

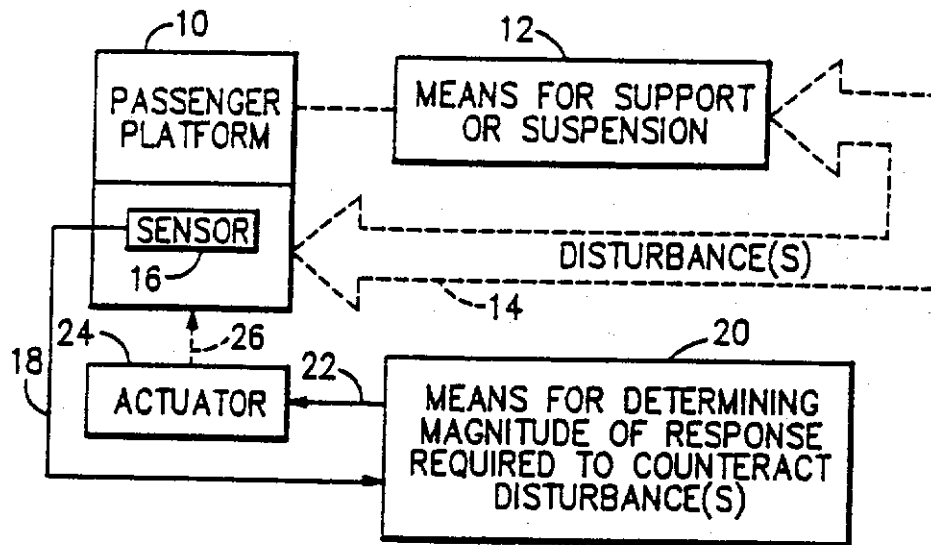


FIG.1

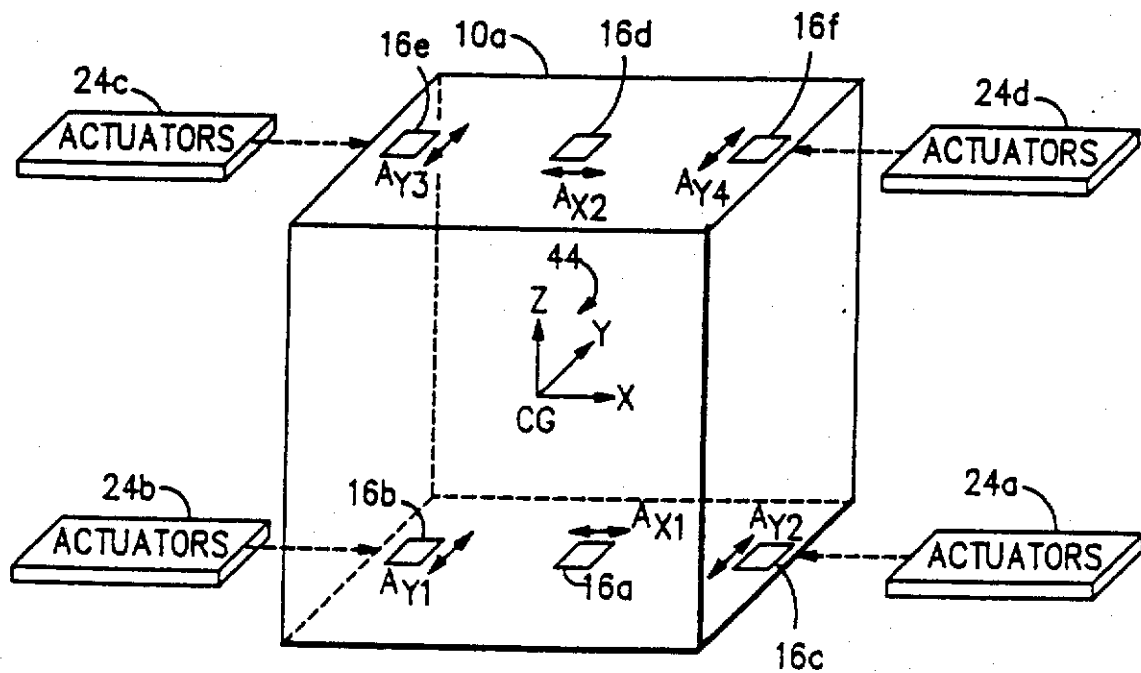


FIG.2

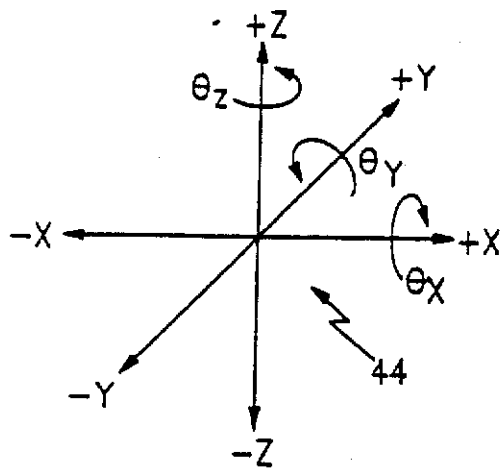


FIG. 3

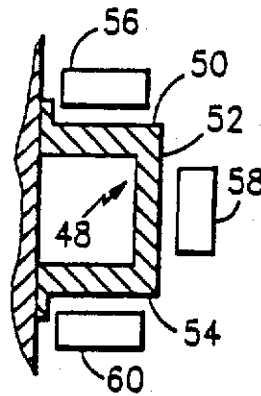


FIG. 4

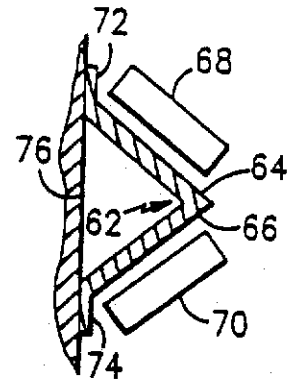


FIG. 5

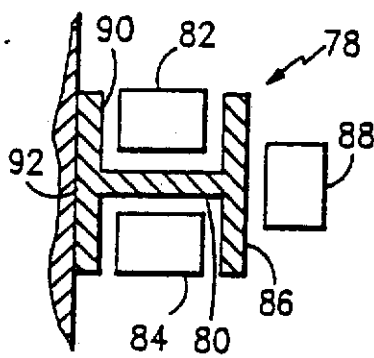


FIG. 6

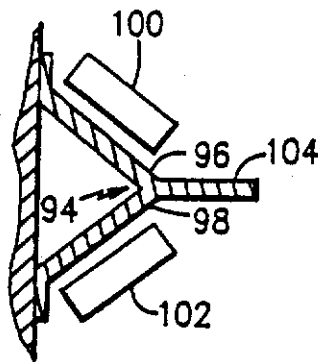


FIG. 7

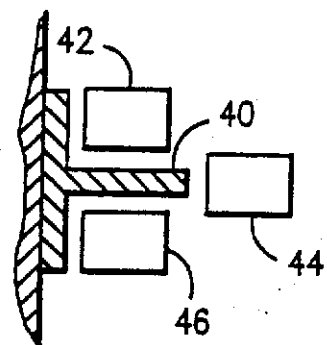


FIG. 8

PRIOR ART

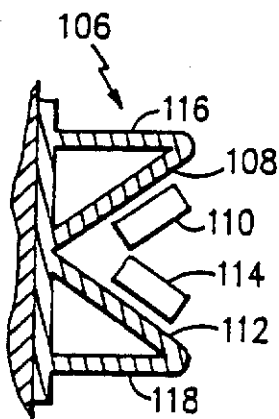


FIG. 9

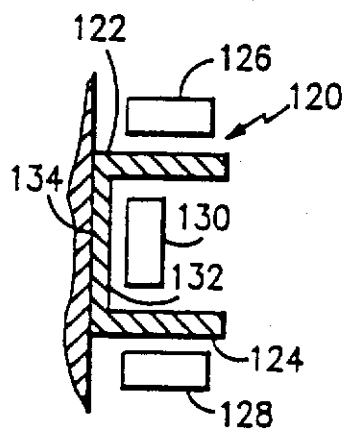


FIG. 10

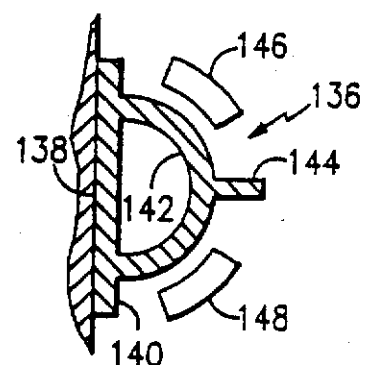


FIG. 11

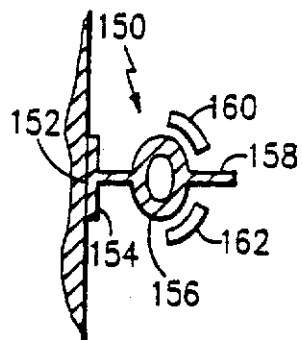


FIG. 12

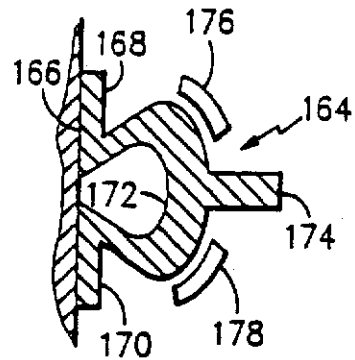


FIG. 13

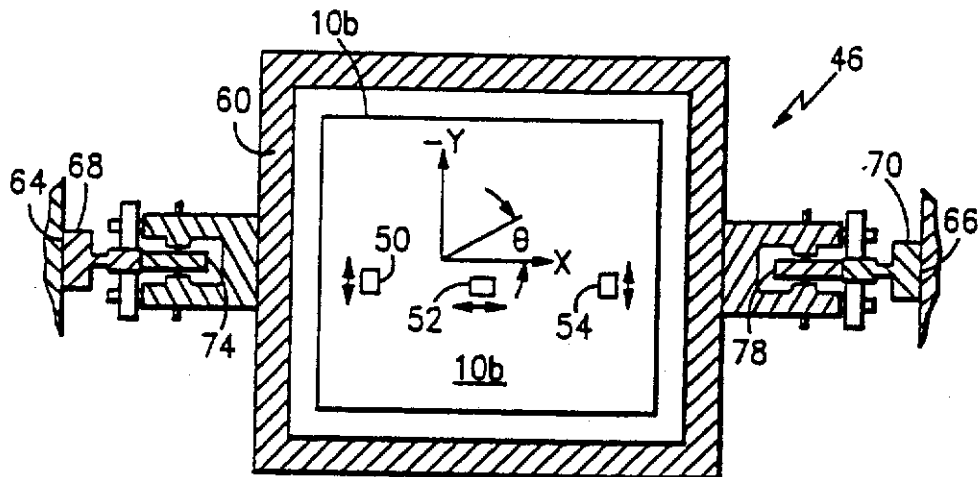


FIG. 14A

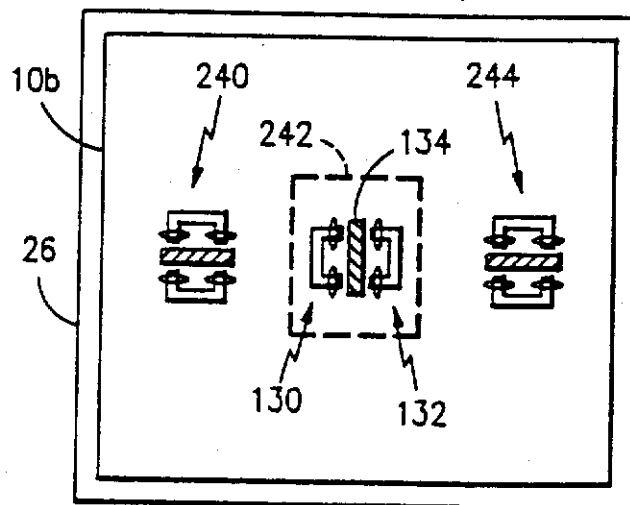
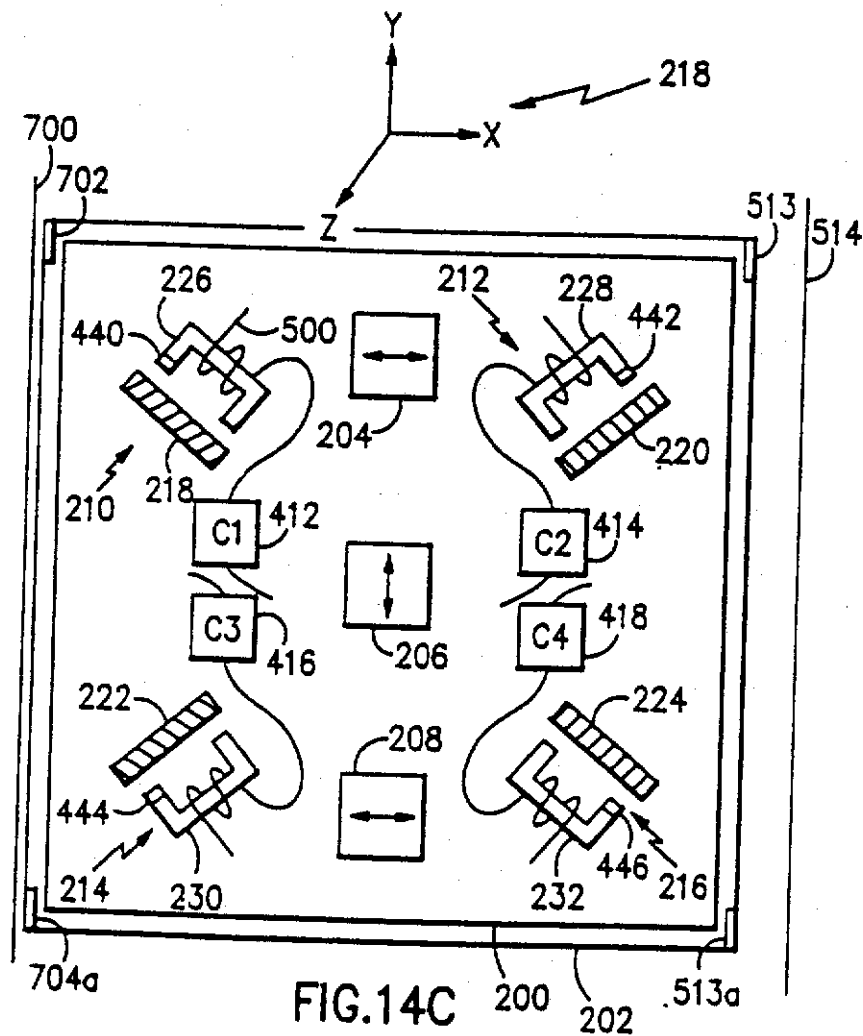
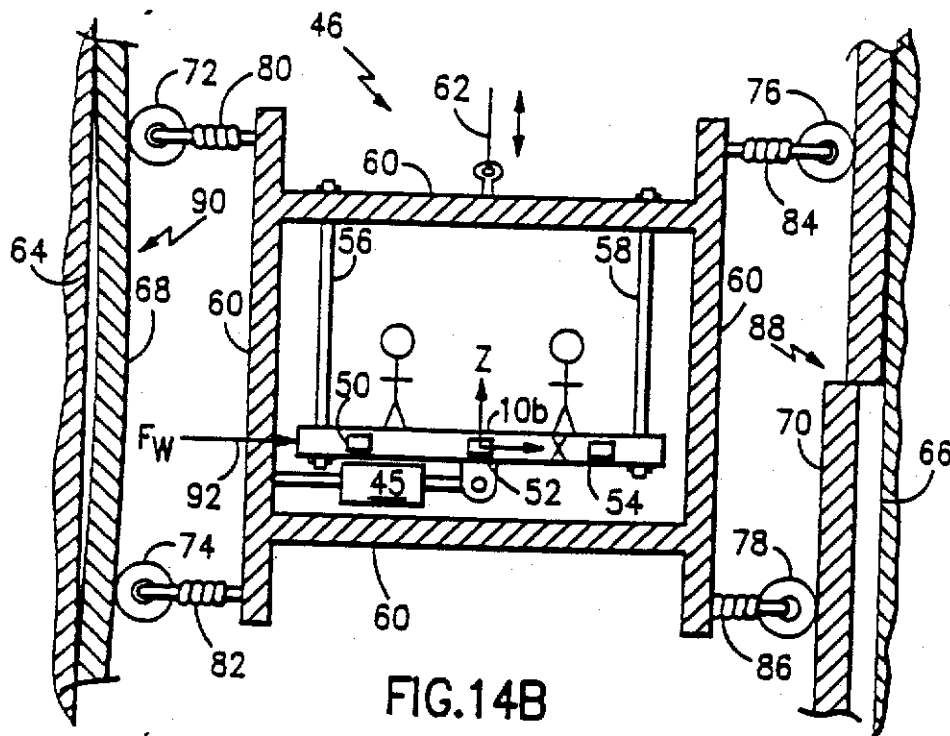


