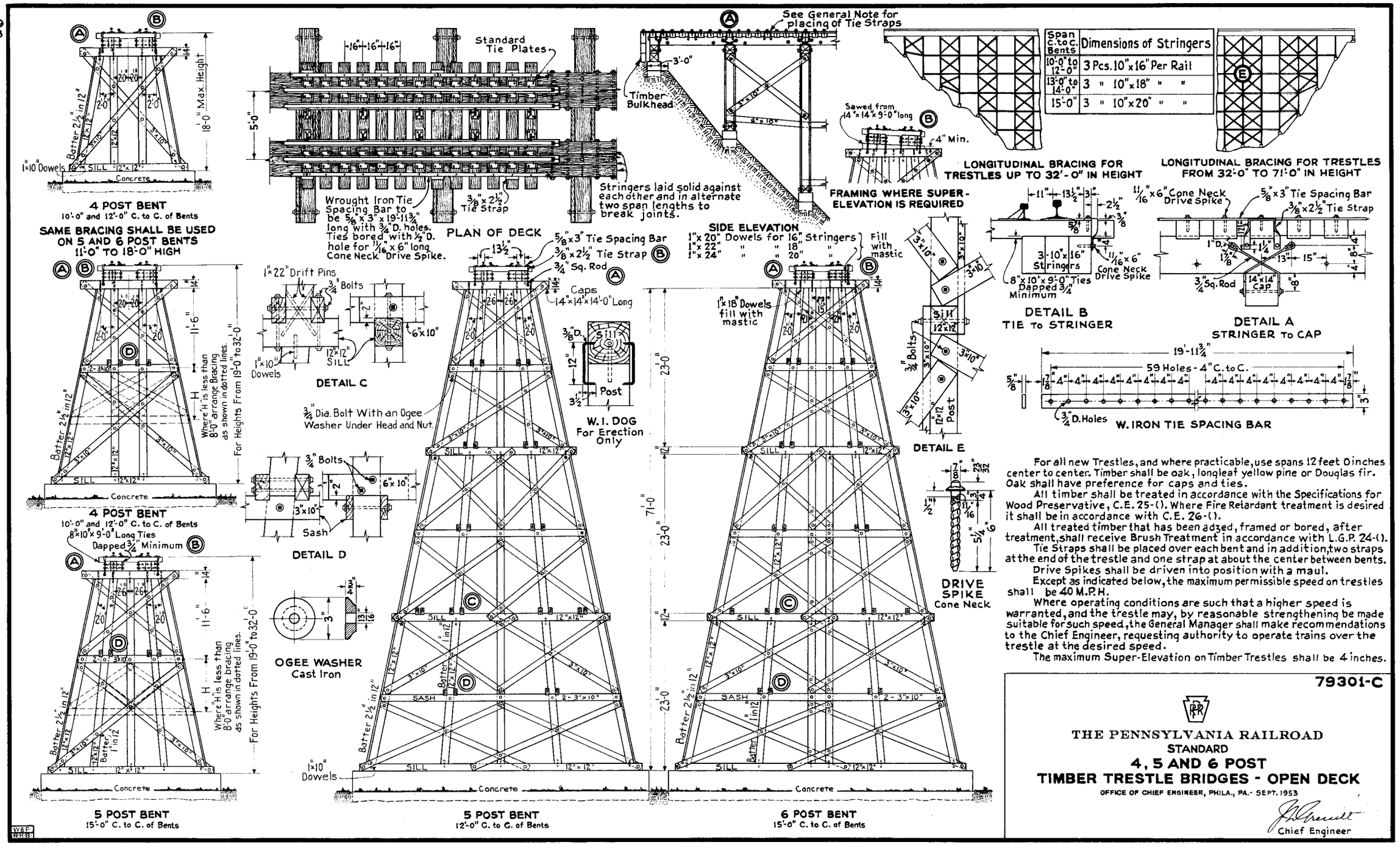
REV.
NOV. 1929
SEPT. 1953



Span C. to C. Bents	Dimensions of Stringers
10'-0" to 12'-0"	3 Pcs. 10"x16" Per Rail
13'-0" to 14'-0"	3 " 10"x18" " "
15'-0"	3 " 10"x20" " "

For all new Trestles, and where practicable, use spans 12 feet 0 inches center to center. Timber shall be oak, longleaf yellow pine or Douglas fir. Oak shall have preference for caps and ties.

All timber shall be treated in accordance with the Specifications for Wood Preservative, C.E. 25-(). Where Fire Retardant treatment is desired it shall be in accordance with C.E. 26-().

All treated timber that has been adzed, framed or bored, after treatment, shall receive Brush Treatment in accordance with L.G.P. 24-().

Tie Straps shall be placed over each bent and in addition, two straps at the end of the trestle and one strap at about the center between bents.

Drive Spikes shall be driven into position with a maul.

Except as indicated below, the maximum permissible speed on trestles shall be 40 M.P.H.

Where operating conditions are such that a higher speed is warranted, and the trestle may, by reasonable strengthening be made suitable for such speed, the General Manager shall make recommendations to the Chief Engineer, requesting authority to operate trains over the trestle at the desired speed.

The maximum Super-Elevation on Timber Trestles shall be 4 inches.

79301-C

THE PENNSYLVANIA RAILROAD
STANDARD
4, 5 AND 6 POST TIMBER TRESTLE BRIDGES - OPEN DECK

OFFICE OF CHIEF ENGINEER, PHILA., PA.- SEPT. 1953

Chief Engineer

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