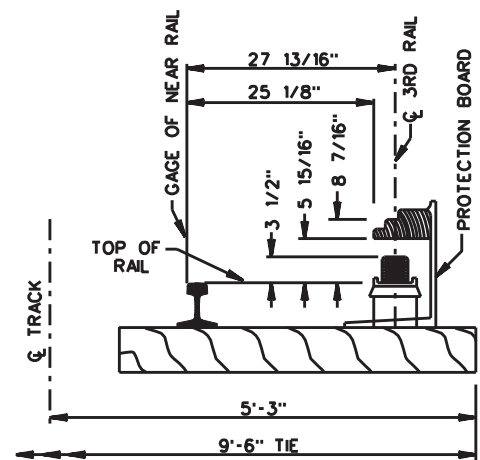
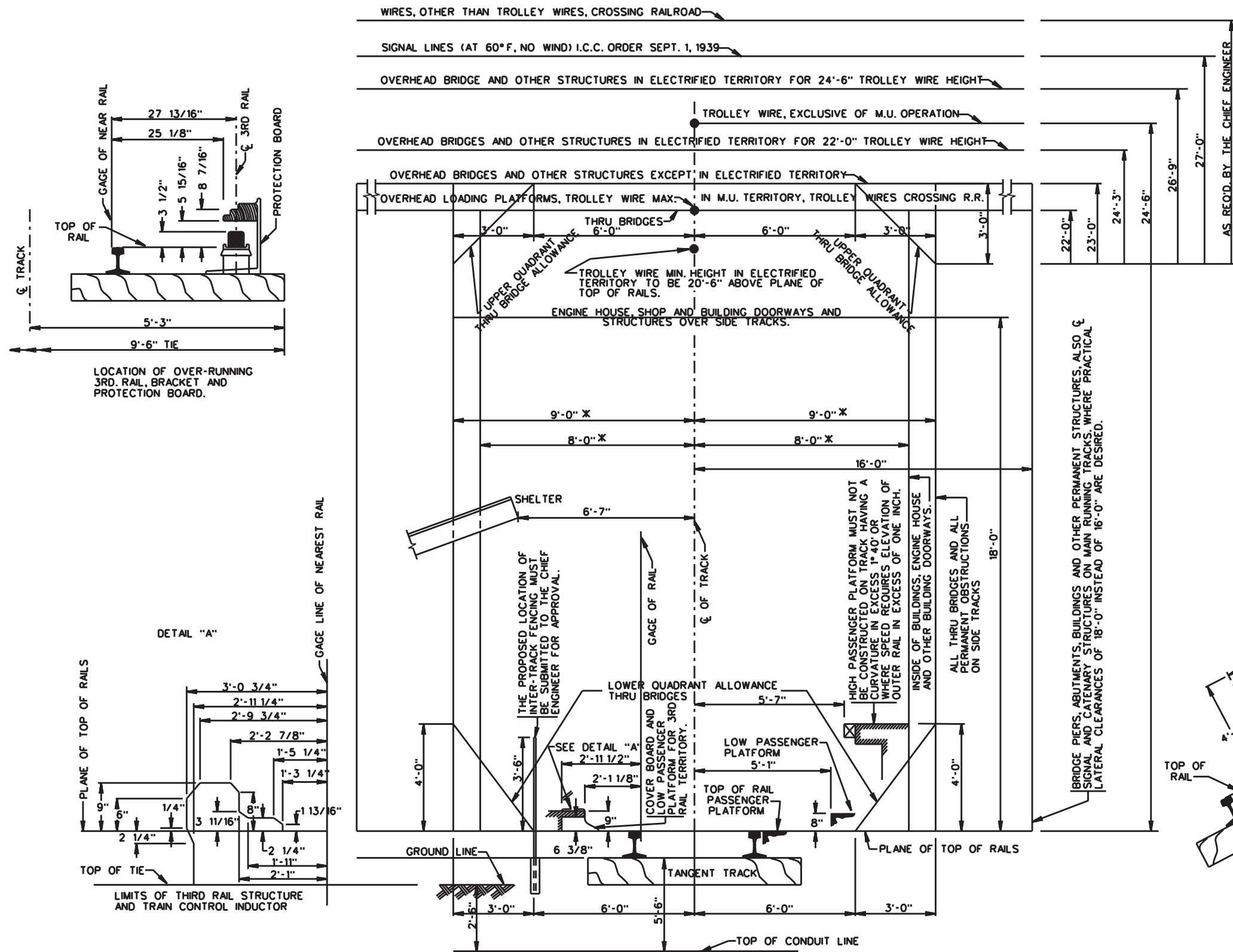
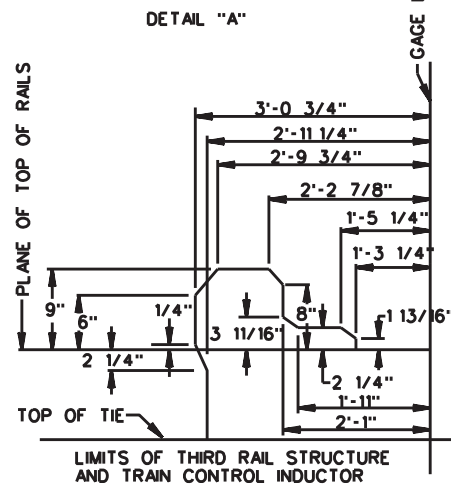


