

DCA-12-MR-009

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

Ellicott City, MD

August 21, 2012

**CSX Maintenance History Bulletins
for Old Main Line Subdivision and
Program Work for 2012**

13 pages, including cover

Div	Req ID	Subdivision	Prefix	From MP	To MP	Trk	Cv Dir	Cv Deg Max	Tangent In (ft)	Curve Length (ft)	Tangent Out (ft)	Total Length (ft)	Side	L R	MGT	Old Wgt	Old W/J	Existing Plate Type	Replace Tie Plates	New Plate Type	New Wgt	Rail Grade	NR	Comments
BA	110027	OLD MAIN LINE	BAC	12.28	12.37	SG	R	2.13		480		480	Hi	L	31	140	W	Standard	Y	Standard	136	Premium	N	MOW set to HIGH based on Division request
BA	112287	OLD MAIN LINE	BAC	12.38	12.51	SG	L	3.15		680		680	Lo	L	31	140	W	Standard	Y	Premium 18 inch	136	Premium	N	MOW set to HIGH after review of rail plots and Division comments
BA	121329	OLD MAIN LINE	BAC	12.63	12.79	SG	R	10.67		840		840	Hi	L	31	141	W	Pandrol Plates	N	Pandrol Plates	136	Premium	N	MOW set to HIGH after review of New Rail plots and Division comments
BA	102245	OLD MAIN LINE	BAC	14.58	14.86	SG	R	5.33		1,360		1,360	Hi	L	31	140	W	Standard	Y	Premium 18 inch	136	Premium	N	MOW set to HIGH after review of rail plots

