



# RETIREMENT OF THE ORANGE LINE FLEET

Presentation to MBTA Board of Directors  
Safety, Health & Environment Subcommittee

October 2022

# KEY FACTORS IN DECOMMISSIONING A REVENUE VEHICLE



- Regulatory Requirements
- Hazardous Materials Assessment
- Coordination with MBTA departments and stake holders
- On-Site vs. Off-Site Dismantling
- Procurement



# PROCUREMENT FACTORS



- Original RFP was posted, contractor bids received, and addendums issued with hazardous materials survey results
- MassDEP had heightened concerns with asbestos abatement not being the responsibility of the MBTA
- MBTA and MassDEP's interpretation of the asbestos regulations varied significantly, and delayed the bid award
- Ultimately the agencies agreed to disagree, and worked together to move the project forward
- MassDEP required additional work plan and air monitoring because abatement was conducted at a non-MBTA owned property



# STAKE HOLDER CONCERNS



- Space limitations, yard configuration and excess train occupancy in yard
- Surrounding residences and City of Medford expressed concerns with out of services trains along Craddock Avenue
- Non-friable asbestos identified in certain areas of the train
- Abatement conducted off-Site at contractor yard with 3<sup>rd</sup> party oversight provided by MBTA



# TRANSPORTATION REQUIREMENTS



- Transport is considered “Super Load” due to size and weight (168,000 pound total weight)
- MassDOT permit, 2 civilian escorts, 2 State Police escorts and 1 bridge engineer escort required for each transport
- Two-hour 120 mile trip from Wellington to contractor yard in Middleboro
- MassDOT bridge restrictions
- Bridge engineering study required every 6-months





# WHAT HAPPENED TO THE TRAIN?

## Salvaged Material for Memorabilia

- Hawker Siddeley Canada Ltd. original manufacture plate
- Roll-up destination signs
- Orange Line “line sign” identifying stops

## Recyclable Material

- Non-ferrous metal from copper wiring and electrical components
- Aluminum from the roof
- Light Iron from the sides of the train
- Heavy Steel from the trucks and frame

## Non-Recyclable Material (Trash)

- Glass, wood, plastic and insulation



# CURRENT PROJECT STATUS



## Orange Line Fleet

- 120 cars total
- Four cars consistently removed per week
- Contract is awarded in 30-car increments to ensure best value award is upheld
- 24 cars removed from Wellington to date
- Lessons learned applied to upcoming Red Line Fleet