FIG. 14D



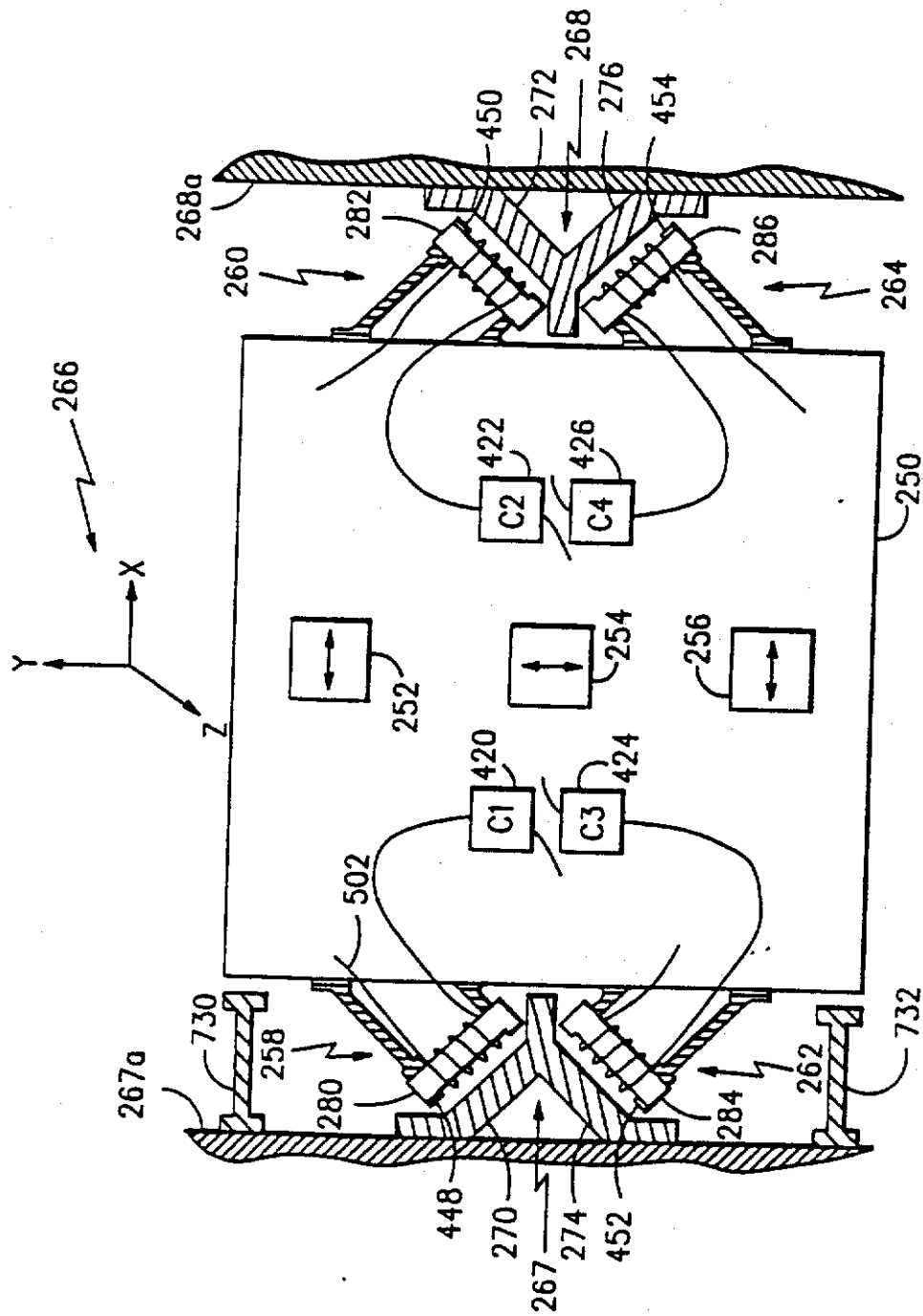


FIG. 15

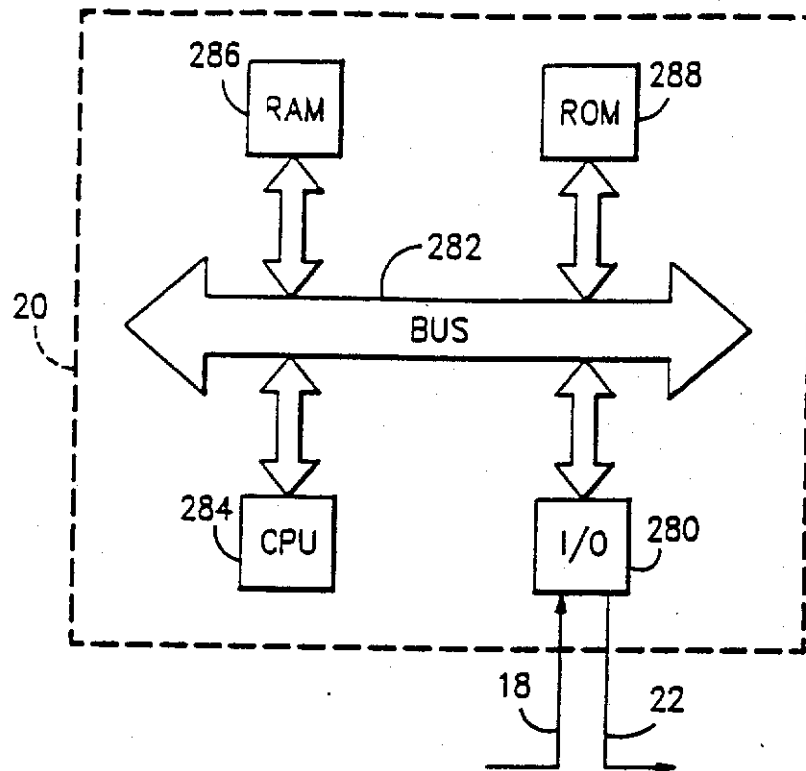


FIG.16

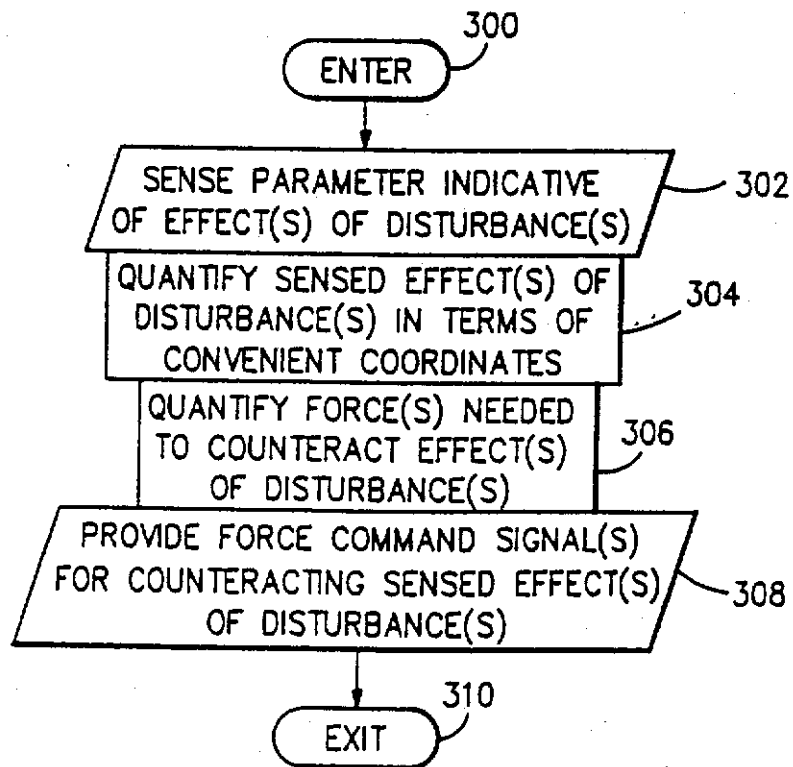


FIG.17

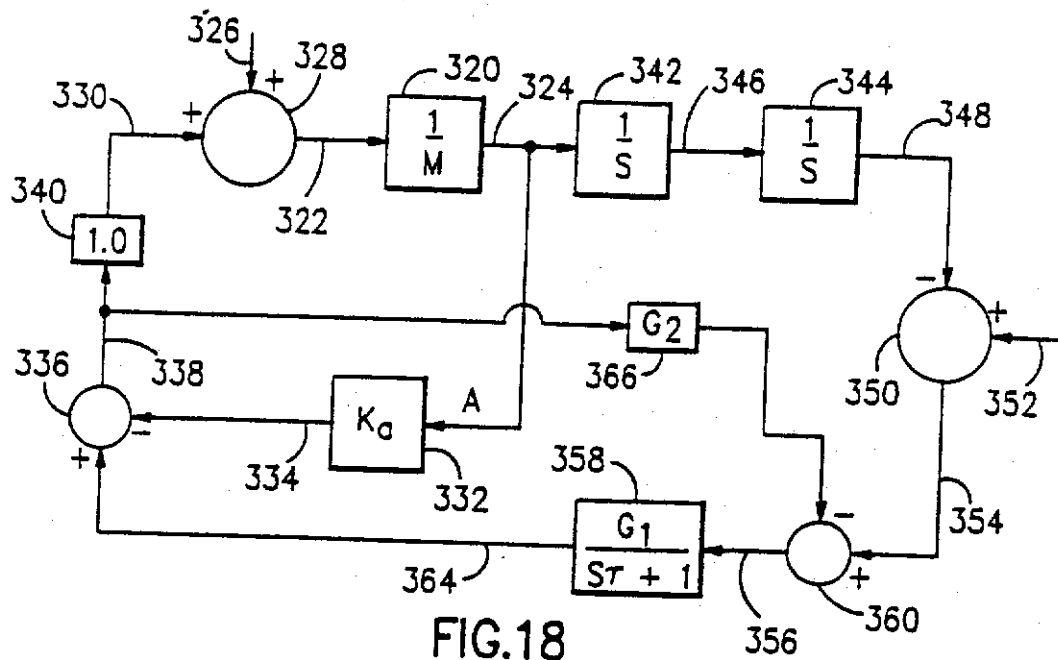


FIG. 18

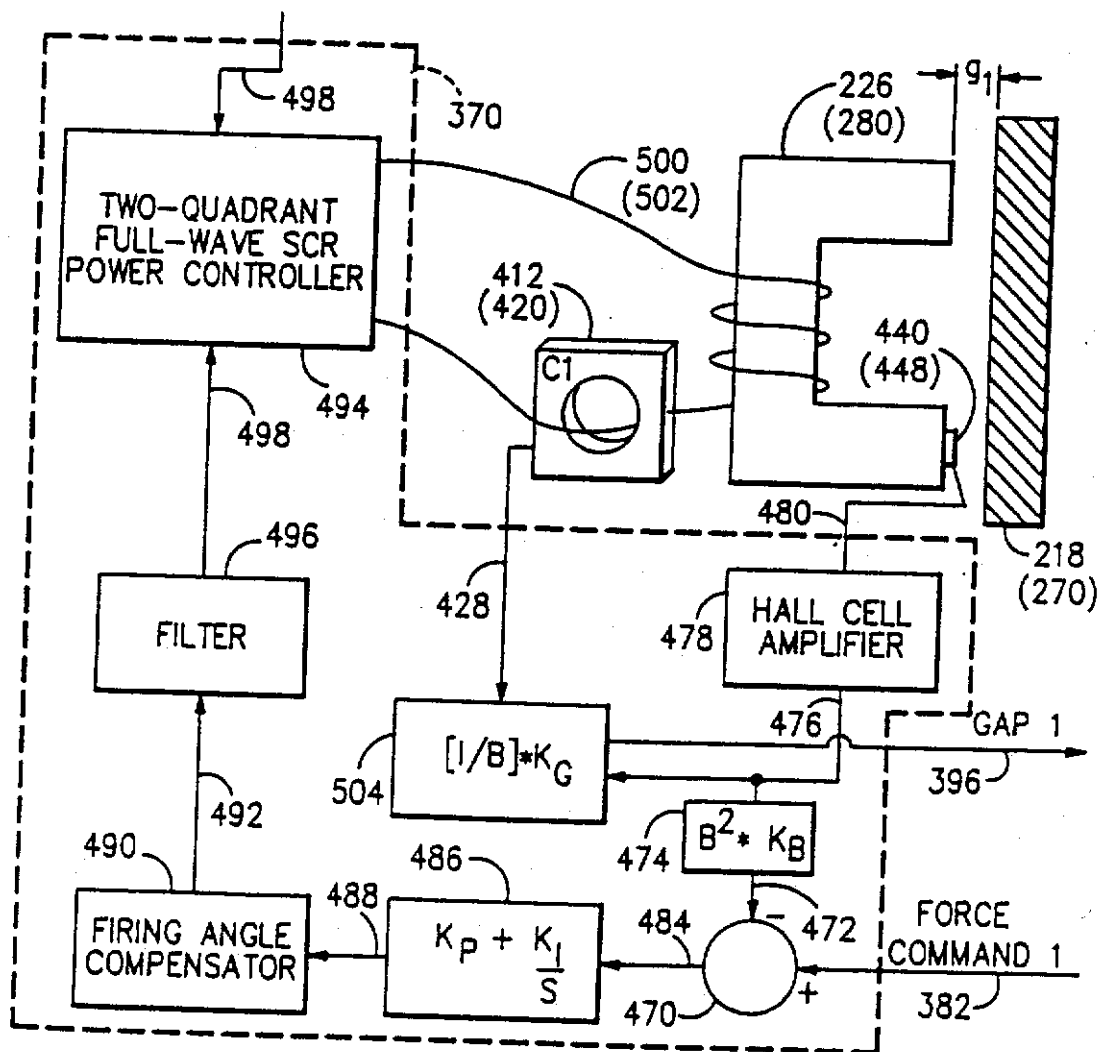


FIG. 20

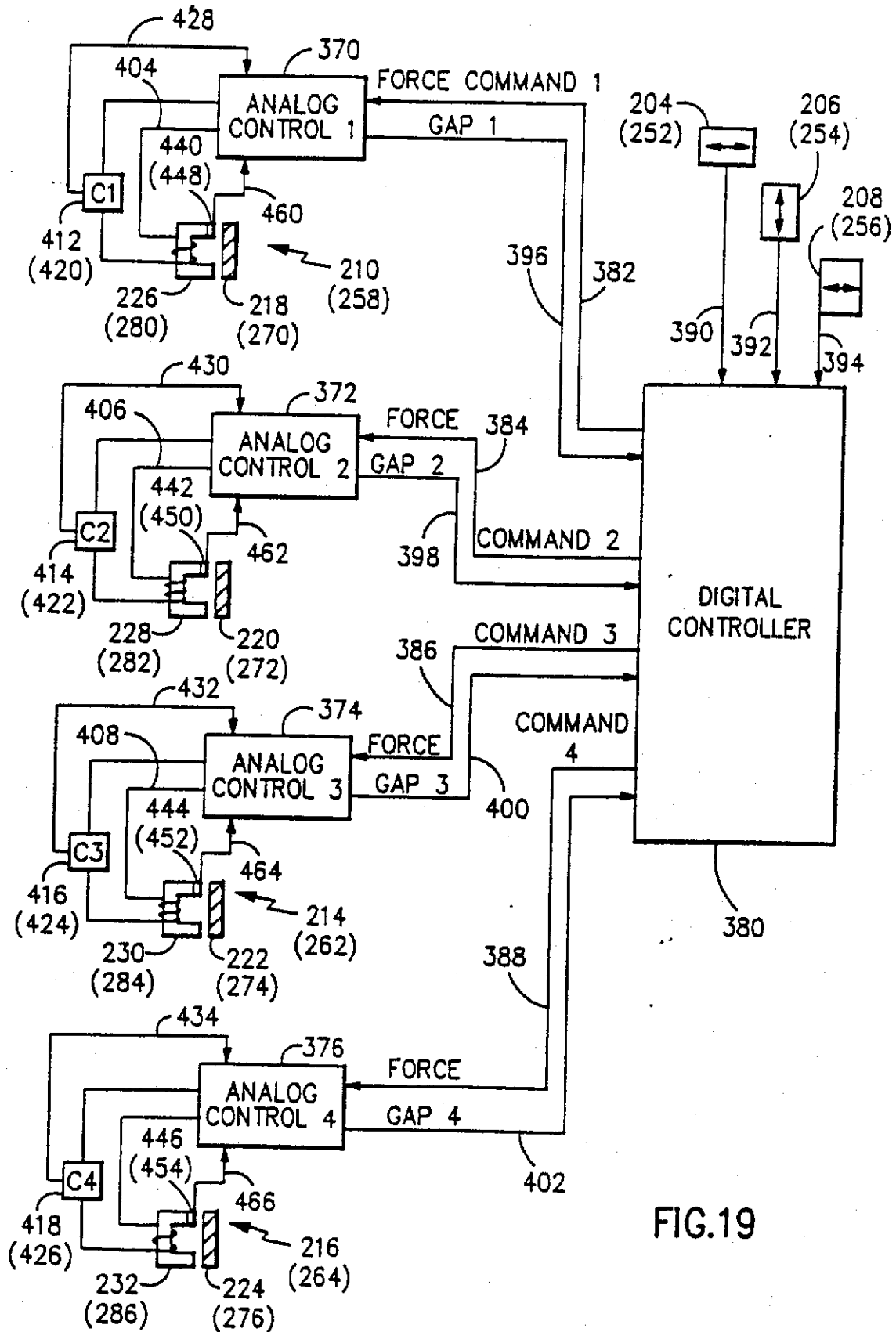


FIG.19

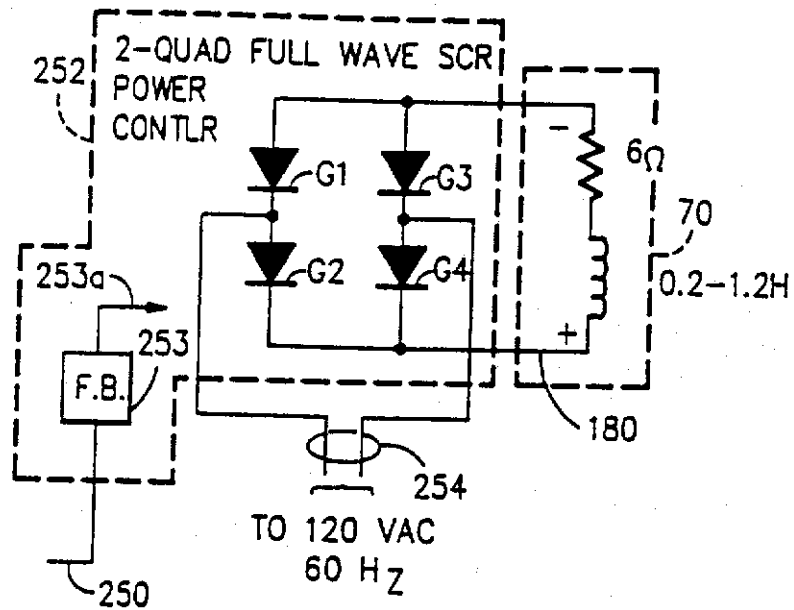


FIG.21

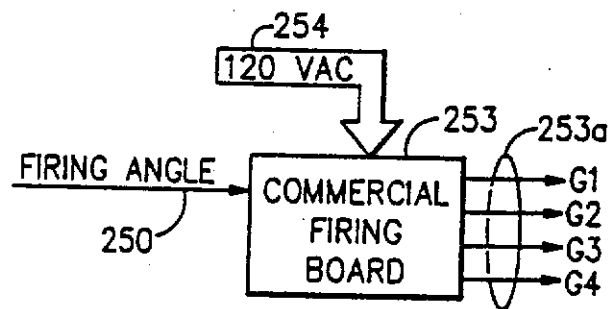


FIG.22

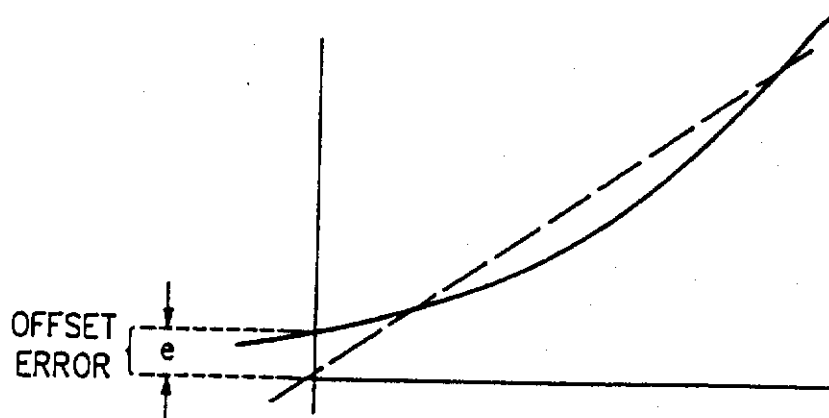


FIG.23

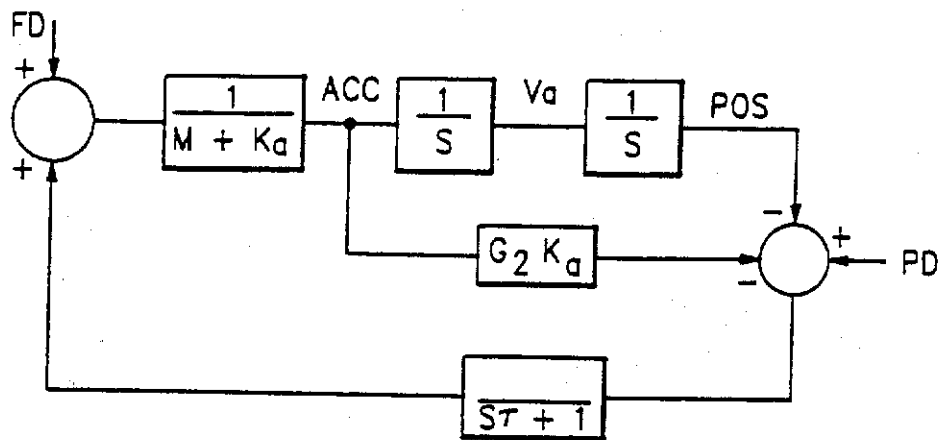


FIG.24

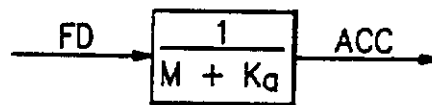


FIG.25

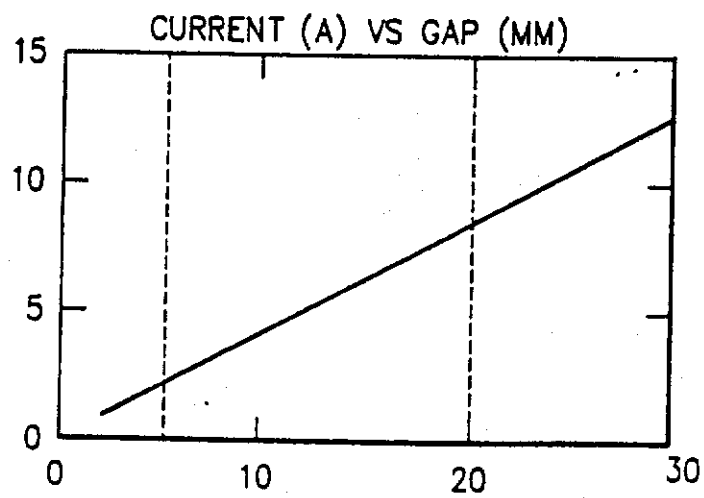


FIG.26

