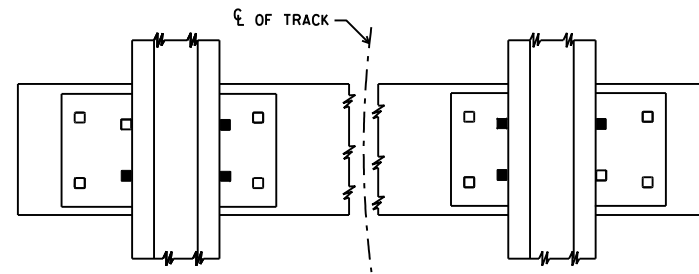
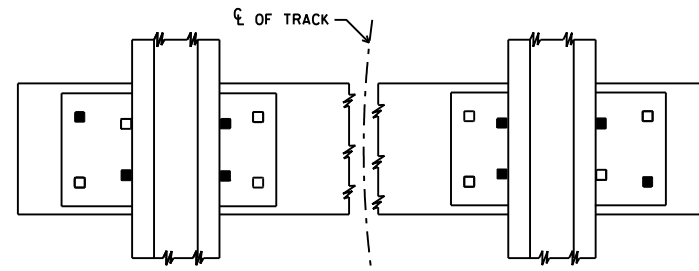


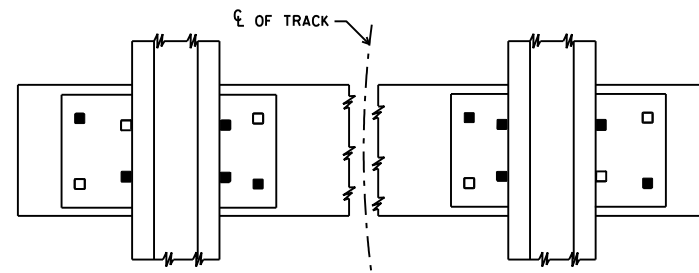
TANGENT



CURVES 2 DEGREES AND OVER



CURVES 4 DEGREES AND OVER



CURVES 13 DEGREES AND OVER

GENERAL NOTES

THE SPIKING PATTERN SHOWN APPLIES TO TRACKS CONSTRUCTED FOR INDUSTRIAL TRACKS; THE SPIKING PATTERN ON CURVES WILL BEGIN AT THE TANGENT AND THE SPIKING PATTERN WILL BE UNIFORM THROUGHOUT THE TOTAL LENGTH OF THE CURVE. THE SPIKING PATTERN ON COMPOUND CURVES WILL BE BASED ON THE HIGHEST DEGREE OF CURVE AND WILL BE USED FOR THE ENTIRE LENGTH OF THE CURVE.

ALL TRACKS WITH TIMBER TIES ARE TO HAVE THE RAILS SPIKED WITH AT LEAST ONE RAIL HOLDING SPIKE ON THE GAGE SIDE AND ONE RAIL HOLDING SPIKE ON THE FIELD SIDE.

STANDARD TRACK SPIKES ARE 5/8"x6" CUT SPIKE SHOWN ON STANDARD PLAN I-3.

OTHER RAIL AND/OR PLATE HOLDING DEVICES MAY BE USED WHEN AUTHORIZED BY AVP MAINTENANCE.

WHEN ANY RE-SPIKING IS PERFORMED, OLD SPIKE HOLES MUST BE PLUGGED WITH WOOD.

SPIKES MAY BE DRIVEN WITH A STANDARD SPIKE MAUL OR WITH A MACHINE. SPIKES MUST BE STARTED AND DRIVEN VERTICALLY AND SQUARE TO THE TIE TO PROVIDE A FULL BEARING AT THE BASE OF RAIL.

RAIL HOLDING SPIKES AT EPOXY INSULATED JOINTS MUST BE REVERSED SO THAT THE TOE OF SPIKE WILL NOT CONTACT JOINT BAR. IF SPIKE IS UNDER THE BOLT, THE TIE MUST BE RE-SPACED.

ADDITIONAL SPIKES MAY BE USED WHERE NECESSARY TO MAINTAIN PROPER GAGE.

■ = SPIKE

NORFOLK SOUTHERN RAILWAY COMPANY

**INDUSTRIAL TRACK
SPIKING PATTERN**

SEPTEMBER, 2009

Atlanta, Georgia

DATE	
REVISION	