



Metro-North Railroad

TRACK MEASUREMENT

Track Department

LINE:

Hudson
TRK 2

DATE:

7-18-2013

Derailment of Train: Freight/CSX

Engine: _____

Time: 8:40

Speed: NA

Type of equipment first derailed: _____

Measurements taken by:

R. Lodrich

(Name)

Surveyor

(Title)

M. Novack

(Name)

Surveyor

(Title)

R. Kirner

(Name)

Director

(Title)

15.5' Stations

Ordinates in inches and fractions to 1/16" to 31' Chord

Gauge and elevation at Stations and Joints

Show in remarks column opposite Joints, H or L, on curves, N or S, E or W on tangent to indicate rail.

GPS LOCATION

N - 40° 52.552"

W - 073° 54.964"

Station	Plus to Joints	Ordinate	Gauge	Elevation light		Elevation Under Load		Remarks
				Station	Joint	Station	Joint	
-10		8	57	1/2				
-9		10	56 1/16	1/2				
-8		13	56 3/4	13/16				
-7		14	56 3/4	1				
-6		16	57	1				
-5		22	57	1				
-4		16	56 3/4	1 9/16				
-3		23	56 3/4	1 5/8				
-2		26	57	1 7/8				
1-		18	57 1/8	1 7/8				
0		44	58 1/4	1 7/8				Point of Derailment
1	}	AREA DISTURBED						
2								
3								
4								

Direction of Traffic ↓

SEE REVERSE SIDE FOR ADDITIONAL INSTRUCTIONS

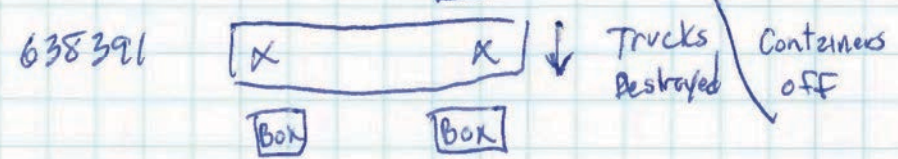
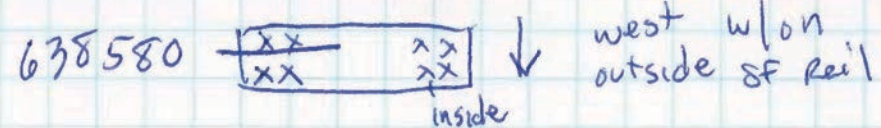
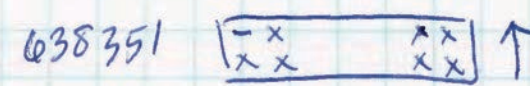
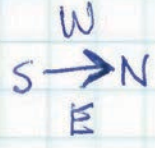
In case of passenger derailment, renumber station column and use additional sheets to show information for 32 stations approaching point of derailment and 4 stations leaving point of derailment. Also, take top of rail profile at stations, joints and centers on both rails.

INSTRUCTIONS COVERING TRACK MEASUREMENTS TO BE TAKEN
IN CASE OF DERAILMENTS WHERE TRACK CONDITION IS SUSPECTED OF
BEING A CONTRIBUTING FACTOR

1. Gage and levels shall be taken at fifteen and one-half (15 ½) foot intervals and at joints to show track conditions over which the equipment passed for a distance of 155 feet prior to the derailment and 62 feet after the derailment, and if on a curve, middle ordinates with a 30-foot chord in inches, eighths, and sixteenths of an inch. If loose or improperly tamped ties are found, their locations should be taken and resulting cross level under load measured.
2. For passenger train derailments occurring at speeds greater than thirty (30) miles per hour, or resulting in injury to passengers or employees, track data are to be taken in accordance with Paragraph 1, to show track conditions over which the equipment passed for a distance of 496 feet prior to the derailment; in addition, elevations are to be taken at each joint and center. The Railroad will prepare a plan showing the alignment of tracks, a profile of both rails at fifteen and one-half (15 ½) foot intervals and at joints, and in tabulated form the data relative to middle ordinates, elevations, and gauge at fifteen and one-half (15 ½) foot intervals. The plan will also show position of equipment as it came to rest.
3. When a committee assigns the cause of a derailment as being due to defective track, the information required above is to be tabulated and made a part of the regular accident report, as well as all other information which may have a bearing on the cause or be suggestive of preventive action.

USWX

40039 ON
 40242
 40110
 20383 ON
 4020 OFF N.T.



SPACE Between CARS