2012 Planned Work

Local Maintenance History

Division	Subdivision	Road master	Last Calc Neut Temp	Prefix	From MP	To MP	Track	Date	Disturbance Type	CWR?	Rail Added	Rail Removed	Total Temp Joints	Total Perm Joints	Last Action Date	Complete Date
BALTIMORE	OLD MAIN LINE	D40	50	BAC	10		SG	12/7/2010	Field Weld	Yes			-1	0	12/07/2010	12/7/2010
BALTIMORE	OLD MAIN LINE	D40	70	BAC	10		SG	9/6/2011	Rail Service/Changeout	Yes			2	0	09/06/2011	
BALTIMORE	OLD MAIN LINE	D40		BAC	10	10	SG	3/3/2011	Surfacing	Yes			0	0	03/03/2011	3/3/2011
BALTIMORE	OLD MAIN LINE	D40	72	BAC	10		SG	11/7/2011	Rail Changeout 100-400Ft.				1	0	11/07/2011	
BALTIMORE	OLD MAIN LINE	D40	50	BAC	10		SG	12/7/2010	Field Weld	Yes			-1	0	12/07/2010	12/7/2010
BALTIMORE	OLD MAIN LINE	D40		BAC	10	10	SG	3/3/2011	Surfacing				0	0	03/03/2011	3/3/2011
BALTIMORE	OLD MAIN LINE	D40	95	BAC	10		SG	3/19/2012	Field Weld	Yes			-1		03/19/2012	3/20/2012
BALTIMORE	OLD MAIN LINE	D40	101	BAC	10		SG	1/26/2011	Rail Changeout 100-400Ft.	Yes			2	0	01/26/2011	
BALTIMORE	OLD MAIN LINE	D40	50	BAC	10		SG	3/16/2011	Field Weld	Yes			-1	0	03/16/2011	3/16/2011
BALTIMORE	OLD MAIN LINE	D40	77	BAC	10	10	SG	12/8/2011	Sperry/Changeout	Yes			2	0	12/08/2011	
BALTIMORE	OLD MAIN LINE	D40	82	BAC	10		SG	8/10/2012	Sperry/Changeout	Yes			2		08/10/2012	
BALTIMORE	OLD MAIN LINE	D40	74	BAC	10		SG	3/31/2011	Rail Service/Changeout	Yes			2	0	03/31/2011	
BALTIMORE	OLD MAIN LINE	D40	100	BAC	10		SG	8/11/2011	Rail Service/Changeout	Yes		0 3/4	2	0	08/11/2011	
BALTIMORE	OLD MAIN LINE	D40	55	BAC	10		SG	12/2/2010	Field Weld	Yes			-1	0	12/02/2010	12/2/2010
BALTIMORE	OLD MAIN LINE	D40		BAC	10	11	SG	12/8/2010	Surfacing	Yes			0		12/08/2010	12/8/2010
BALTIMORE	OLD MAIN LINE	D40		BAC	10		SG	6/22/2012	Installed Ties	Yes			0	0	06/22/2012	6/22/2012
BALTIMORE	OLD MAIN LINE	D40		BAC	10		SG	6/19/2012	Installed Ties	Yes			0	0	06/19/2012	6/19/2012
BALTIMORE	OLD MAIN LINE	D40	128	BAC	10		SG	7/5/2012	Sperry/Changeout	Yes			2		07/05/2012	
BALTIMORE	OLD MAIN LINE	D40		BAC	10	11	SG	4/24/2012	Surfacing	Yes			0		04/24/2012	4/26/2012
BALTIMORE	OLD MAIN LINE	D40		BAC	11	11	SG	9/29/2011	Surfacing	Yes			0		09/29/2011	10/3/2011
BALTIMORE	OLD MAIN LINE	D40		BAC	11	11	SG	4/30/2012	Surfacing	Yes			0		04/30/2012	
BALTIMORE	OLD MAIN LINE	D40	110	BAC	11	11	SG	7/12/2011	Sperry/Changeout	Yes		0 3/8	2	0	07/12/2011	
BALTIMORE	OLD MAIN LINE	D40	80	BAC	11		SG	6/13/2012	Sperry/Changeout	Yes		0 1/2	2		06/13/2012	
