



Janet T. Mills
GOVERNOR

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
16 STATE HOUSE STATION
AUGUSTA, MAINE 04333-0016

Dale F. Doughty
COMMISSIONER

March 26, 2026
Subject: Railroad Turnouts.
State WIN: 029488.00a
Location: **Millinocket &
Mattawamkeag
Amendment No. 2**

Dear Sir/Ms.:

The following questions have been received:

Question: Are there drawings available for the turnouts?

Response: See attached drawings

Question: Hello, I can't locate the turnout specifications within the bid documents. Can you please provide the specs? Are they steel only, pre-plated (includes wood ties), or panelized on wood ties?

Response: See attached drawings. These should be steel only including switch stands.

Question: Is there a component list available for each turnout?

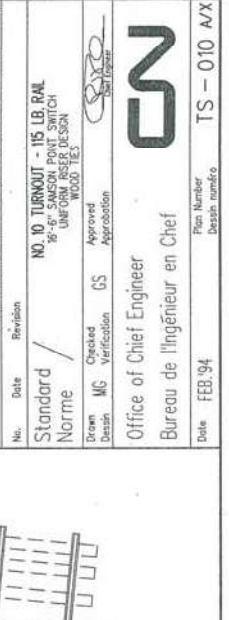
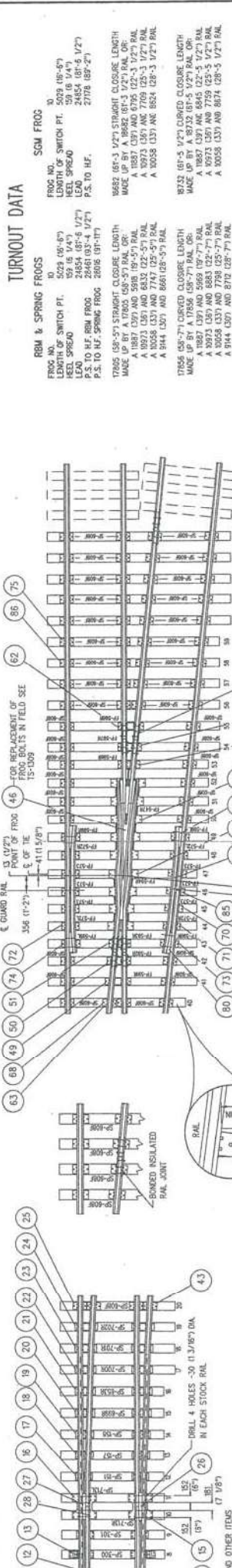
Response: See attached drawings

Consider these changes and information prior to submitting your bid on **April 1, 2026.**

Sincerely,

George M. A. Macdougall P.E.
Contracts & Specifications Engineer

ESS STATED OTHERWISE ARE A ROUNDED SOFT CONVERSION OF BRITISH UNITS SHOWN IN BRACKETS.



TURNOUT DATA

RBM & SPRING FROGS

FRUG NO. 5029 (06'-8")
 LENGTH OF SWITCH PT. 509 (8 1/4")
 HEEL SPREAD 59 (8 1/4")
 P.S. TO R.F. RBM FROG 28481 (83'-4 1/2")
 P.S. TO H.F. SPRING FROG 27198 (85'-2")

SGM FROG

FRUG NO. 5030 (06'-8")
 LENGTH OF SWITCH PT. 509 (8 1/4")
 HEEL SPREAD 59 (8 1/4")
 P.S. TO R.F. RBM FROG 28481 (83'-4 1/2")
 P.S. TO H.F. SPRING FROG 27198 (85'-2")

SPRING FROG

FRUG NO. 5031 (06'-8")
 LENGTH OF SWITCH PT. 509 (8 1/4")
 HEEL SPREAD 59 (8 1/4")
 P.S. TO R.F. RBM FROG 28481 (83'-4 1/2")
 P.S. TO H.F. SPRING FROG 27198 (85'-2")

