

**RELOCATE ENGINE 503 AND TENDER  
BRYAN PARK PORT ARTHUR, TEXAS**

**I. GENERAL**

The Scope of Work involves connecting to the existing rail and adding 117 linear feet of rail in front of the engine and tender. Push/Pull the engine and tender on to the said 117 feet of additional rail. Once the engine and tender is moved the City, at its expense, will have a temporary fence placed around the new location.

**II. SPECIFICATIONS FOR ADDITIONAL RAIL**

A. All crossties will be treated per A.W.P.A. Manual C-6 to a net retention of 7 lb./cu. ft. for oak and 8 ½ lb./cu. ft for mixed hardwoods, and will to AREMA Manual, Chapter 3. All ties shall be free from any defects that might impair their strength or durability as crossties, such as decay, large splits, large shakes, slanting grain or large numerous holes or knots. The minimum size to be size 3 (6'x8" x 8'-6" long, minimum 7" face)

The following is a list of the species of wood acceptable for ties:

Ash	Elm	Locust	Sassafras
Beech	Gum	Maple	Walnut
Birch	Hackberry	Mulberry	
Cherry	Hickory	Oak*	

\*NOTE: White Oak is not acceptable

All ties shall be placed in a track at right angles to the centerline of the track. When handling or spacing ties, care shall be taken to prevent damage with picks and hammers. Pulling ties into position with picks will not be permitted; tie tongs shall be used for this purpose.

The pulling of spikes, once driven, shall be avoided as much as possible. When spikes are pulled, the holes shall be immediately plugged with a chemical tie-plugging compound that completely fills the spike holes and allows for the proper drive of spikes that are subsequently added to the crosstie. Alternatively tie plugs may be used to fill the spike hold. The center to center spacing for the wood crossties shall be 20 inches. Bolted joints are to be centered between ties when possible.