

DAILY MAINTENANCE ACTIVITIES

Regulatory Requirements

FRA Part 213

- Track Safety Standards

FRA Part 214

- Roadway Worker Protection

FRA Part 234

- Grade Crossing Safety

FRA Part 243

- Testing & Qualification

Always Training



TEN ROADWAY
WORKER
CLASSES



THREE FRA PART
213 CLASSES



TWO WELDED
RAIL CLASSES



ONE CRANE
CLASS



ON-GOING FRA
PART 243
TRAINING

Inspection Requirements

Weekly Track Patrols

- Twice Per Week on Amtrak Route

Monthly Switch Inspections

Storm Patrols

Annual Rail Flaw and Track Geometry Testing

Monthly, Quarterly, and Annual Signal Inspections

Annual Inspection Statistics

Over 400
Regular
Track Patrols

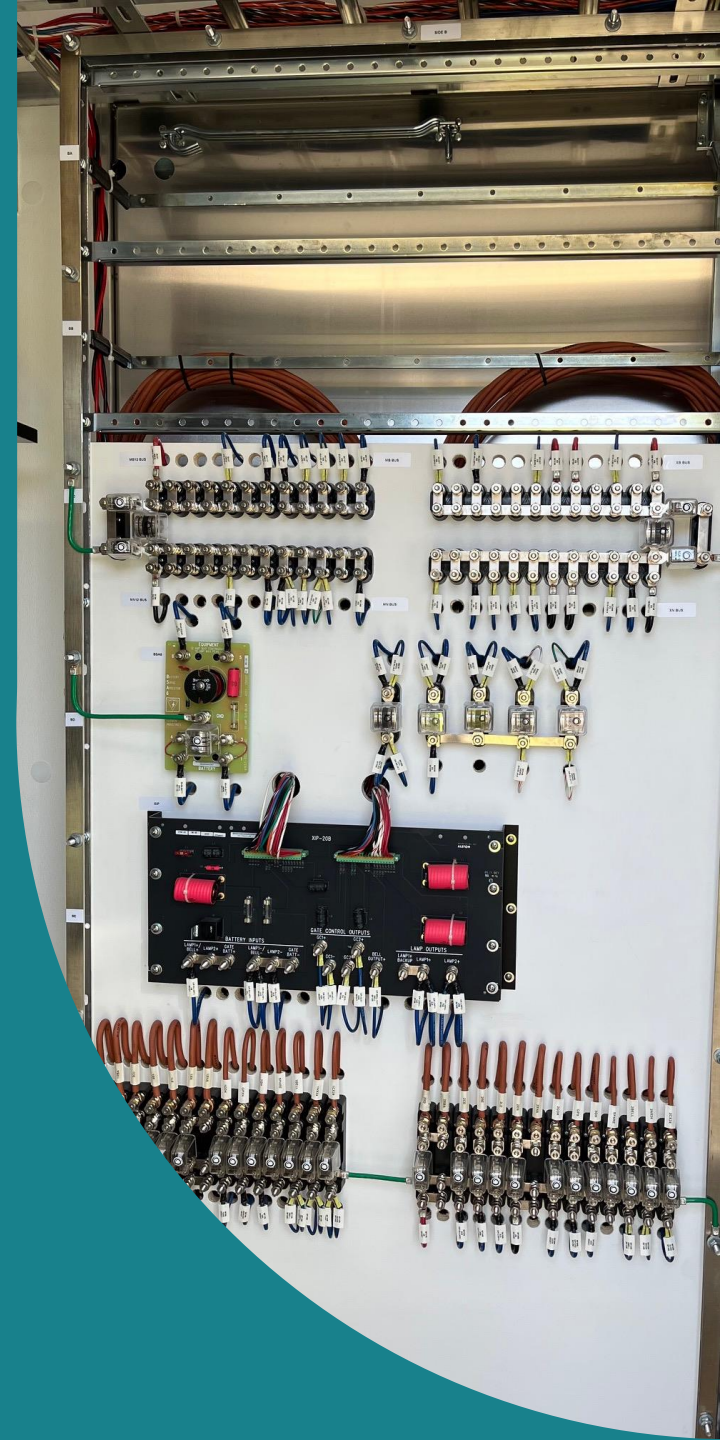
Over 150
Weather
Patrols

Over 40,000
Miles of
Track
Patrolled

Over 2,700
Signal
Inspections

OVER 2700 SIGNAL INSPECTIONS IN 2022

Signal Inspections



Rail Flaw and Geometry Inspections