NOTES:

- TURNOUT TO BE INSTALLED AND MAINTAINED IN ACCORDANCE WITH THE LATEST ISSUE OF THE STANDARD PRACTICE CIRCULARS.
- WHEN REFERING TO TURNOUTS, DRAWING NUMBER MUST BE STATED AS "A" TO "X" TO INDICATE.
- RIGHT HAND TURNOUT - POWER OPERATED SWITCH - MACHINE ON RIGHT - RBM FROG 01-61-140
- LEFT HAND TURNOUT - POWER OPERATED SWITCH - MACHINE ON LEFT - RBM FROG 01-61-140
- RIGHT HAND TURNOUT - POWER OPERATED SWITCH - MACHINE ON LEFT - RBM FROG 01-61-140
- LEFT HAND TURNOUT - POWER OPERATED SWITCH - MACHINE ON RIGHT - RBM FROG 01-61-140
- RIGHT HAND TURNOUT - POWER OPERATED SWITCH - MACHINE ON LEFT - SGM FROG 01-61-139
- LEFT HAND TURNOUT - POWER OPERATED SWITCH - MACHINE ON RIGHT - SGM FROG 01-61-139
- RIGHT HAND TURNOUT - POWER OPERATED SWITCH - MACHINE ON LEFT - SGM FROG 01-61-138
- LEFT HAND TURNOUT - POWER OPERATED SWITCH - MACHINE ON RIGHT - SGM FROG 01-61-138
- RIGHT HAND TURNOUT - POWER OPERATED SWITCH - RBM FROG 01-61-131
- LEFT HAND TURNOUT - POWER OPERATED SWITCH - RBM FROG 01-61-131
- RIGHT HAND TURNOUT - POWER OPERATED SWITCH - SGM FROG 01-61-129
- LEFT HAND TURNOUT - POWER OPERATED SWITCH - SGM FROG 01-61-129
- RIGHT HAND TURNOUT - HAND OPERATED SWITCH - SGM FROG 01-61-128
- LEFT HAND TURNOUT - HAND OPERATED SWITCH - SGM FROG 01-61-128
- RIGHT HAND TURNOUT - SPRING SWITCH - SGM FROG 01-61-127
- LEFT HAND TURNOUT - SPRING SWITCH - SGM FROG 01-61-127
- RIGHT HAND TURNOUT - SPRING SWITCH - SGM FROG 01-61-126
- LEFT HAND TURNOUT - SPRING SWITCH - SGM FROG 01-61-126

SWITCH POINT THROWS

- POWER OPERATED SWITCH 1/4" ROD - 127 (5 1/8")
- HAND OPERATED SWITCH 1/4" ROD - 98 (3 7/8")
- SPRING SWITCH 3/4" ROD - 105 (4 1/8")
- STOCK RAIL 3/4" ROD - 84 (3 1/8")

FRUG REPLACEMENT OF FROG BOLTS IN FIELD SEE STANDARD PLAN "TS-247"

DRILL 4 HOLES - 30 (1 3/8") DIA. IN EACH STOCK RAIL

ALL THE SCREW HOLES TO BE DRILLED DRILLED 17 (5/16") DIA. X MINIMUM 92 (6") DEEP & TREATED WITH PRESERVATIVE

FRUG REPLACEMENT OF FROG BOLTS IN FIELD SEE TS-1309

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FOR OTHER ITEMS REFER TO DRAWING TS-247

US & COMPARISONS:

15 (1 3/8")

16 (5/8")

17 (5/8")

18 (5/8")

19 (5/8")

20 (5/8")

21 (5/8")

22 (5/8")

23 (5/8")

24 (5/8")

25 (5/8")

26 (5/8")

27 (5/8")

28 (5/8")

29 (5/8")

30 (5/8")

31 (5/8")

32 (5/8")

33 (5/8")

34 (5/8")

35 (5/8")

36 (5/8")

37 (5/8")

