

#### 4. Rail Replacement

Worn out jointed rails or jointed rails that have insufficient sized cross sections are typically replaced with continuous welded rail (CWR). CWR is rail that is welded into a continuous string in order to eliminate bolted rail joints along the track. CWR is typically welded into ¼ mile long strings at an off-site welding plant, then transported to the field and installed in the track. The ¼ mile long strings are then welded together in the field.



Rail is replaced to improve ride, replace defects, increase the load carrying capacity of the track, or to remove wear and tear. General track conditions were inspected, and rail replacement quantities were estimated as shown below:

SEGMENT	FROM MP	TO MP	TRACK MILES	ESTIMATED COST
<b>BURLINGTON to CHARLOTTE</b>	122	110	3.9	\$ 2,060,000
<b>CHARLOTTE to VERGENNES</b>	110	100	1.6	\$ 845,000
<b>VERGENNES to MIDDLEBURY</b>	100	87	13.0	\$ 6,864,000
<b>MIDDLEBURY to RUTLAND</b>	87	55	29.0	\$ 15,312,000
<b>RUTLAND to N. BENNINGTON</b>	55	0	39.0	\$ 20,592,000
<b>N. BENNINGTON to HOOSICK</b>	170	165	0.0	\$ 0
<b>TOTALS</b>			<b>86.5</b>	<b>\$ 45,673,000</b>