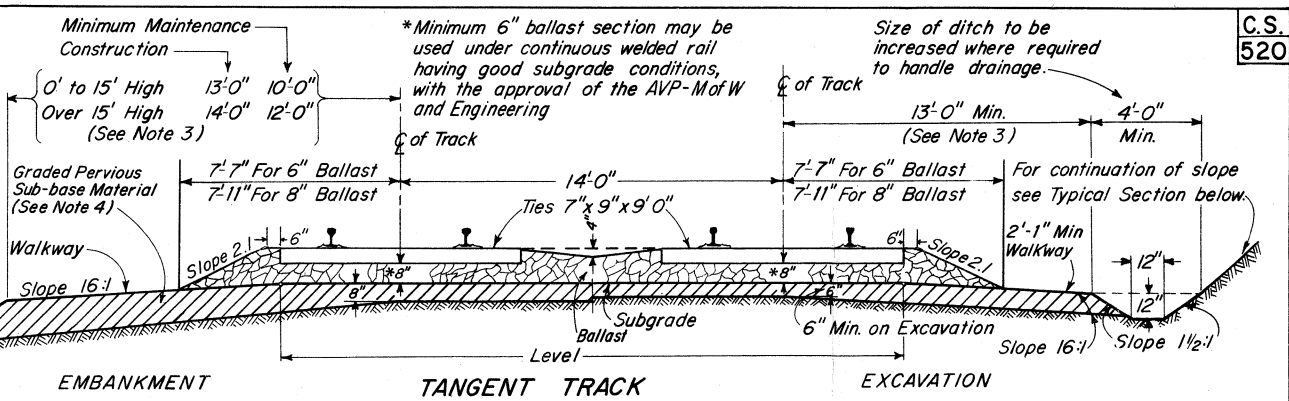


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520

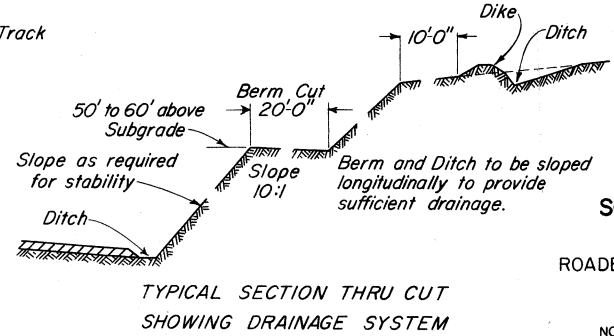
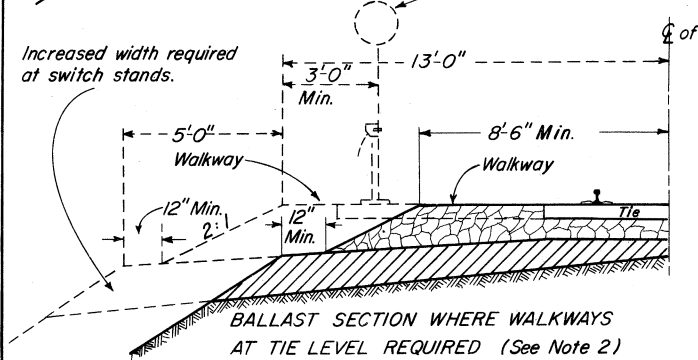
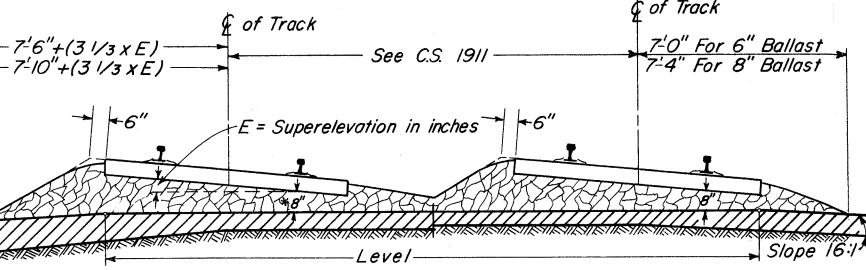
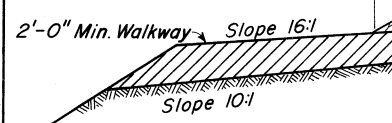
QUANTITY OF BALLAST PER MILE OF TANGENT TRACK AT 14'-0" CENTERS	
6" Depth -	5460 Cu. Yards
8" Depth -	6440 Cu. Yards
Quantities do not include Volumetric displacement of 948 cu yds. based on 7500 (7'x9'x9') ties per mile of track.	

Side slopes to be as required for stability to protect against erosion, saturation or other unstable conditions, 2'-0" Min. but no steeper than 16 to 1.

Where surplus material is available it shall be used for a berm at toe of fill.



On outside of curves increase width of roadbed as follows:
1'-0" for 0" to 4" Superelevation
1'-6" for 4" to 6" "



- NOTES**
1. Ballast shall be crushed rock, slag or gravel conforming to current S. P. standard Specification For Ballast, unless otherwise approved by AVP-M of W and Engineering.
 2. Walkways at tie level are required at switches, yard and industrial tracks where trainmen normally work on the ground. For details refer to orders prescribed by the utility regulatory bodies of states where applicable.
 3. Where maintenance road is required, add 5 ft. to width of subgrade shown on the side of track that road is located; except where walkways at tie level are located, add 10 ft. to width shown.
 4. Where subgrade consists of unstable materials, the depth of sub-base should be increased or, under unusual conditions, special treatment may be used upon approval of plans and specifications by Asst. Vice President-Maintenance of Way and Engineering.

SOUTHERN PACIFIC LINES
COMMON STANDARD

ROADBED AND BALLAST FOR MAIN LINE
DOUBLE TRACK

NO SCALE ADOPTED JULY 15, 1930
REVISED JUNE 1, 1985