BALTIMORE	OLD MAIN LINE	D40		BAC	11	11	SG	4/2/2012	Surfacing	Yes			0	0	04/02/2012	4/3/2012
BALTIMORE	OLD MAIN LINE	D40	84	BAC	11		SG	8/12/2011	Rail Service/Changeout	Yes		0 1/2	2	0	08/12/2011	
BALTIMORE	OLD MAIN LINE	D40	90	BAC	11		SG	3/24/2011	Rail Changeout 100-400Ft.			2 1/8	-2	0	04/27/2011	4/27/2011
BALTIMORE	OLD MAIN LINE	D40	78	BAC	11		SG	7/25/2011	Rail Service/Changeout	Yes			2	0	07/25/2011	
BALTIMORE	OLD MAIN LINE	D40	55	BAC	11		SG	12/2/2010	Field Weld	Yes			-2	0	12/02/2010	12/2/2010
BALTIMORE	OLD MAIN LINE	D40	108	BAC	11		SG	7/5/2012	Sperry/Changeout	Yes			2		07/05/2012	
BALTIMORE	OLD MAIN LINE	D40	95	BAC	11		SG	4/27/2011	Rail Service/Changeout	Yes			0	0	04/27/2011	4/27/2012
BALTIMORE	OLD MAIN LINE	D40	72	BAC	11	11	SG	12/1/2011	Sperry/Changeout	Yes			2	0	12/01/2011	
BALTIMORE	OLD MAIN LINE	D40		BAC	12	13	SG	12/9/2010	Surfacing	Yes			0		12/09/2010	12/9/2010
BALTIMORE	OLD MAIN LINE	D40	93	BAC	12		SG	10/6/2011	Rail Service/Changeout	Yes			2	0	10/06/2011	
BALTIMORE	OLD MAIN LINE	D40	105	BAC	12		SG	7/26/2012	Sperry/Changeout	Yes		0 1/2	2		07/26/2012	
BALTIMORE	OLD MAIN LINE	D40	100	BAC	12		SG	7/26/2012	Rail Service/Changeout	Yes		0 1/8	0	0	07/26/2012	7/26/2012
BALTIMORE	OLD MAIN LINE	D40		BAC	12		SG	8/7/2011	Rail Service/Changeout	Yes			0	0	08/07/2011	8/7/2011
BALTIMORE	OLD MAIN LINE	D40		BAC	13	13	SG	9/21/2010	Surfacing	Yes			0		09/21/2010	9/21/2010
BALTIMORE	OLD MAIN LINE	D40		BAC	13	13	SG	6/8/2011	Surfacing	Yes			0		06/08/2011	6/8/2011
BALTIMORE	OLD MAIN LINE	D40		BAC	13	13	SG	9/20/2010	Surfacing	Yes			0		09/20/2010	9/20/2010
BALTIMORE	OLD MAIN LINE	D40	50	BAC	13		SG	12/6/2010	Field Weld	Yes			-1	0	12/06/2010	12/6/2010
BALTIMORE	OLD MAIN LINE	D40	90	BAC	13		SG	10/26/2011	Rail Service/Changeout	Yes			2	0	10/26/2011	
BALTIMORE	OLD MAIN LINE	D40		BAC	13	13	SG	4/12/2012	Surfacing	Yes			0	0	05/04/2012	5/4/2012
BALTIMORE	OLD MAIN LINE	D40	95	BAC	13		SG	3/19/2012	Sperry/Changeout	Yes			2		03/19/2012	
BALTIMORE	OLD MAIN LINE	D40	80	BAC	13		SG	3/19/2012	Field Weld	Yes			-1		03/19/2012	3/19/2012
BALTIMORE	OLD MAIN LINE	D40		BAC	13	13	SG	4/11/2012	Surfacing	Yes			0	0	05/04/2012	5/4/2012
BALTIMORE	OLD MAIN LINE	D40	110	BAC	13		SG	6/1/2011	Rail Service/Changeout	Yes		0 1/2	1	0	06/01/2011	
BALTIMORE	OLD MAIN LINE	D40	110	BAC	13		SG	6/1/2011	Rail Service/Changeout	Yes		0 1/2	1	0	06/01/2011	
BALTIMORE	OLD MAIN LINE	D40	80	BAC	13		SG	8/12/2011	Rail Service/Changeout	Yes			2	0	08/12/2011	