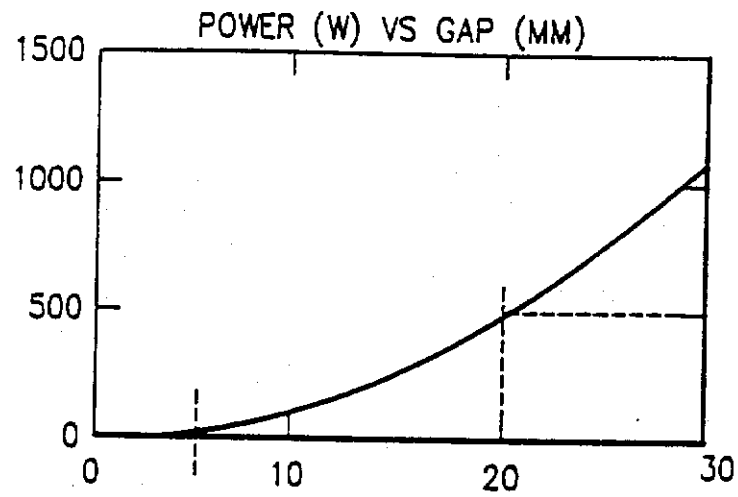


FIG.27

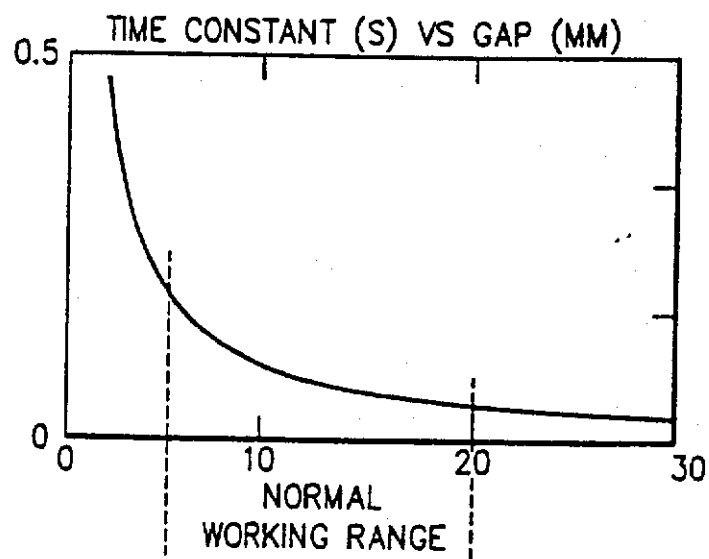


FIG.28

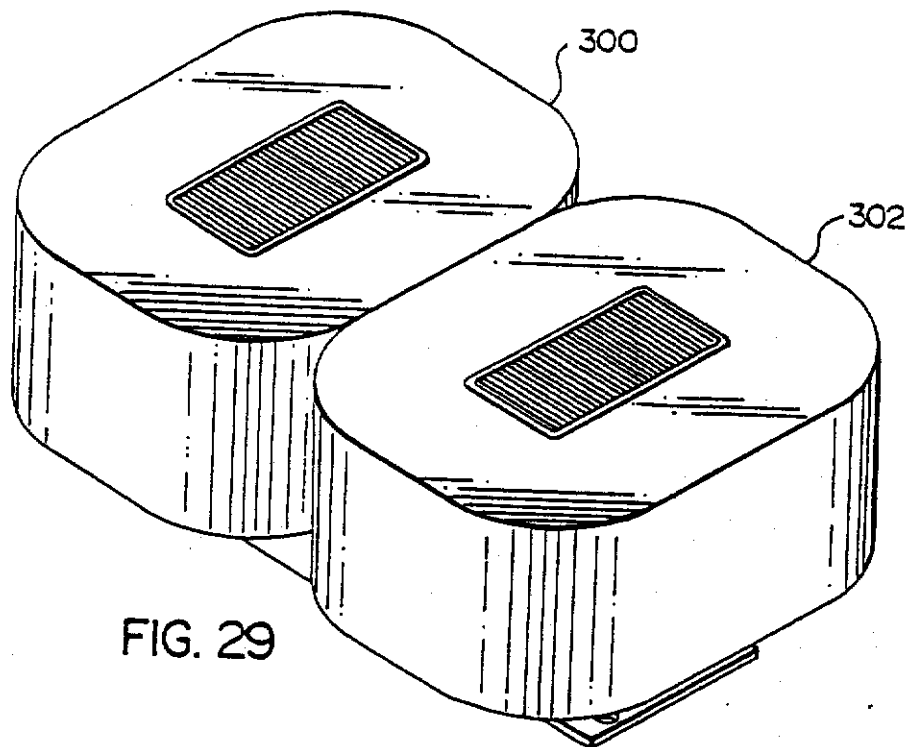


FIG. 29

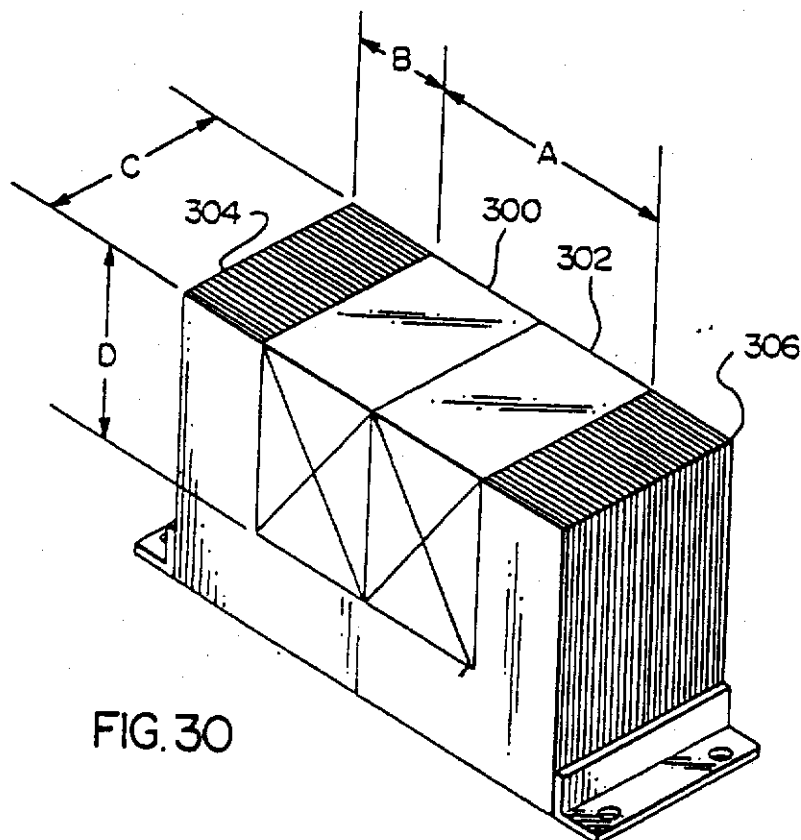


FIG. 30

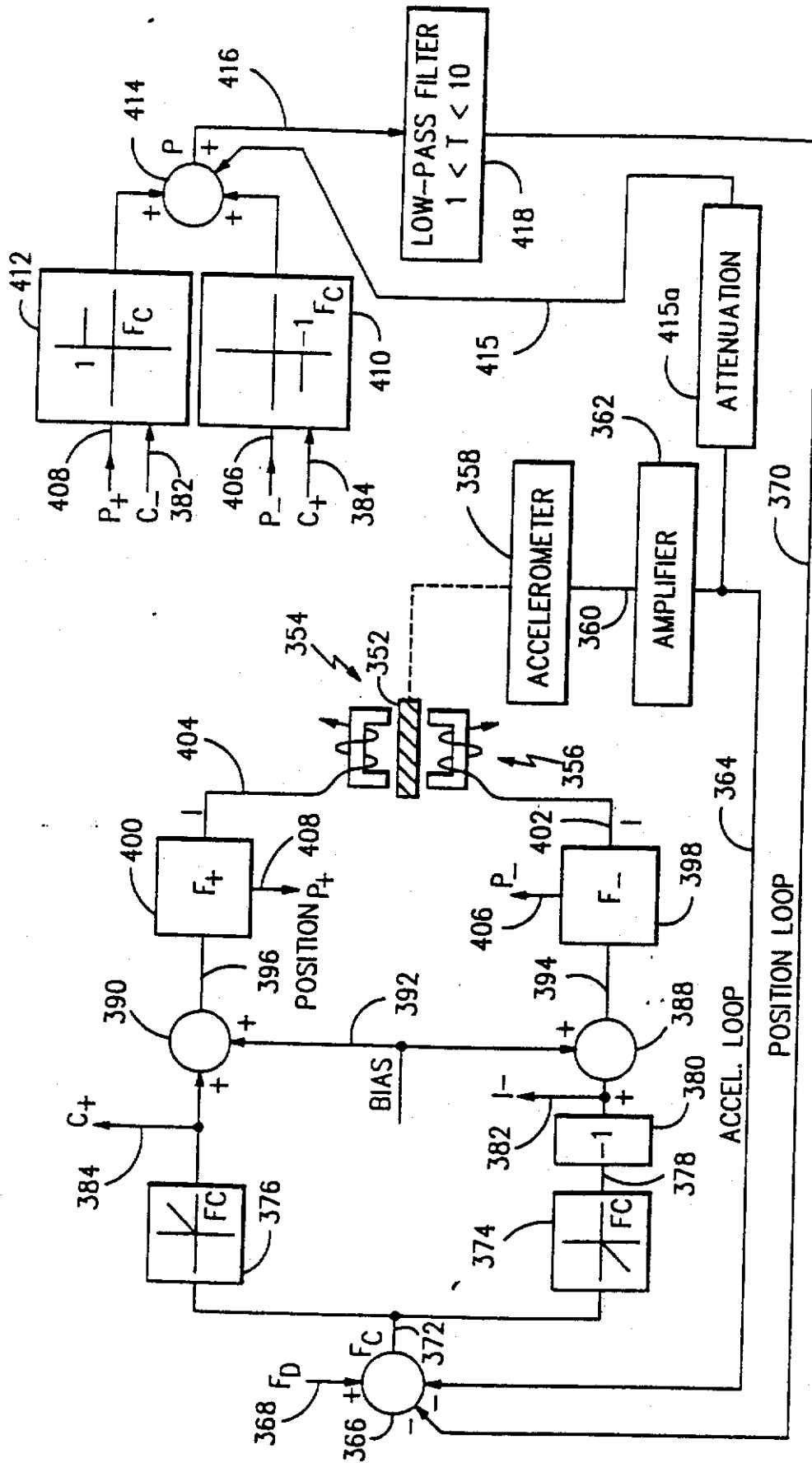


FIG. 31

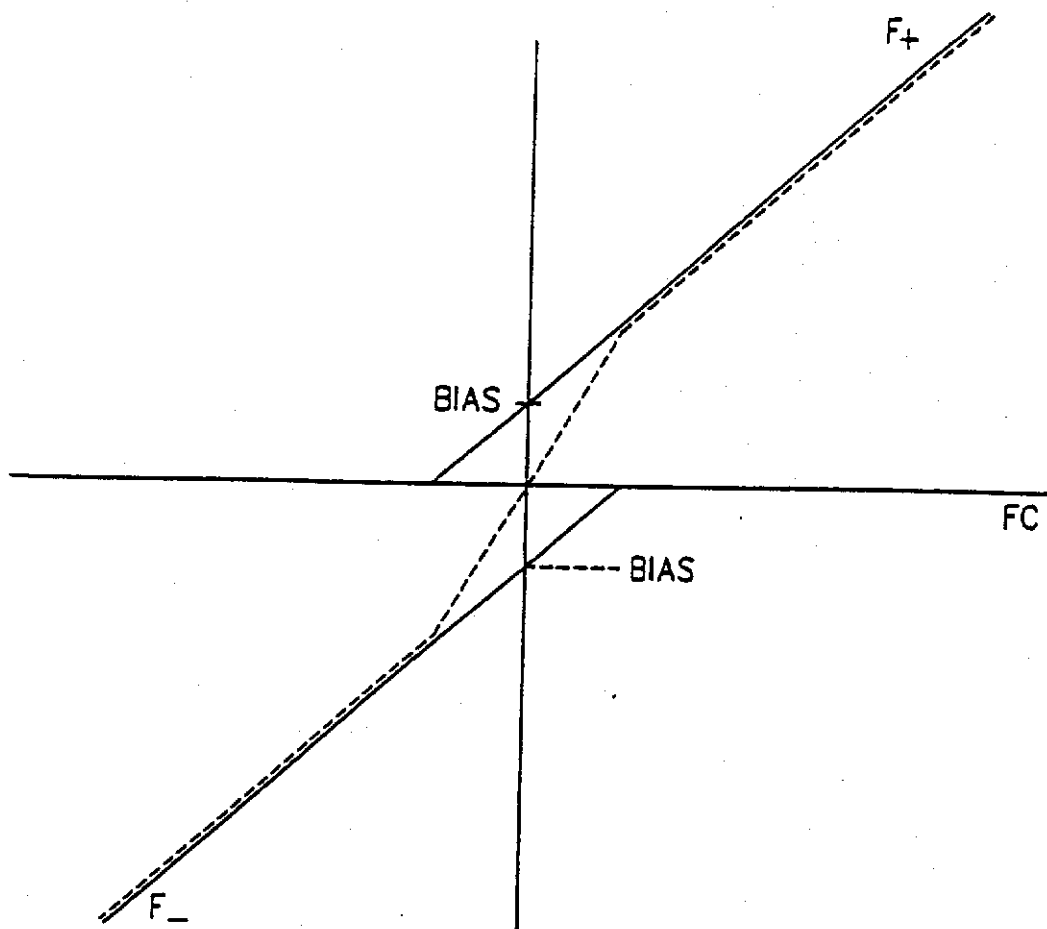


FIG.32

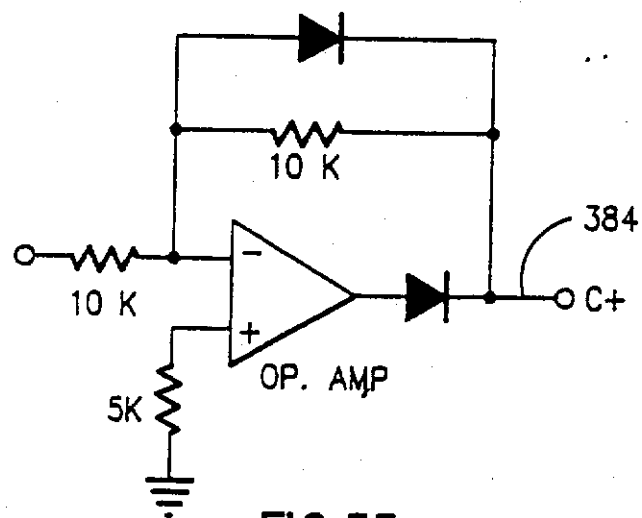


FIG.33

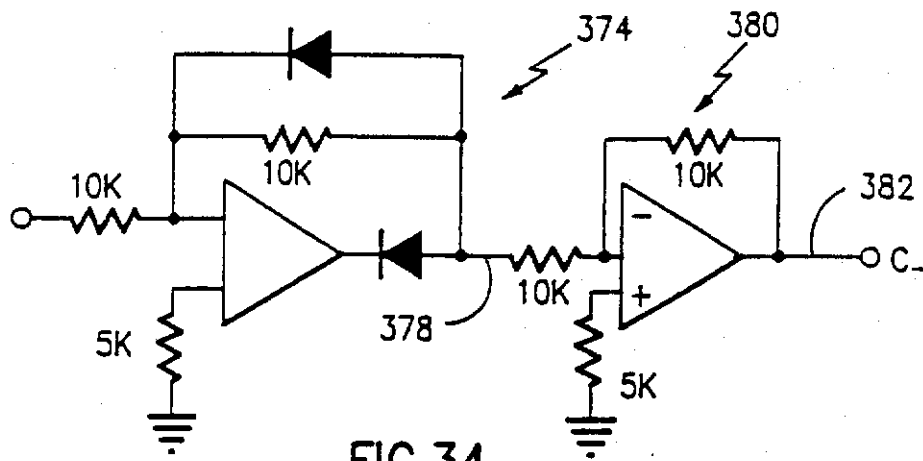


FIG. 34

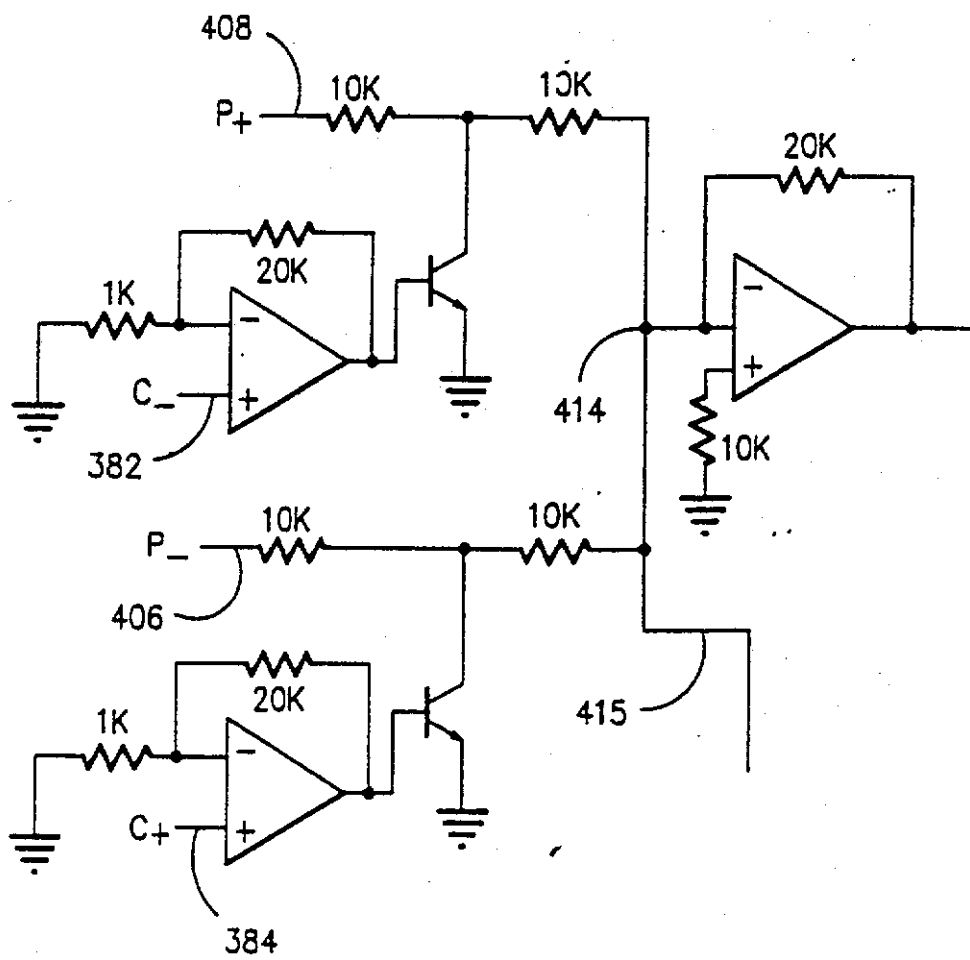


FIG. 35

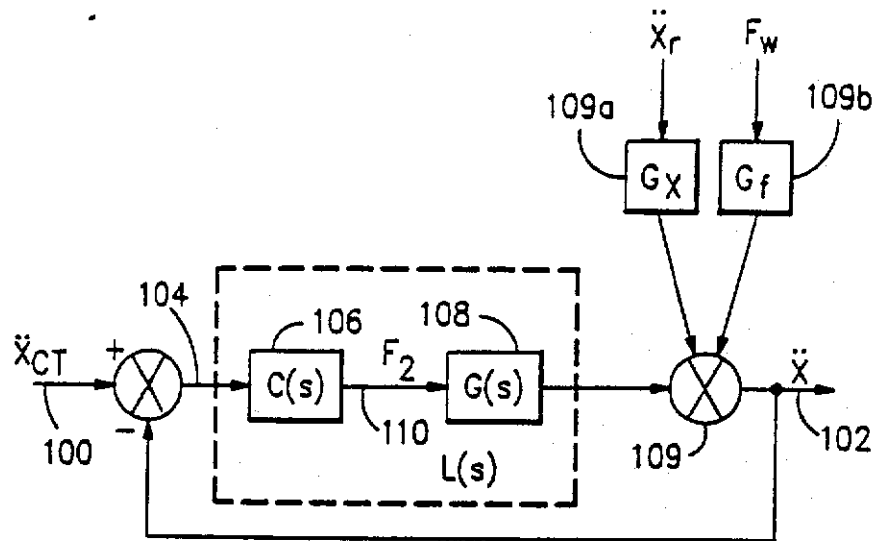


FIG.36A

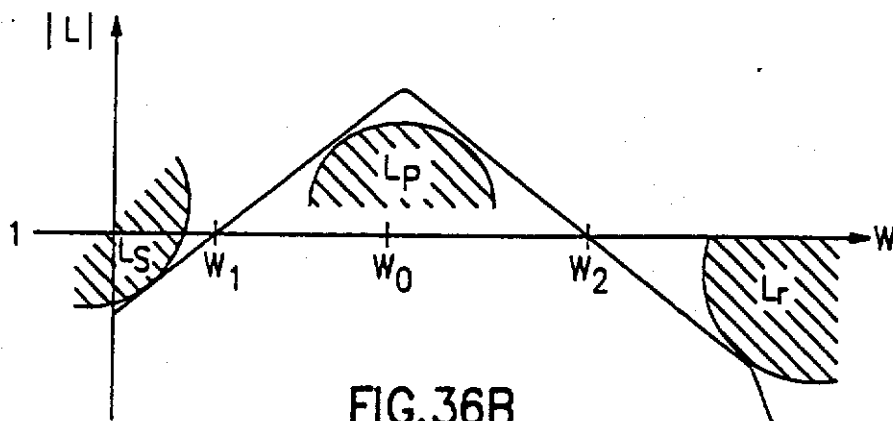


FIG.36B

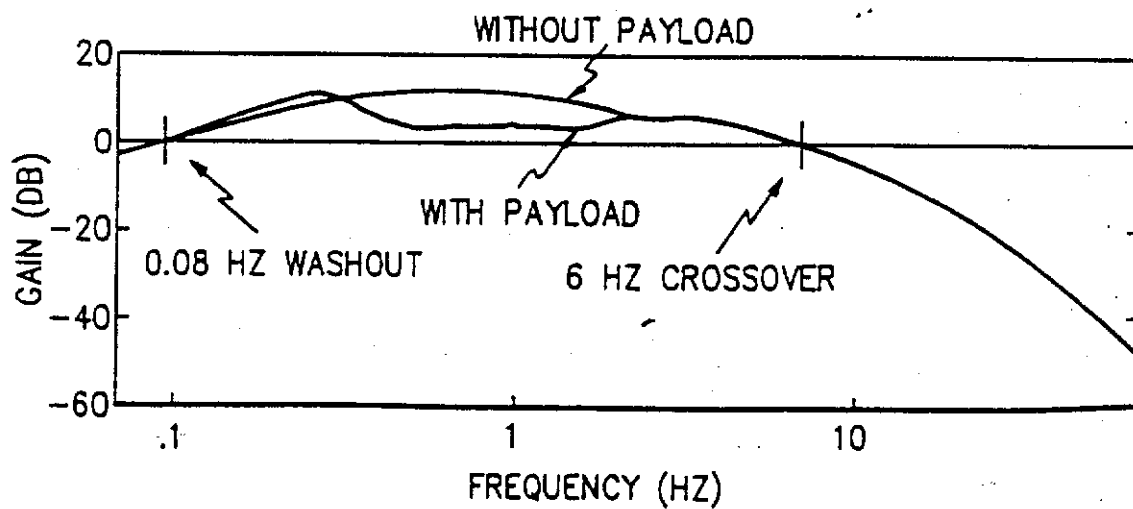


FIG.37A

