



ENGINEERING DEPT. DERAILMENT INVESTIGATION FORM

Division	Mid-Atlantic	Subdivision	PHL	Date	5-13-15	Time:	
Engine Number	601	Type of Equipment First Derailed	Engine				
Track Number	2	Speed	Direction of Travel	East	Number of Cars	7	

Measurements Taken By:

Name	John Field	Title	Engineer Track Specialist
Name	Pat Collins	Title	Supervisor
Name	Aaron Jones	Title	Supervisor

**INSPECTION MATERIAL CHECKLIST**

<input type="checkbox"/>	NORAC/Special Instructions Books	<input type="checkbox"/>	Hazardous Material & Emergency Response Book	<input type="checkbox"/>	MW1000 Track Standards Manual
<input type="checkbox"/>	Stringline paddles, with 62" chord	<input type="checkbox"/>	35mm camera	<input type="checkbox"/>	Flashlight
<input type="checkbox"/>	50' or 100' measuring tape	<input type="checkbox"/>	Level Board, Track gage	<input type="checkbox"/>	Yellow crayon marker
<input type="checkbox"/>	Keys for switches/gates	<input type="checkbox"/>	Paper, pencils/pens, ruler and clipboard		

USE BACK OF THIS FORM FOR DERAILMENT SITE SKETCH

Station	Plus to Joints	Mid-Ord.	Gage	Elevation Light		Elevation Under Load		Remarks
				Station	Joint	Station	Joint	
32		14	56 1/16	1 1/16				Spiral cov 298
31		16	56 3/4	1 3/16				↓
30		18	56 3/4	1				
29		21	56 13/16	1 3/16				
28		23	56 3/4	1 1/4				
27		26	56 7/8	1 7/16				
26		29	56 13/16	1 11/16				
25		31	56 13/16	1 13/16				
24		33	56 15/16	1 15/16				
23		36	56 9/16	2 1/8				
22		37	57	2 1/4				
21		38	57	2 3/8				
20		43	57 1/16	2 1/16				
19		44	56 7/8	2 7/8				
18		49	57	3				
17		52	57 1/8	3 1/16				
16		53	57	3 1/4				
15		54	57 1/16	3 7/16				
14		57	57 3/16	3 5/8				
13		61	57 1/4	3 13/16				
12		62	57 5/16	3 15/16				
11		63	57 3/16	4 1/8				
10		66	57 1/4	4 1/4				
9		69	57 7/16	4 3/8				
8		71	57 3/8	4 1/2				
7		73	57 5/8	4 5/16				
6		73	57 3/8	4 7/8				
5		74	57 1/16	4 3/4			SC	
4		74	57 5/16	4 1/16			Full Body	
3		75	57 3/8	4 5/8			↓	
2	0	73	57 3/8	4 3/4				
1	0	73	57 5/16	4 3/4				
0	0	73	57 1/4	4 3/4				
-1	0	68	57 3/16	4 13/16				mid ordinate est.
2								Disturbed track
3							↓	
4								
5								
6								

Use 156" stations with a 62' chord, this is to facilitate tabulation of data for compliance with MW1000 section 213.55. Record ordinates in inches and fraction 1/16" of an inch. Record gage and elevations 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. In the case of passenger train derailment, use 32 stations ahead of the point of derailment, otherwise, use 25 stations. Also take rail profile readings at stations, joints and center on both rails.



ENGINEERING DEPT. DERAILMENT INVESTIGATION FORM

Division <i>mid-Atlantic</i>	Subdivision <i>PHL</i>	Date <i>5-13-15</i>	Time
Engine Number <i>601</i>	Type of Equipment First Derailed <i>Engine</i>		
Track Number <i>2</i>	Speed <i>106</i>	Direction of Travel <i>East</i>	Number of Cars <i>7</i>

Measurements Taken By:	
Name <i>J. Field</i>	Title: <i>Engineer Track Specialist</i>
Name <i>P. Collins</i>	Title: <i>Supervisor</i>
Name <i>A. Jones</i>	Title: <i>Supervisor</i>

**INSPECTION MATERIAL CHECKLIST**

<input type="checkbox"/> NORAC/Special Instructions Books	<input type="checkbox"/> Hazardous Material & Emergency Response Book	<input type="checkbox"/> MW1000 Track Standards Manual
<input type="checkbox"/> Stringline paddles, with 62" chord	<input type="checkbox"/> 35mm camera	<input type="checkbox"/> Flashlight
<input type="checkbox"/> 50' or 100' measuring tape	<input type="checkbox"/> Level Board, Track gage	<input type="checkbox"/> Yellow crayon marker
<input type="checkbox"/> Keys for switches/gates	<input type="checkbox"/> Paper, pencils/pens, ruler and clipboard	

USE BACK OF THIS FORM FOR DERAILMENT SITE SKETCH

Station	Plus to Joints	Mid-Ord.	Gage	Elevation Light		Elevation Under Load		Remarks
				Station	Joint	Station	Joint	
32								
31								
30								
29								
28								
27								
26								
25								
24								
23								
22								
21								
20								
19								
18								
17								
16								
15								
14								
13								
<i>44 1/2</i>		<i>2</i>	<i>56 1/16</i>	<i>0</i>				
<i>43 1/2</i>		<i>3</i>	<i>56 1/16</i>	<i>-1/8</i>				
<i>42 1/2</i>		<i>5</i>	<i>56 3/4</i>	<i>-1/16</i>				
<i>41 1/2</i>		<i>3</i>	<i>56 1/16</i>	<i>-1/16</i>				
<i>40 1/2</i>		<i>4</i>	<i>56 1/16</i>	<i>-1/16</i>				
<i>39 1/2</i>		<i>3</i>	<i>56 1/16</i>	<i>-1/8</i>				
<i>38 1/2</i>		<i>3</i>	<i>56 5/8</i>	<i>-1/4</i>				
<i>37 1/2</i>		<i>4</i>	<i>56 1/16</i>	<i>0</i>				
<i>36 1/2</i>		<i>5</i>	<i>56 5/8</i>	<i>-1/8</i>				
<i>35 1/2</i>		<i>7</i>	<i>56 1/16</i>	<i>1/8</i>				
<i>34 1/2</i>		<i>7</i>	<i>56 5/8</i>	<i>5/16</i>				
<i>33 1/2</i>		<i>7</i>	<i>56 1/16</i>	<i>1/2</i>				
0								Point of Derailment
1								
2								
3								
4								
5								
6								

Use 156" stations with a 62" chord, this is to facilitate tabulation of data for compliance with MW1000 section 213.55. Record ordinates in inches and fraction 1/16" of an inch. Record gage and elevations 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. In the case of passenger train derailment, use 32 stations ahead of the point of derailment, otherwise, use 25 stations. Also take rail profile readings at stations, joints and center on both rails.