

DIMENSIONS - NOTES:

ARE SHOWN IN FEET AND INCHES (FT-IN).
 ARE FOR TANGENT TRACK. SEE CSX 2604 FOR INCREASE DUE TO CURVATURE.
 VERTICAL CLEARANCE IS MEASURED FROM TOP OF HIGH RAIL FOR THE ENTIRE FULL HORIZONTAL WIDTH DESCRIBED BELOW.
 HORIZONTAL CLEARANCE IS MEASURED FROM CENTERLINE OF NEAREST TRACK.
 APPLY TO ALL NEW CONSTRUCTION, RECONSTRUCTION AND ALTERATIONS
 ALL COLUMNS ARE MINIMUM EXCEPT COLUMNS 22, 24, 27, AND 29 WHICH ARE MAXIMUM
 CFH = CAR FLOOR HEIGHT.
 REFERENCE CHAPTER 28 OF AREMA MANUAL FOR RAILWAY ENGINEERING FOR ENTIRE DETAILS OF STATE LEGAL CLEARANCES

TRACK CENTERS								
MAIN TRACKS	ANY TWO NON-MAIN TRACKS	ADJACENT NON-MAIN TRACK TO ANY MAIN TRACK	LADDER TRACK ADJACENT TO ANY PARALLEL TRACK	TWO ADJACENT PARALLEL LADDER TRACKS	LADDER TRACKS AND CABOOSE TRACKS	TEAM TRACKS IN PAIRS	UNLOADING TRACKS AT PLATFORMS	MAIN TRACK AND BULK LOADING OR UNLOADING TRACK
1	2	3	4	5	6	7	8	9
15-0	14-0	20-0	20-0	19-0	14-0	13-6	13-6	20-0

VERTICAL						HORIZONTAL					
GENERAL (UNLESS PROVIDED FOR)	THRU BRIDGES	HIGHWAY BRIDGE (SPANNING TRACKS)	TUNNELS	BUILDING DOORS	IN BUILDINGS	GENERAL (UNLESS PROVIDED FOR)	THRU BRIDGES	HIGHWAY BRIDGE (SPANNING TRACKS)	TUNNELS	BUILDING DOORS	IN BUILDINGS
10	11	12	13	14	15	16	17	18	19	20	21
23-0	23-0	23-0	23-0	18-0	22-0	9-0	9-0	25-0	9-0	8-0	8-0

EXCEPTIONS:
 COLUMN 6 SHALL BE 17-0 IN MASSACHUSETTS
 COLUMN 7 AND 8 SHALL BE 14-0 IN MICHIGAN
 COLUMN 14 SHALL BE 21-0 IN OHIO; 22-0 IN INDIANA, WEST VIRGINIA, & CANADA; 22-6 IN CONNECTICUT, MASSACHUSETTS, & MICHIGAN
 COLUMN 15 SHALL BE 22-6 IN CONNECTICUT, MASSACHUSETTS, & MICHIGAN; 23-0 IN DELAWARE
 COLUMN 16 SHALL BE 12-0 IN PENNSYLVANIA
 COLUMN 20 SHALL BE 8-6 IN MASSACHUSETTS AND MICHIGAN
 COLUMN 21 SHALL BE 8-6 IN MICHIGAN

HORIZONTAL				HIGH	SIGNALS				POLES	ORE AND COAL DOCKS
PLATFORMS					LOW BETWEEN TRACKS		SWITCH BOXES ETC.			
					HEIGHT	CLEARANCE	HEIGHT	CLEARANCE		
PASSENGER		FREIGHT								
A	B	C	D	26	27	28	29	30	31	32
0-8	5-1	CFH	8-0	8-6	3-0	6-0	0-4	3-0	12-0	8-0

EXCEPTIONS:
 COLUMN 22 SHALL BE 0-4 IN ILLINOIS
 COLUMN 23 SHALL BE 5-2 IN CONNECTICUT
 COLUMN 25 SHALL BE 8-6 IN CONNECTICUT, MARYLAND, MICHIGAN, NEW YORK, & PENNSYLVANIA
 COLUMN 26 SHALL BE 9-0 IN DELAWARE; 12-0 IN PENNSYLVANIA
 COLUMN 27 SHALL BE 4-0 IN CANADA
 COLUMN 29 SHALL BE 0-5 IN CANADA
 COLUMN 30 SHALL BE 3-10 IN CANADA
 COLUMN 32 SHALL BE 8-4 1/4 IN CANADA; 8-6 IN DC. & MARYLAND



STANDARD CLEARANCE MATRIX

APPROVED - DIRECTOR
 ENGINEERING STANDARDS

APPROVED CHIEF ENGINEER -
 ENGINEERING SERVICES

PREPARED BY:
 C.S. MOALE

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