RAIL FLAW TESTS IN
THE SPRING AND FALL

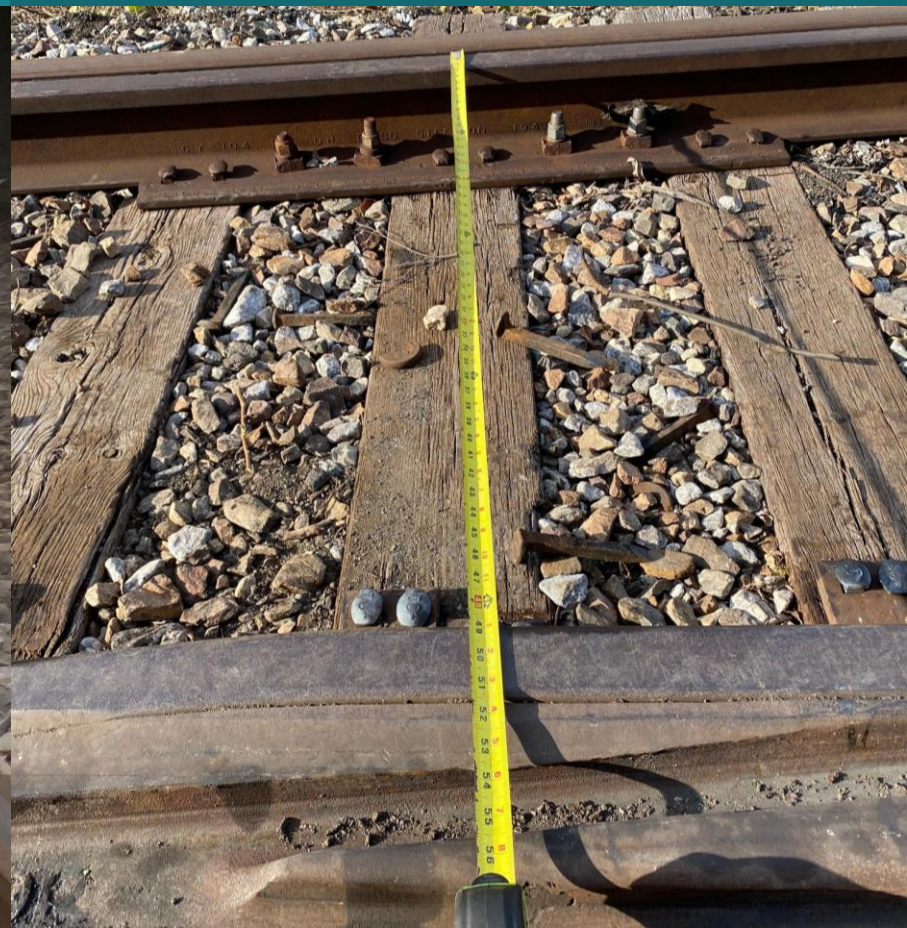


GEOMETRY TESTS IN
THE SPRING AND FALL



Monthly Switch Inspections

OVER 4200 SWITCH
INSPECTIONS PERFORMED
ANNUALLY



OVER 7600 TIES INSTALLED IN 2022

Tie Work



OVER 100 MILES OF TRACK SURFACED IN 2022

OVER 15,000 TONS OF BALLAST DUMPED IN 2022

Surfacing



Jointed Rail





Bolt Tightening

CWR – Continuous Welded Rail

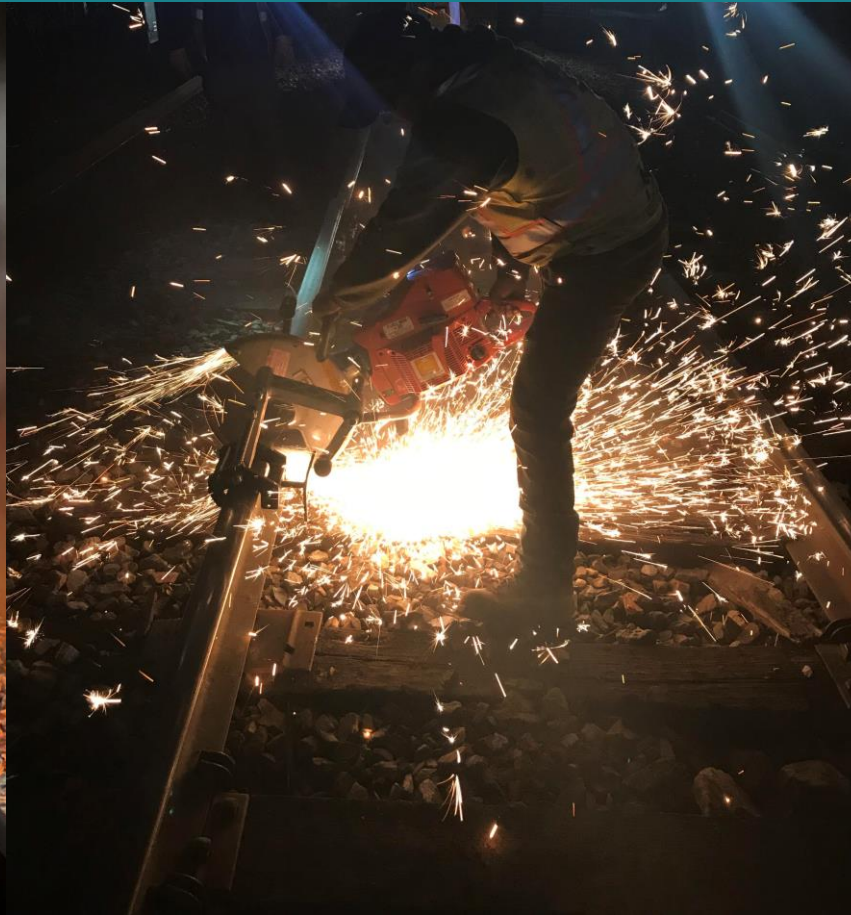
- Managing Compressive and Tensile Forces
- Rail Laid at Neutral Temperature
- One mile section of CWR will contract by roughly 43” on a cold winter day
- One mile section of CWR will expand by roughly 10” on a hot summer day
- $G = (105 - RT) \times 0.000078 \times L$
 - G = Change in Length, RT = Rail Temperature, L = Length of Rail
- Forces managed with anchors, good ties, and a good ballast section





