



Track Standards Bulletin #3

Remedial Action for Rail Defects, Handling Rail, & Curve Design

September 15, 2019

Bulletin No. 003

*****REVISED*****

Refer to Appendix I – Remedial Action for Rail Defects and replace existing table 52 with the superseding revisions below

Rail Defects on Class 1 and 2 Track, and 3 Track
with Less Than 20 MGT Annually, No Hazardous
Materials, and No Passenger Service

Defect	Percent of rail head cross-sectional area weakened by the defect	If the defective rail is not replaced immediately, take the following remedial action denoted by note:
Compound Fissure	0 to 69	B and E
	70 to 99	A1
	100	A
Transverse Fissure, Detail Fracture, Engine Burn , or Defective Weld	0 to 20	C or C1
	21 to 99	D
	100	A or (E and H)
Defect	Defect Size in. (mm)	If the defective rail is not replaced immediately, take the following remedial action denoted by note:
Vertical or Horizontal Split Head	0 to 2 (0 - 51)	H and F
	Over 2 (>51))	B and G
	Break out in rail head	A
Split Web, Piped Rail, or Head Web Separation	0 to ½ (0 – 13)	H and F
	Over ½ (>13)	B and G
	Break out in rail head	A
Bolt Hole Crack	0 to ½ (0 – 13)	H and F
	Over ½ (>13)	B and G
	Break out in rail head	A
Broken Rail Base	0 to 6 (0 – 152)	D
	Over 6 (>152)	A or (E then B)

Defect	If the defective rail is not replaced immediately, take the following remedial action denoted by note:
Ordinary Break	A and E
Damaged Rail	D
Flattened Rail, Crushed Head, or Localised Surface Collapse	Apply Track Standard Section 4.16

*****NEW*****

Refer to Section 4.4 Handling and Unloading Rail

Add item:

6. Dragging rail over concrete ties is prohibited. Rollers or similar products shall be used to protect the surface of the concrete ties.

Renumber the remainder of the section accordingly.

*****REVISED*****

Refer to Section 4.7 Continuous Welded Rail

Move item 13 to Section 4.4 and number accordingly.

*****NEW*****

Refer to Section 4.4 Handling and Unloading Rail

add item:

14. Rail stored adjacent to the track shall be kept outside of the clearance envelope defined in Appendix X – GO Transit Heavy Rail Clearance Envelopes
a. Rail stored in curves shall be adequately secured to prevent rail ends from kicking out into the clearance envelope.

*****REVISED*****

Refer to Section 19.4 Curve Design

Revise item 1.

1. Curve design, for both horizontal and vertical curves, shall meet the requirements of AREMA and GO Transit Track Standards. Where these standards contradict each other the more restrictive shall apply.

These changes are effective immediately.

END

Signed:

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