160'	120'

NOTES:

1. INSULATED JOINTS MAY BE REQUIRED AT CERTAIN LOCATIONS. SIGNAL SPACING AND CIRCUITS WILL GOVERN.
2. FOR RAIL JOINT LOCATIONS THROUGH THE TURNOUT AREAS, SEE UPRR STD DWGS 5000 THRU 5999 AND COMMON STD DWGS 341000 THRU 347999.
3. WHERE IT APPEARS THAT GROUND CONDITIONS REQUIRE A DEVIATION FROM THE ARRANGEMENTS SHOWN, APPROVAL WILL BE CONSIDERED UPON WRITTEN REQUEST TO THE CHIEF ENGINEER, SETTING FORTH SUCH SIGNIFICANT REASONS.

**UNION PACIFIC RAILROAD
ENGINEERING STANDARDS**

**FACING POINT TURNOUT
ARRANGEMENT**



ADOPTED: NOV. 17, 1972
REVISED: FEB. 20, 2007
FILE NO.: 0017A

**STD DWG
0017A**

**STD DWG
0017A**