38 (5/8")

39 (5/8")

40 (5/8")

41 (5/8")

42 (5/8")

43 (5/8")

44 (5/8")

45 (5/8")

46 (5/8")

47 (5/8")

48 (5/8")

49 (5/8")

50 (5/8")

51 (5/8")

52 (5/8")

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61 (5/8")

62 (5/8")

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65 (5/8")

66 (5/8")

67 (5/8")

68 (5/8")

69 (5/8")

70 (5/8")

71 (5/8")

72 (5/8")

73 (5/8")

74 (5/8")

75 (5/8")

76 (5/8")

77 (5/8")

78 (5/8")

79 (5/8")

80 (5/8")

81 (5/8")

82 (5/8")

83 (5/8")

84 (5/8")

85 (5/8")

86 (5/8")

FOR INSTALLATION DETAILS OF HOLD DOWN HOUSING & ROVERS SEE PFC-532.2

REPLACEMENT STOCK NUMBER OF TIE ANCHOR BLOCK ONLY: 01-09-285

REPLACEMENT STOCK NUMBER OF PIPE TRIMBLE ONLY: 01-08-038

TE ARRANGEMENT & SPACING FOR SGM FROGS & THE LENGTH REFERENCES ABOVE BELL OF MATERIALS & THE SETS REVERSED.

NO. 10 TURNOUT - 15 LB. RAIL

18"-6" SAMSON POINT SWITCH

UNIFORM REEF DESIGN

Approved

CS

Standard Norme

Date

Revision

1 JAN 95

TE ARRANGEMENT & SPACING FOR SGM FROGS & THE LENGTH REFERENCES ABOVE BELL OF MATERIALS & THE SETS REVERSED.

NO. 10 TURNOUT - 15 LB. RAIL

18"-6" SAMSON POINT SWITCH

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Standard Norme

Date

Revision

1 JAN 95

Office of Chief Engineer

Bureau de l'ingénieur en Chef

Date

Feb. 94

Plan Number

TS - 010 A/X

Design number

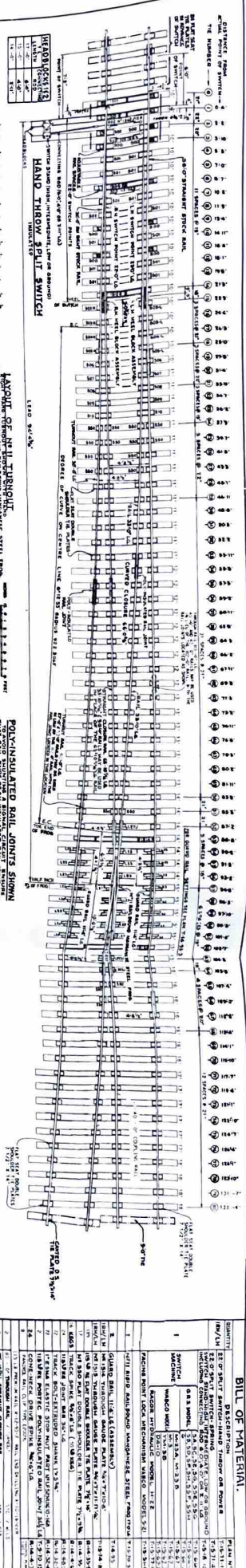
FOR ADDITIONAL INFORMATION E-MAIL "TRACKST@"

