

Revisions
 "B"-Nov.,1981
 "C"-Aug.,1982
 "D"-Feb.,1984
 "E"-Nov.,1986

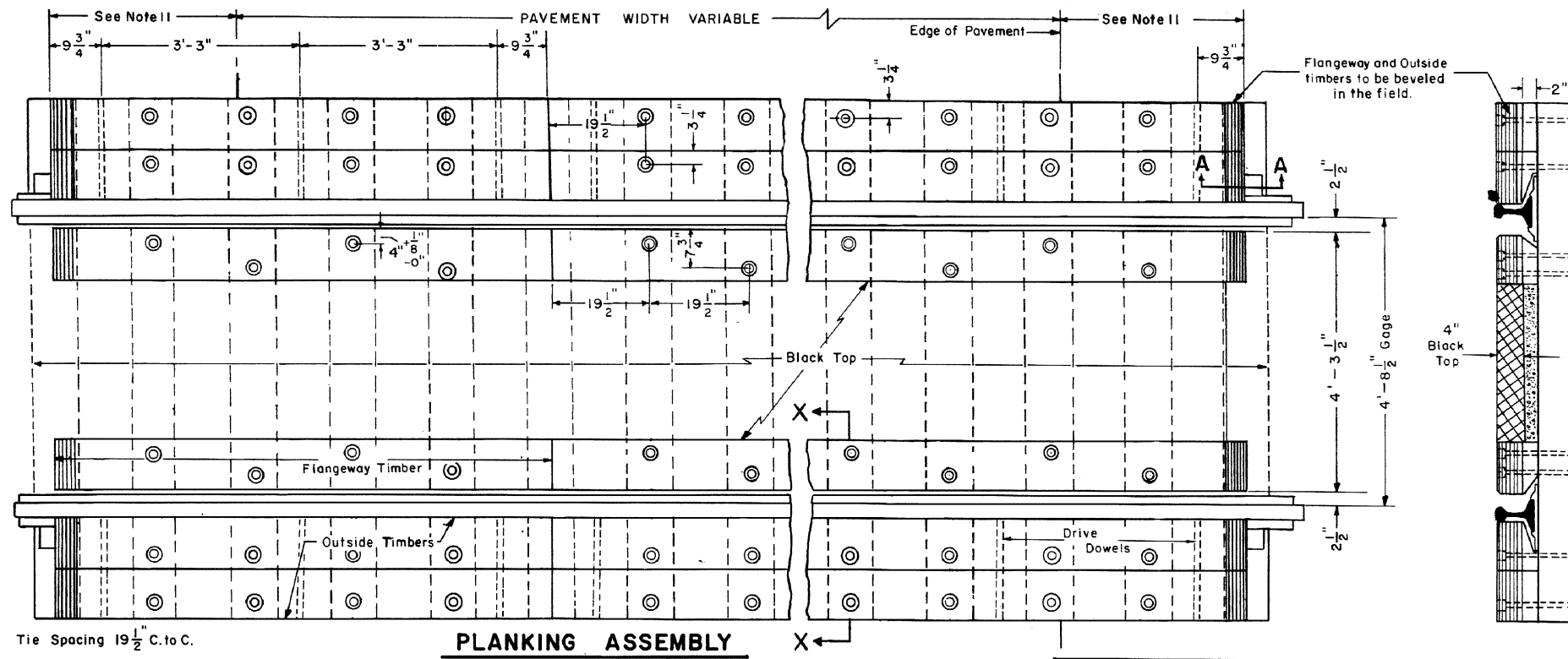
NOTES

- 1-Timbers— Use standard treated oak timbers framed as shown.
- 2-Preboring— Drill $\frac{3}{4}$ " dia.holes in timbers for shank of drive spike. Counterbore $2\frac{1}{2}$ " dia., $1\frac{7}{8}$ " deep for head of drive spike. (Preboring may be eliminated when specified in order.) Drill $\frac{9}{16}$ " dia. hole for drive dowels.
- 3-Framing— Assemble and secure outside timbers with dowels in shop. The framing shown in Section X-X covers only tangent tracks and does not apply to curved tracks or other special track conditions.
- 4-Branding— Each crossing timber shall be identified on the end, with its respective designation 1-A, 1-B, etc.(depending on rail sec.) brand 4" high.
- 5-Drilling Ties— Drill $\frac{5}{8}$ " dia.holes for threaded portion of drive spike in field.
- 6-Washer Head Timber Drive Spikes— Use $\frac{11}{16}$ " dia. x 12" drive spikes, 6" threaded length per A.R.E.A. Manual—Plan 2M-63(Sec.5-M-4)OI-759057.
- 7-Steel Spiral Drive Dowel— Use $\frac{3}{4}$ " dia. x $18\frac{3}{4}$ " long drive dowels.
- 8-Ordering— The required number of timbers for a complete crossing shall be based on the lengths of timber as shown on this plan.
- 9-Ballast— Ballast shall be Class A CR 3-4 per MW 170 Specs. unless otherwise approved by Chief Engineer—M.W.
- 10-Black Topping—

