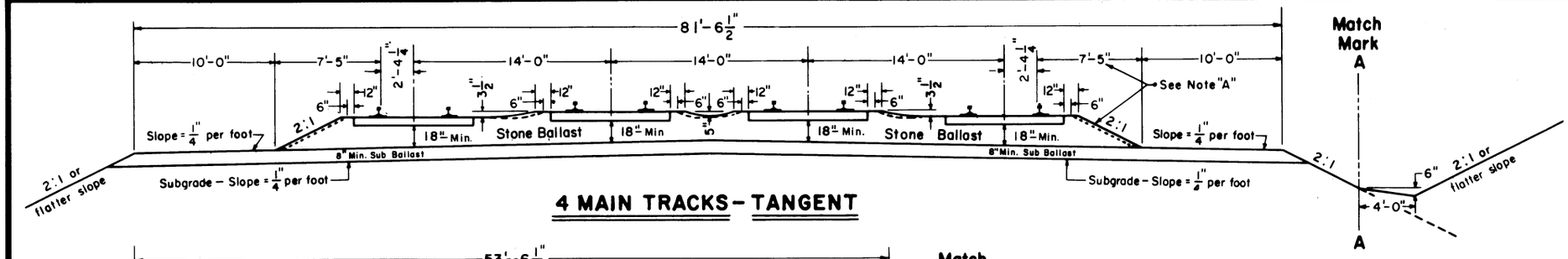
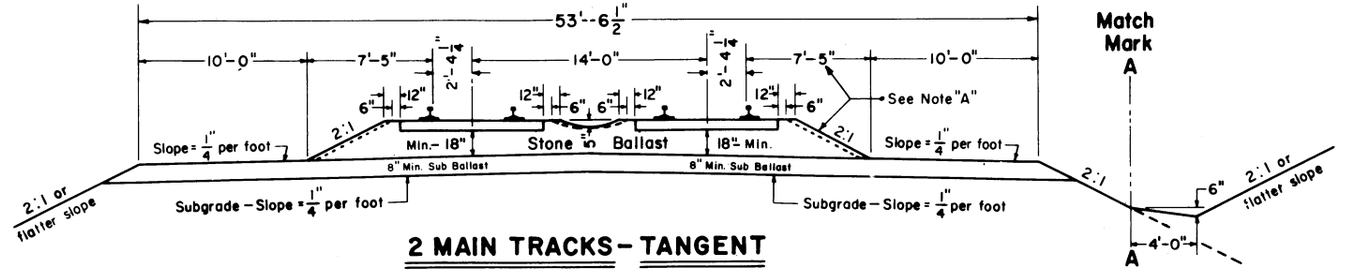
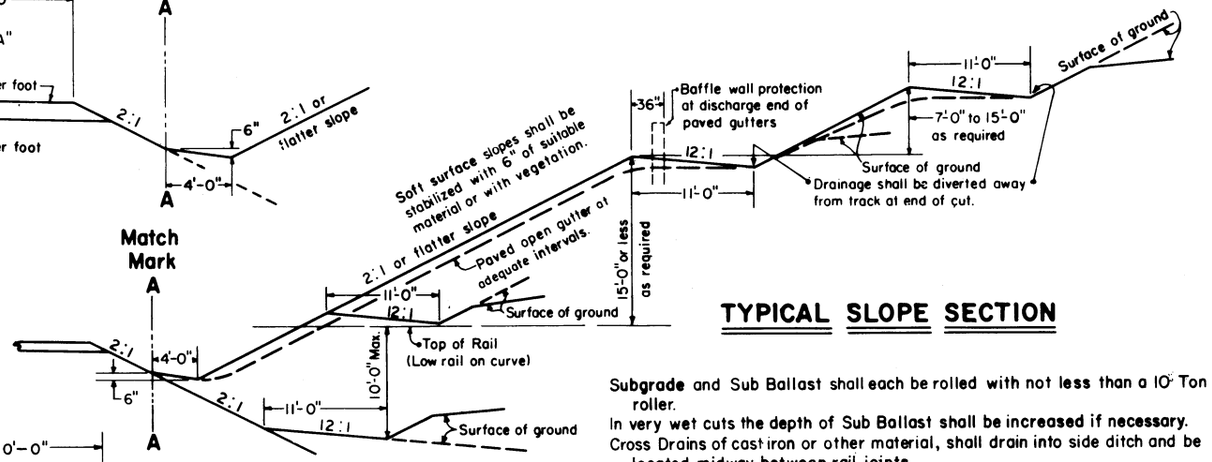
Revisions
B-Nov.,1983



