

Jack Sullivan

From: Pesaturo, Joe [JPesaturo@MBTA.com]
Sent: Wednesday, June 10, 2009 1:20 PM
To: Jack Sullivan
Subject: follow-up questions
[answers to your first two....](#)

From: Jack Sullivan [mailto:jsullivan@MassINC.org]
Sent: Wednesday, June 10, 2009 10:54 AM
To: Pesaturo, Joe
Cc: Durrant, Colin (EOT)
Subject: follow-up questions

Joe,

1) Amtrak, MTA/LIRR, Chicago and other lines have decided to replace all ties bought from Rocla during the time frame that produced the defective ties. Since the 150,000 the MBTA purchased from Rocla came from the same plant and produced in the same time frame, why are those not being replaced rather than just the 4,000 identified so far?

[The MBTA continues to evaluate all of its options in regard to the ties on the Old Colony RR. Engineering studies are currently in progress to consider this issue.](#)

2) Amtrak is designating \$50 million in ARRA/stimulus funds to replace 80,000 defective ties in the New England Division. Is the T planning on using stimulus money for the replacement/installation?

The MBTA will be using stimulus funds as part of the projects to "double track" portions of the Fitchburg and Haverhill Lines. This work, for the construction of NEW tracks, will require that the T purchase ties for these projects.

None of the stimulus funds are planned to be used to replace any existing ties in the Commuter Rail system.

3) You said there have been no slow orders relating to the defective ties but P.C. Chaput of BLE 57 said there have been slow orders from inspectors. Have there been slow orders that were not passed onto engineers or is he wrong?

[I don't believe my earlier answer will change, but I will double check and get back to you.](#)

Thank you,

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