

RAILROAD CROSSINGS

OVERHEAD CROSSINGS

GENERAL

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1. RELATIVE LEVELS OF SUPPLY AND COMMUNICATION WIRES

1.01 Every reasonable effort shall be made in the construction or reconstruction of a crossing to arrange or rearrange the lines so that supply wires shall be at a higher level than the communication wires. As a safety measure, this condition should be met wherever possible, except that supply service drops and trolley contact wires and/or their associated trolley feeders may be placed below communication conductors. If cases are found where it is necessary to place communication conductors or equipment above supply conductors other than (0-750 volts) trolley contact conductors and/or their associated trolley feeders or supply service drops, the matter should be referred to your supervisor for information regarding special construction methods that may be required.

1.02 In no case shall communication wires be placed over electric light or power conductors carrying in excess of 750 volts.

2. VERTICAL PULL

2.01 The vertical distance from the top crossarm (or brackets) of a crossing pole to a straight line connecting the top crossarm of the next adjacent poles on either side of

this crossing pole should not exceed the values given in Table 1.

TABLE 1

<u>Average Length of Two Adjacent Spans in Feet</u>	<u>Allowable Vertical Distance in Feet</u>
Less than 100	8
101 to 130	10
131 to 150	12
Over 150	14

3. LENGTH OF CROSSING SPAN

3.01 The crossing span shall, where practicable, not exceed 100 feet in the heavy loading districts, 125 feet in medium loading districts and 150 feet in light loading districts. Where practicable, the crossing span should not be greater than the normal span of the line and the adjacent spans shall not exceed the length of the crossing span by more than fifty per cent. If spans in excess of 150 feet are necessary, the engineer shall refer the matter to the Chief Engineer's Department for recommendations.

3.02 Poles or structures supporting crossing spans shall be located outside the railroad company's right-of-way wherever practicable and shall be as nearly as practicable in line with the adjoining span on each side.

3.03 The crossing and each adjoining span shall be kept free from decayed trees and, as far as practicable, from overhanging trees or tree limbs which might fall into the line.

4. CLEARANCES

4.01 All clearances shall be in accordance with Section G10.301S for California and Section G10.301 for Nevada with the following exceptions:

Where conductors of a communication line are carried near a supporting structure of any other line and not attached thereto, they shall have a clearance from any part of such structure of three feet, if practicable, and in no case shall they be less than the values given in Section G10.301S for California and Section G10.301 for Nevada.

4.02 Where necessary to provide safe operating conditions which require unobstructed view along the tracks for signals, signs, etc., the parties concerned shall cooperate to provide greater clearances than those specified.