1.5 Standard Plans and Details (Sheets 45-47)



LOCATION OF OVER-RUNNING 3RD RAIL, BRACKET AND PROTECTION BOARD.



LIMITS OF THIRD RAIL STRUCTURE AND TRAIN CONTROL INDUCTOR

NOTES:

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 SHOULD BE LOCATED ACCORDINGLY.

FOR STANDARD DISTANCES BETWEEN TRACK CENTER LINES AND THE SPACING OF TRACKS WHERE INTERTRACK CLEARANCE - LIMITING OBJECTS ARE LOCATED, SEE MW-1000 SPECIFICATIONS FOR INSPECTION, CONSTRUCTION AND MAINTENANCE OF TRACK

WHERE PHYSICAL CONDITIONS IMPOSE INSURMOUNTABLE RESTRICTIONS, NECESSITATING CLEARANCES CLOSER THAN THOSE SPECIFIED, THE MATTER MUST BE SUBMITTED TO THE CHIEF ENGINEER FOR ANY MODIFICATIONS, AND ALSO TO THE LOCAL OR STATE AUTHORITIES IF NECESSARY.

MINIMUM CLEARANCES SHOWN ON THIS PLAN ARE FOR TANGENT LEVEL TRACK.

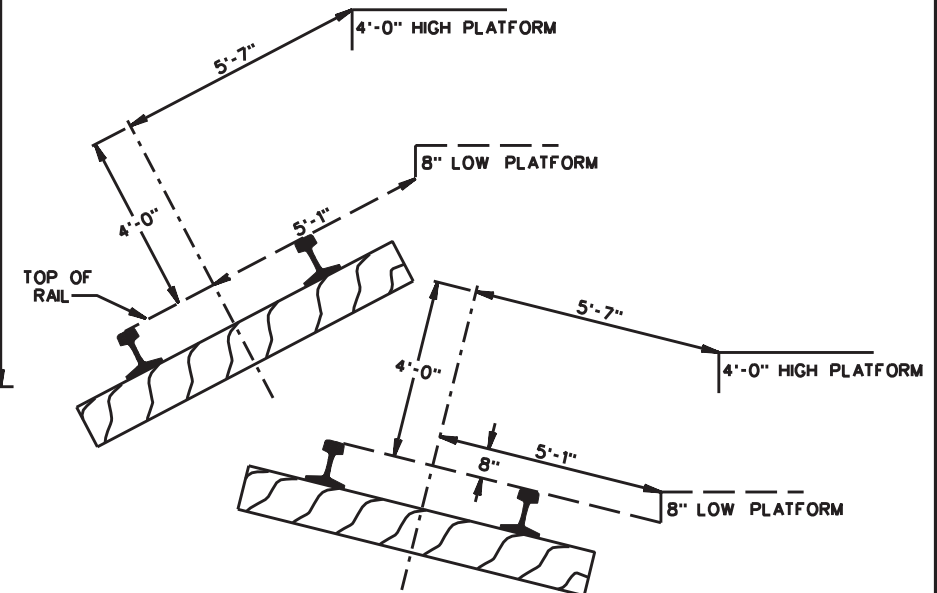
FOR CURVED TRACK THE FOLLOWING PROVISIONS APPLY.