Local Maintenance History

BALTIMORE	OLD MAIN LINE	D40	50	BAC	13		SG	12/7/2010	Field Weld	Yes			-1	0	12/07/2010	12/7/2010
BALTIMORE	OLD MAIN LINE	D40	50	BAC	13		SG	12/7/2010	Field Weld	Yes			-1	0	12/07/2010	12/7/2010
BALTIMORE	OLD MAIN LINE	D40	50	BAC	13		SG	12/6/2010	Field Weld	Yes			-1	0	12/06/2010	12/6/2010
BALTIMORE	OLD MAIN LINE	D40	92	BAC	13		SG	9/13/2011	Rail Service/Changeout	Yes			2	0	09/13/2011	
BALTIMORE	OLD MAIN LINE	D40	55	BAC	13		SG	2/2/2012	Field Weld	Yes			-1	0	02/02/2012	
BALTIMORE	OLD MAIN LINE	D40		BAC	13	13	SG	4/25/2012	Installed Ties	Yes			0		04/25/2012	4/25/2012
BALTIMORE	OLD MAIN LINE	D40	90	BAC	13		SG	4/25/2012	Rail Service/Changeout	Yes		0 1/2	2		04/25/2012	
BALTIMORE	OLD MAIN LINE	D40		BAC	13	13	SG	4/23/2012	Surfacing	Yes			0	0	05/04/2012	
BALTIMORE	OLD MAIN LINE	D40		BAC	13	14	SG	12/13/2010	Surfacing	Yes			0		12/13/2010	12/13/2010
BALTIMORE	OLD MAIN LINE	D40	50	BAC	13		SG	12/6/2010	Field Weld	Yes			-1	0	12/06/2010	12/6/2010
BALTIMORE	OLD MAIN LINE	D40		BAC	13	14	SG	5/1/2012	Surfacing	Yes			0		05/01/2012	5/1/2012
BALTIMORE	OLD MAIN LINE	D40	50	BAC	13		SG	12/6/2010	Field Weld	Yes			-1	0	12/06/2010	12/6/2010
BALTIMORE	OLD MAIN LINE	D40		BAC	13	13	SG	4/30/2011	Switch Installation	Yes			0	0	04/30/2011	4/30/2011
BALTIMORE	OLD MAIN LINE	D40		BAC	13	14	SG	6/20/2011	Surfacing	Yes			0	0	06/20/2011	6/20/2011
BALTIMORE	OLD MAIN LINE	D40	85	BAC	14		SG	12/8/2010	Rail Service/Changeout	Yes			0	0	12/08/2010	12/8/2010
BALTIMORE	OLD MAIN LINE	D40		BAC	14	14	SG	5/2/2012	Surfacing	Yes			0		05/02/2012	5/2/2012
BALTIMORE	OLD MAIN LINE	D40		BAC	14	14	SG	5/3/2012	Surfacing	Yes			0		05/03/2012	5/3/2012
BALTIMORE	OLD MAIN LINE	D40		BAC	14	14	SG	3/18/2012	Surfacing	Yes			0	0	03/18/2012	3/18/2012
BALTIMORE	OLD MAIN LINE	D40		BAC	14	15	SG	5/9/2012	Surfacing	Yes			0		05/09/2012	5/9/2012
BALTIMORE	OLD MAIN LINE	D40	115	BAC	14		SG	6/1/2011	Rail Service/Changeout	Yes		0 3/4	1	0	06/01/2011	
BALTIMORE	OLD MAIN LINE	D40	115	BAC	14		SG	6/1/2011	Rail Service/Changeout	Yes		0 3/4	1	0	06/01/2011	
BALTIMORE	OLD MAIN LINE	D40		BAC	15	15	SG	7/3/2011	Surfacing	Yes			0	0	07/03/2011	7/3/2012
BALTIMORE	OLD MAIN LINE	D40		BAC	15	15	SG	7/7/2011	Surfacing	Yes			0		07/07/2011	7/7/2012
BALTIMORE	OLD MAIN LINE	D40		BAC	15	15	SG	5/9/2012	Surfacing	Yes			0		05/09/2012	5/9/2012
BALTIMORE	OLD MAIN LINE	D40		BAC	15	15	SG	7/3/2012	Surfacing	Yes			0		07/03/2012	7/3/2012
BALTIMORE	OLD MAIN LINE	D40		BAC	15	15	SG	8/17/2010	Surfacing	Yes			0		08/17/2010	8/17/2010
BALTIMORE	OLD MAIN LINE	D40		BAC	15	16	SG	5/15/2012	Surfacing	Yes			0		05/15/2012	5/15/2012
BALTIMORE	OLD MAIN LINE	D40	76	BAC	15		SG	12/29/2010	Rail Service/Changeout	Yes			0	0	12/29/2010	12/29/2010