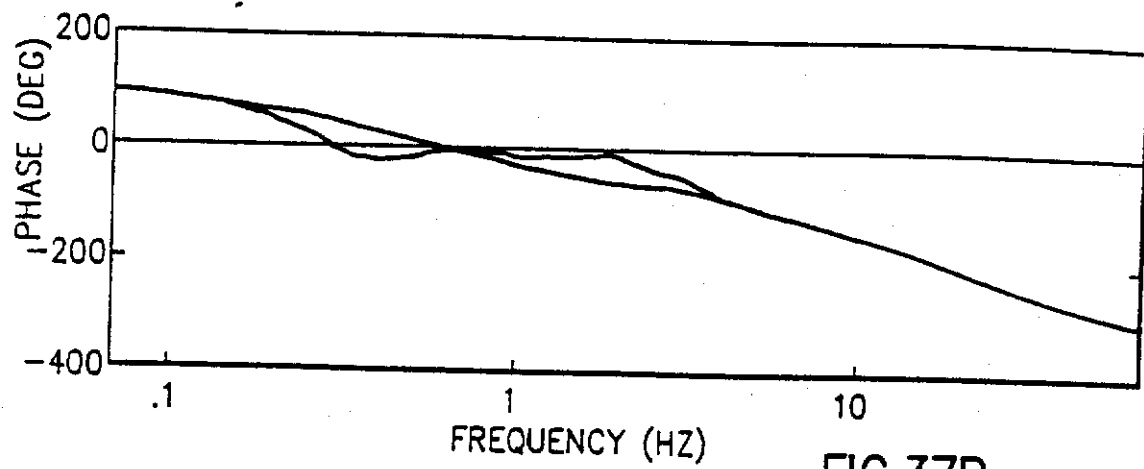


FIG.37B

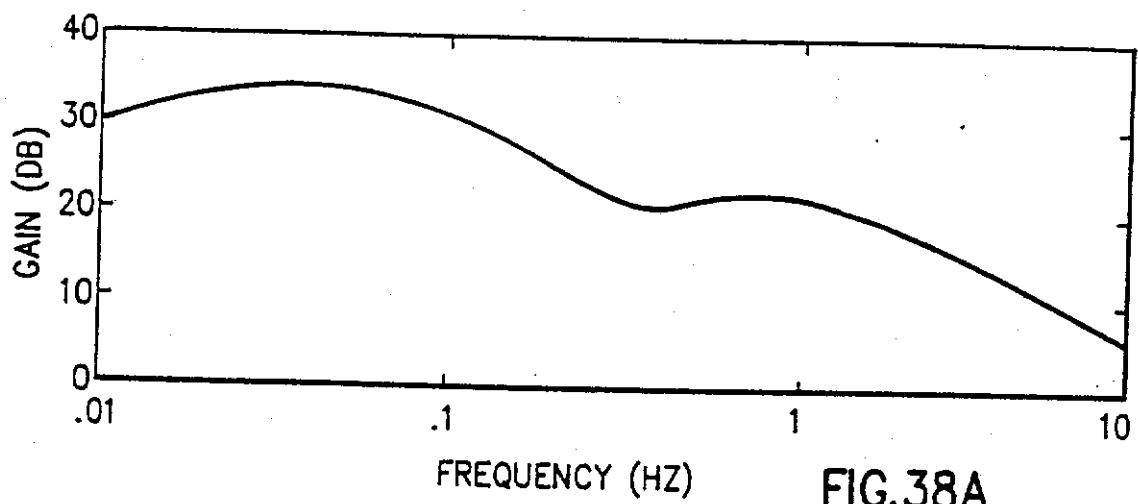


FIG.38A

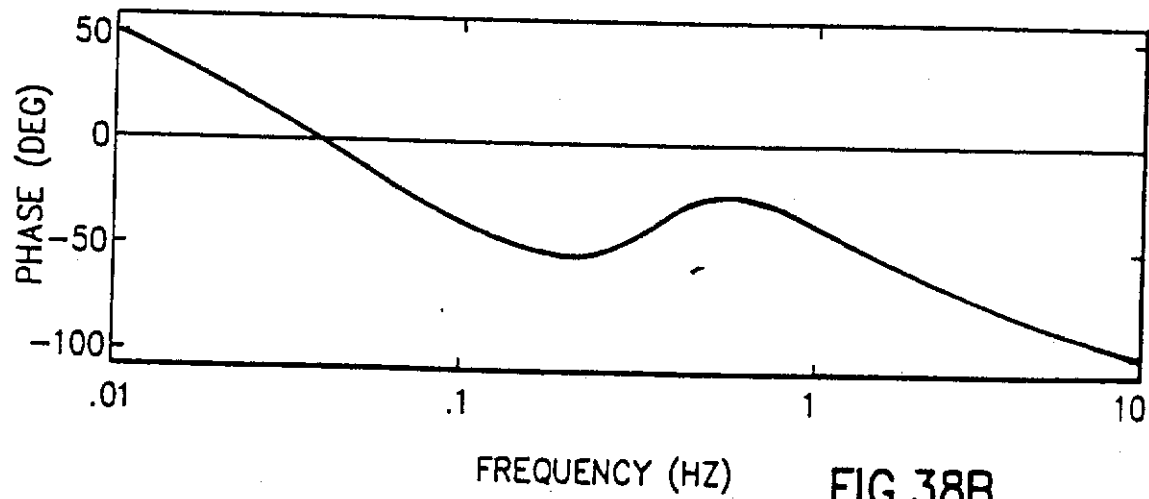


FIG.38B

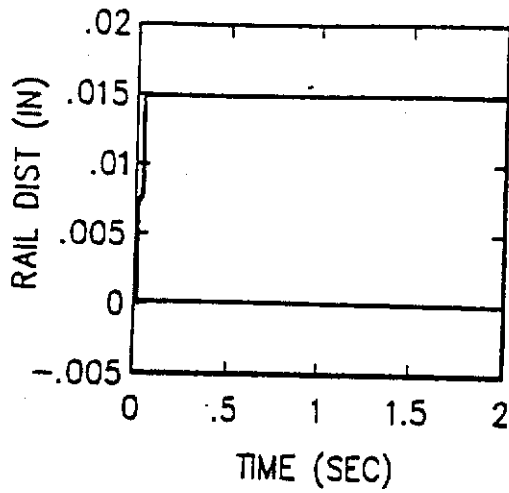


FIG.39A

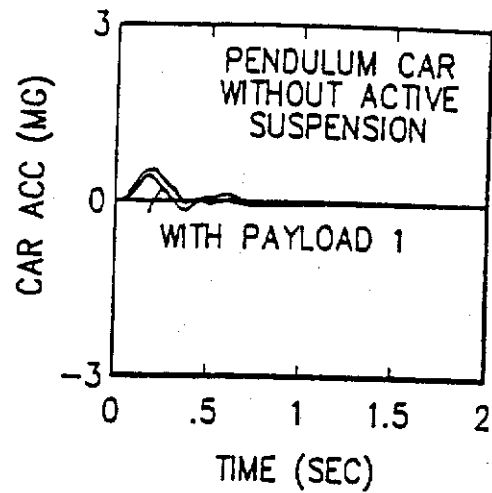


FIG.39B

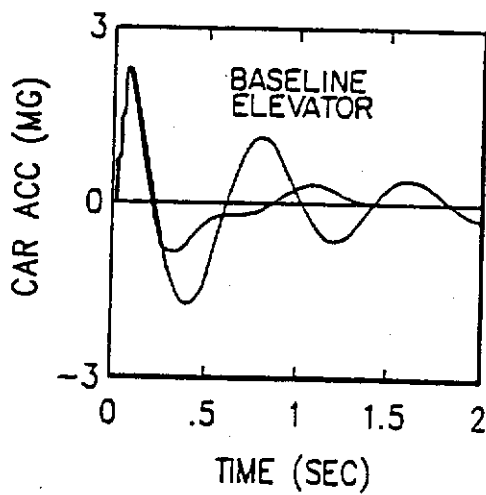


FIG.39C

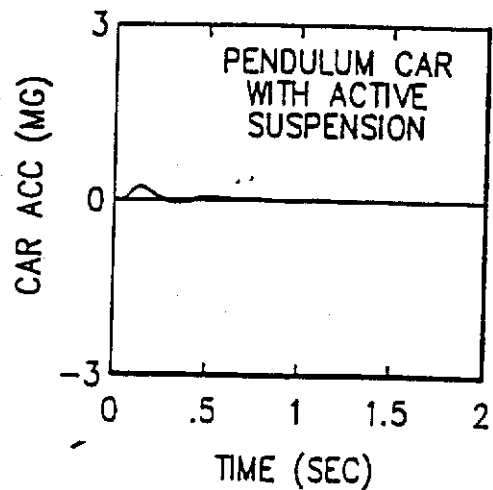


FIG.39D

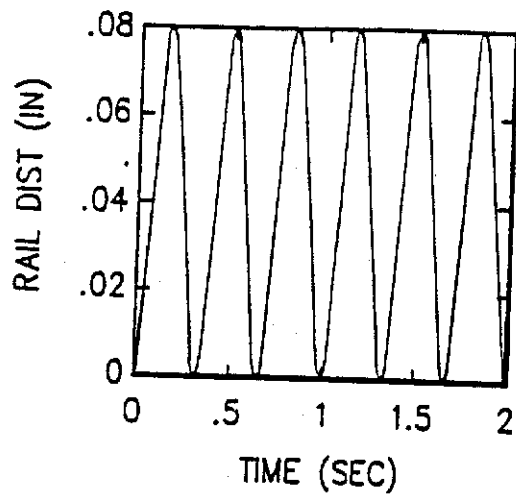


FIG. 40A

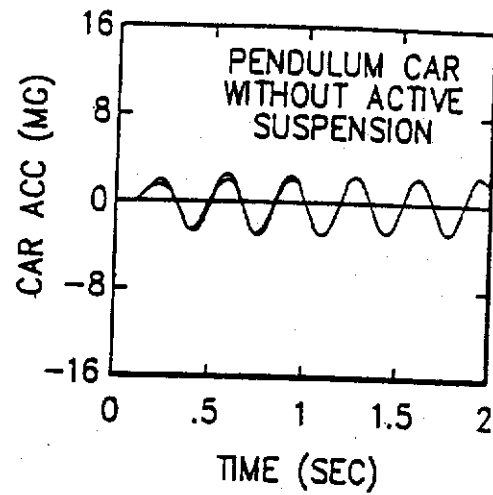


FIG. 40B

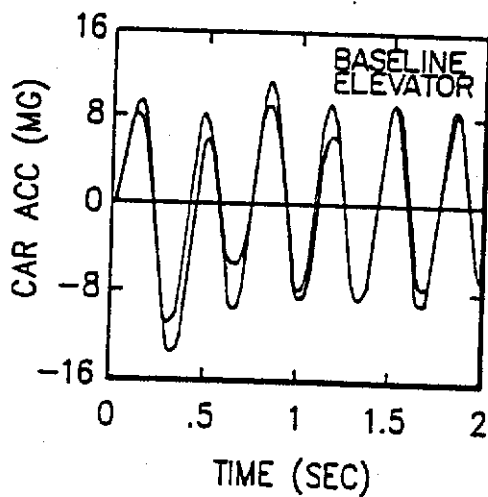


FIG. 40C

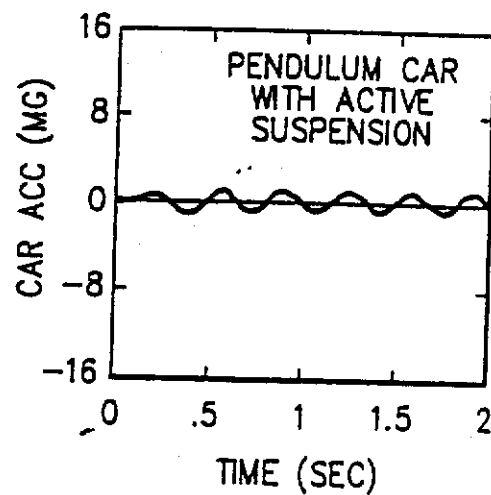


FIG. 40D

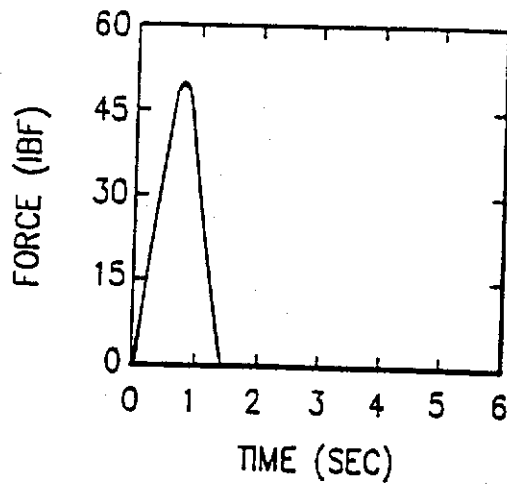


FIG. 41A

