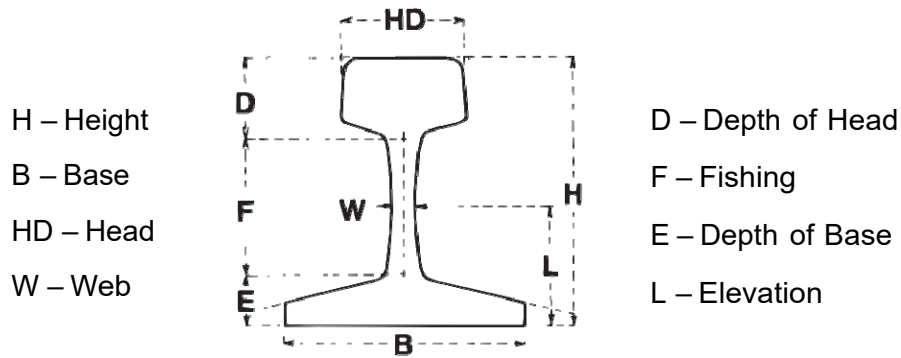
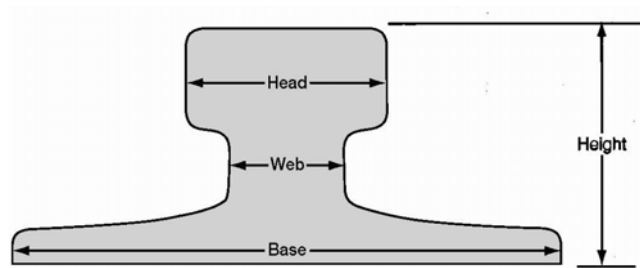


CRANE RAIL (AMERICAN AND EUROPEAN PROFILES)



NEW ASTM SECTIONS

Rail Weight and Section	H	B	HD	W	D	F	E	L
MRS87A	6	6	4	1 ³ / ₈	2	2 ³ / ₄	1 ¹ / ₄	2 ³ / ₄
175-CRANE	6	6	4 ¹ / ₄	1 ¹ / ₂	1 ³ / ₄	3 ⁷ / ₆₄	1 ⁹ / ₆₄	2 ²¹ / ₃₂
171-CRANE	6	6	4 ³ / ₁₀	1 ¹ / ₄	2	2 ³ / ₄	1 ¹ / ₄	2 ⁵ / ₈
135-CRANE	5 ³ / ₄	5 ³ / ₁₆	3 ⁷ / ₁₆	1 ¹ / ₄	1 ⁷ / ₈	2 ¹³ / ₁₆	1 ¹ / ₁₆	2 ¹⁵ / ₃₂
105-CRANE	5 ³ / ₁₆	5 ³ / ₁₆	2 ⁹ / ₁₆	1 ⁵ / ₁₆	1 ²⁵ / ₃₂	2 ¹³ / ₃₂	1	2 ¹³ / ₆₄
104-CRANE	5	5	2 ¹ / ₂	1	1 ¹ / ₂	2 ⁷ / ₁₆	1 ¹ / ₁₆	2 ⁷ / ₁₆



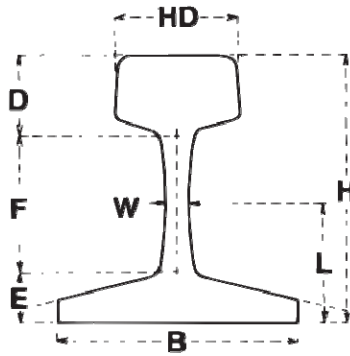
NEW DIN SECTIONS

DIN Number	Height		Base		Head		Web		Weight	
	mm	in	mm	in	mm	in	mm	in	kg/m	lbs/yd
A150	150	5.91	220	8.66	150	5.91	80	3.15	150.30	302.99
A120	105	4.13	220	8.66	120	4.72	72	2.83	101.30	204.21
A100	95	3.74	200	7.87	100	3.94	60	2.36	75.20	151.60
A75	85	3.35	200	7.87	75	2.95	45	1.77	56.60	114.10
A65	75	2.95	175	6.89	65	2.56	38	1.50	43.50	87.69
A55	65	2.56	150	5.91	55	2.17	31	1.22	32.00	64.51
A45	55	2.17	125	4.92	45	1.77	24	.94	22.20	44.75

All dimensions are in inches.

TEE RAIL (NEW OR RELAY)

