

220 CMR 150.00: RAILROAD SAFETY REGULATIONS

Section

- 150.01: Track Inspection
- 150.02: Track Maintenance
- 150.03: Track Alterations
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220 CMR 150.00 shall be applicable to each railroad company which operates within the Commonwealth of Massachusetts.

150.01: Track Inspection

- (1) Track inspections will be conducted by carriers on a daily basis upon all passenger and all heavy-duty track. Less important main lines and important branch lines will be inspected at least three times each week. All other lines will be inspected at least once each week. Questions regarding the category into which a particular segment of track may fall will be resolved by the Director of the Department's Division of Railway and Bus Utilities.
- (2) Such inspections will be made by qualified railroad company employees working under the direction of a track supervisory employee. The names of all such inspecting and supervisory employees will be kept on file with the Department.
- (3) Such inspections shall be made by walking over the track in question, or -- in the alternative -- by riding over the track in a vehicle at such speed that the condition of the track structure can be accurately observed (and in no instance at a speed in excess of fifteen M.P.H. Switches, railway crossings and highway crossings shall be inspected at speeds no greater than five M.P.H.
- (4) Inspections shall include, but not be limited to, observation of road bed, drainage, track alignment, gauge, ties, switch timber, rail joints, rail surface, super elevation, rail anchorage and switches.
- (5) After each inspection, the track inspector will submit to the superintendent of the division in which the track in question is located a written report setting forth all conditions which require correction. A copy of each such report shall be forwarded to the Director of the Division of Railway and Bus Utilities, or to his designee.
- (6) In addition to the above, the following tracks shall be tested for internal defects at least once a year by operation of rail defect detection equipment such as a

sperry car or similar mechanical device:

- (a) All main line track;
- (b) All heavy-tonnage freight lines;
- (c) Any branch line over which hazardous commodities may be carried;
- (d) Any other track or portion thereof designated by the Director of the Division of Railway and Bus Utilities.

The Department reserves the right to require such mechanical inspections at more frequent intervals in areas of dense traffic, high operating speed or questionable physical condition. Copies of all reports of such mechanical inspections shall be filed with the Department.

150.02: Track Maintenance

- (1) There will be maintained at all times upon the carriers' tracks an amount and a quality of crushed stone or high-grade gravel ballast sufficient to:
 - (a) Obtain a uniform bearing for ties;
 - (b) Distribute the load on ties over a maximum area of the roadbed;
 - (c) Resist shifting and lateral movement of ties;
 - (d) Provide effective track drainage.
- (2) Ties will be renewed in all instances in which:
 - (a) Wear from tie plates exceeds one inch; or
 - (b) Ties have been damaged as a result of rail creeping; or
 - (c) Ties exist in which there is no longer any spike-holding power.
- (3) The marking of ties for renewal shall be carried out on a divisional basis, and shall not be done on a system-wide basis.
- (4) Renewal of switch timber shall be accomplished by replacement of a complete set or of the largest portion of a set. In such instances any good pieces which have been replaced may be used in yard switches. The practice of replacing individual pieces of switch timber while leaving adjacent defective pieces shall be discontinued.
- (5) Gauge shall be maintained at a standard measurement of four feet eight inches. A variation in gauge of less than $\frac{1}{2}$ inch wide gauge will not ordinarily be considered objectionable provided that the variation is uniform over a substantial distance. Any variation of $\frac{1}{2}$ inch or more wide gauge must be approved by the Director of the Division of Railway and Bus Utilities. Gauge of less than four feet eight inches shall not be used under any conditions.
- (6) All rail joints shall be fully bolted, and the bolts shall be kept tight at all times. Bolts which are bent shall be replaced. Particular care shall be exercised at all joint areas to ensure that a good surface is maintained and that the ends of rail

sections do not become worn. Curve worn rail will be transposed or replaced.

- (7) Minimum rail anchorage shall be maintained as follows: Main line track which carries traffic essentially in one direction shall carry eight forward anchors and two back-up anchors for each 39-foot rail length. Main line track which carries traffic in both directions shall carry 16 anchors for each 39-foot rail length, placed in groups of eight anchors so that movement in either direction will be resisted. Rail anchorage shall be increased adequately to control creepage of welded rail, as well as at other specific locations designated by the Director of the Division of Railway and Bus Utilities.
- (8) If a track inspector identifies a condition which renders the track unsafe to tolerate the movement of trains at their authorized speeds, the superintendent of the division in which such condition exists, or his designee, shall be given the authority to direct immediate repairs by maintenance crews, place slow orders upon the section of the track in question, or take such other action as is necessary in his judgment to render that track safe for railroad operations. The orders of a superintendent or his designee given under this regulation shall be reduced to writing, and a copy thereof filed with the Department.

150.03: Track Alterations

- (1) Carriers operating in the Commonwealth will prepare and file for the Department's approval a schedule of alterations in all curve elevations which are improper for the kinds and speeds of traffic they are required to carry.
- (2) Carriers operating in the Commonwealth will prepare and file for the Department's approval a schedule of gradual adoption of a minimum of 140-pound rail on all heavy-duty tracks.
- (3) Carriers operating in the Commonwealth will prepare and file for the Department's approval a schedule of gradual adoption of a minimum of 115-pound rail on less important main lines and on important branch lines.

150.04: Car Equipment Control

- (1) All freight cars which are to be used in this Commonwealth which have a carrying capacity of 100 tons or more shall be equipped with a "snubber" device approved by the Department and placed on the car so that harmonic rocking will be reduced to the greatest extent possible.
- (2) The carriers will prepare and file for the Department's approval a plan and schedule for the placement of "hot box detectors" at strategic locations along their tracks within the Commonwealth.

- (3) Carriers will file with the Department and keep up to date a description of the "interchange" inspection of cars which is conducted by their employees, and a list of employees authorized to conduct such inspections.
- (4) Carriers will prepare and file for the Department's approval a description of procedures for placing empty cars in freight train consists for the purpose of minimizing the possibility of jackknifing.

150.05: Miscellaneous

- (1) The plans and schedules required pursuant to 220 CMR 150.03, 150.04(2), and 150.04(4) shall be filed with the Department not later than 60 days after the promulgation of 220 CMR 150.00.
- (2) Communication equipment for use of train crews shall be kept in good operating condition at all times.
- (3) If accidents occur, all remains of the accident shall be removed from the scene by the carrier within 30 days of the accident's occurrence.
- (4) If a speed restriction has been placed by a carrier or its representative upon any section of track within the Commonwealth, the Department shall be given notice forthwith of elimination of the restriction.
- (5) The Department shall be informed of all disciplinary proceedings conducted by a carrier against its employees for operating violations, and the results thereof.
- (6) Copies of all accident reports filed by the carriers with the U. S. Department of Transportation shall be filed with the Department.

REGULATORY AUTHORITY

220 CMR 150.00: M.G.L. c. 159, § 16.