

#5 CVT Specifications & Crossover dimensions			
A	B	C =	8 inches
N/A	2 inches	D =	5 45/64 inches
16 13/32 inches	2 1/8 inches	Diverging length	8 3/32 inches
17 1/32 inches	2 1/4 inches	Frog Angle =	11.31 deg.
17 21/32 inches	2 3/8 inches	Avg. diverging Radius	31 25/32 inches
18 9/32 inches	2 1/2 inches	Usage	rare
18 29/32 inches	2 5/8 inches	Curve-ability	Poor
19 17/32 inches	2 3/4 inches	A > B 5/8" A offset per 1/8" B	
20 5/32 inches	2 7/8 inches		
20 25/32 inches	3 inches		

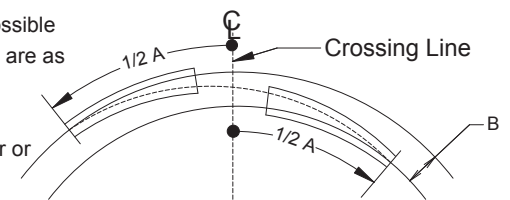
Curved Crossovers

Curved crossovers are a difficult track laying problem. CVT offers a possible solution. However, there are limits. Basic rules that should be followed are as follows:

1. Use the largest switch numbers.
2. When conserving space, a smaller switch can be used on the inner or smaller radius.
3. A guard rail can be used on the inner most rail just ahead of the point to help guide the trucks entering the switch. The prototype used this trick on tight switches.

Step 1. Decide and locate the crossing line.

2. Measure between the track center lines (dimension "B" from the table) to determine the corresponding "A" dimension. If using two different switch numbers the "A" dimension will be different.
3. Cut a piece of rail or wire to 1/2 of the "A" dimension(s)
4. measure from the chosen crossing line bending the piece(s) of rail or wire along the curved track center lines to locate the beginning of the CVT switch.



Note: Unlike straight crossovers, curved ones can be built using both switches of one hand or opposite hands!