GENERAL INSTRUCTIONS

Clearance requirements shown on this plan apply only to new construction or reconstruction. Existing structures and tracks may be maintained and extended at present clearances, unless otherwise required by Local or State Authorities.

Structures must not be located nearer to the track than the minimum clearance limits shown on this plan and these distances should be exceeded where possible. Consideration should be given to the probability of increased distance between track center lines, widening roadbed shoulders and widening and deepening ditches, and the structures located accordingly.

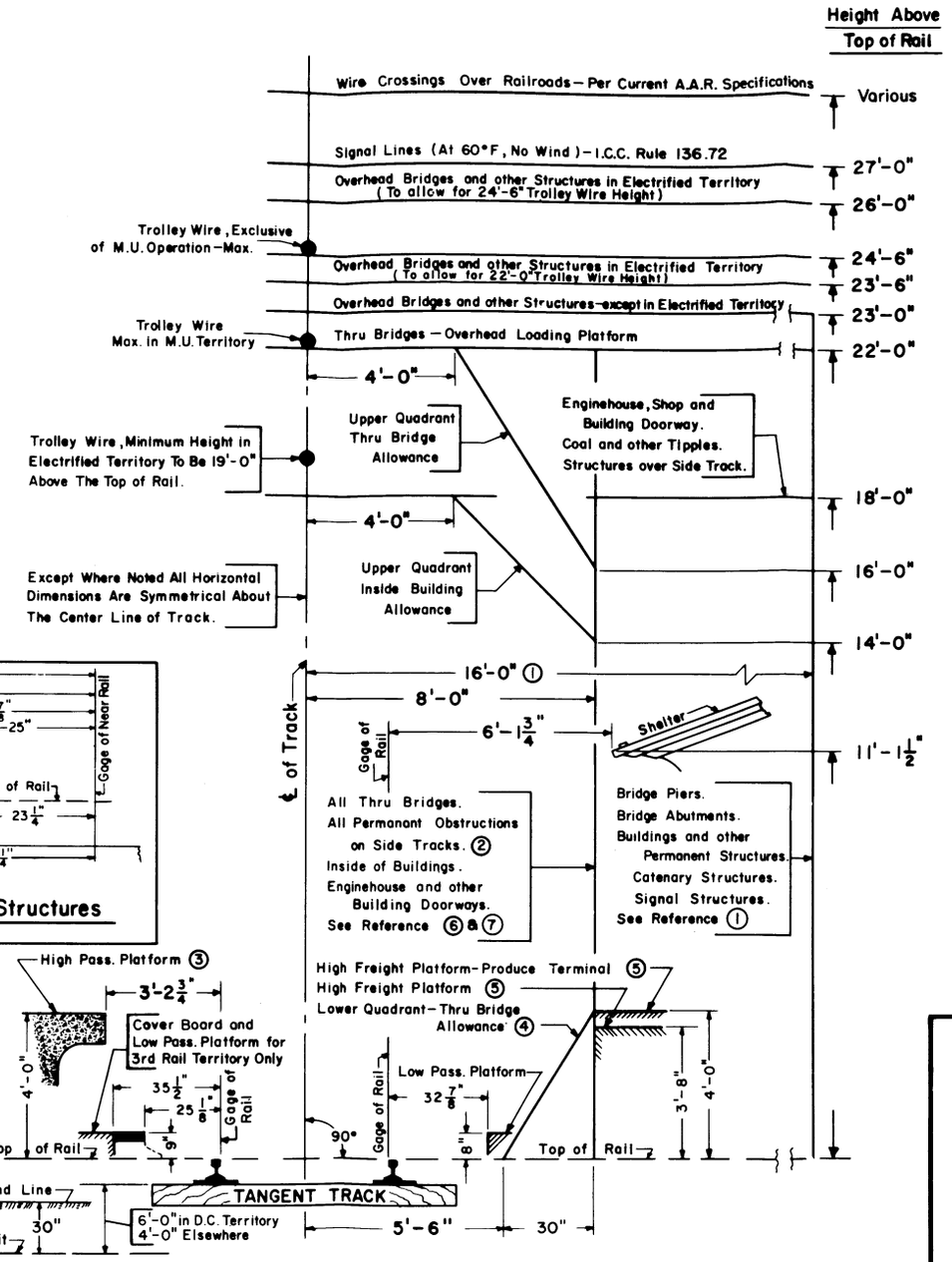
For standard distances between track center lines and the spacing of tracks where intertrack clearance limiting objects are located, see M.W. 4, Paragraphs 62.0 to 62.3 inclusive.

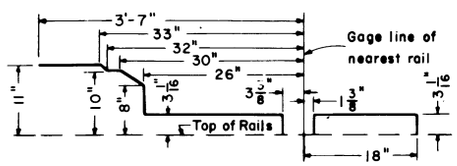
Where physical conditions impose insurmountable restrictions, necessitating clearances closer than those specified, the matter must be submitted to the Chief Engineer - Maintenance of Way for any modifications, and also to the Local or State Authorities, if necessary, over the signature of the General Manager.

