

EXCEPTION REPORT

0,1100 Division LIRR Subdivision 1
 Branch ATLANTIC Track Dir EAST
 Loc. From BROOK Loc. To DUNTON
 Track 2 Date 11/15/2016
 Playback A01092_3R_111416.DAT

TRK	--FROM-- MP FEET	--TO-- MP FEET	LENGTH FEET	PARAMETER	MAXIMUM VALUE	EXCEPTION LOCATION	CLASS EXC	MAX	SUB EV	DIST
2		0,1100		Class 1						
2		0,1100		Message LIRR TC-082						
2		0,1100		Sequence UP						
2		0,1100		Speed 5						
2		0,1252		T/S	40.68333392	-73.97485804				62]
2		0,1258		Start >>> TurnOut	40.68333095	-73.97484422				62]
2		0,1304		T: 23W SW	40.68329144	-73.97467809				63]
2		0,1336		End >>> TurnOut (78)	40.68326078	-73.97456955				64]
2		0,1339		S/T	40.68325662	-73.97455619				64]
2		0,1341		T/S	40.68325662	-73.97455619				64]
2		0,1349		Start >>> TurnOut	40.68324844	-73.97452908				63]
2		0,1398		T: 23E SW	40.68319966	-73.97436835				64]
2		0,1417		S/C	40.68318151	-73.97430017				65]
2		0,1431		C/S	40.68316714	-73.97424549				65]
2		0,1433		End >>> TurnOut (84)	40.68316714	-73.97424549				65]
2		0,1532		S/T	40.68309311	-73.97389765				66]
2		0,1580		Start >>> TurnOut	40.68305845	-73.97373066				67]
2		0,1630		T: 12E SW	40.68302437	-73.97356318				67]
2		0,1677		End >>> TurnOut (97)	40.68299016	-73.97339579				68]
2		0,1706		Start >>> TurnOut	40.68296967	-73.97329856				69]
2		0,1756		T: 21W SW	40.68293080	-73.97311727				70]
2		0,1758		T/S	40.68292792	-73.97310333				70]
2		0,1809		End >>> TurnOut (103)	40.68289297	-73.97293612				71]
2		0,1816		S/C	40.68288714	-73.97290829				71]
2		0,1831		C/S	40.68287477	-73.97285287				71]
2		0,1854		S/C	40.68285670	-73.97276958				72]
2		0,1900		C/S	40.68282379	-73.97261672				72]
2		0,1919		NEW LOC: 0,1629	40.68280880	-73.97254692				72]
2		0,1634		>>> Signal	40.68280581	-73.97253305				72]
2		0,1688		S/T	40.68276275	-73.97233871				73]
2		0,1874		Speed 45	40.68262370	-73.97169967				75]
2		0,1874		Class 3	40.68262370	-73.97169967				75]
2		0,2032		T/S	40.68250276	-73.97114455				77]
2		0,2105		S/C	40.68244842	-73.97089463				78]
2		0,2140		C/S	40.68242151	-73.97076986				79]
2		0,2336		S/T	40.68227922	-73.97008775				82]
2		0,2489		T/S	40.68216874	-73.96955806				83]
2		0,2560		S/T	40.68211626	-73.96930712				85]
2		0,2739		T/S	40.68198782	-73.96869465				88]
2		0,2753		S/C	40.68197639	-73.96863885				88]
2		0,2789		S/T	40.68194990	-73.96851362				88]
2		0,2850		T/S	40.68190626	-73.96830486				89]
2		0,2935		S/C	40.68184600	-73.96801378				89]
2		0,2941		* >>> Signal	40.68184024	-73.96798592				89]
2		0,2941		T: BROOK 2 2E	40.68184024	-73.96798592				89]
2		0,2970		C/S	40.68182031	-73.96788816				90]
2		0,3062		Start* >>> TurnOut	40.68175439	-73.96756663				90]
2		0,3067		S/C	40.68175152	-73.96755263				90]
2		0,3084		T: 12E	40.68174001	-73.96749664				90]
2		0,3098		C/S	40.68172814	-73.96744108				90]
2		0,3122		S/C	40.68171054	-73.96735838				90]
2		0,3144		End* >>> TurnOut (82)	40.68169615	-73.96728846				90]
2		0,3145		C/S	40.68169332	-73.96727593				91]
2		0,3175		S/T	40.68167310	-73.96718044				91]
2		0,3181		Start* >>> TurnOut	40.68166742	-73.96715254				91]
					40.68167596	-73.96719439				91]
2		0,3206		T: 32 SWT	40.68165074	-73.96706988				92]
2		0,3243		* >>> IBX/CLEARANCE	40.68162503	-73.96694465				92]
2		0,3271		End* >>> TurnOut (90)	40.68160350	-73.96684770				92]
2		0,3293		Start* >>> TurnOut	40.68158591	-73.96676388				93]
2		0,3330		T/S	40.68155956	-73.96663864				92]
2		0,3345		T: 21W	40.68154800	-73.96658259				92]
2		0,3345		T: 3W	40.68154800	-73.96658259				92]
2		0,3385		End* >>> TurnOut (92)	40.68151932	-73.96644241				92]
2		0,3433		S/C						
					40.68148457	-73.96627627				92]
2		0,3469		C/S	40.68145909	-73.96615227				92]
2		0,3492		S/T	40.68144164	-73.96606843				92]
2		0,3563		>>> Signal	40.68139192	-73.96583125				92]
2		0,3564		* >>> Signal	40.68139192	-73.96583125				92]
2		0,3574		T: 22E SIGNAL	40.68138309	-73.96578965				92]
2		0,3574		T: END BROOK 2	40.68138309	-73.96578965				92]

