Obtuse Crossings (All Standards)

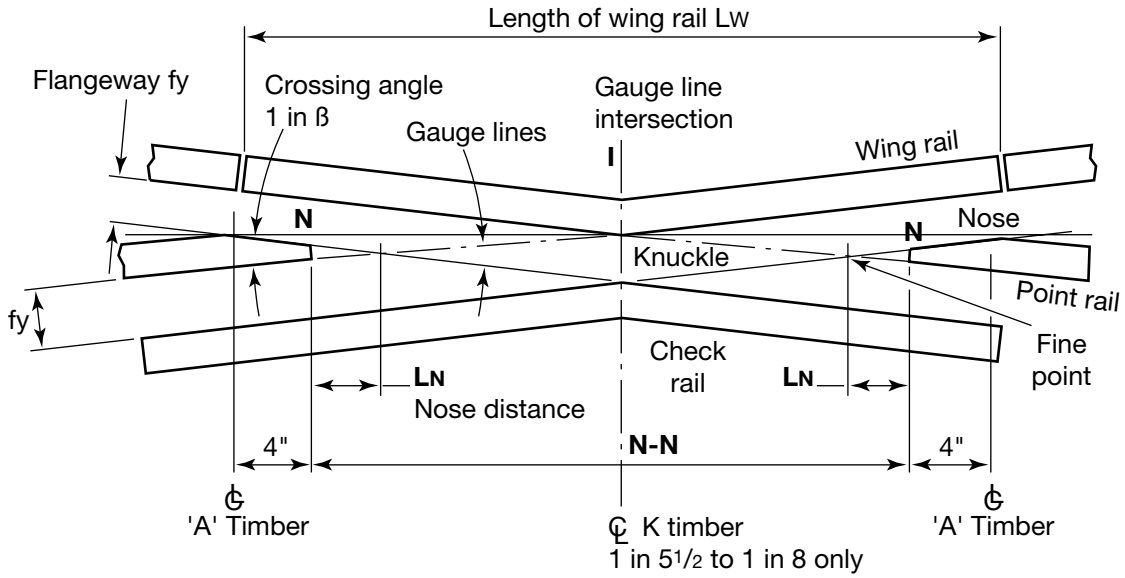


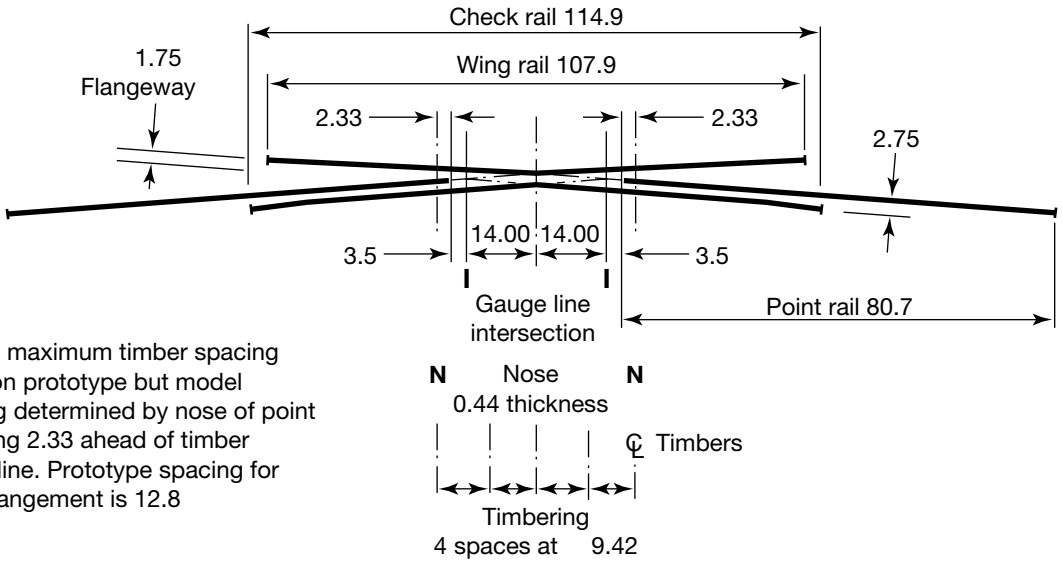
Figure 1 1 in 8 Obtuse Crossing in bullhead rail.

The dimensions for obtuse crossings from 1 in 3 to 1 in 8 are shown below.

Crossing angle ß 1 in	Wing rail mm	Check rail mm	S7		0F		0C	
			N-N mm	Point rail mm	N-N mm	Point rail mm	N-N mm	Point rail mm
3	94.5	100.9	8.8	129.2	13.3	124.8	16.0	122.0
3½	100.9	107.9	10.3	76.8	15.4	68.1	18.6	64.9
4	100.9	107.9	11.7	73.0	17.6	67.1	21.3	63.4
4½	100.9	107.9	13.2	89.0	19.8	82.4	23.9	78.3
5	100.9	107.9	14.6	104.9	22.0	97.5	26.5	93.0
5½	100.9	107.9	16.1	120.8	24.2	112.7	29.1	107.7
6	100.9	107.9	17.5	136.7	26.3	127.9	31.7	122.5
6½	107.9	114.9	18.9	97.0	28.4	87.5	34.2	81.7
7	107.9	114.9	20.4	93.8	30.5	83.6	36.8	77.3
8	107.9	114.9	23.3	92.3	34.9	86.7	42.1	74.2

Notes

1. On the prototype the point rail of a 1 in 3 obtuse crossing is common with the wing rail of the adjacent common crossing. For two rail electrication a gap will be required.
2. From 1 in 6½, a closure rail was inserted between the point rail of the obtuse crossing and the wing rail of the common crossing. In model form, this is better fitted at site and dimensions have not been given. The values of N-N are based on a prototype blunt nose of ¾in, although some companies used ½in for 1 in 6½ and above.



NOTE: Normal maximum timber spacing 11.67 on prototype but model spacing determined by nose of point rail being 2.33 ahead of timber centre line. Prototype spacing for this arrangement is 12.8

Figure 2 1 in 8 obtuse crossing drawn for fine standard

Chairing of Bullhead Obtuse Crossings

Crossing - 1 in							
1½			A		A		
2		A			A		
2½			A		A		
3		A			A		
3½			A		A		
4		B	A		A	B	
4½		B	A		A	B	
5		B	A		A	B	
5½		B	A	K	A	B	
6		B	A	K	A	B	
6½		B	A	K	A	B	
7		B	A	K	A	B	
7½	C	B	A	K	A	B	C
8	C	B	A	K	A	B	C

Baseplates for Flat Bottomed Crossings

Crossing - 1 in							
4	C	B	A		A	B	C
4½	C	B	A		A	B	C
5	C	B	A	K	A	B	C
5½	C	B	A	K	A	B	C
6	C	B	A	K	A	B	C
6½	C	B	A	K	A	B	C
7	C	B	A	K	A	B	C
7½	C	B	A	K	A	B	C
8	C	B	A	K	A	B	C