

# **BLACK RIVER RAILROAD SYSTEM**

## **TRACK STANDARDS & SPECIFICATIONS**

### **New Construction & Upgrade**

Revised 01/01/2010

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#### **TIES**

Ties shall be new 7"x 9" x 8' 6" creosoted grade hardwood. All new ties shall be spiked with four (4) new spikes and box anchored with four (4) anchors per tie.

Where rail is replaced or track is re-gauged, ties that are not replaced shall be plugged and re-spiked with new spikes.

#### **TIMBERS**

Switch timbers shall be new 7"x 9" x 8' 6" creosoted grade hardwood and shall be of length to extend at least 18" beyond the base of the rail on the curved side of the turnout.

Bridge timbers shall be new creosoted grade hardwood to the dimensions specified by the bridge plans and notched or lagged to bridge structure.

#### **TIE PLATES**

Existing tie plates may be re-used when ties are replaced provided that they are not bent or broken and are appropriate for the size of the tie and section of rail.

For new construction double shoulder tie plates, #1 relay or better, and appropriate for the size of the tie and section of rail, shall be used.

#### **TIE SPACING**

For new track construction, ties shall be spaced on 24" centers. Suspended rail joints are preferred over supported rail joints. For tie replacement projects, existing tie spacing shall be maintained unless otherwise specified.

#### **GAUGE**

For new construction, and rail replacement, rail shall be gauged to a nominal 56-1/2", with a maximum 1/4" deviation.

For tie replacement, rail shall be gauged to a nominal 56-1/2", with a 1/4" maximum deviation at new ties and a maximum 1/2" deviation on the plus side, at old ties.

Any existing track with a gauge in excess of 57-1/2" shall be re-gauged to 56-1/2", with a 1/4" deviation.

## **RAIL**

Unless otherwise specified, 131/132#RE rail shall be used in rail replacement and new construction. Rail shall be new or #1 relay. Rail lengths shall be consistent and not less than 39' per section, except in turnouts, connection to existing track, or when adjusting staggers in curves or grade crossings.

## **JOINT BARS**

Joint bars shall new or #1 relay and shall match the drilling and cross section of rail. Bars shall be fully bolted with new bolts, nuts and lock washers of the correct size. Bars shall not have any cracks.

For new construction and rail replacement, six (6) hole bars shall be used.

## **COMPROMISE JOINT BARS**

Compromise bars shall new or #1 relay and shall have the correct drilling, cross sections and be of the appropriate orientation for the rail sections being joined. Bars shall be fully bolted with new bolts, nuts and lock washers of the correct size. Bars shall not have any cracks.

## **INSULATED JOINT BARS**

New Alleghany (or equivalent) encapsulated insulated joint bars shall be used and shall match the drilling and cross section of rail. Bars shall be fully bolted with new bolts, nuts and lock washers of the correct size.

For new construction and rail replacement, six (6) hole bars shall be used.

## **TURNOUTS**

Unless otherwise specified, turnouts shall #10 with a 131#/132RE cross section and built to AREA design, with 16'6" points. Steel shall be new or #1 relay. Frog shall be rail bound manganese, with guardrails.

## **SWITCH STANDS**

Switch stand shall be New Century style, with a back saver stand. Switch stand shall be located on the diverging side of left handed turnouts and on the straight side of right handed turnouts.

## **DERAILS**

Derails shall be Hayes Style, or equivalent, bi-directional, and operated by a New Century style switch stand with a back saver handle, mounted on new timbers. Derail shall match cross section of rail and shall be arranged to divert movement away from main track.

## **TRACK CENTERS**

Unless otherwise specified, parallel tracks and sidings shall be on fourteen (14) foot centers. The alignment of track between turnouts and parallel tracks shall be according to PRR/PC offsets.

## **SURFACE AND LINE**

New and resurfaced track shall be in line with, and run off into existing track unless otherwise specified.

Tangent track shall have 0" cross level with a maximum deviation of 1/2", at any point.

Curve track shall have a 1" cross level in the body of the curve with smooth spirals and a maximum deviation of 1/2", at any point.

## **BALLAST**

Clean 1-1/2" hard rock ballast shall be provided, tamped, regulated, and broomed, to support a uniform line and surface, and to fill all cribs, and provide uniform shoulders, through the project limits, with run offs as required to existing track.

## **FILTER FABRIC**

For new constructions and where cribs are leveled and or sub-roadbed is disturbed, filter fabric shall be installed at least 24" below final top of ties.

## **DITCHES**

Ditches shall be cleared of track materials, brush, and other debris.

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