VERTICAL - MEASURED VERTICALLY ABOVE HIGH RAIL EXCEPT FOR PASSENGER AND FREIGHT PLATFORMS WHICH ARE MEASURED PERPENDICULAR TO THE PLANE OF TOP OF RAIL.

LATERAL - OUTSIDE AND INSIDE CLEARANCES SHALL BE MEASURED RADIALLY AND (EXCEPT FOR LOW PASSENGER PLATFORMS ON CURVES 13° OR LESS) HORIZONTALLY AND INCREASED BY 1 1/2 INCHES PER DEGREE OF CURVATURE OVER THAT SHOWN FOR TANGENT TRACK (EXCEPT LOW PASSENGER PLATFORMS ON CURVES 13° OR LESS). IN ADDITION, THE INSIDE CLEARANCE FOR SUPER ELEVATED TRACK SHALL BE FURTHER INCREASED BY 1 INCH FOR EACH 1 INCH OF SUPERELEVATION FOR EACH 5 FEET OF HEIGHT ABOVE TOP OF LOW RAIL.

LOW PASSENGER PLATFORMS WILL NOT BE COMPENSATED FOR CURVATURE UP TO 8°.

FOR CURVATURE IN EXCESS OF 8°, LOW PLATFORM SHOULD BE DESIGNED AT TOP OF RAIL ELEVATION AND EXTENDED TO THE FIELD SIDE OF THE NEAR RAIL.



VERTICAL MEASUREMENT ON CURVED TRACK

* FOR STATE CLEARANCE REQUIREMENTS, SEE A.R.E.M.A. MANUAL, CHAPTER 28, SECTION 3.6, LEGAL CLEARANCE REQUIREMENTS BY STATES.



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OFFICE OF THE
CHIEF ENGINEER OF TRACK

John J. [Signature]

Phila., PA Date: April 20, 2000 Approved:

