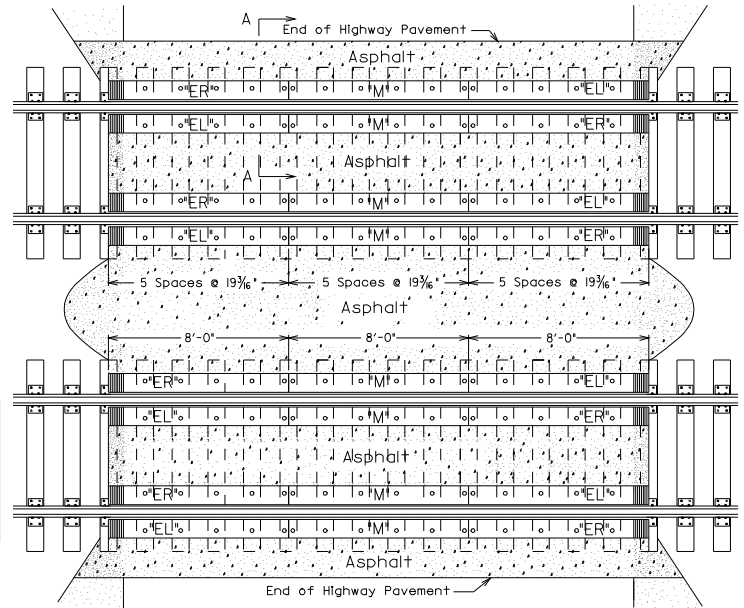


ACUTE ANGLE CROSSING

END VIEW OF TIMBER

(See plan 7-5A for details of timber)

	75"	80"	85"	90"	100"	110"	112" 115"	132"
Thickness "T" of Timbers for Various weights of Rail	5 3/4"	5 3/4"	5 3/4"	6 1/8"	6 1/2"	7"	7 1/2"	8"
Width "W" of Timbers for Various weights of Rail	8"	8"	8"	8"	8"	10"	10"	10"
Length of Spikes Required	10"	10"	10"	10"	12"	12"	12"	12"



RIGHT ANGLE CROSSING

NOTES

Timbers to be shaped and bored prior to creosote treatment.

Pavement to be full depth asphalt, except lightly used private crossings and farm crossings. These type crossings are to have compacted NS standard sub-ballast with 4" maximum asphalt.

Where highway or street have separate sidewalks, the entire width of crossing to the outside edge of sidewalk, will be paved, where practical.

When necessary provide drainage between tracks.

To allow for compaction of paving under vehicular traffic, the surface of the asphalt paving shall be raised 3/8" above the top of the crossing timbers for the width of the roadway.

To increase width of crossing use additional "M" timbers.

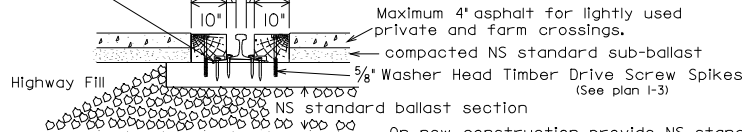
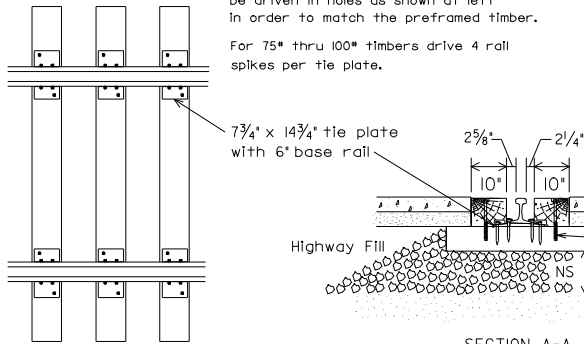
Standard tie plates to be used for 6" base rail are 7 3/4" x 14 3/4".

Worn plates must be replaced when crossing is renewed.

SPIKING PATTERN

All spikes for 110" thru 132" timbers shall be driven in holes as shown at left in order to match the preframed timber.

For 75" thru 100" timbers drive 4 rail spikes per tie plate.



SECTION A-A

On new construction provide NS standard sub-ballast 6" thick, under full width and length of crossing.

NORFOLK SOUTHERN RAILWAY COMPANY
**HIGHWAY GRADE CROSSING
 ASPHALT PAVING**

JANUARY 1995

Atlanta, Georgia

DATE	REVISION
1-6-95	Added notes NS standard sub-ballast
1-10-95	Added rail spikes 100" thru 132" timber
8-7-02	Added tie plate designation