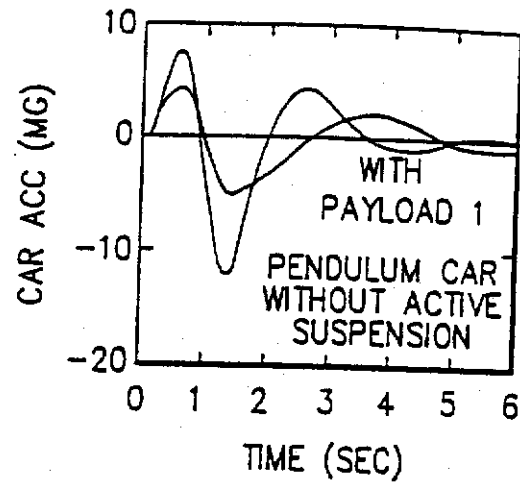


FIG. 41B

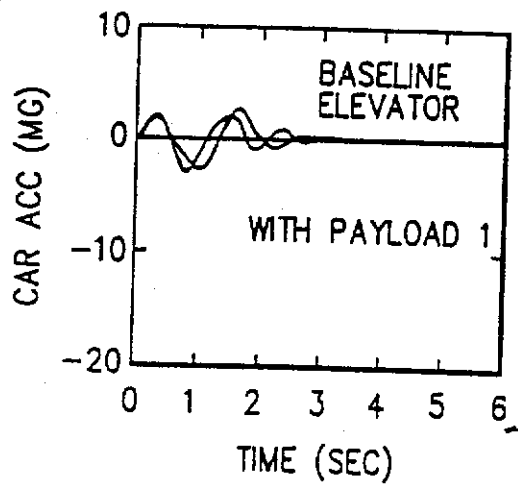


FIG. 41C

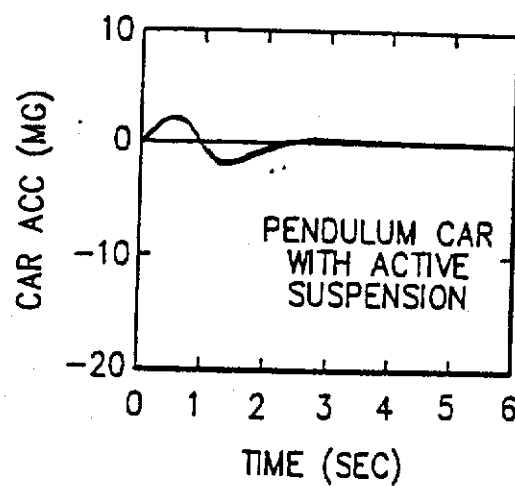


FIG. 41D

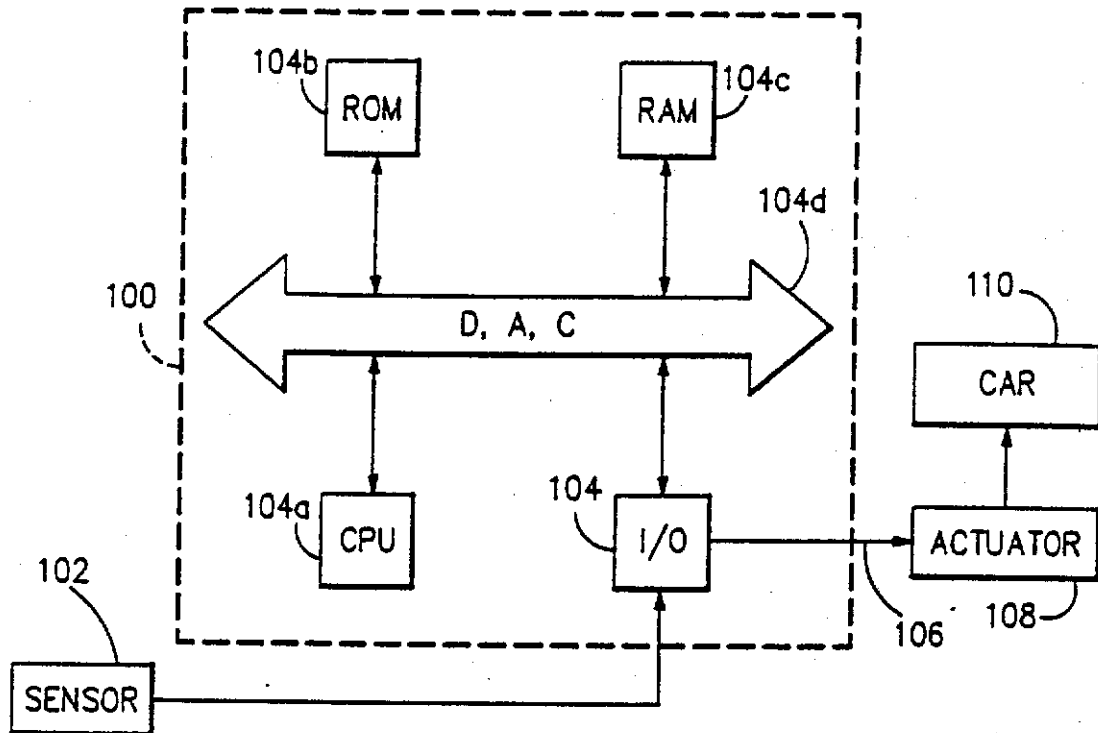


FIG.42

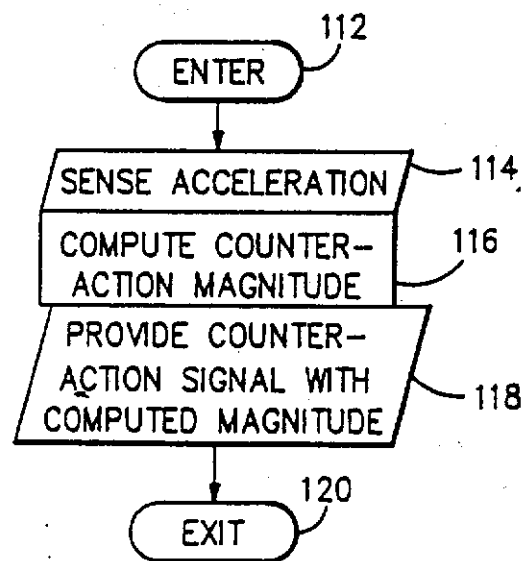


FIG.43

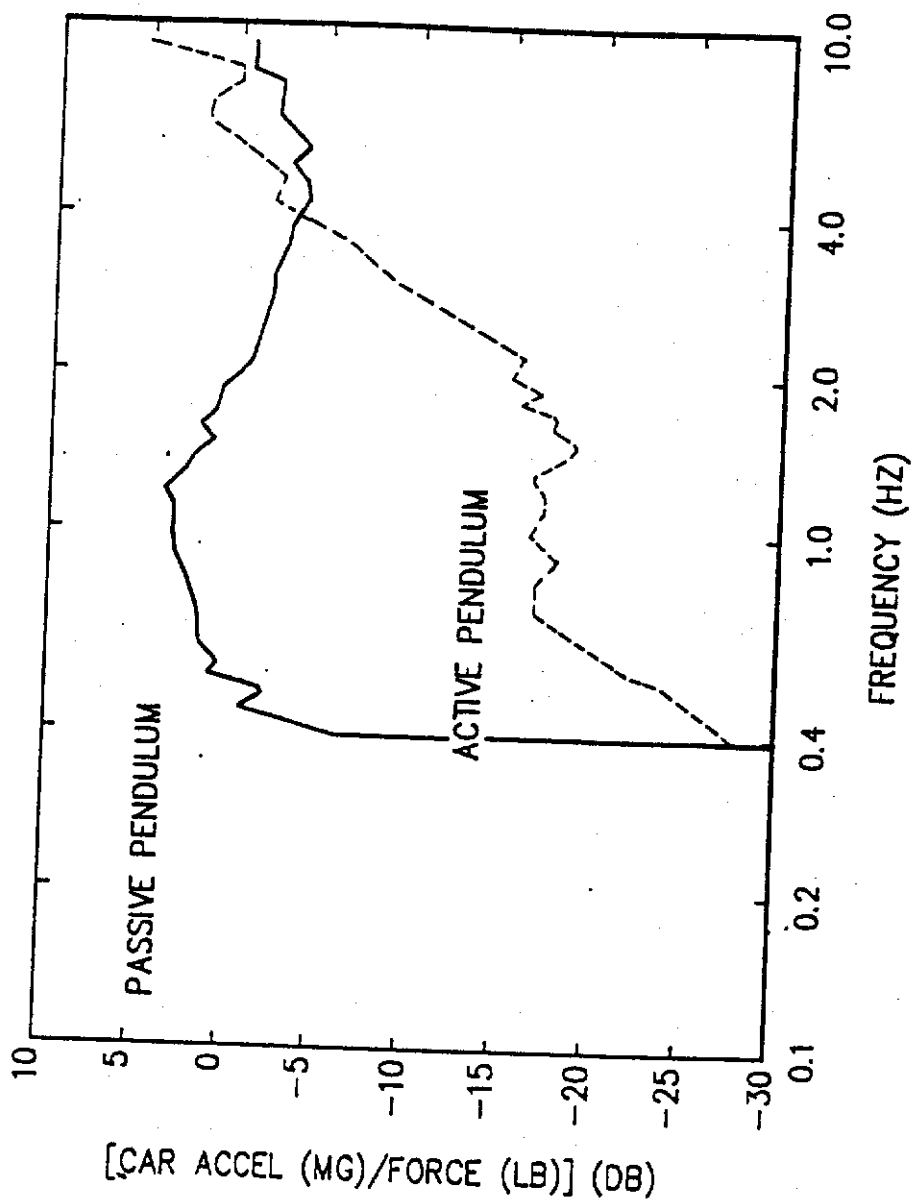


FIG.44

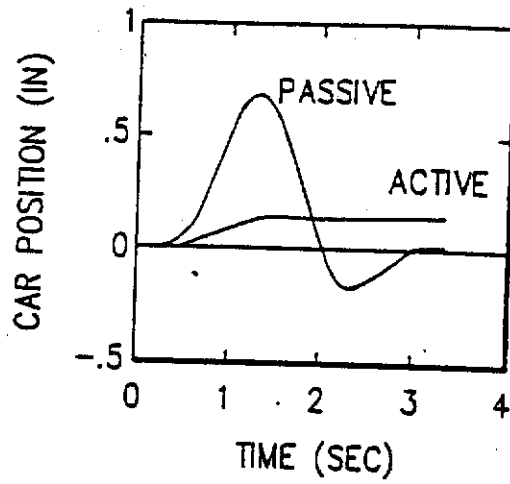


FIG. 45A

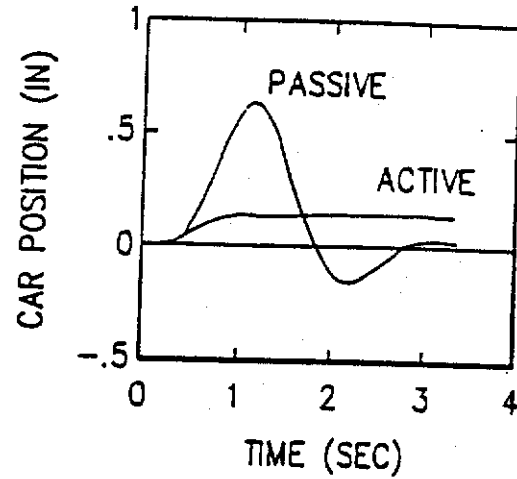


FIG. 45B

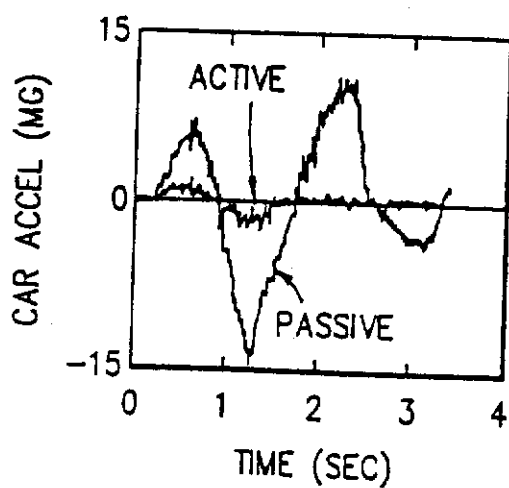


FIG. 45C

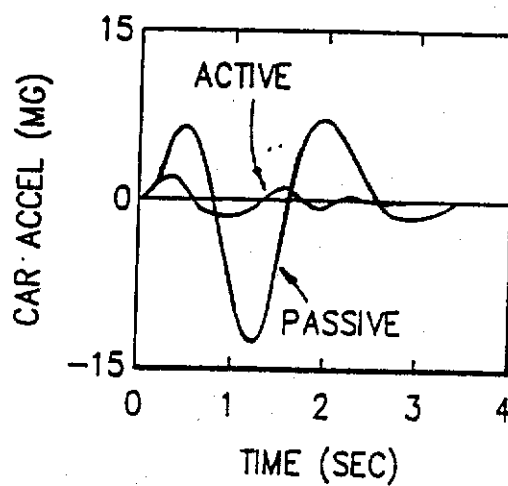
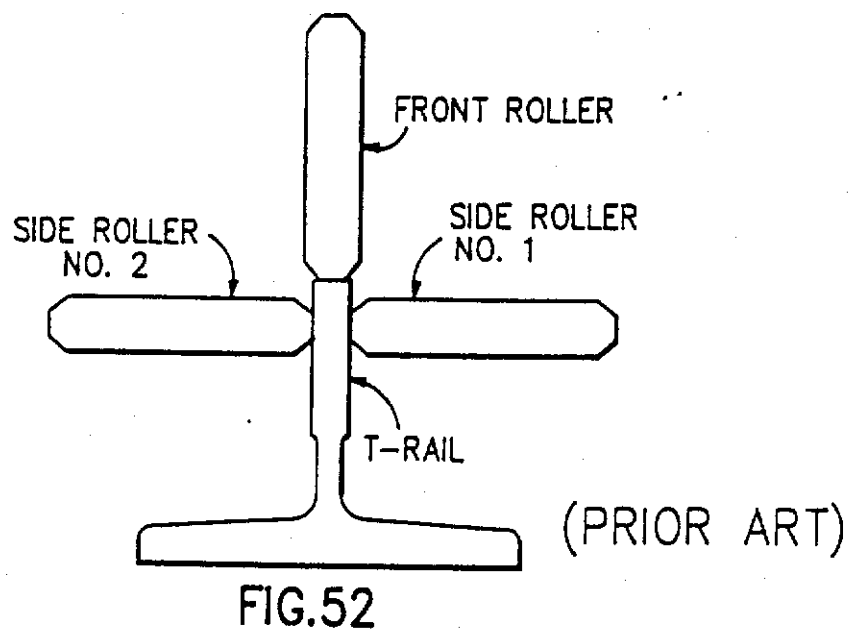
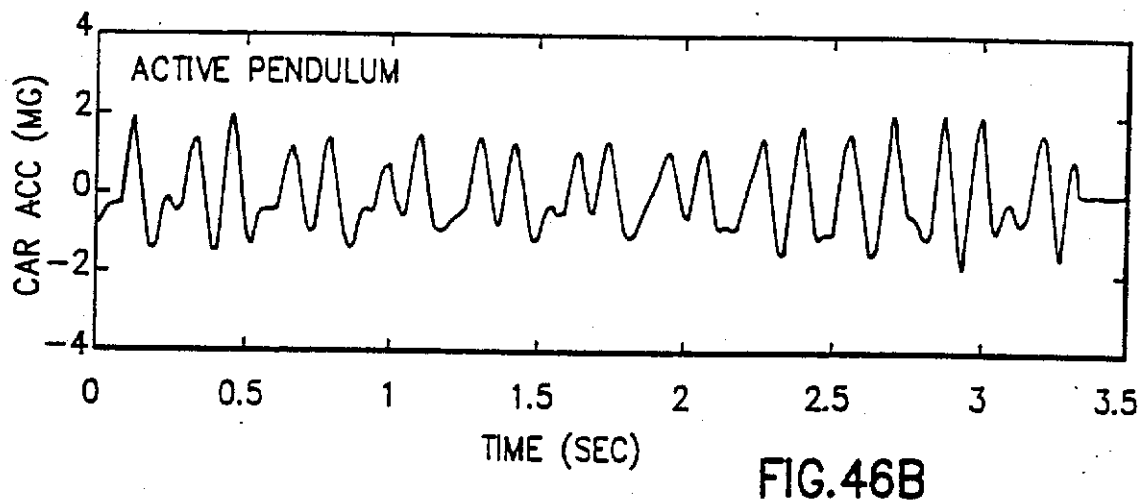
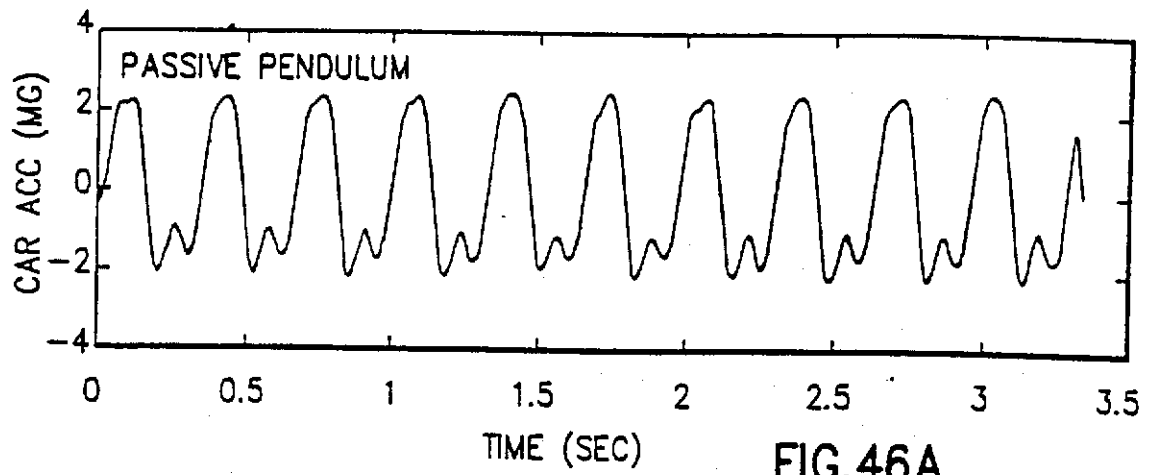


