

A photograph of railroad tracks with yellow safety mats laid out on the tracks. In the background, there is a large black metal structure, likely a signal tower or bridge. The sky is blue with some clouds. The text is overlaid in the center of the image.

**MW-1
TRACK
STANDARDS
MANUAL
2021**

TABLE 105.2 HIGH WATER CONDITION				
ACTION	ADVISORY	CAUTION	IMMEDIATE	STOP
SPEED	UNRESTRICTED SPEED	REDUCED SPEED 25 – 10 mph ⁽¹⁾	SLOW SPEED 1-10 mph ⁽¹⁾	OUT OF SERVICE
Condition	Severity 4	Severity 3	Severity 2	Severity 1
Height of Water on the Running Rail	COVERING THE BASE OF THE RAIL	UP TO THE MID-POINT OF THE WEB	UP TO THE BOTTOM OF THE HEAD	WITHIN OR ABOVE THE HEAD OF THE RUNNING RAIL

NOTE: ⁽¹⁾: If so determined by a qualified Inspector. See paragraph 104.3 (B)

105.3 Vegetation

VEGETATION FOUND IN THE BALLAST AREA indicates fouled ballast and resulting poor drainage. Vegetation on MTA-New York City Transit’s property that is on or immediately adjacent to the roadbed must be controlled so that it does not:

1. Become a fire hazard to track-carrying structures;
2. Obstruct visibility of signs and signals;
3. Interfere with employees performing normal trackside duties;
4. Prevent proper functioning of signal and communication lines;
5. Prevent employees from visually inspecting moving equipment from their normal duty stations; or
6. Strike or rub the sides or tops of trains.

105.4 Storage of Materials and Equipment Along the Right-of-Way

(A) **NICHES AND HIGH BENCH WALKWAYS.** Equipment, material or debris shall not be left in any niches built into or passing through concrete walls; every wall niche or opening must be left open. Material may be temporarily stored in the space between every other column located in between tracks in areas with steel bent tunnel construction. High bench walkways are to be kept clear of equipment, material or debris, except that, on active construction sites where two (2) high bench walkways are present, one side may be temporarily used for storage. However, in order to ensure that egress of passengers and personnel is not compromised, wherever possible the high bench walkway that directly accesses an emergency exit should not be obstructed.

(B) **PRIOR TO THE START OF EACH CONSTRUCTION JOB,** the following procedures must be adhered to:

1. Warning signs must be posted along the high bench walkway where the construction work is being performed;
2. Any material stored on a high bench walkway should be adequately secured to prevent it from falling to the roadbed;
3. Upon final completion of the work, all materials (including the signs) shall be removed and properly stored.

(C) BENCH WALKS. On bench walks, storage of material shall not extend more than eighteen (18) feet without providing adequate space for personnel clearance. A minimum walkway width of two (2) feet must remain on the bench walk. Storage is prohibited on bench walks if it causes a “No Clearance” condition on both sides of the tracks. Storage is allowed on a bench walk that has a “No Clearance” sign installed, as long as the stored items do not encroach upon the Limiting Line of Line Equipment clearances.

(D) TRACK AREAS. Equipment, material or debris shall be stored a **minimum of 36”** away from the gauge side of the nearest running rail for both the “A” (IRT) and “B” Divisions (BMT and IND), clear of the contact rail and its appurtenances. Stored equipment, material and debris that exceed the minimum clearance away from the gauge of rail must be secured in such a manner that it will not move due to vibration of passing trains and come in contact with any part of a passing train.

(E) STATION TRACKS. Equipment, material or debris shall not be stored on station tracks, including areas up to fifty (50) feet north and south of the ends of the station platform. Spare rails must be stored a minimum of one hundred (100) feet outside the station area.

(F) AREAS BETWEEN TRACKS. In areas between tracks, storage must be limited to the space between every other column.

