# Item/Task | Detailed Description/Comments | Industry | Union Pacific Railroad | QTY | U/M | MFG | Drawing # | Track | Station(s)
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1 | Mainline Ballast | ML and TK ‘A’ to 13’CP | X | X | X | ML-A | A-C
2 | Mainline Ballast | TK ‘A’ 13’ CP to 3+75, all of TK ‘C’ | X | X | X | ML-A | A-C
3 | Walkway Ballast | ML and TK ‘A’ to 13’CP | X | X | X | ML-A | A-C
4 | Walkway Ballast | TK ‘A’ 13’ CP to 3+75, TK ‘C’ | X | X | X | ML-A | A-C
5 | Other Ballast | 3+75 TK ‘A’ - remainder of industry | X | X | X | ML-A | A-C
6 | Turnout | #15 US PTO/UP/BN SPRING FROG 136LB, WOOD HB | X | X | X | ML-A | A-C
7 | Turnout | #9 RH PTO/UP/BN/BM M109 136LB, WOOD HB | X | X | X | ML-A | A-C
8 | Turnout | #9 RH HTTO SMIG AREA 115LB | X | X | X | ML-A | A-C
9 | Turnout | #9 RH HTTO SMIG AREA 115LB (insulated) | X | X | X | ML-A | A-C
10 | Rail & Tie | 136lb, 8’6” ties, ML to 13’ CP TK ‘A’ | X | X | X | ML-A | A-C
11 | Rail & Tie | 136lb, 8’6” ties, TK ‘A’ 13’ CP to 3+75, all of TK ‘C’ | X | X | X | ML-A | A-C
12 | Rail & Tie | 131lb, 8’6” ties, 3+75 TK ‘A’ - remainder of industry | X | X | X | ML-A | A-C
13 | Rail/Tie/TIM | Disposal of all scrap material | X | X | X | ML-A | A-C
14 | Buffer Panels | 40’ panel ahead of turnout, 10’ ties, premium fasteners | X | X | X | ML-A | A-C
15 | Buffer Panels | 40’ panel behind turnout, 8’6” ties, premium fasteners | X | X | X | ML-A | A-C
16 | Transition Rails | 136 new to 138 worn | X | X | X | ML-A | A-C
17 | Insulated Joint Rail Plugs | 5.5” base | X | X | X | ML-A | A-C
18 | Insulated Joint Rail Plugs | 5.5” base | X | X | X | ML-A | A-C
19 | Insulated Joint Rail Plugs | 136lb<300MGT | X | X | X | ML-A | A-C
20 | Insulated Joint Rail Plugs | 136lb<300MGT | X | X | X | ML-A | A-C
21 | Insulated Joint Rail Plugs | 136lb<300MGT | X | X | X | ML-A | A-C
22 | Insulated Joint Rail Plugs | 136lb<300MGT | X | X | X | ML-A | A-C
23 | Sign | Crossbucks at Industry Private Crossings | X | X | X | ML-A | A-C
24 | Sign | End of Maintenance | X | X | X | ML-A | A-C
25 | Road Crossing | 80” Timber Crossing | X | X | X | ML-A | A-C
26 | Road Crossing | 106’ Concrete Crossing | X | X | X | ML-A | A-C
27 | Road Crossing | 106’ Concrete Crossing | X | X | X | ML-A | A-C
28 | Road Crossing | 112’ Concrete Crossing | X | X | X | ML-A | A-C
29 | Earthen Rumper | TK ‘C’ | X | X | X | ML-A | A-C
30 | Earthen Rumper | TK ‘B’ | X | X | X | ML-A | A-C
31 | Signal | UPRR field forces to verify location (approx 200A/240V) | X | X | X | ML-A | A-C
32 | Fields Welds | 65’ x 380’ | X | X | X | ML-A | A-C
33 | Signal Beams | UPRR field forces to verify location | X | X | X | ML-A | A-C
34 | Commercial Power | UPRR field forces to verify location | X | X | X | ML-A | A-C
35 | NOTE | NOTE DESCRIPTION | X | X | X | ML-A | A-C
1. Industry supply / UPRR assume consumption charge
2. UPRR field forces to verify location
3. ASSEMBLY INCLUDES WELDING