

5. Turnout Retirement / Rehabilitation / Replacement

Turnouts (or switches) allow trains to be diverted from one track to another. Turnouts are built on wood timbers and consist of critical components called switch points and frogs. Turnouts installed must meet FRA standards for Class III track.

Turnouts that are no longer needed should be retired and the parent track restored. Turnouts that remain should be either rehabilitated or replaced. Turnout rehabilitation consists of the replacement of worn parts and / or timbers. When turnout repairs are too extensive, then the turnouts are replaced completely.



SEGMENT	FROM MP	TO MP	RETIRE	REHAB.	REPLACE	ESTIMATED COST
BURLINGTON to CHARLOTTE	122	110	2	0	2	\$ 110,000
CHARLOTTE to VERGENNES	110	100	0	0	2	\$ 100,000
VERGENNES to MIDDLEBURY	100	87	0	0	11	\$ 550,000
MIDDLEBURY to RUTLAND	87	55	3	1	15	\$ 780,000
RUTLAND to N. BENNINGTON	55	0	1	0	24	\$ 1,205,000
N. BENNINGTON to HOOSICK	170	165	0	0	0	\$ 0
TOTALS			6	1	54	\$ 2,745,000