

TITLE

TRACK MAINTENANCE BOUNDARIES

RECOMMENDED

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SCOPE AND NATURE

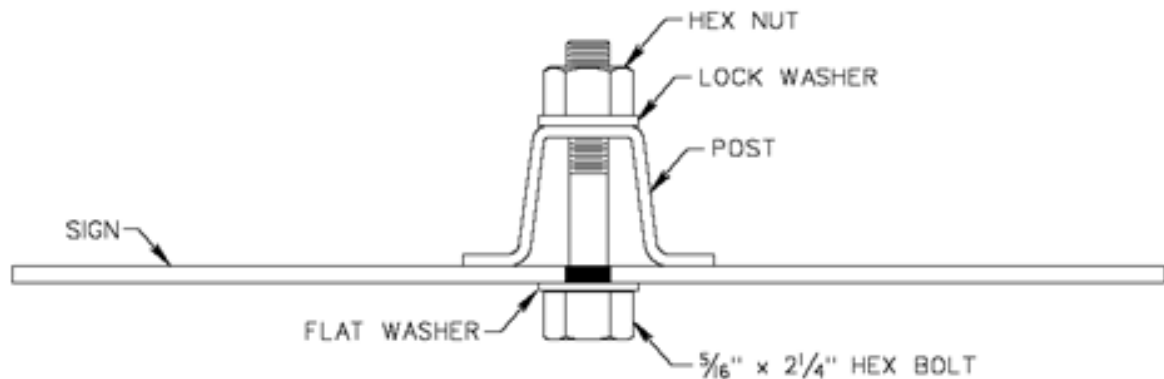
Outline the procedures to establish Amtrak Track Maintenance and Inspection boundaries in the field. These boundaries delineate where Amtrak's responsibility to inspect and maintain track ends and another carrier's or owner's begins. Boundaries should be established on all: industry sidings, branch lines (other than Amtrak), and Mainline or Other than Mainline tracks where responsibility changes. Boundaries shall be established in the field in accordance with the following procedure as soon as practicable.

SPECIAL REFERENCE

- MW 1000
- 49 CFR Part 213- Track Safety Standards

TOOLS, EQUIPMENT, AND MATERIALS

- (1) Signpost, 8 FT (SAP: 0224014807)
- (2) 5/16" vs 2 1/4" Hex Bolt or comparable bolt
- (2) Lock Washer
- (2) Flat Washer
- (2) Hex Nut
- Sign (12"X18" Black on white, 63 mil, aluminum) see following page.



DETAIL OF MOUNTING SIGNS

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PROCEDURE

- I. Recommended Practice in Agreements:
 - A. Track maintenance boundaries are usually established through agreements with another carrier or owner and typically assigned at the following locations:
 1. Where property lines intersect the track
 2. Signals at interlockings
 3. Last long timber of turnouts
 4. Point of switch
 5. Bridges or other physical characteristics of the railroad

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- B. When track responsibility is assigned to another party (by lease or otherwise), written notification of the assignment must be provided to the appropriate FRA Regional Office at least 30 days in advance of the assignment. This is mandatory, see 49 CFR Part §213.5(c) for more information.
 - C. Where turnouts or other non-linear assets such as bridges are involved, it is preferred that only one of the parties assumes responsibility for the asset in whole. For a turnout this would include from the toe of the stock rails to the last long timber, so that division of work to replace or perform maintenance on the asset is well defined. Consideration must be given to assets such as turnouts at or near boundaries to avoid situations with combined responsibility.
 - D. Other considerations include boundary limits for catenary and/or signals maintenance responsibility is located. Although it may not be practical to align boundaries for all facilities, coordination between the different work groups should be considered.
 - E. Roadway worker protection requirements should also be a consideration when establishing boundaries. It is preferred that either railroad can perform their duties without having to involve the other for protection. Again, this may not be practical in all cases, but it is preferred that boundaries be established where adjacent track protection from another railroad would not always be required.
 - F. When agreements are written, these boundaries must be clearly defined and referenced to monuments in the field. For example, referencing the last long tie of a turnout may be a clear point of demarcation for the present condition, but if the turnout is removed, the location of the last long timber and the associated boundary becomes ambiguous. When the agreement is written, in addition to referencing the last long timber (or other feature), a distance to the timber from a catenary pole or other fixed object should be given so that it can be reestablished should the feature be removed or relocated. In all situations it is preferred that GPS or other mapping coordinates are provided along with physical objects to reference in the field.
 - G. Agreements such as these should be reviewed and approved the Deputy Chief Engineer of Track and the appropriate Division Engineer.
- II. Marking Boundaries In The Field:
- A. Once boundaries are established and agreed upon, the point of demarcation must be marked in the field using both of the following parameters:
 - 1. Red paint applied on the top surface of the two ties nearest the boundary.
 - 2. A Sign installed 10' to 20' from near rail, perpendicular to the track at the boundary. The sign shall be 4' to 6' above ground level and facing away from the Amtrak side of the boundary. The signage and materials to be used are shown on the following pages.
 - B. All track inspectors in the territory must be aware of boundary locations and ensure inspections cover the Amtrak portion of the track in whole. The boundary is not intended to prevent a track inspector from observing, reporting, and protecting conditions observed on the neighboring track. When conditions warranting protection are found, it is the inspector's responsibility to take appropriate action. Reminder, when Amtrak property is leased or responsibility for maintenance on Amtrak property is assigned to another party, the FRA may still hold Amtrak liable for compliance with 49

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CFR Part 213 and assess penalties to both parties for non-compliance. See also 49 CFR Part §213.5(d).

- C. The Assistant Division Engineer of Track or designee will coordinate with the System Track Office - Track Maintenance and Compliance, to identify all locations where boundaries exist, define the demarcation point in track, and update these locations as necessary.
- D. In situations where the boundary is unknown or it is unclear in existing agreement, the intersection of the track with the property line should be used as the demarcation. In situations where the intersection of the property line with the track is unknown or cannot be determined based on valuation maps or tax maps, a site visit with the neighboring owner must be arranged to establish a mutually agreeable demarcation. This must also be followed up with written agreement signed by both parties.
- E. The Assistant Division Engineer of Track or designee will arrange for the signpost to be installed, signs mounted, and ties painted. Signs shall be affixed to metal posts securely embedded in the ground or affixed to other secure structure such as a cat pole when appropriate. Signposts shall be painted or galvanized and may be either square tube, or u-channel type, or approved equal.
- F. Once boundary locations are established in the field, their location shall be submitted by the Assistant Division Engineer of Track or designee to The System Track Office - Track Maintenance and Compliance. Information submitted shall include:
 - 1. Line Code
 - 2. Subdivision
 - 3. Nearest Mile Post & Track name or number
 - 4. Brief description of the boundary location and any other pertinent information.
 - 5. Photograph or sketch of the location.

REPORTING

Not Used.

RESPONSIBILITY

- Track Foreman..... Comply with Procedures
- Assistant Track Supervisor Ensure Compliance with Procedure
- Track Supervisor/ Manager Ensure Compliance with Procedure
- Assistant Division Engineer, Track Ensure Compliance with Procedure
- Deputy Division Engineer Ensure Compliance with Procedure
- Division Engineer Ensure Compliance with Procedure

END OF PRACTICE