



OWLS Crossings

The railroad at grade crossing diamond requires some of the highest maintenance and is often an area where train speeds are reduced due to the dynamics generated when trains cross them. Flangeways are required on both tracks and wheels crossing these openings generate very high impacts that make maintenance difficult.

There are many railroad crossing diamonds in the USA where the mainline traffic is heavy and the crossing traffic is very light. Sometimes as little as a few trains a week.

In the late 1990's the Union Pacific had a location in Chenoa, IL that had this condition and wanted the mainline track with a continuous tread surface and the crossing railroad to be flange bearing. The FRA limits flange bearing movement to 10 MPH. This was the first OWLS crossing. OWLS is an acronym for "one way low speed".

Since that time there have been many crossings converted to an OWLS design. PRS has made many and has introduced its universal beam design. This allows us to keep an inventory of castings that we can cut to a specific angle. The casting can be adapted to any 6" rail base.

The PRS universal beam design allows

- Maintain an inventory of castings to improve delivery.
- Castings can be cut and machined to the specified crossing angle.
- Minimum impact rail to casting joints.

