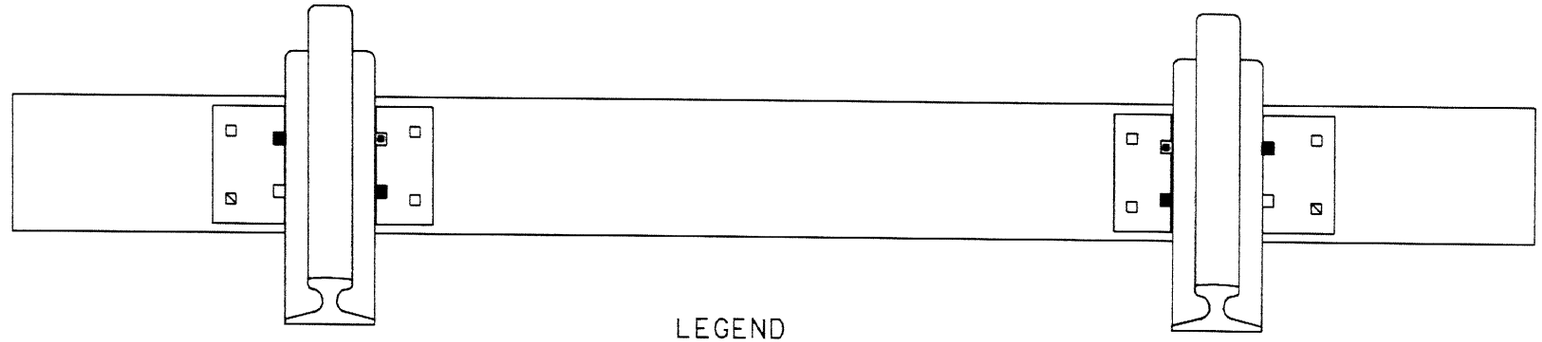
REVISIONS
A-SEPT.,1976
B-JULY,1996



LEGEND

- ■ INDICATES RAIL HOLDING SPIKES IN ALL CASES
- ▨ INDICATES PLATE HOLDING SPIKE
- ◙ INDICATES 3RD RAIL HOLDING SPIKE (WHERE THREE ARE REQUIRED)

NOTES

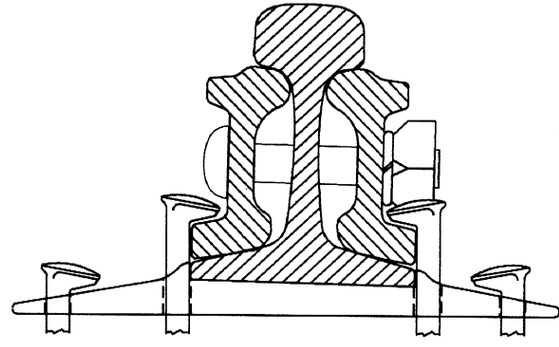
1-SPIKING SHALL BE IN ACCORDANCE WITH THE CONRAIL MANUAL FOR CONSTRUCTION, MAINTENANCE AND INSPECTION, MW-4, SEC.213.127.

2-SPIKING ON BRIDGES AND TRESTLES SHALL BE THE SAME AS FOR STANDARD BALLASTED TRACK.

3-WHEN THE PLATE HAS ONLY 2 RAIL HOLDING HOLES AND A 3RD RAIL HOLDING SPIKE IS REQUIRED, THE 3RD RAIL HOLDING SPIKE WILL BE PUT IN THE PLATE HOLDING LOCATION.

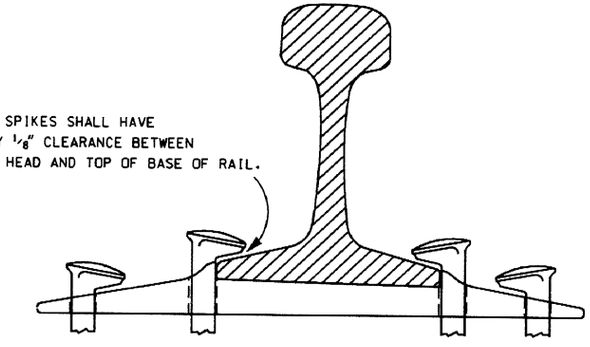
TRACK FASTENINGS

TRACKS	RAIL HOLDING SPIKES	PLATE HOLDING SPIKES
(1) 5,000,000 OR LESS GROSS TONS OF TRAFFIC PER YEAR:		
TANGENTS AND CURVES UNDER 1 DEGREE.....	2	0
CURVES 1 DEGREE AND OVER.	3	0
(2) OVER 5,000,000 GROSS TONS OF TRAFFIC PER YEAR:		
TANGENTS AND CURVES UNDER 1 DEGREE.....	3	0
CURVES 1 DEGREE AND OVER.	3	1



SPIKE APPLICATION WITHIN JOINT BAR LIMITS

RAIL HOLDING SPIKES SHALL HAVE APPROXIMATELY 1/8" CLEARANCE BETWEEN UNDERSIDE OF HEAD AND TOP OF BASE OF RAIL.



SPIKE APPLICATION OF RAIL AND PLATE HOLDING SPIKES

(TANGENT AND CURVED TRACK)

CONRAIL

72051-B

STANDARD

SPIKING ARRANGEMENT FOR TIE PLATES

REDRAWN JULY,1996

W L Steide
DIR.- STANDARDS & TRACK ANALYSIS

B W Willbrant
CHIEF ENGINEER

STDPLS1 1998:10.8930,1976:3.6880