AMENDMENT TO THE SENATE AMENDMENTS TO

H.R. 22

OFFERED BY MR. CUMMINGS OF MARYLAND

In division F, at the end of title LXII (page 988, after line 20) add the following:

1 SEC. ___. TRACK SAFETY.

2 (a) VERTICAL TRACK DEFLECTION.—

3 (1) REPORT.—Not later than March 31, 2016,

4 the Secretary shall transmit a report to the Com-

5 mittee on Transportation and Infrastructure of the

6 House of Representatives and the Committee on

7 Commerce, Science, and Transportation of the Sen-

8 ate detailing research conducted or procured by the

9 Federal Railroad Administration on developing a

10 system that measures Vertical Track Deflection (in

11 this section referred to as "VTD") from a moving

12 railroad car, including the ability of such a system

13 to identify poor track support from fouled ballast,

14 deteriorated cross ties, or other conditions.

15 (2) INCLUSIONS.—This report shall include—

16 (A) the findings and results of testing of

17 VTD instrumentation during field trials on rev-

18 enue service track;

1   (B) the findings and results of subsequent

2   testing of VTD instrumentation on a Federal

3   Railroad Administration Automated Track In-

4   spection Program geometry car;

5   (C) if considered appropriate by the Sec-

6   retary based on the report and related research,

7   a plan for developing quantitative inspection

8   criteria for poor track support using existing

9   VTD instrumentation on Federal Railroad Ad-

10   ministration Automated Track Inspection Pro-

11   gram geometry cars; and

12   (D) if considered appropriate by the Sec-

13   retary based on the report and related research,

14   a plan for installing VTD instrumentation on

15   all remaining Federal Railroad Administration

16   Automated Track Inspection Program geometry

17   cars within 3 years after the date of enactment

18   of this Act.

19   (b) COMBINED FACTOR RISKS RESEARCH PRO-

20 GRAM.—Not later than 3 years after the date of enactment

21 of this Act, the Secretary shall complete research on and

22 develop a quantitative model that can be used to assess

23 track conditions, including accumulated tonnage, track ge-

24 ometry, rail surface conditions, rail head wear, rail steel

25 specifications, track support (including fouled ballast and

1 deteriorated cross ties), residual stresses in the rail, rail

2 defect growth rates, and temperature differentials, at site

3 specific locations. The research program shall include the

4 completion of a pilot program on revenue track to test and

5 define the quantitative model.

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