NTSB Docket Item
DCA-05-MR-009
Metrolink Derailment
Glendale, California
January 26, 2005

Rail Grinding Production Report

Rail Grinding Production Report

Produced by Advanced Rail Management

LPC-5

Report #4

River East Subdivision

Sat 7/10/04

Metrolink (SCRRA)

Southern California

Fax To: Ridens, M.
McGinley, M.E.

[redacted]

Tied Up At: Only CA shown on Loram Report

Pass Miles (Odometer):	21.9 miles 29.2% utilization	**Actual Grinding Time:**	210 minutes (6.27 mph avg. grinding speed)
Unit Called:	Sat 7/10/04 2200	**Released:**	Sun 7/11/04 1000
Elapsed Time:	720 minutes	**Machine Delay:**	none
		Grinding Contractor Delay:	none
Machine Availability:	720 minutes		

Train Delay:	140 minutes	(3 trains)
Stone Delay:	none	
Railway Delay:	310 minutes	
Travel Time:	60 minutes	

ARM Supervisors:	Lindquist, J.K.	**2nd Supr**	Marushy, D.M.
ARM Field Clerk:			
RR Supervisor:	Mercado, R.	**RR Pilot:**	
Grinding Unit Supervisor:	Weber, D.B.		
Crew Size:	2 persons	**Qualified Operators:**	0 persons

Machine and contractor delay comments

Railway delay comments

Waiting for dispatcher - 30 Mins. Taking on water - 120 Mins. Awaiting orders - 160 Mins.

General comments

Curves 30 through 13 are Valley Subdivision. Curve CC1=Coast Connector. Track 2 is River East Bank Line Curves starting with curve 37 to 45. Track 1 is River East Bank Line Curves 45 to 37. NOTE: FOLLOWING THIS PRODUCTION REPORT AM ALSO FAXING THE TRACK MILEAGE.

Daily Report (Hard Copy)

Mic #	7362		
Customer	ARM - Sthrn CA Rgnl Rl Athrty Metrolink Cmmtr	Cust Project Number	4
Division			
Subdivision	Valleyandrivereast		
Line Segment			
Date	07/10/2004		

Totals					24.35					8.70
Track ID	Begin Mile Post	End Mile Post	MP *(calc)*	Number of Passes	Pass Miles *(calc)*	High Rail	Low Rail	Curve Number	TM Code	Finished Track Miles
1	11.44	11.54	00.10	3	00.30	2	3	30	CV	00.10
1	6.25	5.44	00.81	2	1.62	2	2	17	CV	00.81
1	4.62	4.82	00.20	3	00.60	2	3	16	CV	00.20
1	4.42	4.56	00.14	3	00.42	2	3	15	CV	00.14
1	4.56	4.62	00.06	3	00.18	na	na	na	OF	00.06
1	4.05	4.22	00.17	4	00.68	2	4	14	CV	00.17
1	3.70	3.86	00.16	3	00.48	2	3	13	CV	00.16
1	3.50	3.22	00.28	3	00.84	2	3	12	CV	00.28
1	3.14	2.86	00.28	3	00.84	2	3	11	CV	00.28
1	2.80	2.32	00.48	3	1.44	2	3	10	CV	00.48
1	2.28	2.18	00.10	3	00.30	2	3	9	CV	00.10
1	2.04	1.87	00.17	3	00.51	2	3	8	CV	00.17
1	1.82	1.73	00.09	3	00.27	2	3	7	CV	00.09
1	1.30	1.18	00.12	3	00.36	2	3	3	CV	00.12
1	00.86	00.71	00.15	3	00.44	2	3	2	CV	00.15
CC1	00.01	00.16	00.15	3	00.44	3	3	CC1	CV	00.15
2	481.90	482.07	00.17	3	00.51	3	3	37	CV	00.17
2	482.08	482.10	00.02	3	00.06	3	3	38	CV	00.02
2	482.14	482.21	00.07	3	00.21	3	3	39	CV	00.07
2	482.39	482.60	00.21	3	00.63	3	3	40	CV	00.21
2	482.60	482.88	00.28	3	00.84	3	3	41 42 43	CV	00.28
2	483.04	483.16	00.12	3	00.36	3	3	44	CV	00.12
2	484.80	485.02	00.22	4	00.88	3	4	45	CV	00.22
1	484.80	485.02	00.22	2	00.44	2	2	45	CV	00.22
1	483.16	483.04	00.12	3	00.36	2	3	44	CV	00.12
1	482.88	482.60	00.28	3	00.84	2	3	43 42 41	CV	00.28
1	482.60	482.39	00.21	3	00.63	2	3	40	CV	00.21
1	482.21	482.08	00.13	3	00.39	2	3	38 37	CV	00.13
2	1.30	1.18	00.12	3	00.36	2	3	3	CV	00.12
2	00.71	00.86	00.15	3	00.44	2	3	2	CV	00.15
2	1.73	1.82	00.09	5	00.44	3	5	7	CV	00.09
2	1.87	2.04	00.17	3	00.51	2	3	8	CV	00.17
2	2.18	2.80	00.62	3	1.86	3	3	9 10	CV	00.62
2	2.86	3.14	00.28	3	00.84	2	3	11	CV	00.28
2	3.22	3.50	00.28	2	00.56	2	2	12	CV	00.28
2	3.86	3.70	00.16	2	00.32	1	2	13	CV	00.16
2	4.22	4.05	00.17	3	00.51	2	3	14	CV	00.17
2	4.56	4.42	00.14	3	00.42	2	3	15	CV	00.14
2	4.82	4.62	00.20	3	00.60	2	3	16	CV	00.20
2	5.44	6.25	00.81	2	1.62	2	2	17	CV	00.81

		Linear Feet		Material Excavated			Temperature (Deg Fahr.)