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EXCEPTION REPORT

0,3582 Division LIRR Subdivision 1
 Branch ATLANTIC Track Dir EAST
 Loc. From BROOK Loc. To DUNTON
 Track 2 Date 11/15/2016
 Playback A01092_3R_111416.DAT

TRK	--FROM-- MP FEET	--TO-- MP FEET	LENGTH FEET	PARAMETER	MAXIMUM VALUE	EXCEPTION LOCATION	CLASS EXC	MAX	SUB EV	DIST
2	0,3561	0,3567	6	Profile South 62 r	-1.80	0,3563	3	2	LIR sign	0
						40.68139192		-73.96583125		92]
2		0,3658		T/S	40.68132305	-73.96549812				92]
2		0,3704		S/T	40.68128860	-73.96533115				92]
2		0,5326		T: SIG A10	40.68011716	-73.95969438				94]
2		0,5336		MP 1 <4526>	40.68011132	-73.95966642				94]
2		1, 000		* >>> Signal	40.68011132	-73.95966642				94]

2	1, 797	T/S	[40.67953097	-73.95688550	92]
2	1, 848	S/T	[40.67949408	-73.95670526	92]
2	1,1426	T/S	[40.67907759	-73.95469881	89]
2	1,1521	S/C	[40.67900829	-73.95436452	89]
2	1,1545	C/S	[40.67899097	-73.95428092	89]
2	1,1671	S/T	[40.67890405	-73.95384973	89]
2	1,1738	Class 2	[40.67885610	-73.95361218	90]
2	1,1738	Speed 30	[40.67885610	-73.95361218	90]
2	1,1738	Class 2	[40.67885610	-73.95361218	90]
2	1,1846	T/S	[40.67878102	-73.95323513	89]
2	1,1915	* >>> Signal	[40.67873378	-73.95299867	91]
2	1,1941	Start* >>> Overhead Bridge	[40.67871459	-73.95290071	91]
2	1,1941	T: PORTAL	[40.67871459	-73.95290071	91]
2	1,1946	End* >>> Overhead Bridge (5)	[40.67871192	-73.95288670	91]