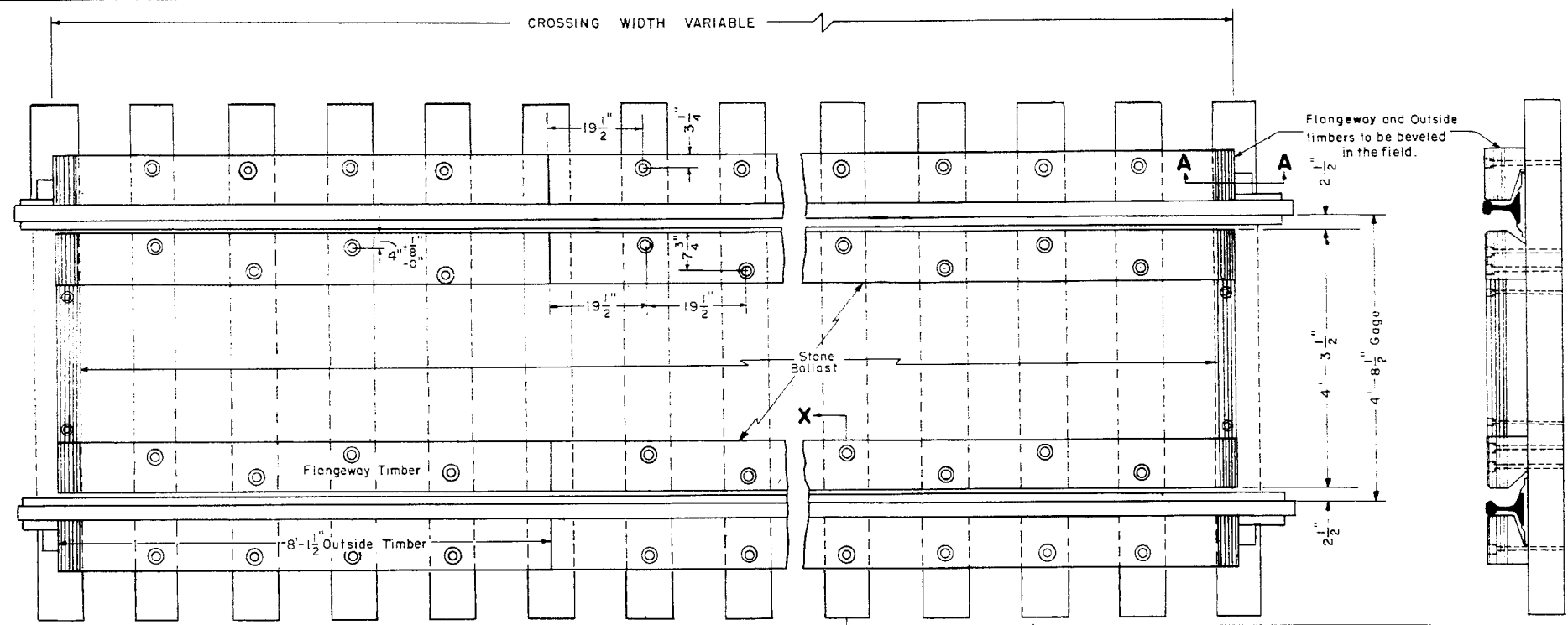
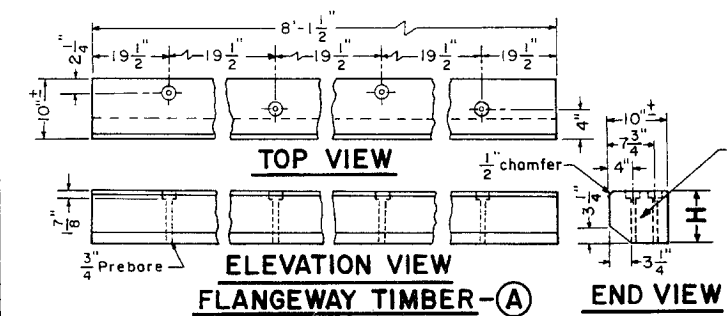


NOTES

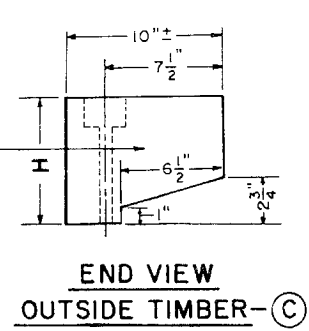
- 1-Timbers— Use standard treated oak timbers framed as shown.
- 2-Preboring— Drill $\frac{3}{4}$ " dia. holes in timbers for shank of drive spike. Counterbore $2\frac{1}{2}$ " dia., $1\frac{7}{8}$ " deep for head of drive spike. (Preboring may be eliminated when specified in order.)
- 3-Framing— The 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 on the end, with its respective designation I-A or I-C I-D 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 with 6" threaded length per A.R.E.A. Manual-Plan 2M-63 (Sec. 5-M-4) 01-759057
- 7-Ordering— The required number of timbers for a complete crossing shall be based on the lengths of timber as shown on this plan. However, field saw cuts and drilling may be necessary to give proper crossing length.
- 8-Order As Follows—
 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"



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

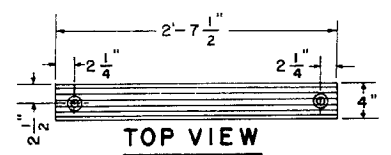


SECTION X - X



SECTION A - A

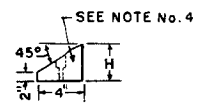
RAIL SECTION	MARK	H	REF. NO.
155-152	1A	$8\frac{5}{8}$	04-062608
	1C		04-062517
	1D		04-062509
140-136-133-132-131	2A	$7\frac{7}{8}$	04-062640
	2C		04-062533
	2D	$7\frac{7}{8}$	04-062525
	4A		04-062681
130-127-119-115-112	4C	$7\frac{1}{2}$	04-062558
	4D		04-062541
107-105-100 PS	5A	$6\frac{1}{2}$	04-062764
	5C		04-062574
	5D		04-062566



TOP VIEW



ELEVATION VIEW



END VIEW



70124-A

STANDARD
PREFABRICATED TIMBERS FOR

FARM GRADE CROSSINGS

AUGUST, 1982

J.R. Cease
 Chief Engineer - Maintenance of Way

[Signature]
 Chief Engineering Officer

This Plan supersedes Plan 66608-A dated December, 1981.