Local Surfacing Work

WorkDate	Team	Division	Subdivision	JobType	Job Id	Complete?	Prefix	Low MP	High MP	Track	Direction	Surfacing Type	Length Per Pass	# Passes	Remarks
09/21/2010 06:30	5D86	BALTIMORE	OLD MAIN LINE	Surfacing - Out of Face		No	BAC	12.6	13.1	SG	Decreasing	Smoothing	2657	1	
12/08/2010 06:30	5D86	BALTIMORE	OLD MAIN LINE	Surfacing - Out of Face		No	BAC	10.3	10.9	SG	Increasing	Smoothing	3098	1	trammed from sykesville to ellicott city
12/09/2010 06:30	5D86	BALTIMORE	OLD MAIN LINE	Surfacing - Out of Face		No	BAC	12.3	12.9	SG	Increasing	Smoothing	3179	1	
12/13/2010 06:30	5D86	BALTIMORE	OLD MAIN LINE	Surfacing - Out of Face		No	BAC	13.2	13.6	SG	Increasing	Smoothing	2149	1	trammed from weber to sykesville
02/17/2011 06:30	5D86	BALTIMORE	OLD MAIN LINE	Surfacing - Out of Face		No	BAC	12.9	13	SG	Increasing	Line Only	530	1	trammed equipment from frederick jct. to weber
02/24/2011 06:30	5D86	BALTIMORE	OLD MAIN LINE	Surfacing - Out of Face		No	BAC	10.5	10.7	SG	Increasing	Smoothing	1033	1	trammed equipment from ellicott city to frederick jct.
03/15/2011 06:30	5D86	BALTIMORE	OLD MAIN LINE	Surfacing - Out of Face		No	BAC	14.8	15.3	SG	Decreasing	Smoothing	2605	1	trammed equipment from sykesville to weber
03/17/2011 06:30	5D86	BALTIMORE	OLD MAIN LINE	Surfacing - Out of Face		No	BAC	12.7	12.9	SG	Decreasing	Smoothing	1060	1	
03/17/2011 06:30	5D86	BALTIMORE	OLD MAIN LINE	Surfacing - Out of Face		No	BAC	13.1	13.2	SG	Decreasing	Smoothing	537	1	
03/17/2011 06:30	5D86	BALTIMORE	OLD MAIN LINE	Surfacing - Out of Face		No	BAC	13.8	14.1	SG	Decreasing	Smoothing	1556	1	
03/28/2011 06:30	5D86	BALTIMORE	OLD MAIN LINE	Surfacing - Out of Face		No	BAC	10.5	10.6	SG	Decreasing	Smoothing	516	1	
06/08/2011 07:00	5D86	BALTIMORE	OLD MAIN LINE	Surfacing - Out of Face		No	BAC	12.6	12.8	SG	Increasing	Out of Face	1060	1	
06/08/2011 07:00	5D86	BALTIMORE	OLD MAIN LINE	Surfacing - Out of Face		No	BAC	12.9	13.1	SG	Increasing	Out of Face	1067	1	
06/23/2011 07:00	5D86	BALTIMORE	OLD MAIN LINE	Surfacing - Out of Face		No	BAC	12.8	13.3	SG	Increasing	Out of Face	2672	1	16 mile tram to the job site.
07/07/2011 07:00	5D86	BALTIMORE	OLD MAIN LINE	Surfacing - Out of Face		No	BAC	14.9	15.1	SG	Increasing	Smoothing	1029	1	Traveled to MP BAC 14.9 from Pt. of Rocks then traveled back once job was complete
09/29/2011 07:00	6D37	BALTIMORE	OLD MAIN LINE	Surfacing - Out of Face		No	BAC	10.5	10.6	SG	Decreasing	Smoothing	516	1	Moved from Sykesville mp bac 29.1 to Illchester Tunnel mp bac 10.6 to work
03/29/2012 06:00	6D37	BALTIMORE	OLD MAIN LINE	Surfacing - Out of Face		No	BAC	10.8	11.3	SG	Increasing	Regulate Only	2620	1	Got enough track time to regulate
04/02/2012 06:00	6D37	BALTIMORE	OLD MAIN LINE	Surfacing - Out of Face		No	BAC	10.81	11.05	SG	Increasing	Out of Face	1246	1	
04/03/2012 06:00	6D37	BALTIMORE	OLD MAIN LINE	Surfacing - Out of Face		No	BAC	11	12.7	SG	Increasing	Regulate Only	9001	1	Suppose to only have 1:15 track time was instructed to regulate to clear track where rock has been dumped
04/09/2012 06:30	6D37	BALTIMORE	OLD MAIN LINE	Surfacing - Out of Face		No	BAC	15.9	16.4	SG	Increasing	Out of Face	2720	1	
04/11/2012 06:30	6D37	BALTIMORE	OLD MAIN LINE	Surfacing - Out of Face		No	BAC	12.8	13.1	SG	Increasing	Smoothing	1597	1	moved equipment from mp. bac 29.0 to bac 12.0
04/12/2012 06:30	6D37	BALTIMORE	OLD MAIN LINE	Surfacing - Out of Face		No	BAC	12.7	12.9	SG	Increasing	Smoothing	1060	1	moved equipment from mp bac 12.0 to bac 29.0 ec-1 from 13:23 to 15:45
04/23/2012 07:00	6D37	BALTIMORE	OLD MAIN LINE	Surfacing - Out of Face		No	BAC	13.1	13.4	SG	Increasing	Smoothing	1612	1	from 9:14 to 10:36 moved equipment from Sykesville siding BAC 29.0 to Webers siding BAC12.0 to clear for trains. Received track at 14:11 to start work.
04/24/2012 07:00	6D37	BALTIMORE	OLD MAIN LINE	Surfacing - Out of Face		No	BAC	10.4	10.6	SG	Increasing	Smoothing	1033	1	
04/30/2012 07:00	6D37	BALTIMORE	OLD MAIN LINE	Surfacing - Out of Face		No	BAC	10.5	10.7	SG	Increasing	Smoothing	1033	1	
05/01/2012 07:00	6D37	BALTIMORE	OLD MAIN LINE	Surfacing - Out of Face		No	BAC	13.3	13.8	SG	Increasing	Smoothing	2687	1	cleared up for trains from 14:00 to 15:30. 90 min. train delay
05/02/2012 07:00	6D37	BALTIMORE	OLD MAIN LINE	Surfacing - Out of Face		No	BAC	13.6	13.8	SG	Increasing	Smoothing	1075	1	machine failure down time 3 hours
05/03/2012 07:00	6D37	BALTIMORE	OLD MAIN LINE	Surfacing - Out of Face		No	BAC	13.7	14.4	SG	Increasing	Smoothing	3538	1	
05/09/2012 07:00	6D37	BALTIMORE	OLD MAIN LINE	Surfacing - Out of Face		No	BAC	14.3	14.6	SG	Increasing	Smoothing	1445	1	
05/09/2012 07:00	6D37	BALTIMORE	OLD MAIN LINE	Surfacing - Out of Face		No	BAC	14.9	15.3	SG	Increasing	Smoothing	2124	1	
05/15/2012 07:00	6D37	BALTIMORE	OLD MAIN LINE	Surfacing - Out of Face		No	BAC	15.2	15.5	SG	Increasing	Out of Face	1642	1	
05/15/2012 07:00	6D37	BALTIMORE	OLD MAIN LINE	Surfacing - Out of Face		No	BAC	15.5	15.6	SG	Increasing	Out of Face	547	2	
05/16/2012 07:00	6D37	BALTIMORE	OLD MAIN LINE	Surfacing - Out of Face		No	BAC	15.6	16.3	SG	Increasing	Out of Face	3819	1	traveled from bac 12.0 to bac 15.6 to work and traveled back to bac 12.0 to clear at weber siding.
07/03/2012 07:00	6D37	BALTIMORE	OLD MAIN LINE	Surfacing - Out of Face		No	BAC	14.9	15	SG	Increasing	Smoothing	482	1	traveled from bac 29.0 to bac 15.0 to work site and back to bac 29.0 to clear equipment