4 MAIN TRACKS - TANGENT

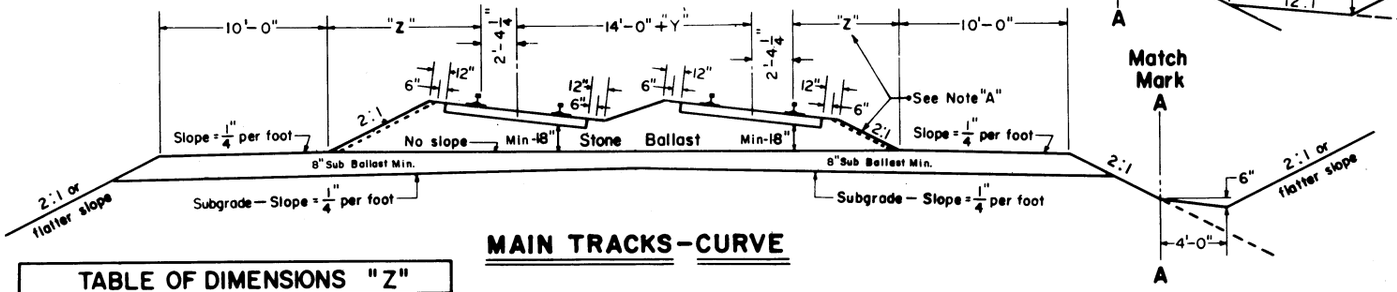


2 MAIN TRACKS - TANGENT



TYPICAL SLOPE SECTION

"Y" = On adjacent tracks — Where super-elevation is the same or the outer track has the lesser, this dimension shall be increased 1" for every 1/2 degree of curvature.
Where super-elevation on outer track is greater, this dimension shall be increased as above, plus 3 1/2 times the amount of difference in super-elevation.



MAIN TRACKS - CURVE

TABLE OF DIMENSIONS "Z"		
OUTSIDE EDGE OF BALLAST FROM GAGE OF NEAR RAIL FOR CURVED TRACK		
SUPER-ELEVATION	INSIDE OF CURVE	OUTSIDE OF CURVE
1"	7'-0"	7'-5"
2"	6'-10"	7'-7"
3"	6'-9"	7'-10"
4"	6'-8"	8'-1"
5"	6'-7"	8'-4"
6"	6'-6"	8'-7"

NOTE "A" Ballast section shown in solid lines is for track in Continuous Welded Rail Territory. In Bolted Rail Territory ballast section with shoulders indicated by short dashed lines may be used, and dimensions designated "Z" shall be reduced by 6."

Subgrade and Sub Ballast shall each be rolled with not less than a 10 Ton roller.
In very wet cuts the depth of Sub Ballast shall be increased if necessary.
Cross Drains of cast iron or other material, shall drain into side ditch and be located midway between rail joints.
All tracks shall be brought to the same elevation laterally at highway crossings and over open or solid floor bridges.
All other requirements shall conform to the ConRail "Specifications for Construction and Maintenance of Track, M.W.-4."

CONRAIL

70003-B

STANDARD

ROADWAY STONE BALLAST

SEPTEMBER, 1976

R H Smith
Chief Engineer - Maintenance of Way

Chief Engineering Officer