FIG. 45D



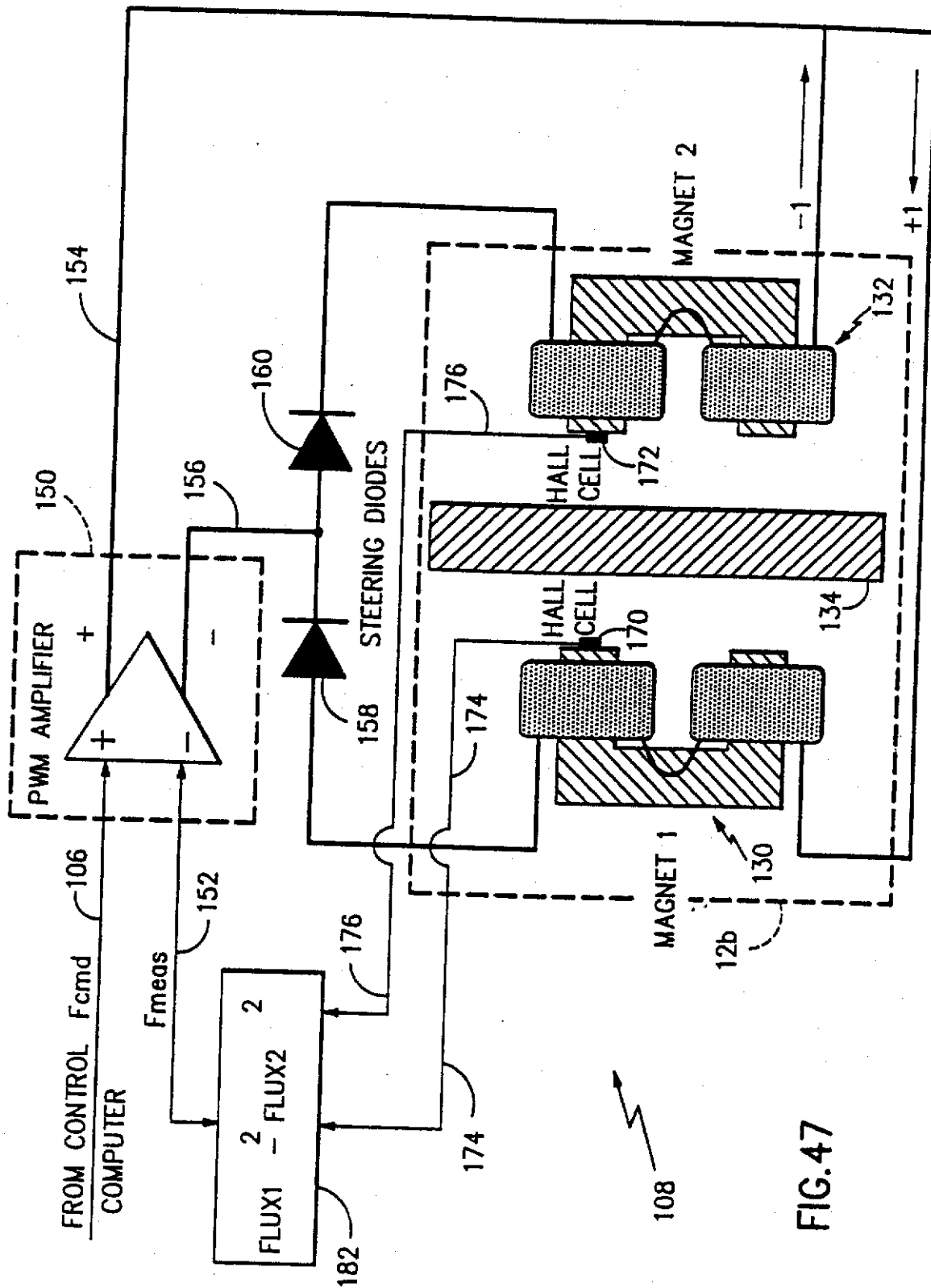


FIG. 47

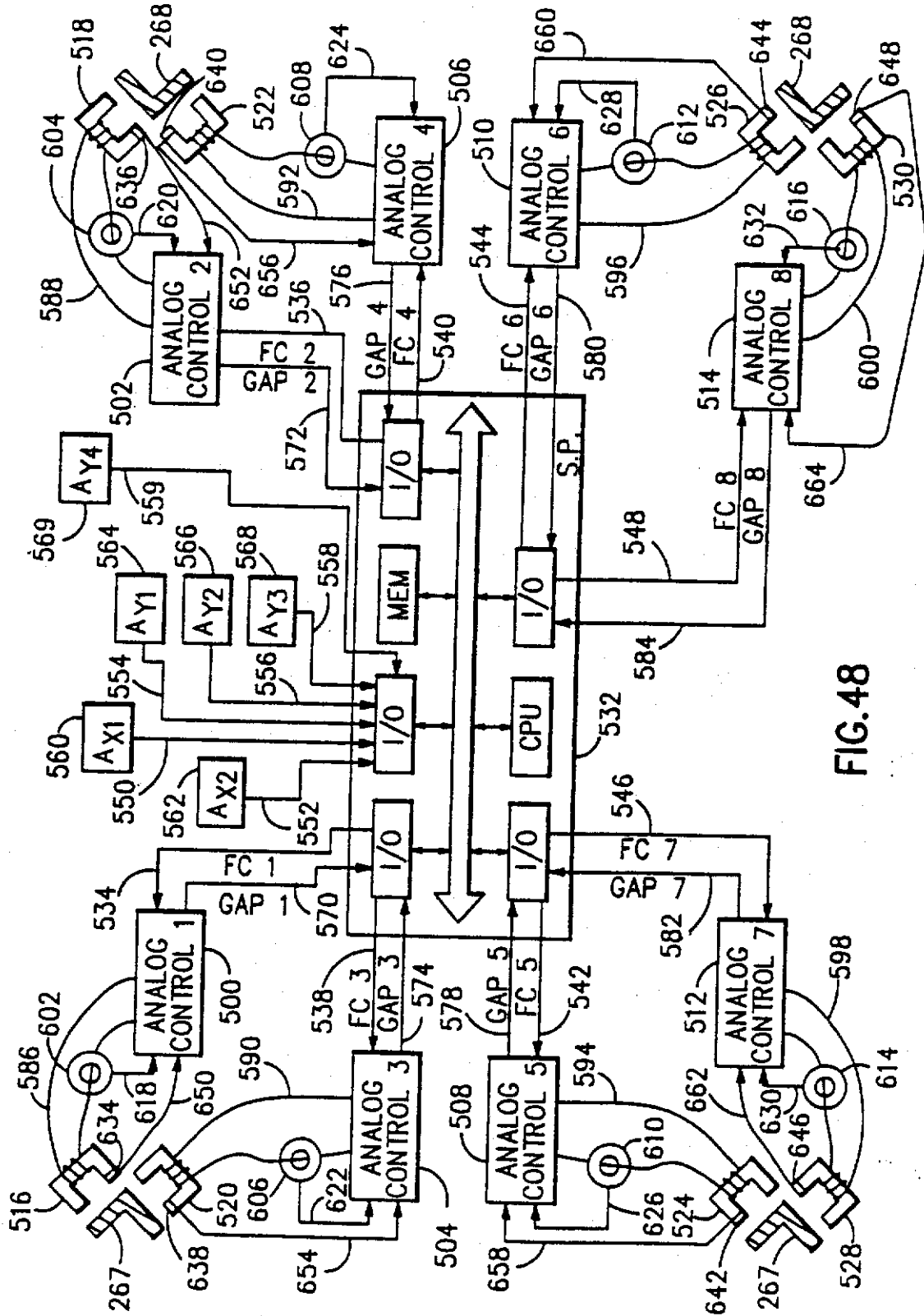


FIG. 48

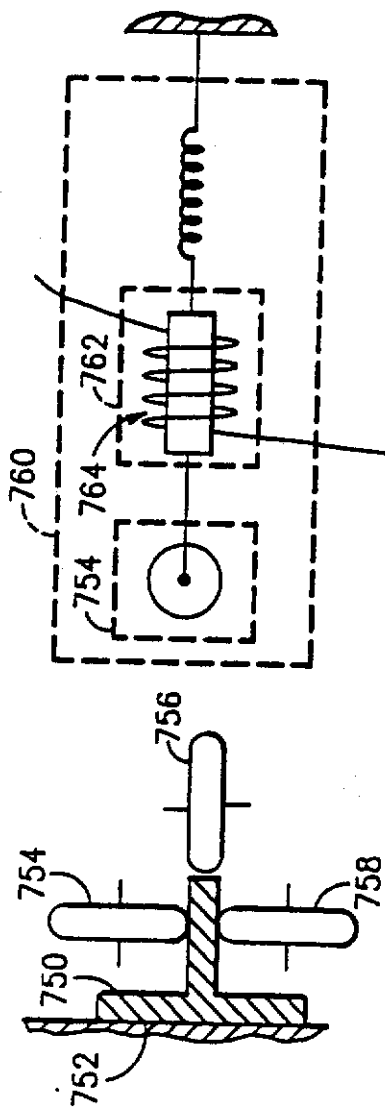


FIG. 49

FIG. 50

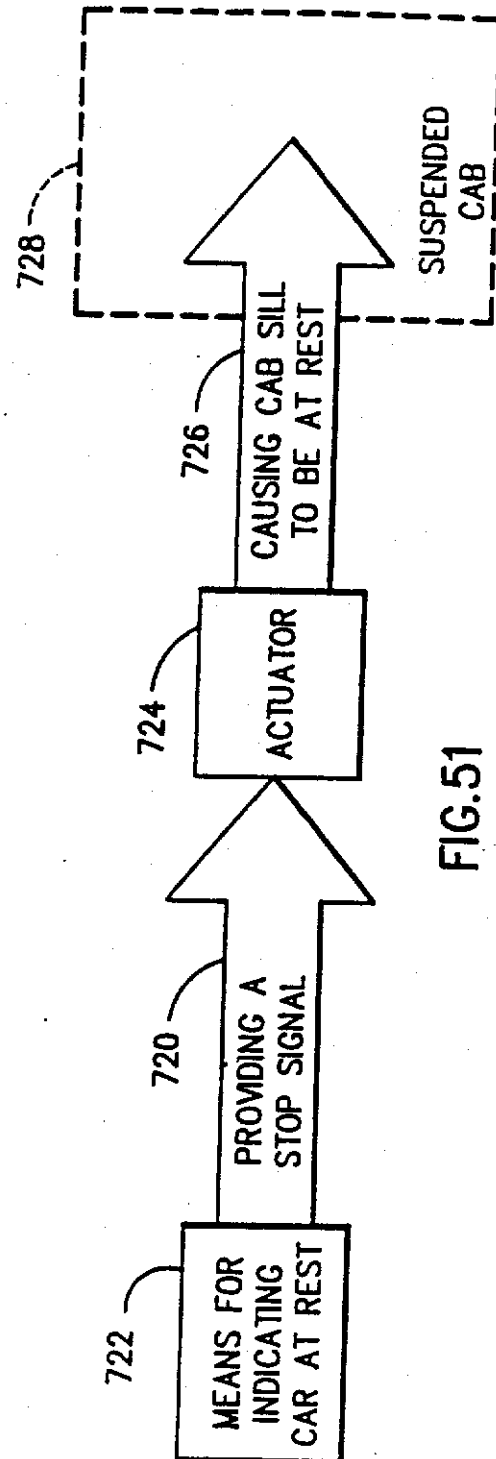


FIG. 51

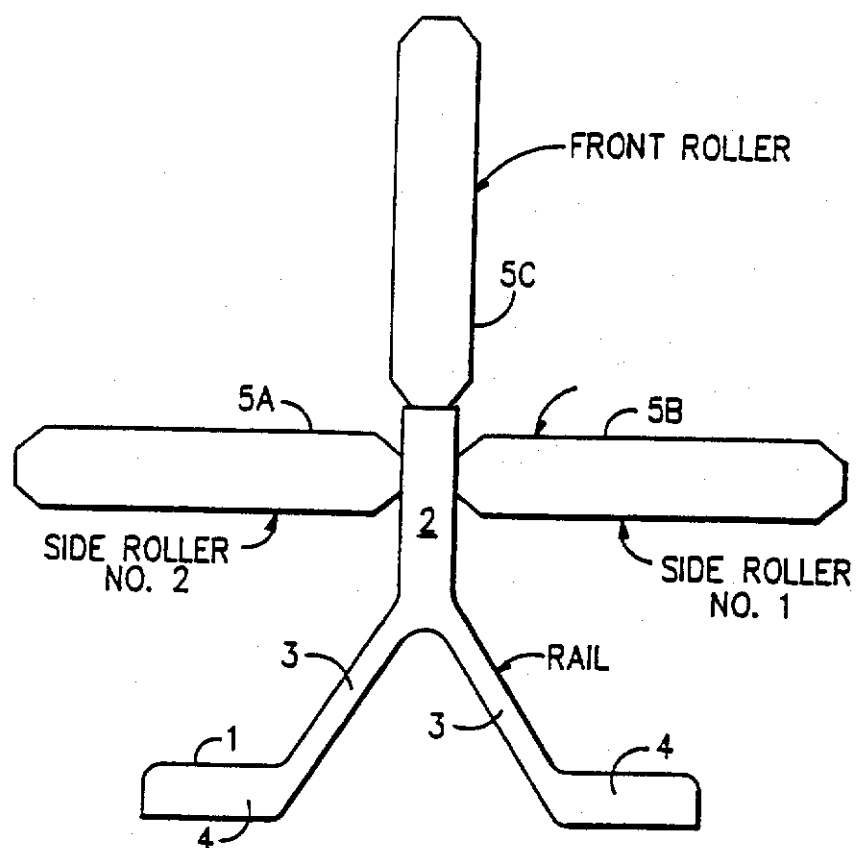


FIG. 53

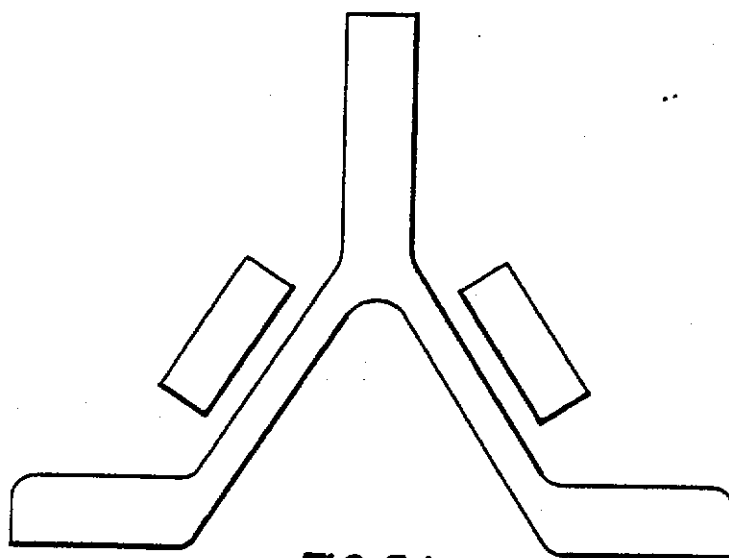


FIG. 54

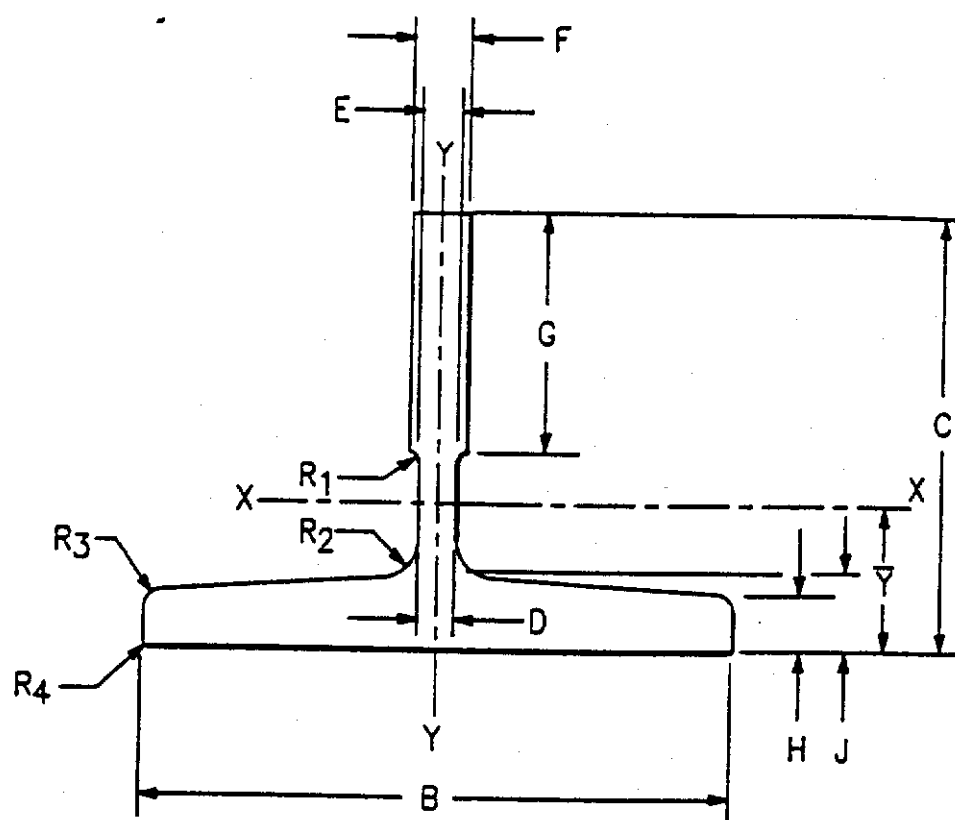


FIG. 55A

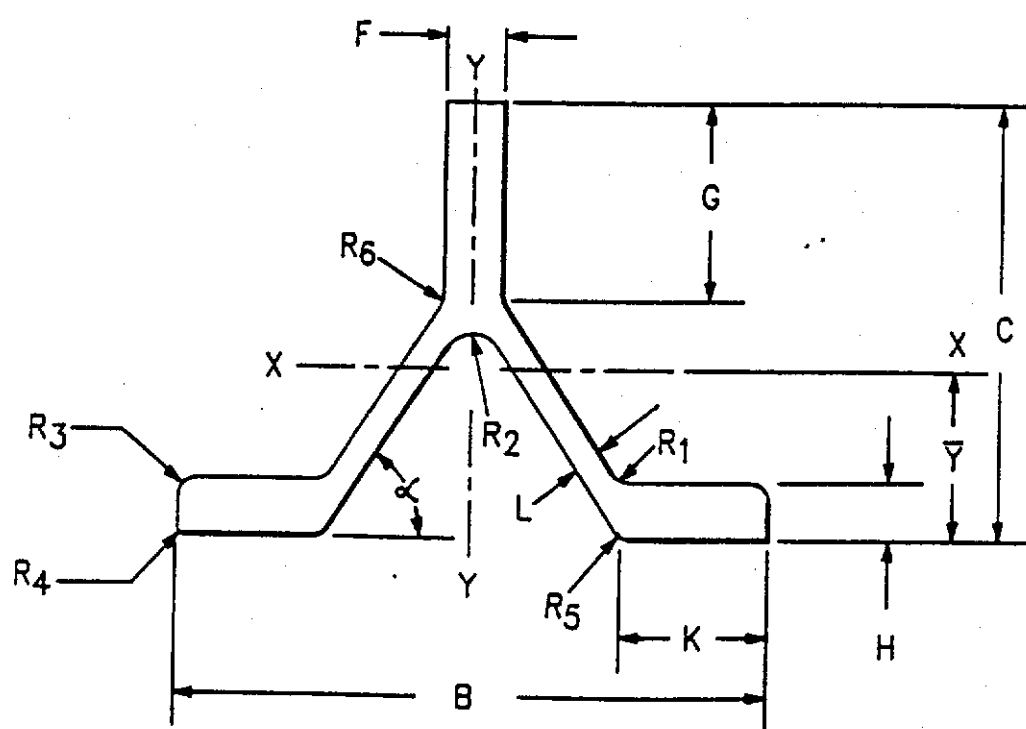


FIG. 55B

ALL DIMENSIONS ARE IN CENTIMETERS (CM)

TABLE 1

SEC.	B	C	D	E	F	G	H	J	R ₁	R ₂	R ₃	R ₄	K	L	α	R ₅	R ₆
FIG.55A	12.70	8.89	0.95	0.95	1.59	5.00	1.27	1.59	0.48	0.48	0.48	0.08	—	—	—	—	—
FIG.55B	13.02	9.53	—	—	1.59	4.45	1.27	—	0.64	0.64	0.16	0.08	3.49	0.64	60°	0.64	0.16

COMPARATIVE SECTION PROPERTIES

TABLE 2

SECTION	A	$\bar{Y}$	I _X	I _Y	Z _X	Z _Y	R _X	R _Y
FIG.55A	28.45	2.46	198.96	229.34	30.97	36.22	2.64	2.84
FIG.55B	23.23	3.37	202.70	236.00	32.94	36.22	2.95	3.18

A AREA OF CROSS SECTION IN SQUARE CM
 $\bar{Y}$ DISTANCE FROM BACK OF RAIL TO AXIS X-X, CM
 I_X MOMENT OF INERTIA ABOUT AXIS X-X, CM⁴
 Z_X SECTION MODULUS ABOUT AXIS X-X, CM³
 R_X RADIUS OF GYRATION ABOUT AXIS X-X, CM
 I_Y MOMENT OF INERTIA ABOUT AXIS Y-Y, CM⁴
 Z_Y SECTION MODULUS ABOUT AXIS Y-Y, CM³
 R_Y RADIUS OF GYRATION ABOUT AXIS Y-Y, CM

FIG.55C

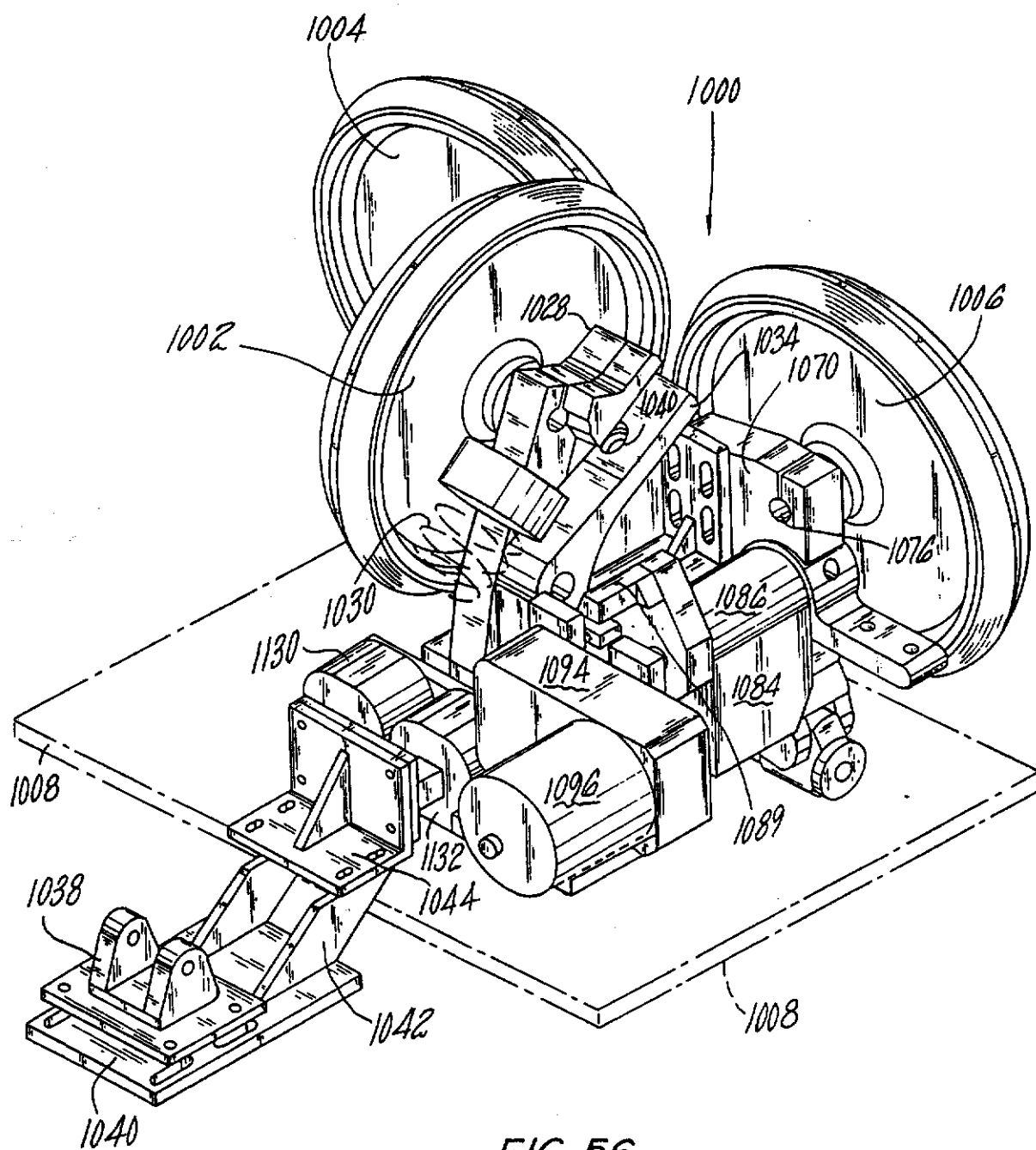
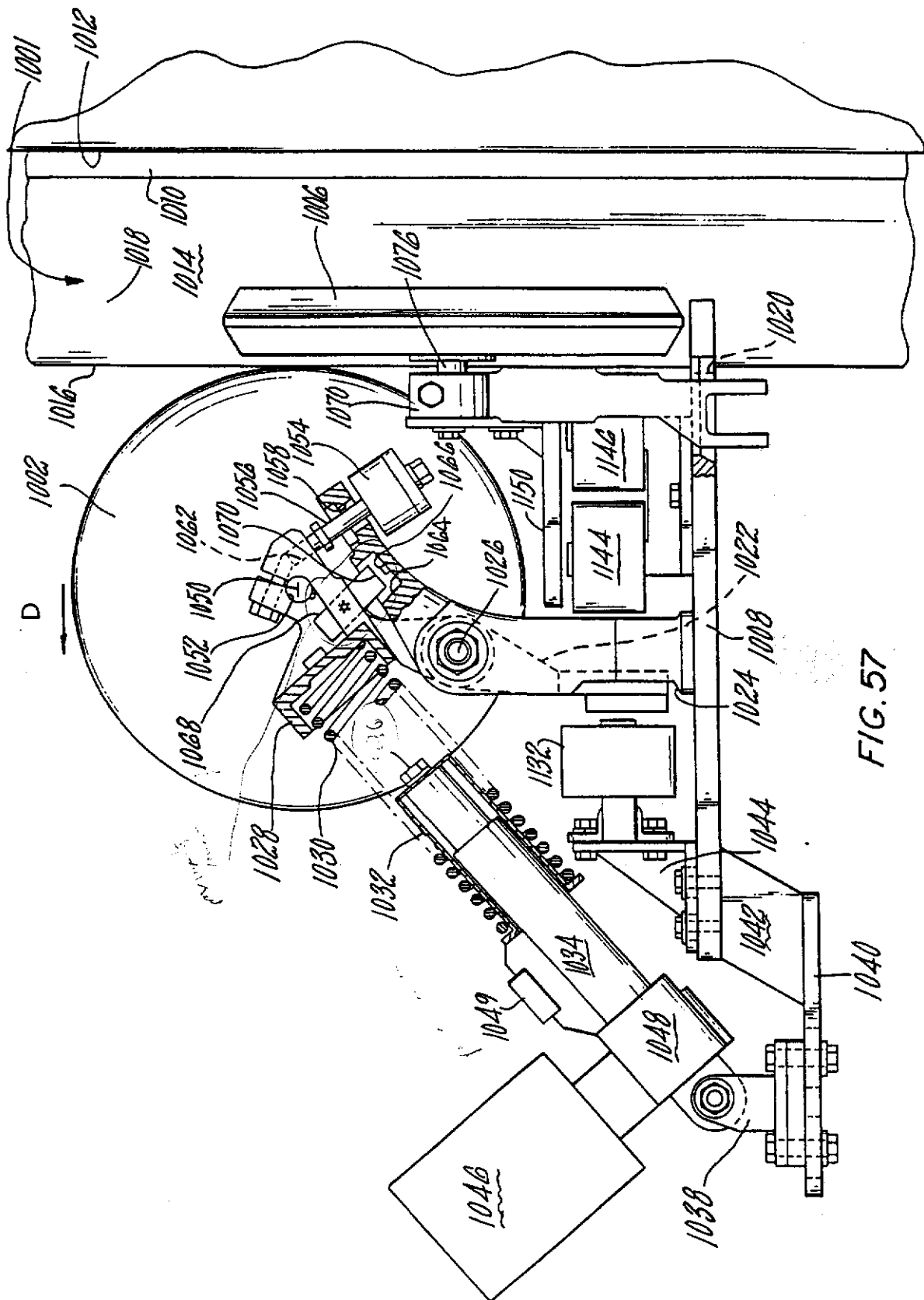