No.	Revisions	Date	By

STANDARD TRACK PLAN
MINIMUM ROADWAY CLEARANCES

Designed: Amtrak Drawn: TDI-SLC Checked: NJS Date: 5-11-99

Dwg. No.
AM70050G
Sheet No.
1 of 1

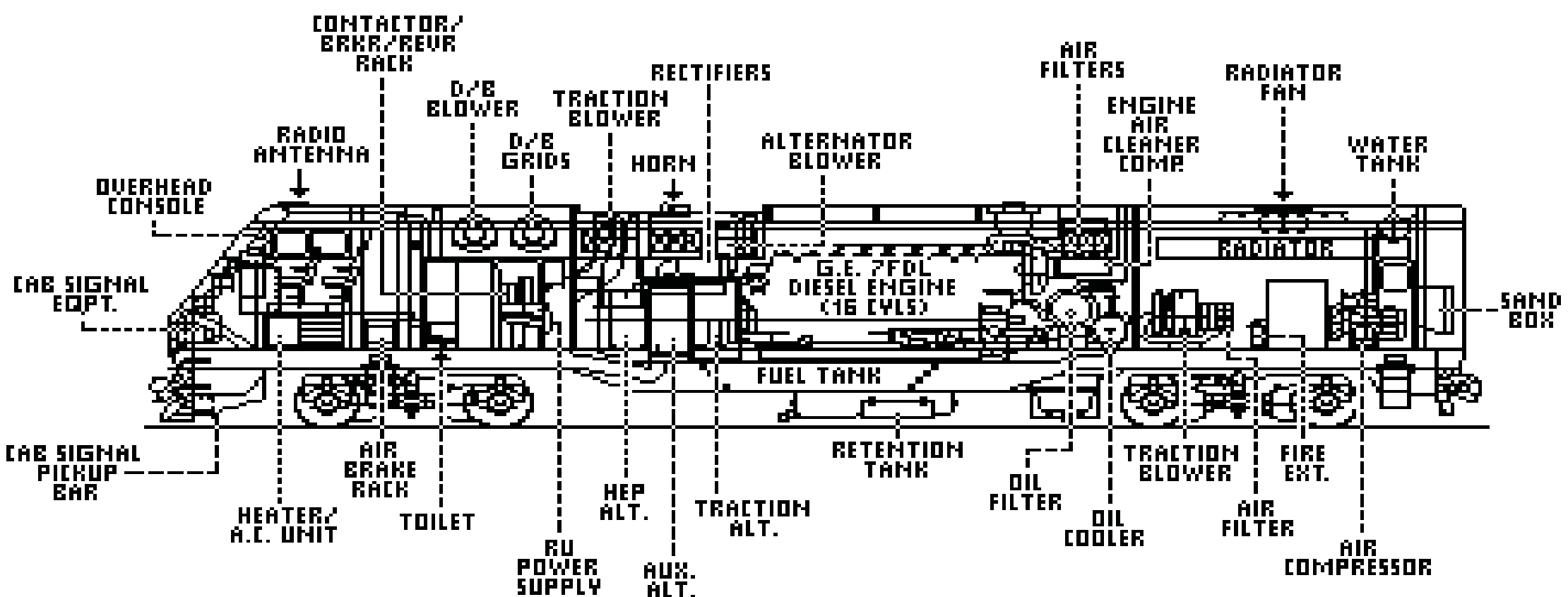
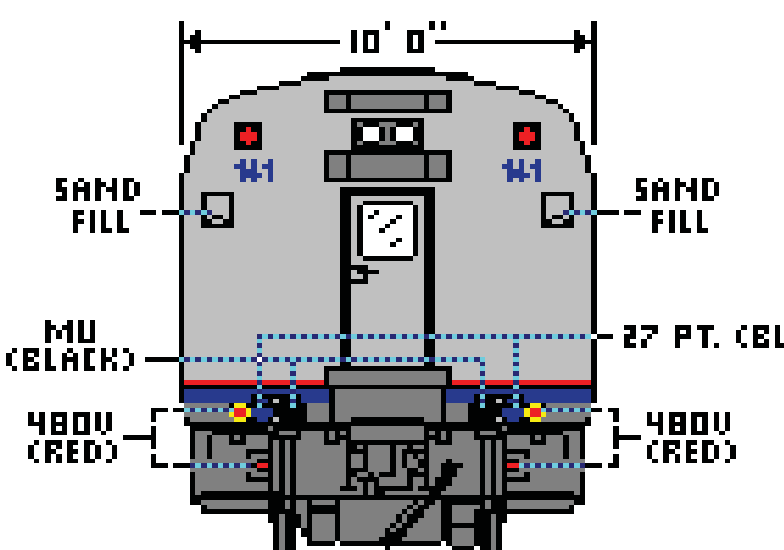
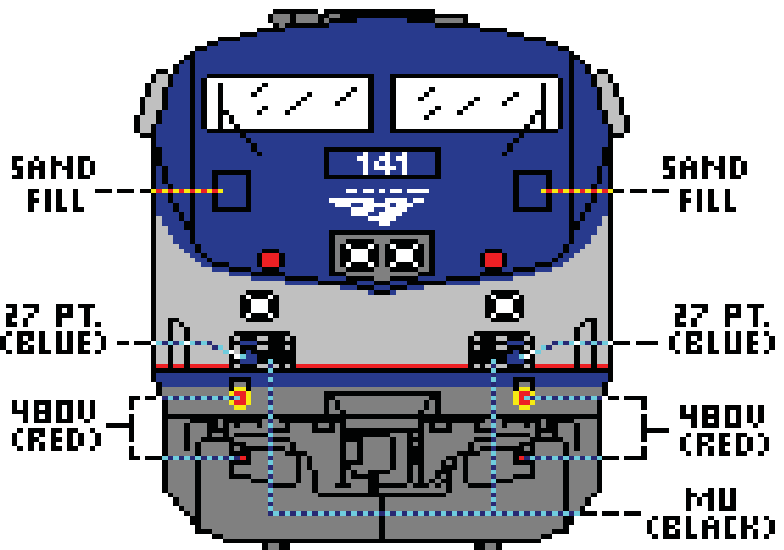
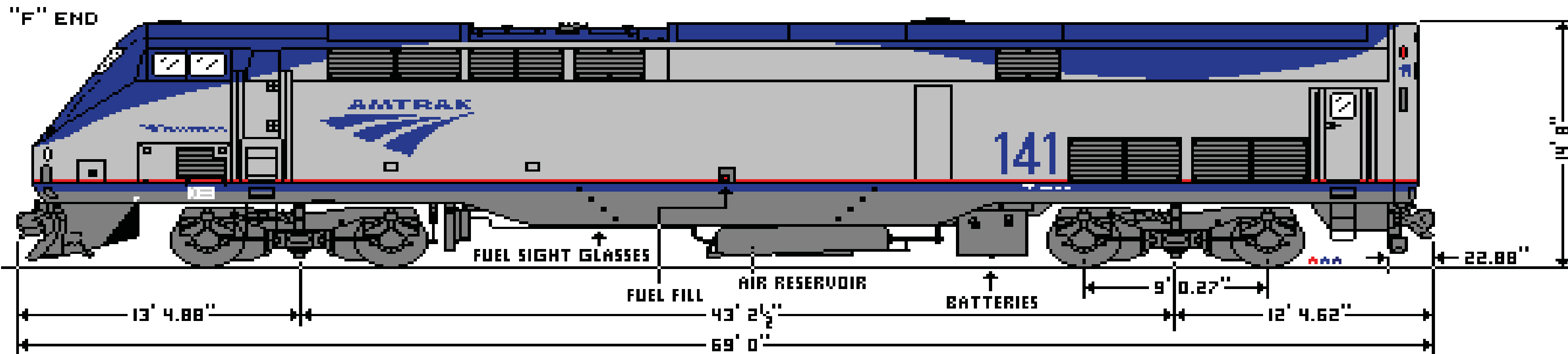
P-42 DIESEL LOCOMOTIVE

