

Ballast Installation Specifications

General Information:

The RAILROAD shall have the right to make any subsequent changes in the nature of the Scope of Work for this Project, either before or after it commences, and such changes shall in no way affect or negate the obligations of this Contract. If such changes appreciably affect the cost of material to the SUPPLIER, it shall so notify the RAILROAD in writing before proceeding with the transportation of materials, and the cost shall be equitably adjusted by the RAILROAD.

The Contractor(s) is required to conduct a follow-up inspection of the quality of work at the end of each day. Contractor(s) will be responsible for immediate repairs to the following: broken joint bars, kinked rail, broken bond wires, down ties, broken rail, high spikes, etc.)

SKOL – Ballast Installation Specifications

Work consists of furnishing ballast conforming to the AREMA Manual for Railway Engineering, Chapter 1, Part 2, Section 2.4.

The SKOL RR will require that any Ballast ordered for the Tulsa, Moline, Neodesha Subdivisions and the Port of Catoosa, be a minimum 2 ½” Sieve size, Granite Ballast. See below specifications.

(See Martin Marietta-Snyder Quarry Ballast Test Results for 4A Railroad Ballast)

When Dumping Ballast:

Contractors are to comply with the SKOL’s On Track Safety Requirements.

Locations where the Railroad has chosen to eliminate super-elevation, the Contractor will accommodate a heavier distribution of ballast on the lower rail as instructed by SKOL Management.

When distributing ballast, ensure that no excessive ballast is fouling the walkway, over the rail or otherwise impassible to rail traffic.

Clear any unloaded ballast from crossings to ensure the safety of the public.

Unless otherwise directed, no ballast will be dumped within 10 feet of the following: Open-deck Bridges, Ballast-deck Bridges, Any Highway, Public or Private Crossings and Switches.

It is the Contractor(s) responsibility to ensure that Ballast cars are empty with the doors properly closed and locked before returning cars to interchange.

Additional questions regarding Ballast Installation, contact Brandon Craddock or Mike Mulnix.