

INSTRUCTIONS FOR MARKING CLEARANCE POINTS

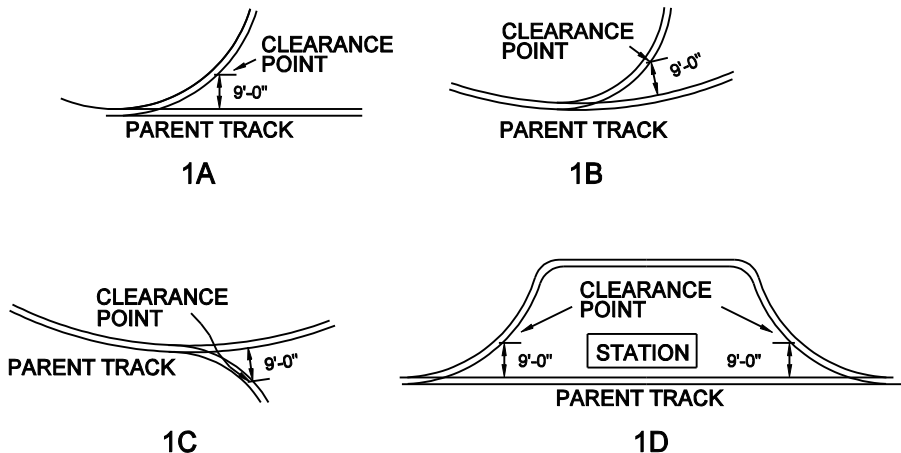
FOR SIDE AND SECONDARY TRACKS

METHOD OF MARKING CLEARANCE POINTS FOR CASE 1 AND 2

CASE 1 AND 2

CASE-1 TRACKS ON DIVERGING CENTERS.

WHERE A TRACK TURNS OUT AND CONTINUES TO DIVERGE FROM THE PARENT TRACK, THE CLEARANCE POINT SHALL BE WHERE THE FIELD SIDE OF BALL OF RAIL TO FIELD SIDE OF BALL OF RAIL ARE 9'-0" APART MEASURED AT RIGHT ANGLES TO THE PARENT TRACK.



CASE-2 TRACKS PARALLEL - TANGENT OR CURVED.

(A) WHERE A TRACK TURNS OUT AND BECOMES PARALLEL TO THE PARENT TRACK, THE CLEARANCE POINT SHALL BE WHERE THE FIELD SIDE OF BALL OF RAIL TO FIELD BALL OF RAIL ARE 9'-0" APART MEASURED AT RIGHT ANGLES TO THE PARENT TRACK. SEE SKETCHES 2A AND 2C.

(B) WHEN PARALLEL TRACKS ARE SO CLOSE THAT THERE IS NOT 9 FEET BETWEEN THE NEAR SIDES OF THE HEADS OF THE NEAR RAILS, THEN THE CLEARANCE POINT SHALL BE AT THE PLACE WHERE THE NEAR RAILS BECOME PARALLEL. SEE SKETCHES 2B AND 2D.

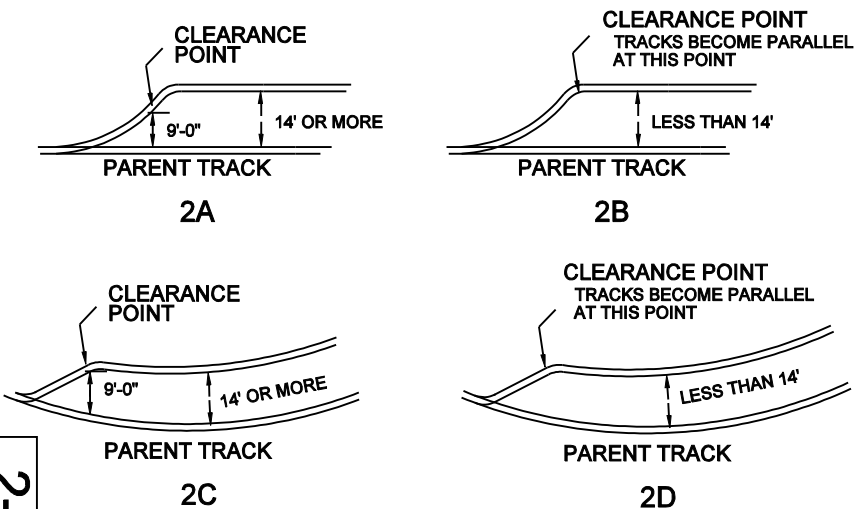


FIG. 3 WHERE THERE ARE NO INSULATED JOINTS OR DERAILS

MARKING AT CLEARANCE POINT:
PAINT OUTSIDE OF BALL, WEB AND BASE OF RAIL AND TOP OF THE TIE PLATE ON FIELD SIDE.