FIG. 56



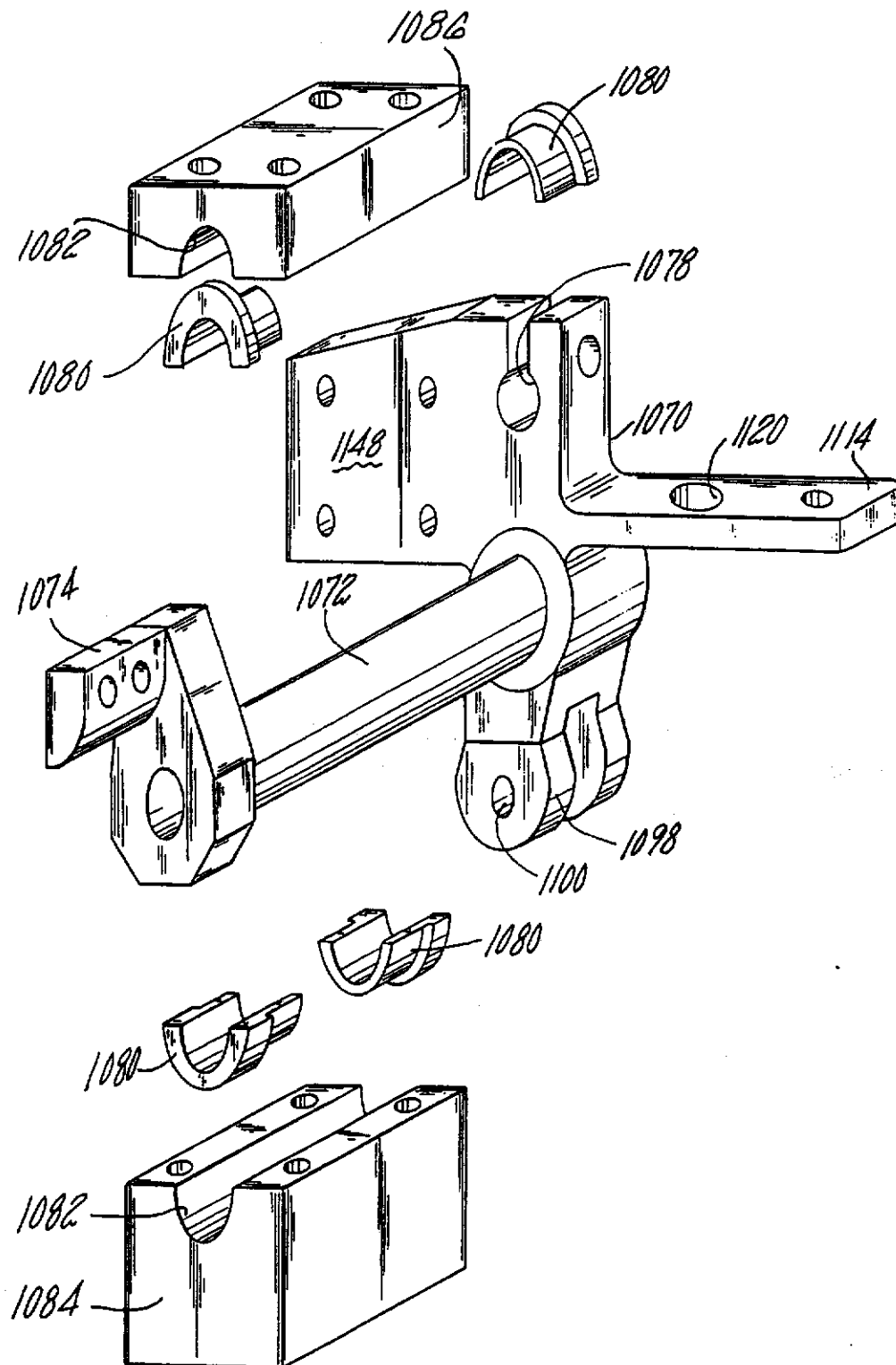


FIG. 58

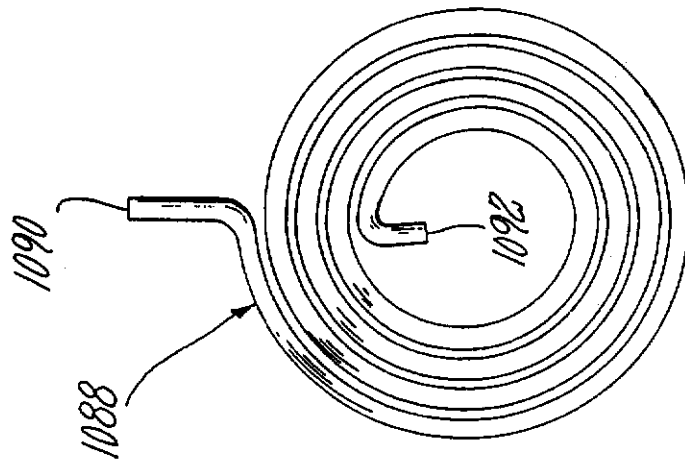


FIG. 59

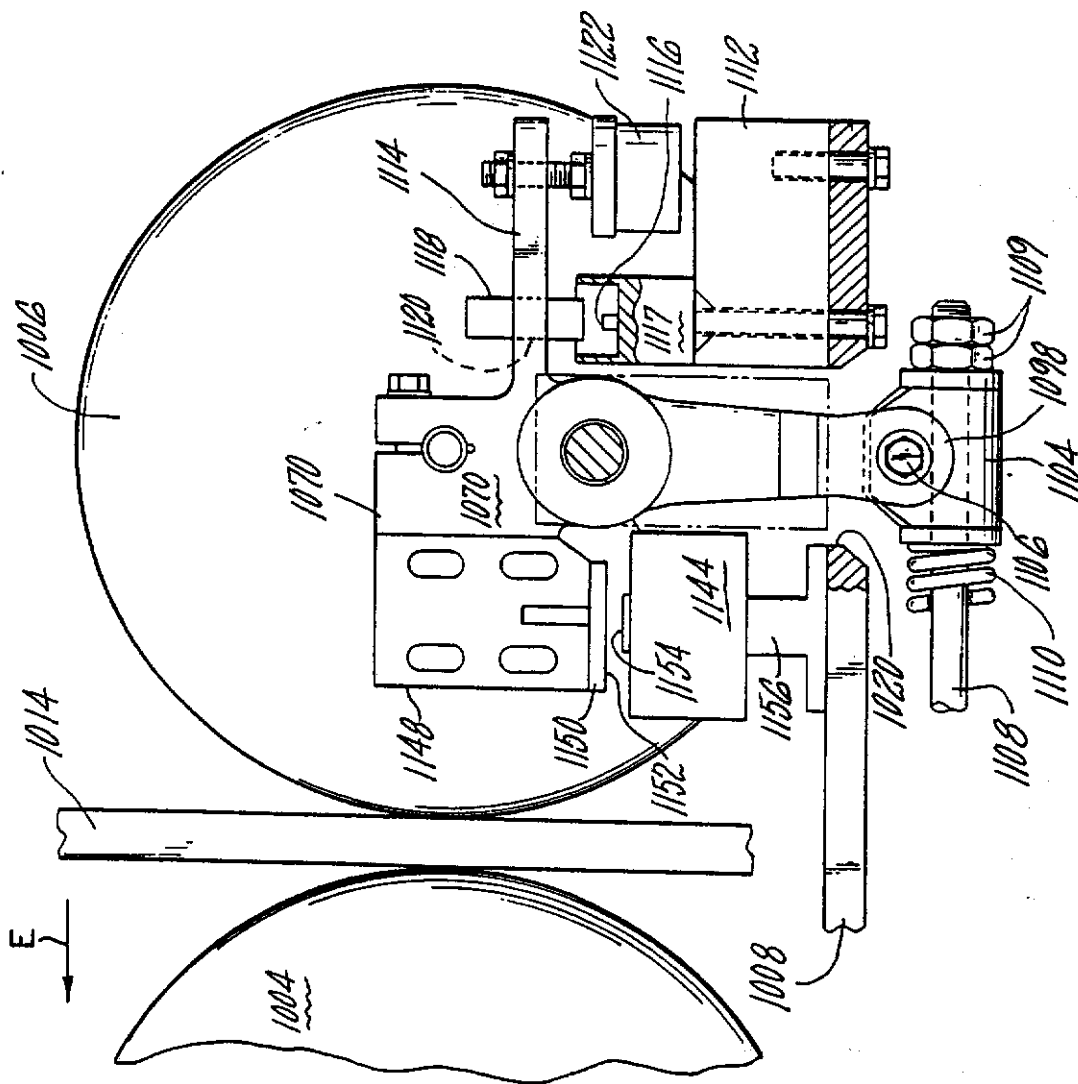
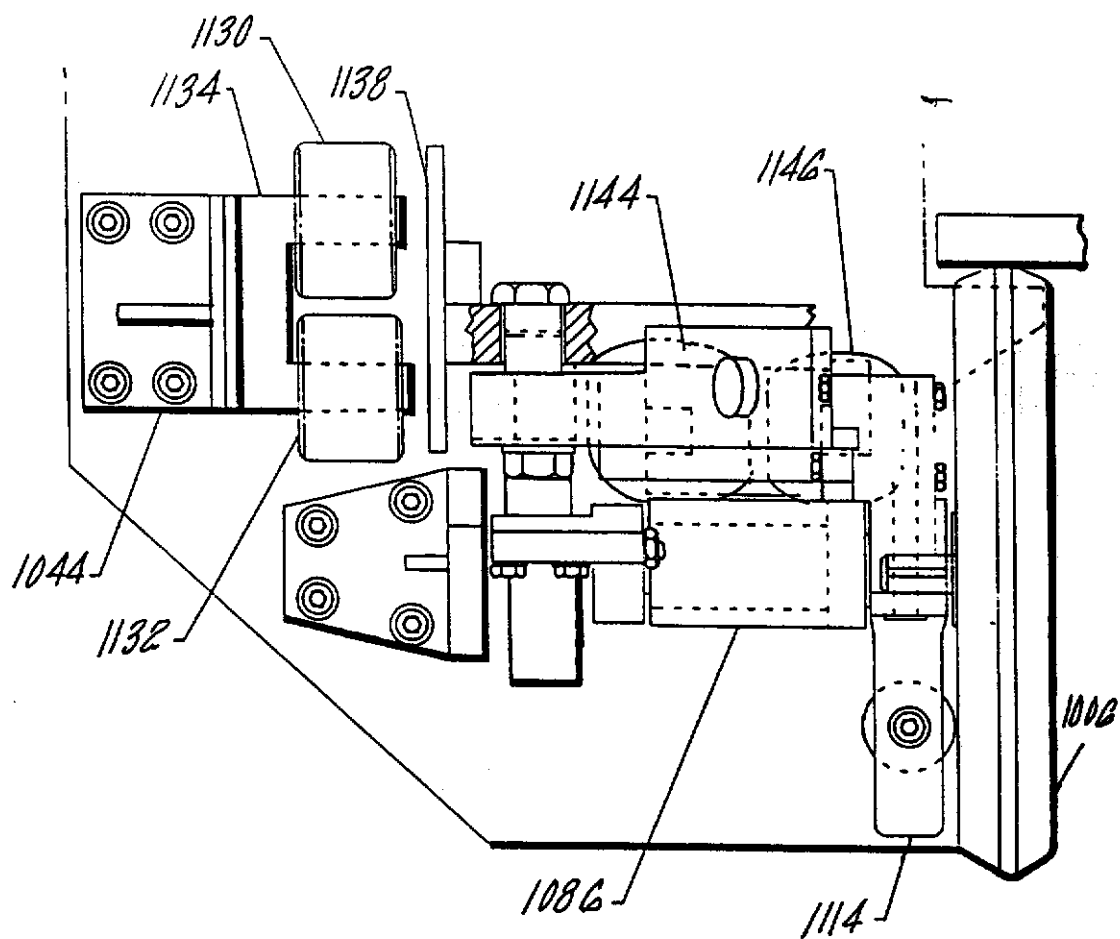


FIG. 60

FIG. 61



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FIG. 62

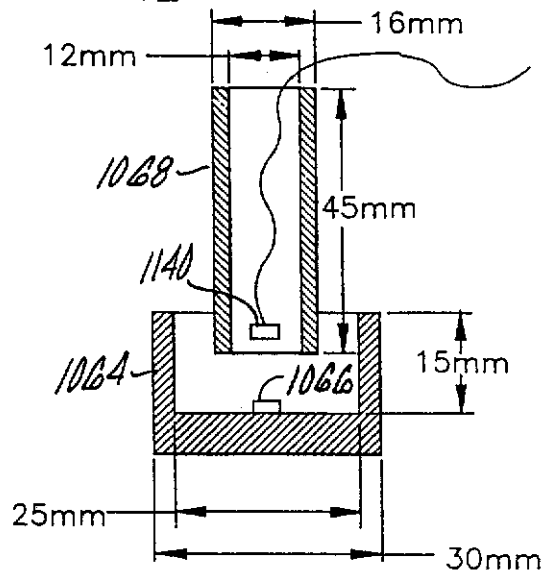


FIG. 63

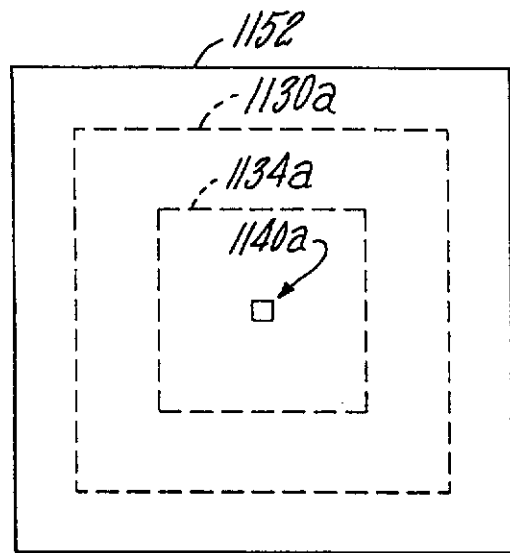


FIG. 64

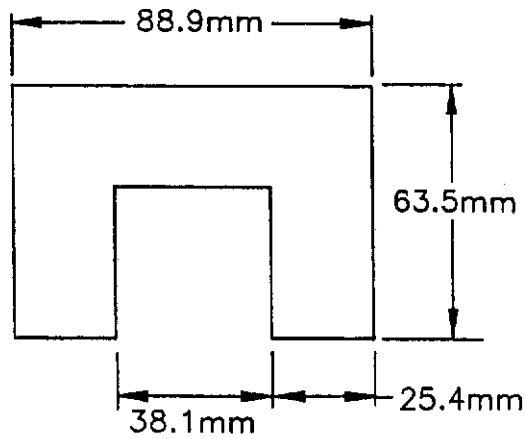
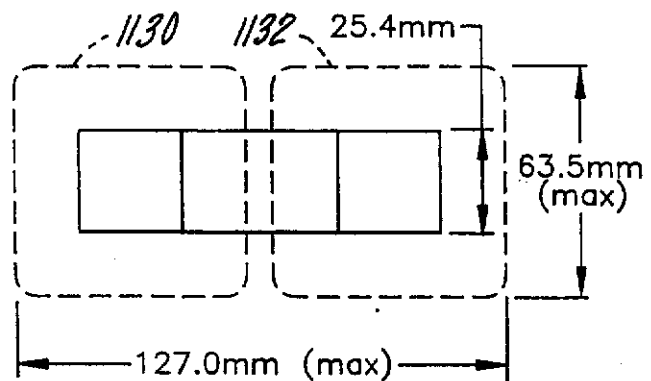


