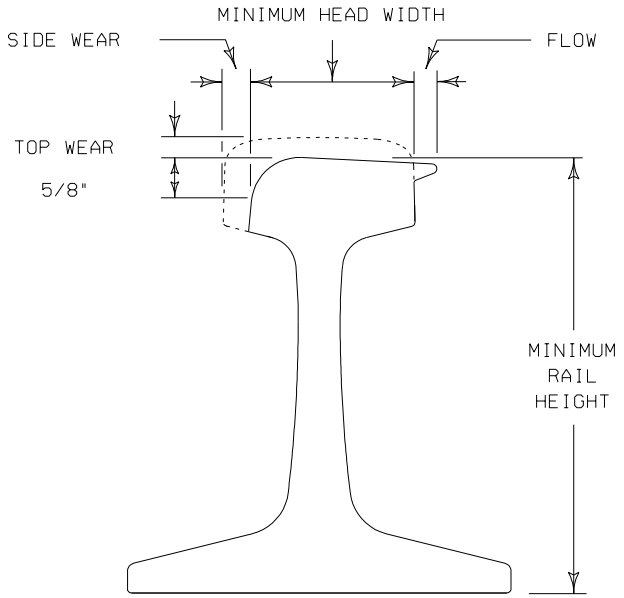
2501

Rail Section	Design Rail Height	Max Top Wear	Min Rail Height	Design Rail Head Width	Max Side Wear High	Min Head Width High	Max Flow on 1 Side
Class 1 - Main Line - Greater than 10 MGT to 20 MGT per year - Very minor engine burns & corrugations.							
141RE	7 7/16	3/8	7 1/16	3 1/16	5/16	2 3/4	1/8
140RE	7 5/16	1/4	7 1/16	3	5/16	2 11/16	1/8
136RE	7 5/16	1/4	7 1/16	2 15/16	5/16	2 5/8	1/8
136NYC	7 9/32	1/4	7 1/32	2 15/16	5/16	2 5/8	1/8
132RE	7 1/8	3/16	6 15/16	3	5/16	2 11/16	1/8
131RE	7 1/8	3/16	6 15/16	3	5/16	2 11/16	1/8
127DY/DYM	7	3/16	6 13/16	3	5/16	2 11/16	1/8
122CB	6 25/32	3/16	6 19/32	2 15/16	5/16	2 5/8	1/8
115RE	6 5/8	1/8	6 1/2	2 7/8	5/16	2 9/16	1/8
Class 2 - Heavy Branch Line - Greater than 5 MGT to 10 MGT per year - Small engine burns and corrugations.							
141RE	7 7/16	5/8	6 13/16	3 1/16	7/16	2 5/8	1/8
140RE	7 5/16	1/2	6 13/16	3	3/8	2 5/8	1/8
136RE	7 5/16	3/8	6 15/16	2 15/16	3/8	2 9/16	1/8
136NYC	7 9/32	3/8	6 29/32	2 15/16	3/8	2 9/16	1/8
132RE	7 1/8	3/8	6 3/4	3	3/8	2 5/8	1/8
131RE	7 1/8	3/8	6 3/4	3	3/8	2 5/8	1/8
127DY/DYM	7	5/16	6 11/16	3	3/8	2 5/8	1/8
122CB	6 25/32	5/16	6 15/32	2 15/16	3/8	2 9/16	1/8
115RE	6 5/8	5/16	6 5/16	2 7/8	3/8	2 1/2	1/8
112RE	6 5/8	5/16	6 5/16	2 7/8	3/8	2 1/2	1/8
110RE	6 1/4	3/16	6 1/16	2 3/4	3/8	2 3/8	1/8
Class 3 - Light Branch Line - Greater than 1 MGT to 5 MGT per year - Medium engine burns and corrugations.							
141RE	7 7/16	7/8	6 9/16	3 1/16	1/2	2 9/16	1/4
140RE	7 5/16	3/4	6 9/16	3	7/16	2 9/16	1/4
136RE	7 5/16	3/4	6 9/16	2 15/16	3/8	2 9/16	1/4
136NYC	7 9/32	11/16	6 19/32	2 15/16	3/8	2 9/16	1/4
132RE	7 1/8	1/2	6 5/8	3	3/8	2 5/8	1/4
131RE	7 1/8	1/2	6 5/8	3	3/8	2 5/8	1/4
130RE	6 3/4	1/2	6 1/4	2 15/16	3/8	2 9/16	1/4
127DY/DYM	7	1/2	6 1/2	3	3/8	2 5/8	1/4
122CB	6 25/32	1/2	6 9/32	2 15/16	3/8	2 9/16	1/4
115RE	6 5/8	3/8	6 1/4	2 7/8	3/8	2 1/2	1/4
112RE	6 5/8	3/8	6 1/4	2 7/8	3/8	2 1/2	1/4
110RE	6 1/4	5/16	5 15/16	2 3/4	3/8	2 3/8	1/4
100RB	5 5/8	5/16	5 5/16	2 11/16	3/8	2 5/16	1/4
100RE	6	1/8	5 7/8	2 11/16	3/8	2 5/16	1/4
Class 4 - Yard & Industry Tracks - 1 MGT or Less per year - Any engine burns not mashed or fractured							
141RE	7 7/16	15/16	6 1/2	3 1/16	7/8	2 3/16	1/4
140RE	7 5/16	7/8	6 7/16	3	7/8	2 1/8	1/4
136RE	7 5/16	7/8	6 7/16	2 15/16	7/8	2 1/16	1/4
136NYC	7 9/32	7/8	6 13/32	2 15/16	7/8	2 1/16	1/4
132RE	7 1/8	11/16	6 7/16	3	7/8	2 1/8	1/4
131RE	7 1/8	11/16	6 7/16	3	7/8	2 1/8	1/4
130RE	6 3/4	5/8	6 1/8	2 15/16	7/8	2 1/16	1/4
127DY/DYM	7	5/8	6 3/8	3	7/8	2 1/8	1/4
122CB	6 25/32	5/8	6 5/32	2 15/16	7/8	2 1/16	1/4
115RE	6 5/8	5/8	6	2 7/8	7/8	2	1/4
112RE	6 5/8	5/8	6	2 7/8	7/8	2	1/4
110RE	6 1/4	1/2	5 3/4	2 3/4	3/4	2	1/4
100RB	5 5/8	3/8	5 1/4	2 11/16	3/4	1 15/16	1/4
100RE	6	3/8	5 5/8	2 11/16	3/4	1 15/16	1/4



NOTES:

1. THE CRITERIA LISTED IN THIS CHART ADVISES WHERE RELAY RAIL RELEASED FROM RAIL REPLACMENT PROJECTS MAY BE USED.

2. ALL DIMENSION ARE IN INCHES.

CSX TRANSPORTATION

RAIL CLASSIFICATION STANDARD

[redacted]
APPROVED - CHIEF ENGINEER
MAINTENANCE OF WAY

[redacted]
APPROVED - VICE PRESIDENT
ENGINEERING

PREPARED BY:
J. E. BEYERL

ISSUED: JUNE 14, 1996
REVISED: FEBRUARY 21, 2006