

B. Laying Jointed Rail

1. The rail length to be 3-39' long sections where by making the total length being 117'.
2. Usually the joints are staggered. However, for this project they will be matched across from each other.
3. Flame cutting of rail will not be permitted. Rail shall be cut with a rail saw. Bolt holes shall be drilled, not torch cut.
4. The bottom of the rail and bearing surfaces of the crosstie and tie plates shall be cleaned before rail is laid.
5. A rail thermometer will not be required on this project.
6. Rail expansion shims (1/16" in each joint) will be used per 39-foot rail section.
7. Except as otherwise specified, rails shall be laid one at a time, and to ensure good adjustment, the rail ends brought squarely together against suitable rail expansion shims and bolted before spiking.
8. The transition joint from the existing rail and the additional rail on this project may be butt welded. Once the engine and tender is in its final position, the transition joint may be flame cut or cold saw cut.
9. Use of a track gage is to be used as the track is laid. Existing track is 58½".
10. Rail anchors to be applied using 16 anchors per 39 feet of rail (8 on each rail). Anchors to be securely and squarely fastened to the rail and have a solid bearing against the ties.
11. New or used rail 100 lbs. per yard to be used for the addition.
12. Track bolts to be SAE Grade 8 button head oval neck to be used for track joints. Washers to be spring type conforming to AREMA recommendation. Track spikes to be high-carbon steel 5/8" square x 6' long.

III. TRACK CONSTRUCTION

A. Roadway preparation consists of removing the grass and 4-6" of roots and soil. The grass, roots and soil to be hauled off site. Roadway to be approximately 20 feet wide and 120 feet long.

B. Subballast to be a minimum of 8" thick by 20 feet wide x 120 feet long. The material shall be crushed concrete.

C. Ballast requirements are that 6" of ballast shall be placed between the