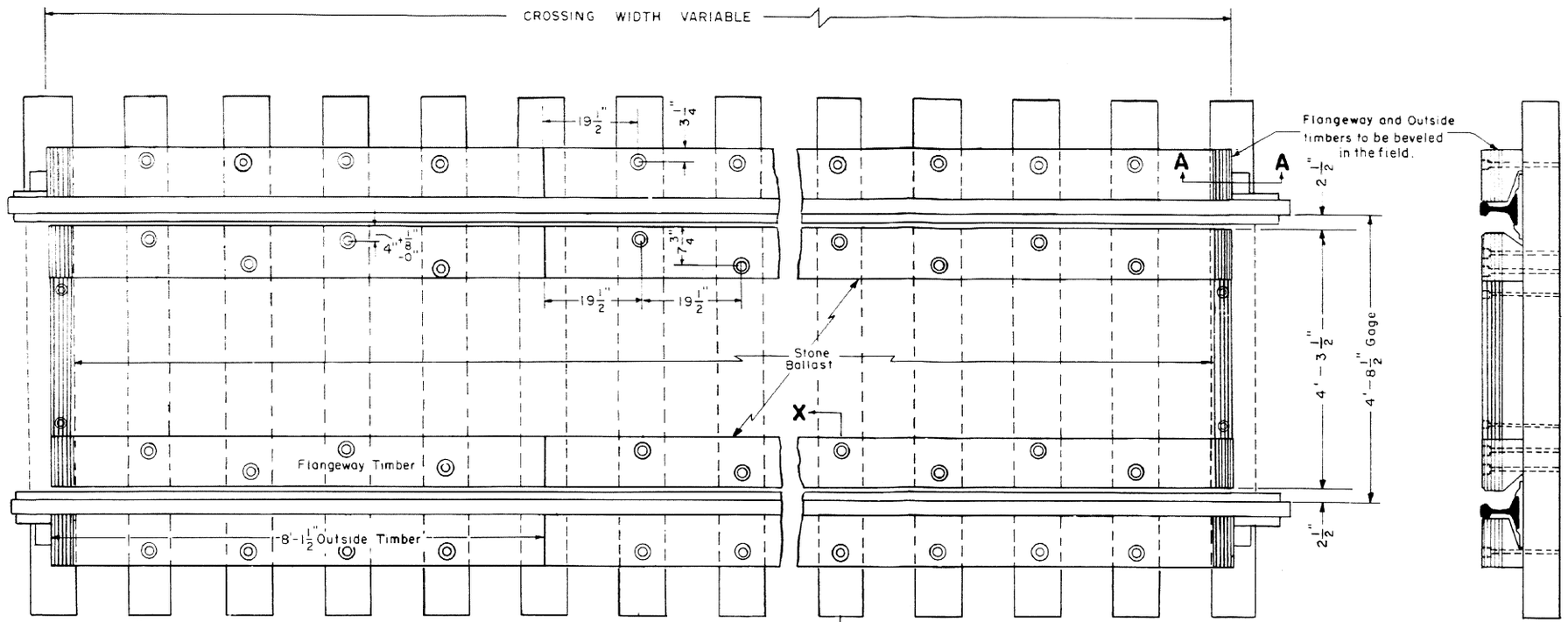
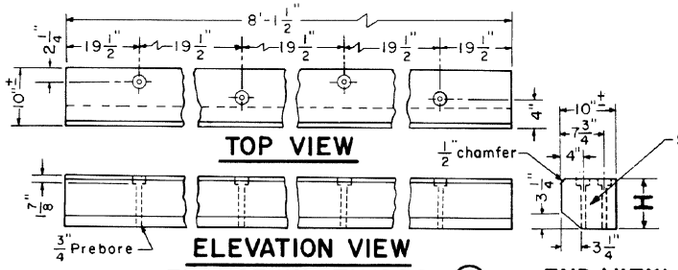


Tie Spacing 19 1/2" C. to C.

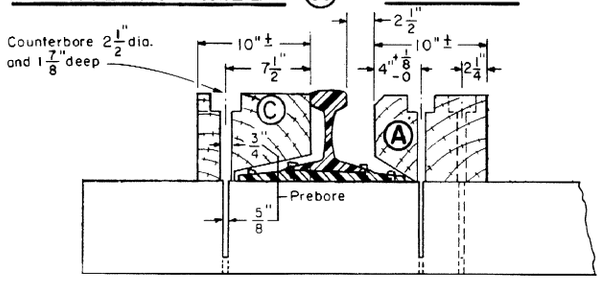
PLANKING ASSEMBLY



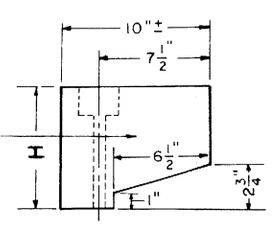
TOP VIEW

ELEVATION VIEW
FLANGEWAY TIMBER-(A)

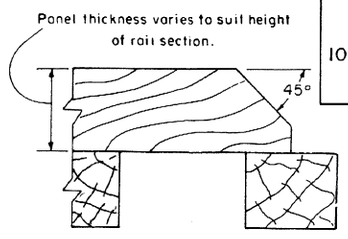
END VIEW



SECTION X-X



END VIEW
OUTSIDE TIMBER-(C)



SECTION A-A

RAIL SECTION	MARK	H	REF. NO.
155-152	1A	8 5/8"	04-062608
	1C		04-062517
	1D		04-062509
140-136-133-132-131	2A	7 7/8"	04-062640
	2C		04-062533
	2D		04-062525
130-127-119-115-112	4A	7 1/2"	04-062723
	4C		04-062558
	4D		04-062541
107-105-100 PS	5A	6 1/2"	04-062764
	5C		04-062574
	5D		04-062566

NOTES

1-Timbers — Use standard treated oak timbers framed as shown.

2-Preboring - Drill 3/4" dia. holes in timbers for shank of drive spike. Counterbore 2 1/2" dia., 1 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 appy 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.

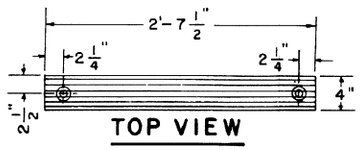
5-Drilling Ties - Drill 5/8" dia. holes for threaded portion of drive spike in field.

6-Washer Head Timber Drive Spikes — Use 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

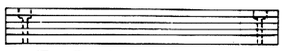
7-Ordering — The required number of timbers for a complete crossing shall be based on the lengths of timber as shown on this plan However, field saw cuts and drilling may be necessary to give proper crossing length.

8 -Order As Follows —

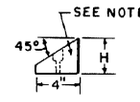
Prefabricated timbers for Farm Crossings.
Weight of rail through crossing.
Number of flangeway timbers "A"
Number of outside timbers "C"
Number of header timbers "D"



TOP VIEW



ELEVATION VIEW
HEADER TIMBER-(D)



END VIEW

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

CONRAIL

70124-B

STANDARD

PREFABRICATED TIMBERS FOR FARM GRADE CROSSINGS

AUGUST, 1982

J. R. Cowle
Chief Engineer - Maintenance of Way

Chief Engineering Officer