

Jack Sullivan

From: Pesaturo, Joe [JPesaturo@MBTA.com]
Sent: Tuesday, June 09, 2009 11:32 AM
To: Jack Sullivan
Cc: Durrant, Colin (EOT)
Subject: Old Colony

please see responses below....

From: Jack Sullivan [mailto:jsullivan@MassINC.org]
Sent: Tuesday, June 09, 2009 10:45 AM
To: Pesaturo, Joe
Cc: Colin.Durrant@eot.state.ma.us
Subject: RE: Old Colony

Joe,

Thank you and I'll take that comment but my questions go beyond just OCCR.

1) How many concrete ties will be replaced on MBTA-owned tracks, both subway and commuter rail?

This matter does not involve subway ties. The Old Colony ties in question are monitored regularly, and are addressed on a case by case basis. To date, railroad personnel have identified problems with less than 4,000 of the more than 150,000 concrete ties on Old Colony.

2) What are the locations/lines they are on?

Kingston and Middleboro Lines

My understanding is the Providence line also has defective ties and Greenbush has cement ties that were installed after the defective batch was purchased. Will those have to be replaced?

No reason to believe that will be necessary.

3) How many miles of track does this affect?

Railroad personnel have identified problems with less than 4,000 of the more than 150,000 concrete ties on Old Colony.

4) Why are timber ties being placed in between broken cement ties rather than replacing the defective ties?

It's a method for maintaining track integrity while engineers determine the scope and nature of the problem with the concrete ties.

5) Why is the work being performed at night and on weekends, on overtime, by Brotherhood of Maintenance of Way workers?

To avoid inconveniencing customers who commute daily on the lines.

6) Why is the work being performed "piecemeal" without a track-laying machine?

see above. also, no problem has been identified that would justify using a track laying machine.

7) Are there currently any slow orders in effect and have there been any slow orders issued on any section of tracks where defective ties are?

No

8) Has the NBTA been in consultation with the FRA about the condition of the ties and tracks?

The FRA is aware of issues with these ties made by Rocla.

9) Who will pay for the replacement of the defective ties?

The ties in question remain under warranty. The T is also pursuing its rights and remedies against the original manufacturer of the ties.

10) Who made the decision to use concrete ties after a similar problem triggered a suit by the MBTA in 1991?

It was a decision made sometime in the early 90s. The railroad industry continued to use concrete ties around the country well after 1991. Many of the concrete ties the MBTA installed before 1991 remain in service today, and perform very well.

I am sure I will have more questions but these are a good start. Thank you for your cooperation.
Sincerely,

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From: Pesaturo, Joe [mailto:JPesaturo@MBTA.com]
Sent: Tuesday, June 09, 2009 10:25 AM
To: Jack Sullivan
Subject: Old Colony

I will be sending you a statement in response to your request for comment

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