PLANKING ASSEMBLY

TOP VIEW

ELEVATION VIEW

FLANGEWAY TIMBER – A

END VIEW

OUTSIDE TIMBER – C

SECTION X – X

SECTION A – A

PLANNING ASSEMBLY

ELEVATION VIEW

FLANGEWAY TIMBER – A

END VIEW

OUTSIDE TIMBER – C

SECTION X – X

SECTION A – A

NOTES

1. Timbers – Use standard treated oak timbers. Framed as shown.
2. Pre-boring – Drill \( \frac{3}{4} \) in. holes in timbers for shells of drive spikes. Countersink \( \frac{3}{4} \) in. to \( \frac{1}{2} \) in. deep for head of drive spike. Pre-boring may be eliminated when specified in order.
3. Framing – 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 in the end with its respective designation, i.e., A-C, D-E, etc., depending on their section number.
6. Milled or Reused Timber Drive Spikes – Use \( \frac{3}{4} \) in. x \( \frac{3}{4} \) in. drive spikes with \( \frac{1}{4} \) in. threaded length per AREA.
7. Order – The required number of timbers for any particular crossing shall be based on the length of the road as shown in this plan. However, a 1/4 in. saw cut and dilling may be necessary to give proper crossing length.

8. Other As Required – Prefabricated timbers for farm crossings weight of rail through crossing. Number of flangeway timbers “A,” number of outside timbers “C,” number of header timbers “D.”