4250 HP

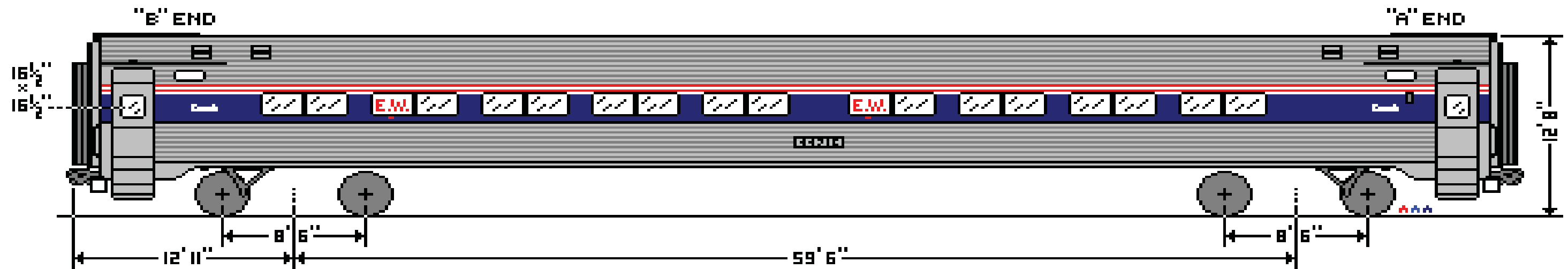
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110 MPH