Program Work - Rail

WorkDate	Team	Division	Subdivision	JobType	Job Id	Complete?	Prefix	Low MP	High MP	Track	RailSide	Installed	Skipped	Direction	N/R	Weight	RailGrade	PlateType	Remarks
11/22/2010 06:30	5XC5	BALTIMORE	OLD MAIN LINE	Patch Rail	69730	No	BAC	10.4	10.6	SG	Left	1440	0	Increasing	New	136	Standard	Standard	1080' was in tunnel and designed laying temperature was 75
11/23/2010 06:30	5XC5	BALTIMORE	OLD MAIN LINE	Patch Rail	69731	No	BAC	10.4	10.7	SG	Right	1980	0	Increasing	New	136	Standard	Standard	rs105330-1080' was heated at 75 degrees in tunnel! Team is tied up on Siding at BAC 8.0 with EC-1 80558 from 17:00 until 07:00 from EAS Avalon to WAS Avalon Danny Myers EIC.
11/24/2010 06:30	5XC5	BALTIMORE	OLD MAIN LINE	Patch Rail	69749	No	BAC	13.9	14.2	SG	Low (L)	1440	0	Increasing	New	136	Premium	Standard	Plates up to the 14 mile post were 18" everything after were 14"
11/29/2010 06:30	5XC5	BALTIMORE	OLD MAIN LINE	Patch Rail	69730	No	BAC	10.6	10.7	SG	Left	540	0	Increasing	New	136	Standard	Standard	
11/29/2010 06:30	5XC5	BALTIMORE	OLD MAIN LINE	Patch Rail	70026	No	BAC	11.2	11.3	SG	High (R)	582	0	Increasing	New	136	Premium	Pandrol Plates	
11/30/2010 06:30	5XC5	BALTIMORE	OLD MAIN LINE	Patch Rail	61726	No	BAC	12.6	12.8	SG	Low (R)	1022	0	Increasing	New	136	Premium	Pandrol Plates	
11/30/2010 06:30	5XC5	BALTIMORE	OLD MAIN LINE	Patch Rail	61731	No	BAC	14.9	15.4	SG	High (R)	2340	0	Increasing	New	136	Premium	Pandrol Plates	NW105134 360' Was heated at 75 degrees. Rail was installed in tunnel.
12/01/2010 06:30	5XC5	BALTIMORE	OLD MAIN LINE	Patch Rail	87411	No	BAC	13.3	13.3	SG	High (R)	438	0	Increasing	New	136	Premium	Standard	
12/01/2010 06:30	5XC5	BALTIMORE	OLD MAIN LINE	Patch Rail	61729	No	BAC	13.4	13.5	SG	High (R)	870	0	Increasing	New	136	Premium	Pandrol Plates	
03/09/2011 06:30	6XC5	BALTIMORE	OLD MAIN LINE	Patch Rail	82853	No	BAC	12.8	12.9	SG	High (L)	483	0	Decreasing	New	136	Premium	Pandrol Plates	