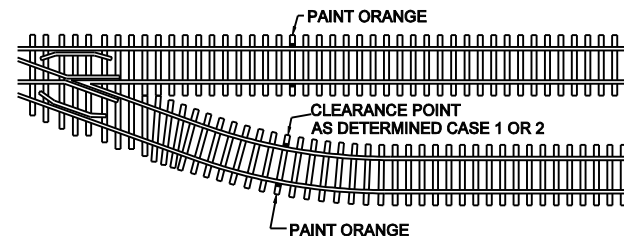
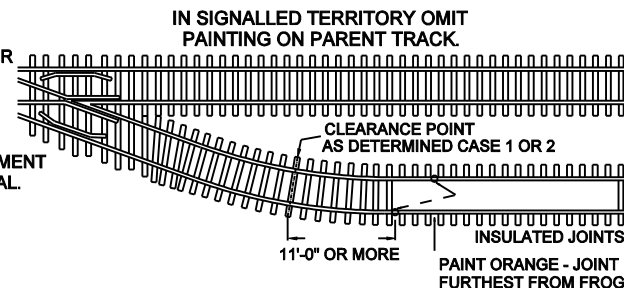


FIG. 4 WHERE THERE ARE INSULATED JOINTS

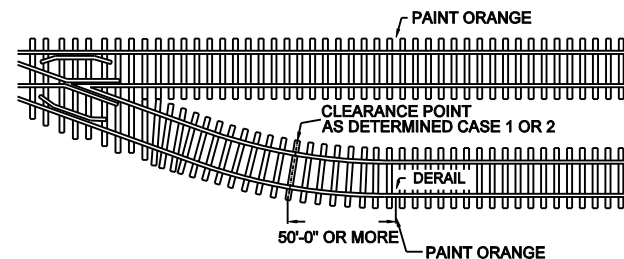
WAYSIDE SIGNALLED TERRITORY:
(CTC, ABS, INTERLOCKINGS, AUTO SWITCHES, ETC) DO NOT PAINT CLEARANCE POINT IF BOTH INSULATED JOINTS ARE NOT 11 FEET OR MORE AWAY FROM THE CLEARANCE POINT, MOVE ONE OR BOTH INSULATED JOINTS FURTHER AWAY FROM THE SWITCH UNTIL THEY ARE BOTH 11 FEET OR MORE AWAY FROM THE CLEARANCE POINT. PAINT BOTH SIDES OF THE FURTHEST INSULATED JOINT FROM THE SWITCH. IF THE TURNOUT IS LOCATED WITHIN AN ACTIVE CROSSING WARNING APPROACH CIRCUIT AND MOVEMENT ONTO PARENT TRACK ARE NOT GOVERNED BY SIGNAL. POST A CLEARANCE SIGN (3057.01) ADJACENT TO THE PAINT MARKINGS. SEE SIGNAL STANDARD PLAN DA0010.00 AND DA0010.01 FOR LOCATING INSULATED JOINTS.



NON SIGNALLED TERRITORY:
ON SIDE TRACK, PAINT EITHER THE CLEARANCE POINT OR INSULATED JOINT, WHICHEVER IS FURTHEST AWAY FROM THE SWITCH. IF THE TURNOUT IS LOCATED WITHIN AN ACTIVE CROSSING WARNING APPROACH CIRCUIT, POST A CLEARANCE SIGN (3057.01) ADJACENT TO THE PAINT MARKINGS.

FIG. 5 WHERE THERE IS A DERAIL

NO MARKING AT CLEARANCE POINT:
PAINT THE DERAIL WHICH SHOULD BE LOCATED 50 FEET OR MORE FROM THE CLEARANCE POINT AWAY FROM THE SWITCH. PAINT BOTH SIDES OF BOTH RAILS AND DERAIL INCLUDING DERAIL BASE. IF THERE ARE INSULATED JOINTS, THE DERAIL MUST BE FURTHER FROM THE CLEARANCE POINT



NOTES:

1. WHERE MOVEMENT ONTO PARENT TRACK IS GOVERNED BY SIGNAL, CLEARANCE POINT IS NOT TO BE PAINTED.
2. CLEARANCE/FOULING POINT SIGNS PER BNSF STANDARD PLAN 3057.01 MAY BE INSTALLED AT LOCATIONS AUTHORIZED BY THE DIVISION GENERAL MANAGER.
3. PAINT COLOR SHALL BE ORANGE IRONCLAD SAFETY OR PIPELINE ENAMEL ORANGE PAINT
4. SEE ENGINEERING INSTRUCTIONS 9.3.5 FOR GUIDANCE REGARDING RESPONSIBILITY FOR PAINTING DERAILS AND CLEARANCE MARKERS.

BNSF
RAILWAY

STANDARD PLAN

TRACK CLEARANCE
POINTS

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