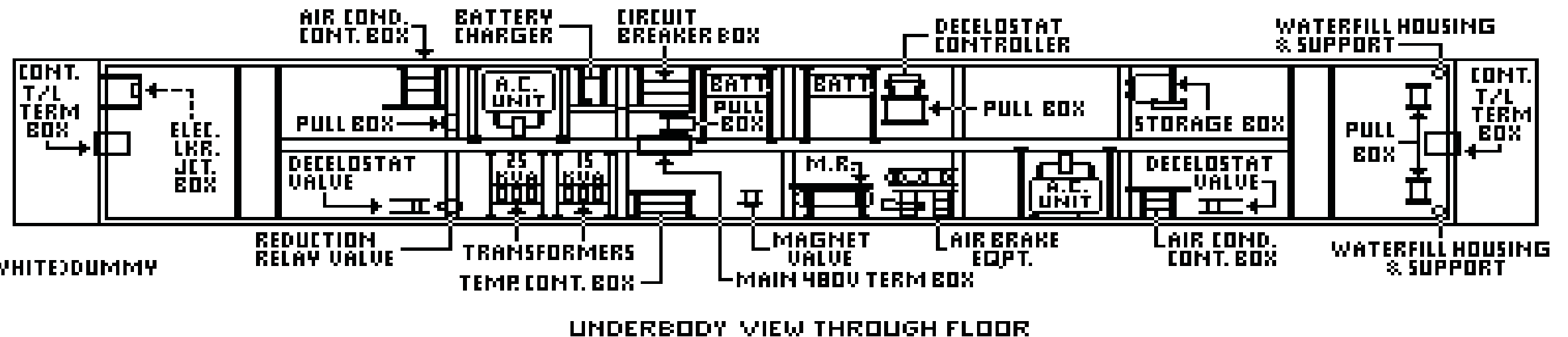
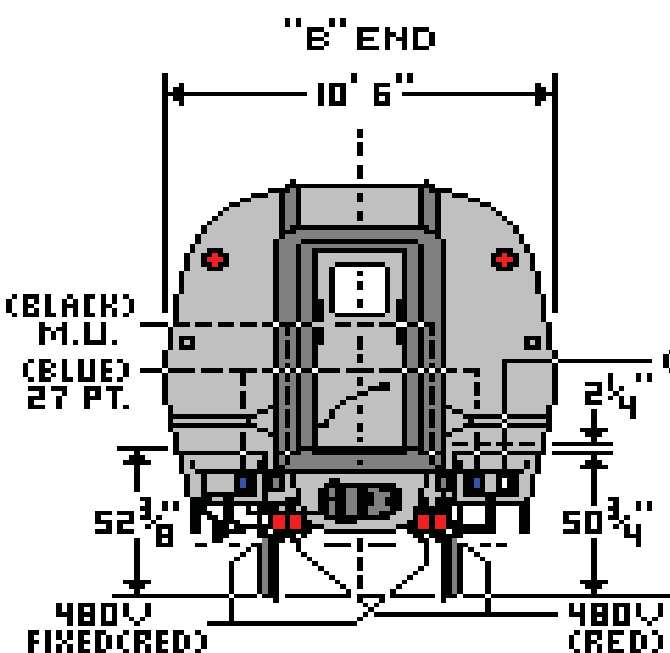
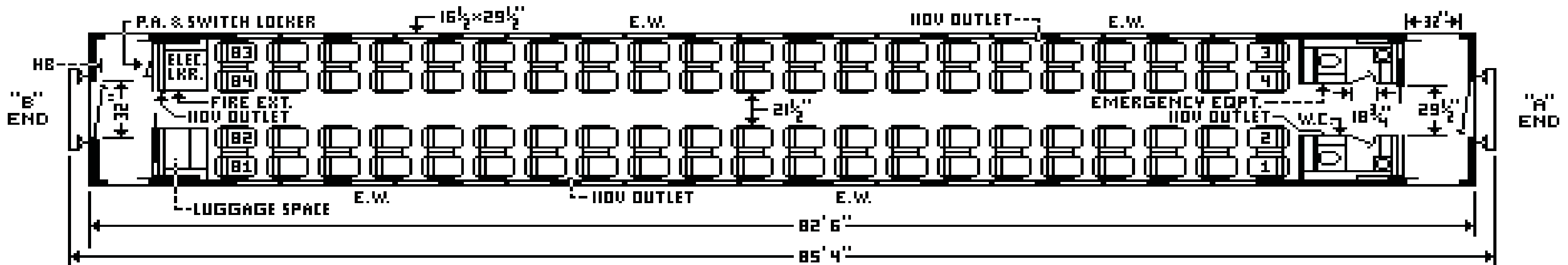
Unit Numbers: 1-207



SPECIAL THANKS:
GENERAL ELECTRIC
REFER TO G.E. DASH B-428P
OPERATING MANUAL.



E.W. = EMERGENCY WINDOW



SEATS: 84