American Railway Engineering and Maintenance of Way Association
Letter Ballot 07-20-04

1. **Committee and Subcommittee:** Committee 7, Timber Structures; Subcommittee 3, Construction, maintenance and inspection of wood bridges and trestles.

2. **Letter Ballot Number:** 07-20-04

3. **Assignment:** C3-1-14 Review and update Parts 4 and 5 and associated commentary of Chapter 7.

4. **Ballot Item:** 5.2.3 Track

5. **Rationale:** Made minor changes and improvements to the language. Clarifications focus on method of achieving superelevation, retention of ballast, and track surface conditions.

6. **Vote:** Approve_________ Disapprove_________ Abstain_________

   *Note: If you have a conflict of interest on the topic being considered, you must mark the ballot "Abstain."

7. **Comments:** Comments must be provided when voting to disapprove or abstain. Use additional space on back or attach sheet as necessary.

8. **Voting Deadline:** Please vote ONLINE. If you are unable to vote online, please e-mail your ballot to Stephanie Swanson at stephanie.swanson@bnsf.com. The deadline to vote is **May 29 2020**.

9. **Signature:** I have read the regulations Governing AREMA Technical Committees and have complied with all its requirements.

   Signed: ______________________ Name (Please Print):

   ________________________________

   Date: ________________________ E-mail (if changed):

   ________________________________
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Deleted text noted by strikethrough.
Added text shown in red.

*Modify article 5.2.3 Track:*

5.2.3 TRACK (201421)

a. State whether the track is level or on a grade, and if alignment is tangent or curved. If the bridge is on a curve, note curvature and how the amount of superelevation is provided and. Note whether by cutoff in the bents the superelevation is provided in the pile cutoffs, tapered in the caps or ties, or in the ballast section. Note location of track with reference to the chords for uniformity of loading.

b. Observe the condition of embankment at the bridge ends for fullness of crown condition of approaches, steepness of slopes, and depth elevation of bulkheads, backwalls, and functionality of wingwalls to retain ballast at the approaches.

c. Record the weight and condition of the track rails and inside guard rails; Also note the condition of the rail joints and fastenings as well as. Note the size and condition of the tie plates and tie pads (if used).

d. Where the track is out of line or has surface conditions, the location, amount, and probable cause should be determined, measured and recorded. Note the track profile of the approaches and whether track ties are fully properly ballasted, drained and well-tamped. Report apparent deviations from applicable safety standards to appropriate personnel.