

DCA-12-MR-009

**CSX Transportation Freight Train
Derailment with Non-railroad
Fatalities**

Ellicott City, MD

August 21, 2012

**CSX Rail Grinding Record,
Dated, June 6, 2012**

4 pages, including cover



3900 Arrowhead Drive
 Hamel, Minnesota 55340 USA
 Phone: (763) 478-6014 ■ Fax: (763) 478-6916

Daily Field Report

Status Complete

Created By RG18/LMW

Contract Detail

Machine RG318
 Shift Date 07/06/2012 Night Friday
 Project # 100007525

 Call Time 07/06/12 00:00
 Release Time 07/06/12 07:00
 Lapsed Time 420 min
 Consumables No

Customer Detail

Customer CSX Transportation, Inc.

 Region -
 Division BALTIMORE
 Subdivision OLD MAIN LINE
 Tie-Up Loc. Sykesville BAC 29.2, MD
 Line Segment BAC
 Cust. Proj. # -
 Report # -
 # of Trains 1

Daily Time Summary

Minutes	Production	Transit	Total
Operating Time	120	-	120
Travel Time	140	-	140
Travel To Clear	100	-	100
Train Delay	60	-	60
Customer Delay	-	-	-
Stone Delay	-	-	-
Machine Delay	-	-	-
Loram Delay	-	-	-
Force Majeure	-	-	-
Total Time Available:	420	0	420

Daily Production Summary

Pass Miles (OD) 17.48 mi
 Track Miles 6.91 mi
 Avg. Speed 8.74 mph

 # of CSX Employees 2
 # of Crossings 8
 # of Water Trucks 2

Comments

2 of 2, 110 minutes travel time due to reversals and machine setup all curves 5 passes, traveled from 13 to 29 for tie up location

Brandon R. Saunders, Superintendent, Field Ops,
 LORAM

Brandon R. Saunders, Superintendent, Field Ops

CSX Transportation, Inc. Representative

LORAM Representative

Authorization of this report constitutes Customer's acceptance and approval of Loram's work for the day.

Travel Detail

DH = Dead Head Transit

#	Travel Type	Min.	DH	Method	From (MP, Loc.)	To (MP, Loc.)	Railroad/Company	Miles
1.	Travel Time	110	No	-	-	-	-	-
2.	Travel Time	30	No	-	-	-	-	-
3.	Travel To Clear	100	No	-	-	-	-	-
Total:		240						

Delay Detail

#	Delay Type	Min.	Classified	Count	#Trains	Category / Comments
1.	Train Delay	60	On-Track	-	1	-
Total:		60			1	

Other Detail

	Required	Available	Comments
Water Truck	Yes	Yes	-
Lubricator	Yes	Yes	-
Crossing Grinding	Yes	Yes	-
Front KLD	Yes	Yes	-
Rear KLD	Yes	Yes	-
TOBQ	Yes	Collected	-

Production Detail

#	Production	Track ID	Location	Begin MP	End MP	Calc. Miles	High Rail	Low Rail	# of Passes	Pass Miles	Track Miles
1.	Out of Face	SG	T6.60	6.60	7.00	0.40	1	1	1	0.40	0.40
2.	Curve	SG	6.6	6.60	6.70	0.10	1	1	1	0.10	0.10
3.	Out of Face	SG	T6.70	6.70	6.80	0.09	1	1	1	0.09	0.09
4.	Curve	SG	6.8	6.80	6.90	0.10	1	3	3	0.30	0.10
5.	Out of Face	SG	T6.90	6.90	7.00	0.09	1	1	1	0.09	0.09
6.	Curve	SG	7	7.00	7.20	0.20	1	3	3	0.60	0.20
7.	Out of Face	SG	T7.20	7.20	7.32	0.11	1	1	1	0.11	0.11
8.	Curve	SG	7.32	7.32	7.43	0.11	1	3	3	0.33	0.11
9.	Out of Face	SG	T7.43	7.43	7.44	0.01	1	1	1	0.01	0.01
10.	Curve	SG	7.44	7.44	7.63	0.18	1	3	3	0.54	0.18
11.	Out of Face	SG	T7.63	7.63	7.64	0.01	1	1	1	0.01	0.01
12.	Curve	SG	7.64	7.64	7.85	0.21	1	1	1	0.21	0.21
13.	Out of Face	SG	T7.85	7.85	7.94	0.08	1	1	1	0.08	0.08
14.	Curve	SG	7.94	7.94	8.03	0.08	1	3	3	0.24	0.08
15.	Out of Face	SG	T8.03	8.03	8.04	0.01	1	1	1	0.01	0.01
16.	Curve	SG	8.04	8.04	8.13	0.08	1	1	1	0.08	0.08
17.	Out of Face	SG	T8.13	8.13	8.19	0.06	1	1	1	0.06	0.06
18.	Curve	SG	8.19	8.19	8.31	0.12	1	5	5	0.60	0.12
19.	Out of Face	SG	T8.31	8.31	8.44	0.12	1	1	1	0.12	0.12
20.	Curve	SG	8.44	8.44	8.49	0.05	1	3	3	0.15	0.05
21.	Out of Face	SG	T8.49	8.49	8.55	0.06	1	1	1	0.06	0.06
22.	Curve	SG	8.55	8.55	8.64	0.08	1	3	3	0.24	0.08
23.	Out of Face	SG	T8.64	8.64	8.65	0.01	1	1	1	0.01	0.01
24.	Curve	SG	8.65	8.65	8.77	0.12	1	1	1	0.12	0.12
25.	Out of Face	SG	T8.77	8.77	8.79	0.02	1	1	1	0.02	0.02
26.	Curve	SG	8.79	8.79	9.00	0.21	1	5	5	1.05	0.21
27.	Out of Face	SG	T9.00	9.00	9.05	0.05	1	1	1	0.05	0.05
28.	Curve	SG	9.05	9.05	9.16	0.11	1	3	3	0.33	0.11
29.	Out of Face	SG	T9.16	9.16	9.17	0.01	1	1	1	0.01	0.01
30.	Curve	SG	9.17	9.17	9.23	0.06	1	3	3	0.18	0.06
31.	Out of Face	SG	T9.23	9.23	9.24	0.01	1	1	1	0.01	0.01
32.	Curve	SG	9.24	9.24	9.34	0.10	1	3	3	0.30	0.10
33.	Out of Face	SG	T9.34	9.34	9.35	0.01	1	1	1	0.01	0.01
34.	Curve	SG	9.35	9.35	9.47	0.12	1	3	3	0.36	0.12
35.	Out of Face	SG	T9.47	9.47	9.53	0.06	1	1	1	0.06	0.06
36.	Curve	SG	9.53	9.53	9.61	0.07	1	5	5	0.35	0.07
37.	Curve	SG	9.61	9.61	9.85	0.23	1	3	3	0.69	0.23

