

## **860 RAILROAD TRACKS**

This category group covers all two-rail tracks including spurs, sidings, yards, turnouts, with accessories and appurtenances such as barricades. It includes trackage on ship repair facilities marine railways and portal crane structures, Code 213. For design information on facilities in the 860 series, see NAVFAC DM-5, Civil Engineering.

### **860 10 RAILROAD TRACKAGE (MI)**

The planning of railroad trackage will be based on an economic analysis of the cost of truck haulage versus the cost of the proposed use of railroad facilities. Trackage is planned to connect the base with the common carrier and for holding and unloading freight cars as required. The amount of railroad trackage to be constructed by the government is determined by the proximity of the common carrier lines and the traffic volume.

### **863 20 EXPLOSIVE BARRICADE FOR SUSPECT TRUCKS AND RAILROAD CARS (EA)**

A suspect truck and rail car facility provides a holding area, barricaded on three sides, having rail sidings to accommodate two railcars and a paved area for four trucks, to park suspect incoming ordnance shipments. The facility can be used jointly for both trucks and railcars or separately as a truck or rail facility. The size is relative to the total flow of traffic in a given handling area. Figure 860 20 represents a typical facility, which can handle an outloading of 750 containers in 24 hours.

### **860 30 RAILROAD BRIDGE AND TRESTLE (MI)**

### **860 40 CRANE TRACKAGE (MI)**

When planning track layouts, railroad trackage should be separated from portal crane trackage, because, apart from the similarity of the rails, portal crane trackage requirements are completely different from railroad trackage. Where separation is impossible, both cranes and rolling stock will utilize a common rail, and the other railroad trackage rail shall be placed inside the crane gauge.

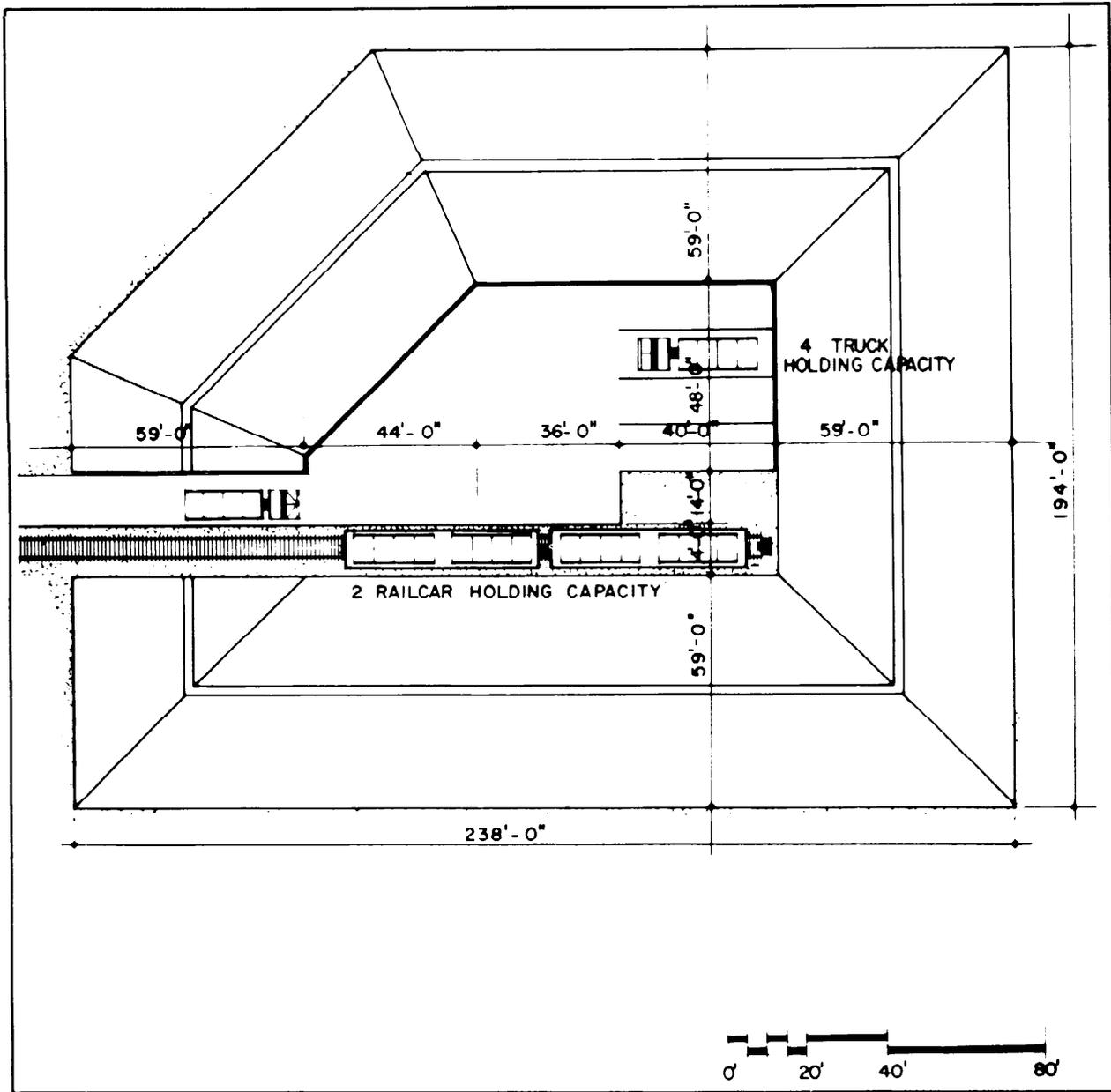


FIGURE 860-20  
Explosive Barricade for Suspect Trucks and Railroad Cars