Area between flangeways to be filled with $4\frac{1}{2}$ " ballast and compacted prior to application of black top. 4" Black Top is to consist of 2" of coarse grade black top properly rolled and 2" of surface grade black top properly rolled over the entire track area. All approaches are to be properly feathered a minimum of 3' per inch of track raise above Road Surface

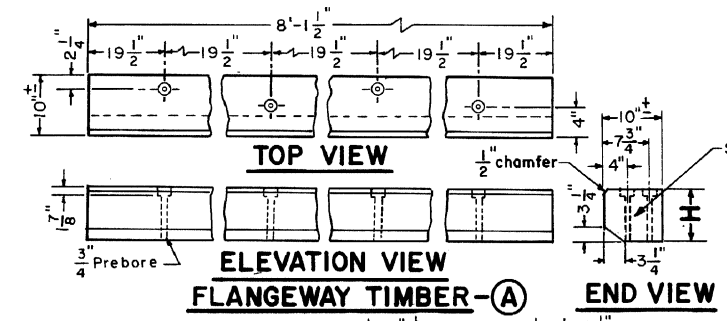
11- For State Requirements on Minimum Shoulder Widths see table below.

12- Drainage— 12" galvanized metal corrugated perforated pipe shall be used in highway grade crossings. Acct. Ref. 03-365057

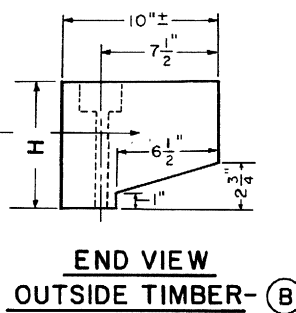


Tie Spacing $19\frac{1}{2}$ " C.to.C.

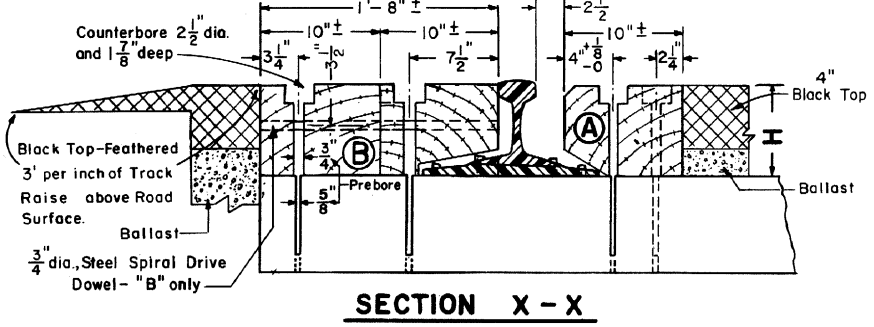
PLANKING ASSEMBLY



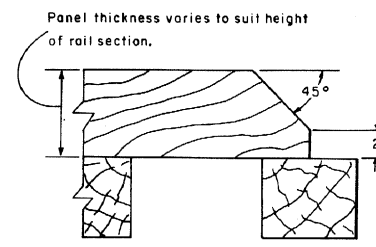
FLANGEWAY TIMBER—(A)



OUTSIDE TIMBER—(B)



SECTION X-X



SECTION A-A

RAIL SECTION	MARK	H	REF. NO.
155-152	1A	$8\frac{5}{8}$ "	04-062608
	1B		04-062616
140-136-133-132	2A	$7\frac{7}{8}$ "	04-062640
131-130RE-127-119	2B		04-062657
130PS-115-112	4A	$7\frac{1}{2}$ "	04-062723
	4B		04-062731
107-105-100 PS	5A	$6\frac{1}{2}$ "	04-062764
	5B		04-062772

State Crossing Requirements
 Minimum Shoulder Widths Beyond Travelled Way

LOCATION	WIDTH
Conn., Del., Ill., Ind., Md. Mass., Mich., N.J., Ohio, Pa.	2'-0"
N.Y.	4'-0"
W. V.	3'-0"



STANDARD
PREFABRICATED TIMBERS FOR
BLACK TOP HIGHWAY GRADE CROSSINGS
 DECEMBER, 1978

R.H. Smith
 Chief Engineer—Maintenance of Way

A.P. Gardner
 Chief Engineering Officer