(G) IN TYPE II MODIFIED TRACK AREAS, where the trough within the gauge of the track is used to store metal tubing or pipes, they must be properly bound and secured with an appropriate material, and must be secured to at least two (2) long crossties.

(H) SPARE AND SCRAP RAILS. A spare rail (39’ long rail in bolted rail areas and 19’-6” long in CWR areas) shall be stored every 1,000 feet along the right-of-way, every 500 feet in tube areas (19’-6” long rail) and any spare special work rail or components just outside switch areas. Storage of spare and scrap rails shall be governed by the following requirements:

1. No spare rails shall be left in the trackway in any station area. They must be stored at least 100 feet outside the station area. Scrap rails may be left

temporarily within the station area, properly secured, but must be removed as soon as possible.

2. All spare and scrap rails must be secured against lateral and longitudinal motion, as follows:
 - (a) with four (4) rail spikes and four (4) rail anchors, box anchored, to prevent any longitudinal or lateral movement, or
 - (b) turning the rail on its side and placing two (2) rail spikes, one in the joint hole and one against the opposite rail end, or placing the spikes against each rail end to prevent longitudinal movement, and in addition placing two (2) rail spikes against the rail base and head to prevent lateral movement.
3. Rails shall be placed so as to not impair, diminish or block the proper operation of drains, signal equipment or any other operating appurtenances. Rails must not be placed in close proximity to an object or fixture so as to prevent its maintenance.
4. Storage and removal of spare, scrap and defective rails shall be governed by the following requirements:

TABLE 105.4 RAIL STORAGE ALONG THE RIGHT-OF-WAY						
Type of Rail	STORAGE REQUIREMENTS (by type of track)					REMOVAL REQUIREMENTS
	Type I	Type II Type VIII	Type IIM	Type III	Type VI	
Spare	Placed between the running rails, spiked and anchored	Placed between the running rails, spiked and anchored (use boards or joint bars nailed to the tie blocks in type II track)		Placed between the running rails, spiked and anchored		N.A.
Scrap		In the trough	Placed between the running rails, spiked and anchored, if longer than 19'-6". On the free-shoe side if less than 19'-6" long			Less than 90 days
Defective (*)			On the free-shoe side			

NOTE: (*) Defective rail refers to broken, cracked, base corroded or otherwise flawed rail, including Sperry or UT rails

5. Color codes: Ends of rail shall be painted throughout the head, web and base as follows:
 - Spare rail: bright yellow;
 - Re-usable rail for use in Yards: white;
 - Rail to be re-used for Track Construction Projects: blue;
 - Scrap and defective rail: red
6. Scrap and cracked rail shall be clearly and conspicuously marked or tagged for proper identification in the field. Any cracks in the rail shall be clearly marked with red paint along the whole length of the crack.
7. Component codes: stored rail shall be classified as follows using the [Track Inspector's Reporting Form](#):

Type of Rail	Scrap	Spare	Defective
Code	R07	R08	R09

8. Defect codes: the following additional codes regarding rail storage and condition shall be used in the Track Inspector's Reporting Form:

Rail Storage & Condition	Properly Stored	Improperly Stored	Head Checks
Code	D62	D63	D64

9. Rails stored between the running rails must be placed a minimum of 12 inches away from the gauge side of the nearest running rail, and below the top of the running rails.
 10. Where practicable, spare rails shall be placed base down and parallel to the track in order to avoid excessive bending or damage. Suitable mechanical equipment shall be used when available.
 11. Improperly stored or placed rails shall be noted as a Severity 3 condition defect and duly recorded in the appropriate Inspection Forms.
- (I) PROPER HOUSEKEEPING PRACTICES SHALL BE MAINTAINED in all work areas at all times. This includes the removal of all material or equipment when the work has been completed in the area.

106 MISCELLANEOUS TRACK APPLIANCES AND DEVICES

106.1 Scope of Subpart

This subpart prescribes minimum requirements for certain track appliances and devices.