38.	Out of Face	SG	T9.85	9.85	9.86	0.01	1	1	1	0.01	0.01
39.	Curve	SG	9.86	9.86	9.98	0.12	1	3	3	0.36	0.12
40.	Out of Face	SG	T9.98	9.98	10.15	0.17	1	1	1	0.17	0.17
41.	Curve	SG	10.15	10.15	10.25	0.10	1	3	3	0.30	0.10
42.	Out of Face	SG	T10.25	10.25	10.27	0.02	3	1	3	0.06	0.02
43.	Curve	SG	10.27	10.27	10.35	0.07	3	3	3	0.21	0.07
44.	Out of Face	SG	T10.35	10.35	10.71	0.36	1	1	1	0.36	0.36
45.	Curve	SG	10.71	10.71	10.81	0.10	1	3	3	0.30	0.10
46.	Out of Face	SG	T10.81	10.81	10.93	0.12	1	1	1	0.12	0.12
47.	Curve	SG	10.93	10.93	11.11	0.17	1	3	3	0.51	0.17
48.	Out of Face	SG	T11.11	11.11	11.15	0.03	1	1	1	0.03	0.03
49.	Curve	SG	11.15	11.15	11.24	0.08	1	1	1	0.08	0.08
50.	Out of Face	SG	T11.24	11.24	11.30	0.06	1	1	1	0.06	0.06
51.	Curve	SG	11.3	11.30	11.50	0.20	1	5	5	1.00	0.20
52.	Out of Face	SG	T11.50	11.50	11.55	0.05	1	1	1	0.05	0.05
53.	Curve	SG	11.55	11.55	11.96	0.41	3	5	5	2.05	0.41
54.	Out of Face	SG	T11.96	11.96	12.08	0.12	1	1	1	0.12	0.12
55.	Curve	SG	12.08	12.08	12.19	0.11	1	3	3	0.33	0.11
56.	Out of Face	SG	T12.19	12.19	12.28	0.08	1	1	1	0.08	0.08
57.	Curve	SG	12.28	12.28	12.37	0.08	5	3	5	0.40	0.08
58.	Out of Face	SG	T12.37	12.37	12.38	0.01	1	1	1	0.01	0.01
59.	Curve	SG	12.38	12.38	12.51	0.12	5	5	5	0.60	0.12
60.	Out of Face	SG	T12.51	12.51	12.63	0.12	1	1	1	0.12	0.12
61.	Curve	SG	12.63	12.63	12.79	0.16	3	3	3	0.48	0.16
62.	Out of Face	SG	T12.79	12.79	12.80	0.01	1	1	1	0.01	0.01
63.	Curve	SG	12.8	12.80	12.85	0.05	1	5	5	0.25	0.05
64.	Out of Face	SG	T12.85	12.85	12.87	0.02	1	1	1	0.02	0.02
65.	Curve	SG	12.87	12.87	12.92	0.05	1	5	5	0.25	0.05
66.	Out of Face	SG	T12.92	12.92	12.93	0.01	1	1	1	0.01	0.01
67.	Curve	SG	12.93	12.93	13.11	0.17	3	5	5	0.85	0.17
68.	Out of Face	SG	T13.11	13.11	13.13	0.02	1	1	1	0.02	0.02
69.	Curve	SG	13.13	13.13	13.22	0.08	1	3	3	0.24	0.08
70.	Out of Face	SG	T13.22	13.22	13.25	0.02	1	1	1	0.02	0.02
71.	Curve	SG	13.25	13.25	13.32	0.07	1	3	3	0.21	0.07
Total:						6.91				17.67	6.91

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