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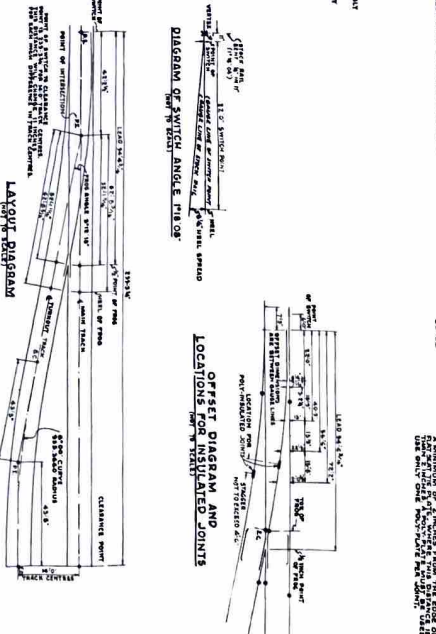
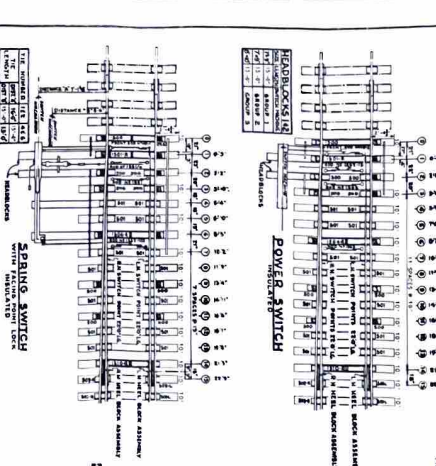
FOR ADDITIONAL INFORMATION E-MAIL "TRACKST@"



HEADBLOCKS 112	ALTERNATE HEADBLOCKS
11-01	4-01
11-02	4-02
11-03	4-03
11-04	4-04

LAYOUT OF MAIN TURNOUT
 TURNOUT SPLIT SWITCH AND BULL-ROCK WOODHOUSE STEEL FROM 5000 TO 5110 FEET
 SCALE 1" = 10' 0"

POLY-INSULATED RAIL JOINTS SHOWN
 TO AVOID SHUNTING A SIGNAL CIRCUIT THROUGH A MAINLINE TRACK, POLY-INSULATED RAIL JOINTS ARE USED IN THE MAINLINE TRACKS AND IN THE TURNOUT TRACKS.



