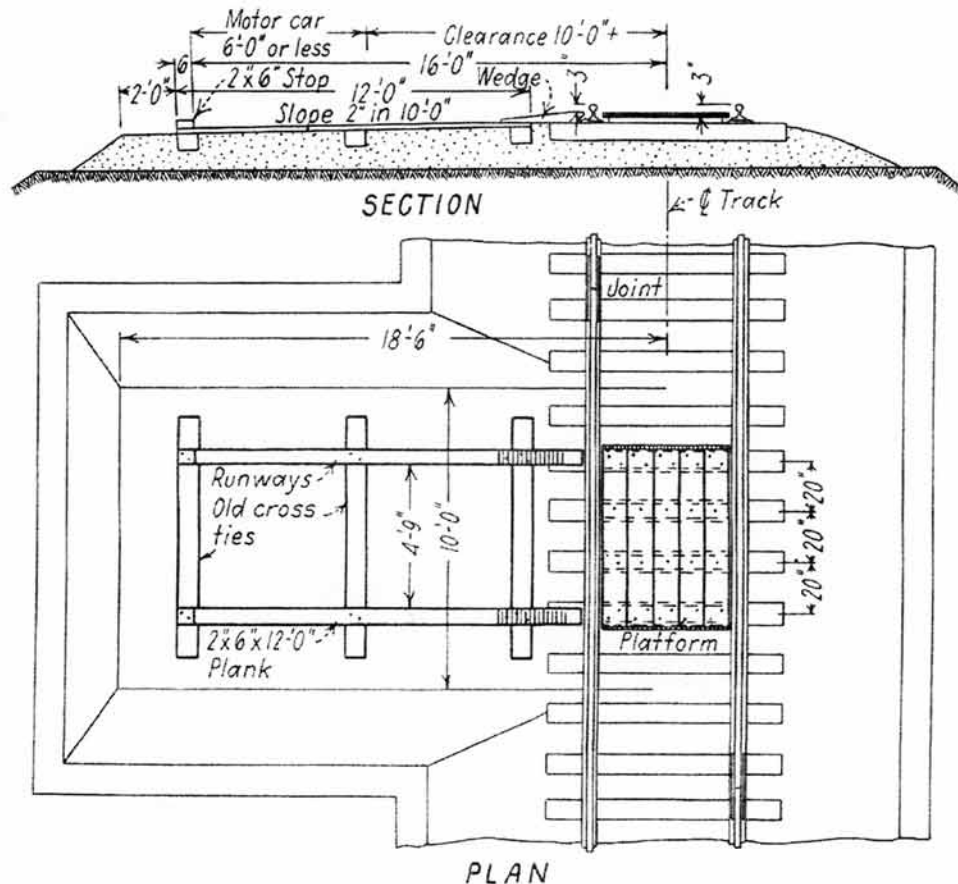
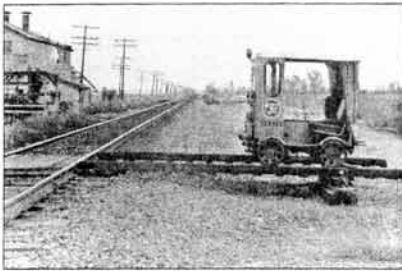


Motor Car Set-Offs

from the 1948

Railway Engineering & Maintenance Cyclopedia

Motor car set-offs are of two classes,—the bridge (which is discussed in chapter 38 Trestles in the Bridge Section) and the track types. Designs of the track type comprise a controversial subject among maintenance officers, some preferring set-offs with ballast in the inter-rail space to within a few inches below the top of rail, while others advocate the wood platform type, either fixed or portable. Advantages of the ballast type are that: (1) it is not torn out by dragging equipment; (2) it can be graded easily to the correct height, regardless of the section of the running rail; and (3) it is inexpensive and requires no special materials or tools for its construction. Proponents of the wooden platform type believe that: (1) the smooth hard surface of the wood is a distinct advantage for rolling wheels, especially for emergency take-offs; (2) the cost of wood units can be kept low by mass production; (3) the platforms can be removed and replaced readily for any necessary trackwork; (4) they do not retain moisture that might promote the decay or track heaving in winter; and (5) they provide secure footing. The portable platform can be removed quickly and set on the runway or carried on the motor car until such time as needed. Runways of all set-offs must slope away from the track to prevent motor cars from rolling toward the track when vibrated by passing trains. □



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