

Falsework Requirements for Various Railroads

Vertical Clearance – *General*

A minimum of 21 ft-6 in. clearance above top of rail is normally required for temporary construction. This is subject to approval by the Railroad and the Public Utilities Commission.

Horizontal Clearance – *Southern Pacific Transportation Company*

Preliminary reports for overhead structures involving SPT Company will cover falsework requirements based on the following categories of lines on the Southern Pacific Transportation Company track system.

This information is to be used to determine falsework requirements for the construction of overhead structures.

CATEGORY A – Lines with Heavy Passenger Traffic
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| <ul style="list-style-type: none">• No falsework of any kind.• Precast girders erected on permanent bent caps preferred. |
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CATEGORY B – Heavy Traffic Freight Lines, with or without Passenger Trains

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| <ul style="list-style-type: none">• Minimum horizontal clearance of 14 feet to falsework. Collision posts, set in 6 feet of concrete and extending not less than 16 feet above top of rail, to be installed 10 feet from centerline of track 100 feet in advance of falsework.• Falsework bents to be sheathed on the side adjacent to the track. |
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CATEGORY C – Lightly Used Freight Lines
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| <ul style="list-style-type: none">• Minimum horizontal clearance of 10 feet to falsework.• Collision posts and sheathing similar to Category B. |
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For a determination of the category of the freight and/or passenger lines and falsework requirements at a particular structure site, over tracks of any railroad company, contact the office of Special Projects, Agreements Engineer.

Supersedes Memo to Designers 17-110 dated May 1989



Horizontal Clearance – *Atchison, Topeka and Santa Fe Company*

Minimum horizontal clearance is 15 feet to falsework.

A handwritten signature in cursive script that reads 'F. Mellon'.

Floyd L. Mellon

A handwritten signature in cursive script that reads 'J. McKee'.

Jerry A. McKee

JGS:jgf