CWR - Continuous Welded Rail

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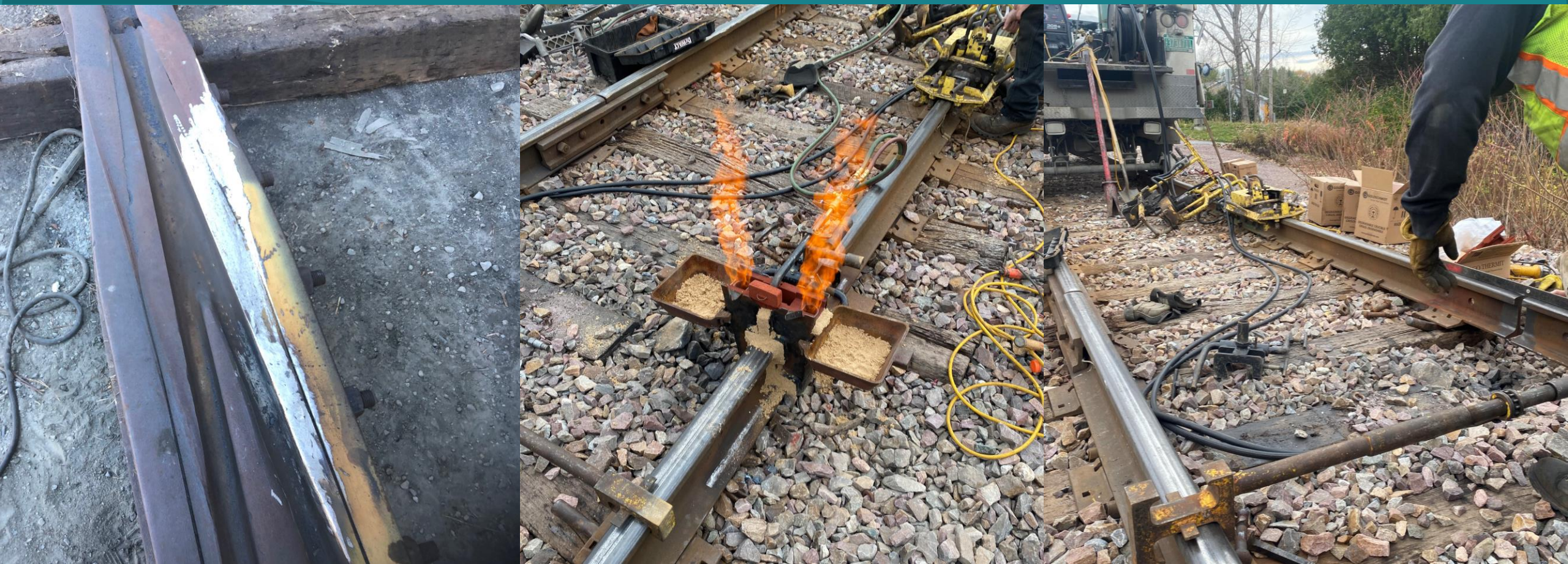
CWR – Continuous Welded Rail

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OVER 100 WELDS IN 2022

Welding



Bridge Work

REDECKED THREE
BRIDGES IN 2022



Crossing Maintenance



Storm Patrols



Storm Patrols



Slope Failures





Shoulder Repairs

Culvert Repairs



Vegetation Management



Vegetation Management





Questions