Local Work - Ditching

TEAM	DATE	PREFIX	BEG MP	END MP	TRACK	TRAINS PASSED	QUANTITY	SUBDIV	MIN ON DUTY	MIN ON TRACK	ATT	DIV	EQ TYPE	MACH FAIL?
	9/19/2011	BAC	11	10.6	OT		1.2	OLD MAIN	600	305	0	BA	DI	
	9/19/2011	BAC	11	10.6	OT		1.2	OLD MAIN	600	305	0	BA	DI	
	9/20/2011	BAC	12.8	12.6	OT		0.4	OLD MAIN	600	140	0	BA	DI	
	9/21/2011	BAC	14.5	14.8	OT		0.3	CAPITAL	600	95	0	BA	DI	
6D47	2/27/2012	BAC	14.5	16.5	SG	0	2.01	OLD MAIN LINE	600	336	1	BA	DI	N
6D47	2/28/2012	BAC	14.5	16.5	SG	0	2.01	OLD MAIN LINE	600	451	1	BA	DI	N
6D47	2/29/2012	BAC	13.7	14.5	SG	0	0.76	OLD MAIN LINE	600	354	1	BA	DI	N
6D47	3/1/2012	BAC	12.9	13.5	SG	0	0.61	OLD MAIN LINE	600	383	1	BA	DI	N
6D47	3/5/2012	BAC	12.6	13.5	SG	0	0.91	OLD MAIN LINE	600	349	1	BA	DI	N
6D47	3/6/2012	BAC	12.4	12.6	SG	0	0.2	OLD MAIN LINE	600	360	1	BA	DI	N
6D47	3/7/2012	BAC	10.5	11.2	SG	0	0.69	OLD MAIN LINE	600	429	1	BA	DI	N
6D47	4/17/2012	BAC	14.6	14.8	SG	0	0.18	OLD MAIN LINE	600	90	1	BA	DI	N
6D47	4/19/2012	BAC	13.9	14	SG	0	0.1	OLD MAIN LINE	600	120	1	BA	DI	N
6D63	6/20/2012	BAC	10.55	10.6	SG	0	0.05	OLD MAIN LINE	630		1	BA	DI	N
6D63	6/21/2012	BAC	10.3	10.35	SG	0	0.05	OLD MAIN LINE	630		1	BA	DI	N
6D63	6/26/2012	BAC	10.35	10.4	SG	0	0.05	OLD MAIN LINE	600		1	BA	DI	N
6D63	6/27/2012	BAC	10.35	10.4	SG	0	0.05	OLD MAIN LINE	630		1	BA	DI	N
6D63	7/12/2012	BAC	10.4	10.45	SG	0	0.05	OLD MAIN LINE	630		1	BA	DI	N
6D63	7/16/2012	BAC	10.45	10.5	SG	0	0.05	OLD MAIN LINE	630		1	BA	DI	N
6D63	7/17/2012	BAC	10.45	10.5	SG	0	0.05	OLD MAIN LINE	630		1	BA	DI	N
6D63	7/31/2012	BAC	10.45	10.5	SG	0	0.05	OLD MAIN LINE	690		1	BA	DI	N
6D63	8/1/2012	BAC	10.5	10.55	SG	0	0.05	OLD MAIN LINE	690		1	BA	DI	N
6D63	8/1/2012	BAC	10.5	10.55	SG	0	0.05	OLD MAIN LINE	690		1	BA	DI	N
6D63	8/2/2012	BAC	10.55	10.6	SG	0	0.05	OLD MAIN LINE	630		1	BA	DI	N