Minimum clearances shown on this plan are from level tangent track. For curved track the following provisions apply:

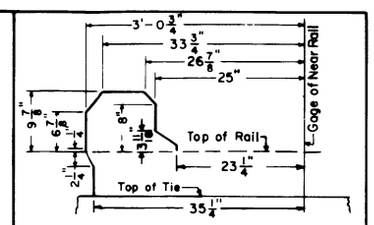
Vertical - Same as for tangent track measured vertically above top of high rail, except above top of near rail for passenger and freight platforms.

Lateral - Outside and inside clearances shall be measured radially and horizontally and increased by 1 inch per degree of curvature over that shown for tangent track. In addition, the inside clearance for superelevated track shall be further increased by 1 inch per inch of superelevation for each 5 feet of height above the top of low rail.

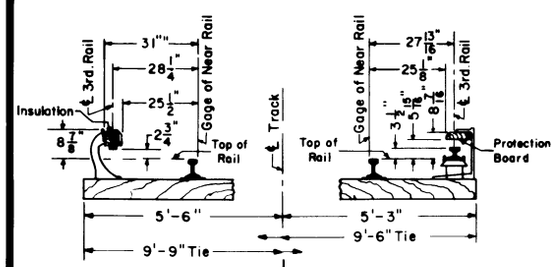




Limits of Car Retarder



3rd Rail Structures



Location of Under-Running 3rd. Rail, Bracket & Insulated Protection.

Location of Over-Running 3rd Rail, Bracket & Protection Board.

REFERENCES

① - On main running tracks, where practicable, a lateral clearance of 18'-0" instead of 16'-0" is desired.

② - On private side tracks the standard clearance to platforms, of 8'-0" to be obtained if possible. Where the industry demands a less than standard clearance for platforms, a minimum of 6'-6" from center line of track may be used, subject to State approval where required, on one side of such tracks only, provided a full 8'-6" clearance is maintained on the opposite side of track, or track centers to adjacent tracks are not less than 14'-0". The State of Illinois prohibits freight platform clearance between 6'-2" and 8'-0" unless P.U.C. approval for other clearance is obtained. Reduced clearances on private sidings are permissable only where industry signs the Conrail "Standard Side Track Agreement" and will erect and maintain Close Clearance signs illuminated at night.

③ - Unless authorized by the Chief Engineer - Maintenance of Way high passenger platforms must not be constructed on track having curvature in excess of 1°-40' or where speed requires elevation of outer rail in excess of 1".

④ - Request must be made for encrochment of upper and lower quadrants from 8'-0" horizontal clearance of thru bridges in the States of Indiana, Massachuetts and Ohio.

⑤ - Safety lines, yellow or white, 8'-6" from center line of track are required on freight platforms in the District of Columbia. These lines are recommended in Delaware, Maryland and Pennsylvania.

⑥ - For side clearance to handrails on bridges, trestles and turntables see appropriate Standard Plan.

⑦ -

State Clearance Requirements at Variance with Dimensions Shown on This Plan

Location	General Clearances		Inside Bldgs. & Doorways	
	Horizontal	Vertical	Horizontal	Vertical
Canada	8'-4 1/4"	22'-6" ◐	8'-4 1/4"	22'-6" ◐
Connecticut	8'-6"	22'-6"	8'-0"	22'-6"
Delaware; Maryland; D.C.	8'-6"	22'-0"	8'-0"	18'-0"
Illinois	8'-0"	21'-6"	8'-0"	H
Indiana; West Virginia	8'-0"	22'-0"	8'-0"	22'-0" ✱
Massachuetts; Michigan	8'-6"	22'-6"	8'-6"	22'-6"
Missouri	8'-6"	22'-0"	8'-6"	22'-0"
New Jersey; Virginia	No Regulations - Use Conrail Dimensions			
Ohio	8'-0"	21'-0"	8'-0"	21'-0"
Pennsylvania	12'-0"	22'-0"	8'-0"	18'-0"
Rhode Island	8'-6"	18'-0"	8'-0"	18'-0"
New York	8'-6"	22'-0"	8'-0"	22'-0"
Kentucky	—	22'-0"	—	—

◐ = Measured from base of rail, all other vertical measurements shown are from top of rail.
H = Height of cars governs.
✱ = West Virginia, 22'-0" building doors and 18'-0" inside of buildings.

Clearances tabulated from A.R.E.A. "Legal Clearance Requirements" page 28-3-25 dated 1975.

CONRAIL 70051-B

STANDARD

MINIMUM ROADWAY CLEARANCES

AUGUST, 1979

R H Smith
Chief Engineer - Maintenance of Way

Chief Engineering Officer