H – Height
 B – Base
 HD – Head
 W – Web



D – Depth of Head
 F – Fishing
 E – Depth of Base
 L – Elevation

Rail Weight and Section	H	B	HD	W	D	F	E	L
141-AREA*	$7\frac{7}{16}$	6	$3\frac{1}{16}$	$\frac{11}{16}$	$2\frac{5}{32}$	$4\frac{3}{32}$	$1\frac{3}{16}$	$3\frac{3}{32}$
136-TW*	$7\frac{5}{16}$	6	$2\frac{15}{16}$	$1\frac{687}{100}$	$1\frac{15}{16}$	$4\frac{3}{16}$	$1\frac{3}{16}$	$3\frac{43}{125}$
136-AREA	$7\frac{5}{16}$	6	$2\frac{15}{16}$	$\frac{11}{16}$	$1\frac{15}{16}$	$4\frac{3}{16}$	$1\frac{3}{16}$	$3\frac{3}{32}$
133-AREA	$7\frac{1}{16}$	6	3	$\frac{11}{16}$	$1\frac{15}{16}$	$3\frac{15}{16}$	$1\frac{3}{16}$	3
132-AREA	$7\frac{1}{8}$	6	3	$2\frac{1}{32}$	$1\frac{3}{4}$	$4\frac{3}{16}$	$1\frac{3}{16}$	$3\frac{3}{32}$
131-AREA*	$7\frac{1}{8}$	6	3	$2\frac{1}{32}$	$1\frac{3}{4}$	$4\frac{3}{16}$	$1\frac{3}{16}$	$3\frac{1}{4}$
130-AREA*	$6\frac{3}{4}$	6	$2\frac{15}{16}$	$2\frac{1}{32}$	$1\frac{27}{32}$	$3\frac{11}{16}$	$1\frac{7}{32}$	$3\frac{1}{16}$
130-PS*	$6\frac{5}{8}$	$5\frac{1}{2}$	3	$\frac{11}{16}$	2	$3\frac{13}{32}$	$1\frac{7}{32}$	$2\frac{3}{4}$
127-DUDLEY*	7	$6\frac{1}{4}$	3	$2\frac{1}{32}$	$1\frac{11}{16}$	$4\frac{5}{32}$	$1\frac{5}{32}$	$3\frac{1}{8}$
119-AREA	$6\frac{13}{16}$	$5\frac{1}{2}$	$2\frac{21}{32}$	$\frac{5}{8}$	$1\frac{7}{8}$	$3\frac{13}{16}$	$1\frac{1}{8}$	$2\frac{7}{8}$
115-AREA	$6\frac{5}{8}$	$5\frac{1}{2}$	$2\frac{23}{32}$	$\frac{5}{8}$	$1\frac{11}{16}$	$3\frac{13}{16}$	$1\frac{1}{8}$	$2\frac{7}{8}$
112-AREA*	$6\frac{5}{8}$	$5\frac{1}{2}$	$2\frac{23}{32}$	$\frac{19}{32}$	$1\frac{11}{16}$	$3\frac{13}{16}$	$1\frac{1}{8}$	$2\frac{7}{8}$
110-AREA*	$6\frac{1}{4}$	$5\frac{1}{2}$	$2\frac{25}{32}$	$\frac{19}{32}$	$1\frac{23}{32}$	$3\frac{13}{32}$	$1\frac{1}{8}$	$2\frac{53}{64}$
105-DUDLEY*	6	$5\frac{1}{2}$	3	$\frac{5}{8}$	$1\frac{5}{8}$	$3\frac{13}{32}$	$3\frac{1}{32}$	$2\frac{43}{64}$
100-ARA-A	6	$5\frac{1}{2}$	$2\frac{3}{4}$	$\frac{9}{16}$	$1\frac{9}{16}$	$3\frac{3}{8}$	$1\frac{1}{16}$	$2\frac{3}{4}$
100-ARA-B	$5\frac{41}{64}$	$5\frac{9}{64}$	$2\frac{21}{32}$	$\frac{9}{16}$	$1\frac{45}{64}$	$2\frac{55}{64}$	$1\frac{5}{64}$	$2\frac{65}{128}$
100-AREA	6	$5\frac{3}{8}$	$2\frac{11}{16}$	$\frac{9}{16}$	$1\frac{21}{32}$	$3\frac{9}{32}$	$1\frac{1}{16}$	$2\frac{45}{64}$
100-ASCE*	$5\frac{3}{4}$	$5\frac{3}{4}$	$2\frac{3}{4}$	$\frac{9}{16}$	$1\frac{45}{64}$	$3\frac{5}{64}$	$3\frac{1}{32}$	$2\frac{65}{128}$
100-PS*	$5\frac{11}{16}$	5	$2\frac{43}{64}$	$\frac{9}{16}$	$1\frac{13}{16}$	$2\frac{25}{32}$	$1\frac{3}{32}$	$2\frac{31}{64}$
90-ARA-A	$5\frac{5}{8}$	$5\frac{1}{8}$	$2\frac{9}{16}$	$\frac{9}{16}$	$1\frac{15}{32}$	$3\frac{5}{32}$	1	$2\frac{37}{64}$
85-ASCE	$5\frac{3}{16}$	$5\frac{3}{16}$	$2\frac{9}{16}$	$\frac{9}{16}$	$1\frac{35}{64}$	$2\frac{3}{4}$	$5\frac{7}{64}$	$2\frac{17}{64}$
80-ASCE	5	5	$2\frac{1}{2}$	$3\frac{5}{64}$	$1\frac{1}{2}$	$2\frac{5}{8}$	$7\frac{7}{8}$	$2\frac{3}{16}$
60-ASCE	$4\frac{1}{4}$	$4\frac{1}{4}$	$2\frac{3}{8}$	$3\frac{1}{64}$	$1\frac{7}{32}$	$2\frac{17}{64}$	$4\frac{9}{64}$	$1\frac{115}{128}$
40-ASCE	$3\frac{1}{2}$	$3\frac{1}{2}$	$1\frac{7}{8}$	$2\frac{5}{64}$	$1\frac{1}{64}$	$1\frac{55}{64}$	$5\frac{5}{8}$	$1\frac{9}{16}$
30-ASCE	$3\frac{1}{8}$	$3\frac{1}{8}$	$1\frac{11}{16}$	$2\frac{1}{64}$	$7\frac{7}{8}$	$1\frac{23}{32}$	$1\frac{17}{32}$	$1\frac{25}{64}$
25-ASCE	$2\frac{3}{4}$	$2\frac{3}{4}$	$1\frac{1}{2}$	$1\frac{19}{64}$	$2\frac{25}{32}$	$1\frac{31}{64}$	$3\frac{1}{64}$	$1\frac{15}{64}$
20-ASCE	$2\frac{5}{8}$	$2\frac{5}{8}$	$1\frac{11}{32}$	$1\frac{1}{4}$	$2\frac{23}{32}$	$1\frac{15}{32}$	$7\frac{7}{16}$	$1\frac{11}{64}$

*Relay Rail (obsolete)

All dimensions are in inches.



ATLANTIC TRACK