FIG. 65



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FIG. 68A

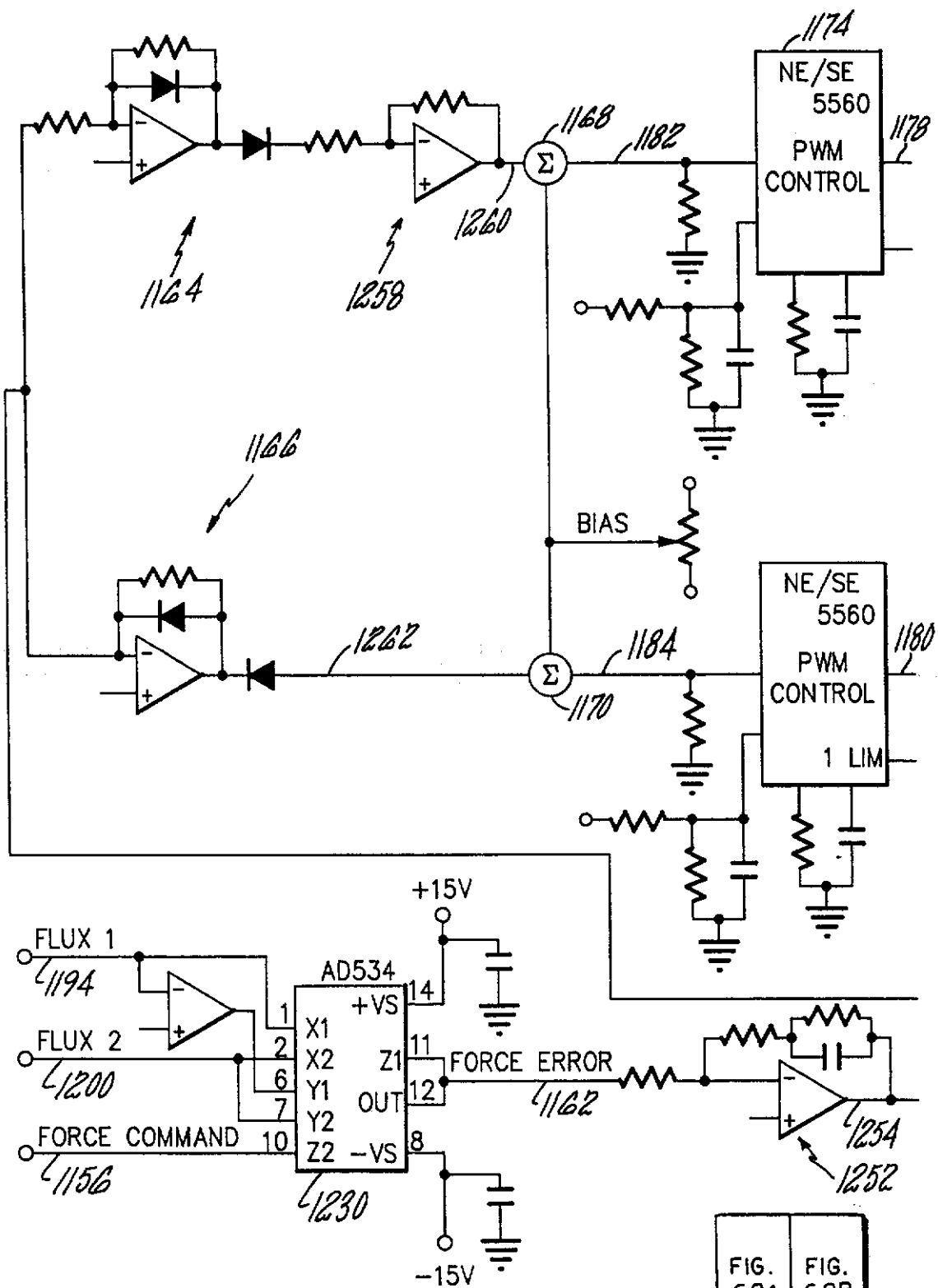
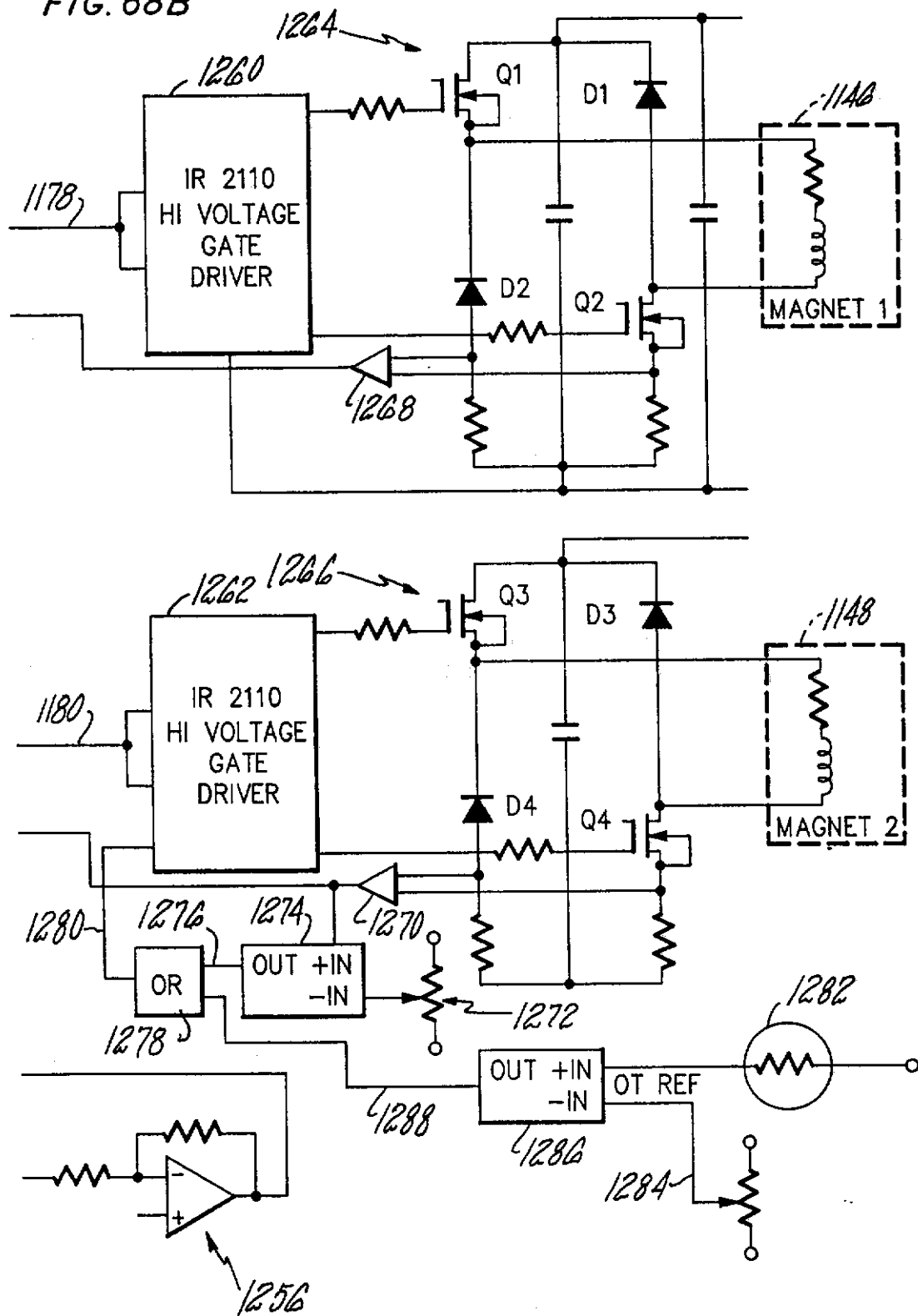
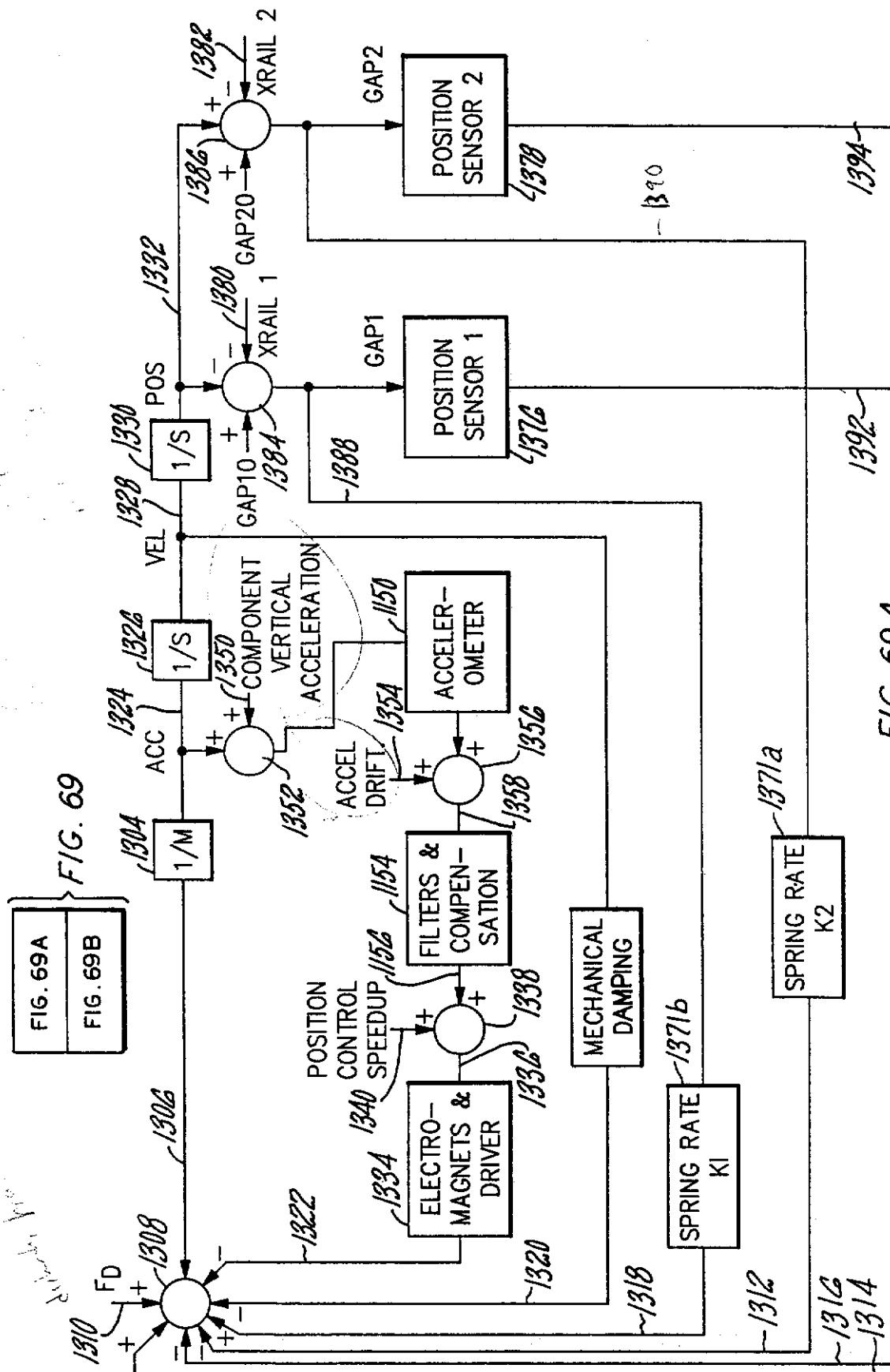


FIG. 68A	FIG. 68B
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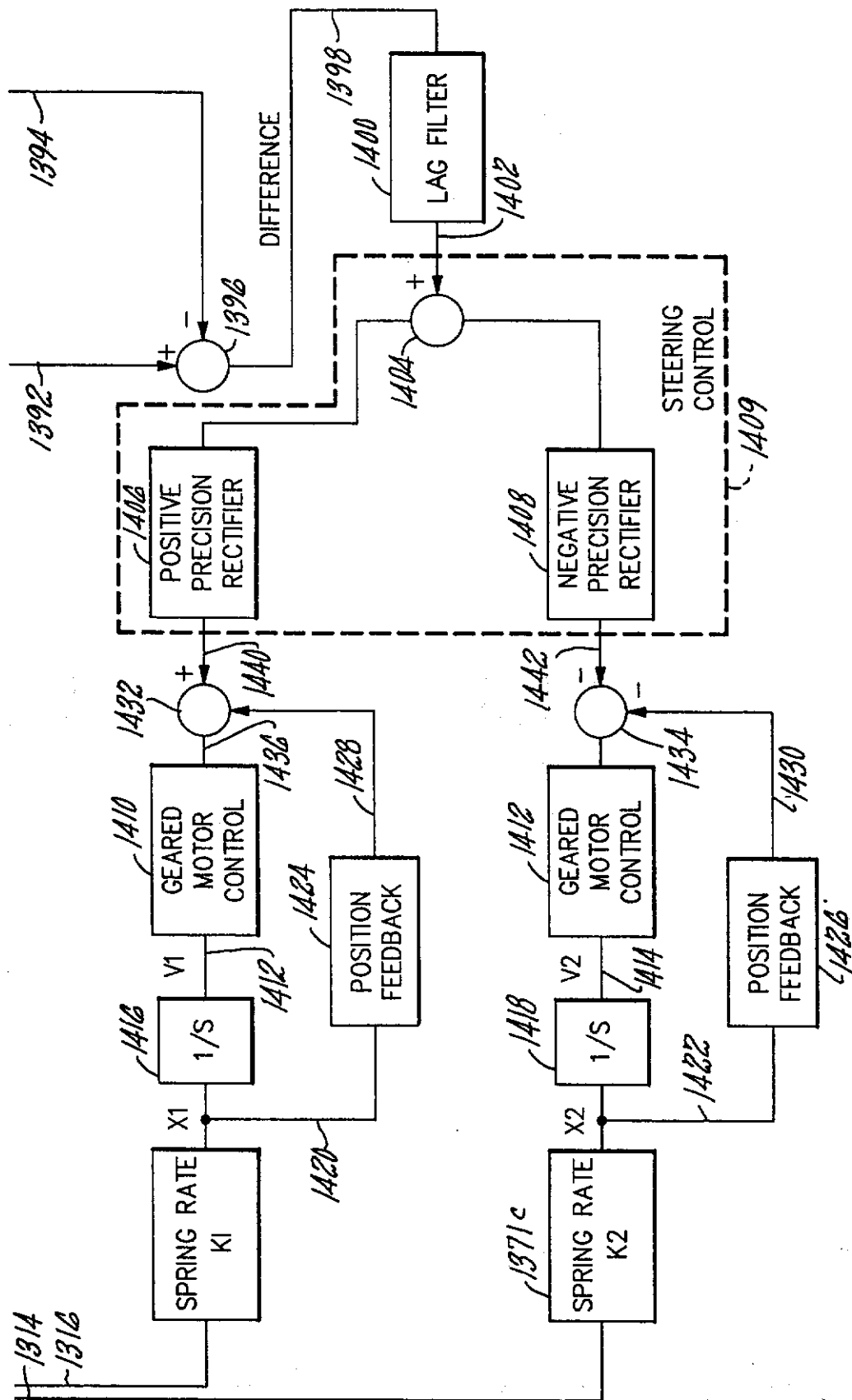
FIG. 68

FIG. 68B





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FIG. 70

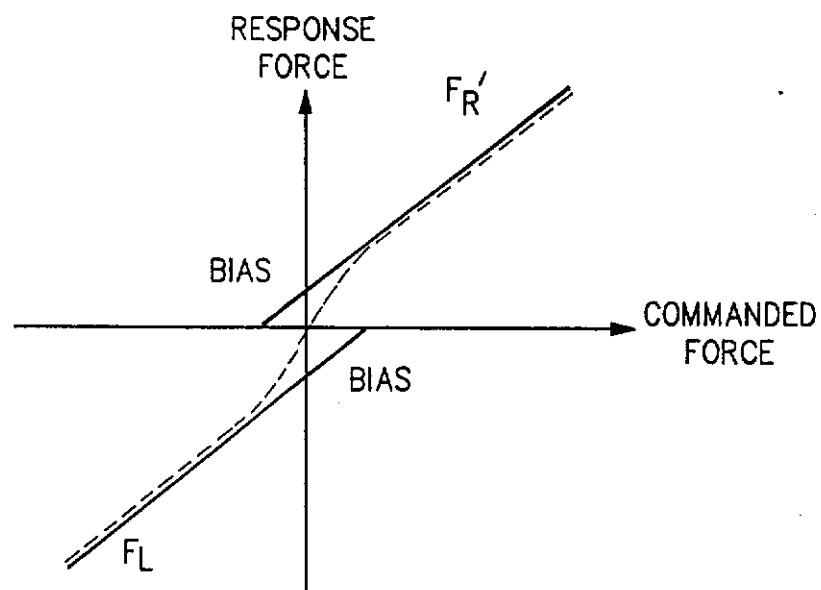
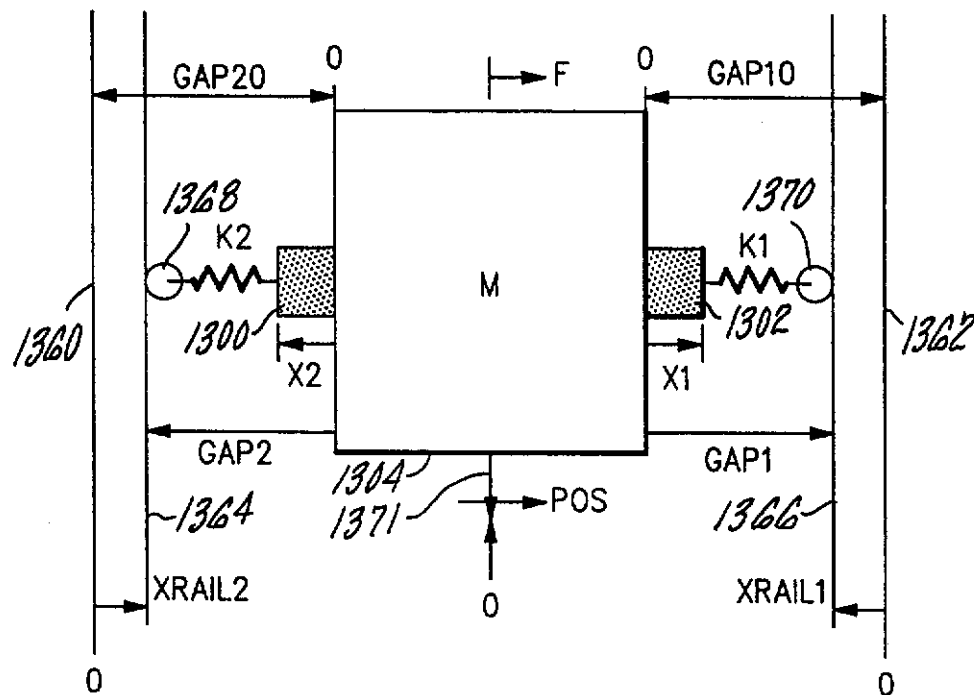


FIG. 67

FIG. 71

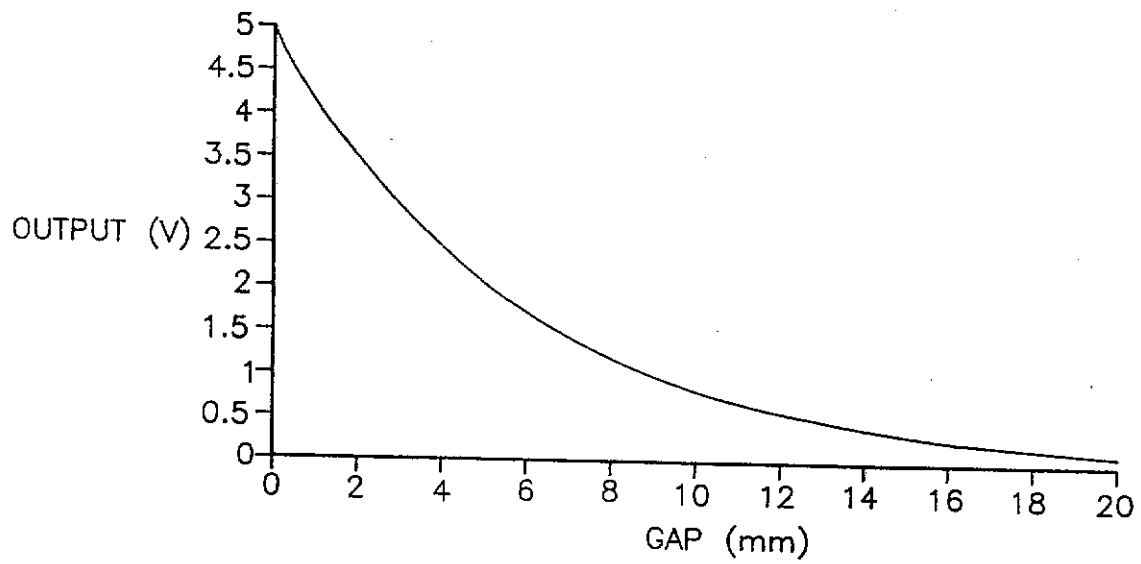


FIG. 72