BILL OF SWITCH TIES		TOTAL	
TYPE OF SWITCH	NO. OF TIES	NO. OF TIES	NO. OF TIES
4-0	18,141	18,141	18,141
4-1	18,141	18,141	18,141
4-2	18,141	18,141	18,141
4-3	18,141	18,141	18,141
4-4	18,141	18,141	18,141
4-5	18,141	18,141	18,141
4-6	18,141	18,141	18,141
4-7	18,141	18,141	18,141
4-8	18,141	18,141	18,141
4-9	18,141	18,141	18,141
4-10	18,141	18,141	18,141
4-11	18,141	18,141	18,141
4-12	18,141	18,141	18,141
4-13	18,141	18,141	18,141
4-14	18,141	18,141	18,141
4-15	18,141	18,141	18,141
4-16	18,141	18,141	18,141
4-17	18,141	18,141	18,141
4-18	18,141	18,141	18,141
4-19	18,141	18,141	18,141
4-20	18,141	18,141	18,141
4-21	18,141	18,141	18,141
4-22	18,141	18,141	18,141
4-23	18,141	18,141	18,141
4-24	18,141	18,141	18,141
4-25	18,141	18,141	18,141
4-26	18,141	18,141	18,141
4-27	18,141	18,141	18,141
4-28	18,141	18,141	18,141
4-29	18,141	18,141	18,141
4-30	18,141	18,141	18,141
4-31	18,141	18,141	18,141
4-32	18,141	18,141	18,141
4-33	18,141	18,141	18,141
4-34	18,141	18,141	18,141
4-35	18,141	18,141	18,141
4-36	18,141	18,141	18,141
4-37	18,141	18,141	18,141
4-38	18,141	18,141	18,141
4-39	18,141	18,141	18,141
4-40	18,141	18,141	18,141
4-41	18,141	18,141	18,141
4-42	18,141	18,141	18,141
4-43	18,141	18,141	18,141
4-44	18,141	18,141	18,141
4-45	18,141	18,141	18,141
4-46	18,141	18,141	18,141
4-47	18,141	18,141	18,141
4-48	18,141	18,141	18,141
4-49	18,141	18,141	18,141
4-50	18,141	18,141	18,141
4-51	18,141	18,141	18,141
4-52	18,141	18,141	18,141
4-53	18,141	18,141	18,141
4-54	18,141	18,141	18,141
4-55	18,141	18,141	18,141
4-56	18,141	18,141	18,141
4-57	18,141	18,141	18,141
4-58	18,141	18,141	18,141
4-59	18,141	18,141	18,141
4-60	18,141	18,141	18,141
4-61	18,141	18,141	18,141
4-62	18,141	18,141	18,141
4-63	18,141	18,141	18,141
4-64	18,141	18,141	18,141
4-65	18,141	18,141	18,141
4-66	18,141	18,141	18,141
4-67	18,141	18,141	18,141
4-68	18,141	18,141	18,141
4-69	18,141	18,141	18,141
4-70	18,141	18,141	18,141
4-71	18,141	18,141	18,141
4-72	18,141	18,141	18,141
4-73	18,141	18,141	18,141
4-74	18,141	18,141	18,141
4-75	18,141	18,141	18,141
4-76	18,141	18,141	18,141
4-77	18,141	18,141	18,141
4-78	18,141	18,141	18,141
4-79	18,141	18,141	18,141
4-80	18,141	18,141	18,141
4-81	18,141	18,141	18,141
4-82	18,141	18,141	18,141
4-83	18,141	18,141	18,141
4-84	18,141	18,141	18,141
4-85	18,141	18,141	18,141
4-86	18,141	18,141	18,141
4-87	18,141	18,141	18,141
4-88	18,141	18,141	18,141
4-89	18,141	18,141	18,141
4-90	18,141	18,141	18,141
4-91	18,141	18,141	18,141
4-92	18,141	18,141	18,141
4-93	18,141	18,141	18,141
4-94	18,141	18,141	18,141
4-95	18,141	18,141	18,141
4-96	18,141	18,141	18,141
4-97	18,141	18,141	18,141
4-98	18,141	18,141	18,141
4-99	18,141	18,141	18,141
4-100	18,141	18,141	18,141

QTY	DESCRIPTION	PLAN NO.
1	SET OF SWITCH TIE GROUPS FOR MAINLINE	11-31-1
1	SET OF SWITCH TIE GROUPS FOR TURNOUT	11-31-2
1	SET OF SWITCH TIE GROUPS FOR BULL-ROCK	11-31-3
1	SET OF SWITCH TIE GROUPS FOR WOODHOUSE	11-31-4
1	SET OF SWITCH TIE GROUPS FOR STEEL	11-31-5
1	SET OF SWITCH TIE GROUPS FOR INSULATED JOINTS	11-31-6
1	SET OF SWITCH TIE GROUPS FOR TURNOUT SPLIT SWITCH	11-31-7
1	SET OF SWITCH TIE GROUPS FOR BULL-ROCK WOODHOUSE	11-31-8
1	SET OF SWITCH TIE GROUPS FOR STEEL FROM 5000 TO 5110 FEET	11-31-9
1	SET OF SWITCH TIE GROUPS FOR POLY-INSULATED RAIL JOINTS	11-31-10
1	SET OF SWITCH TIE GROUPS FOR TURNOUT SPLIT SWITCH AND BULL-ROCK WOODHOUSE STEEL FROM 5000 TO 5110 FEET	11-31-11
1	SET OF SWITCH TIE GROUPS FOR POLY-INSULATED RAIL JOINTS SHOWN TO AVOID SHUNTING A SIGNAL CIRCUIT THROUGH A MAINLINE TRACK, POLY-INSULATED RAIL JOINTS ARE USED IN THE MAINLINE TRACKS AND IN THE TURNOUT TRACKS.	11-31-12

NO. 11 TURNOUT
 CANADIAN PACIFIC RAILWAY
 1-14-99-2