



Track Geometry Inspection Report

Revised December 2, 2010

Location Information

Subdivision	Pikes Peak
Line Segment	477
Track Number	Main 1
Milepost Begin	109.68
Direction of Inspection	Increasing North to South
Inspection Date	10/17/2023
Track Inspected by	Greg Leonard

Reason for Inspection
 Derailment at South Bragdon Mp 109.7

Compliance with Timetable Speeds

		Compliance
Timetable Freight Speed	55	Track is OK for freight operation at timetable speed. No Slow Order Required
Timetable Pass Speed	None	Not Applicable
Timetable Talgo Speed	55	Track is OK for talgo operation at Timetable speed. No Slow Order Required
Timetable Class of Track	4	Not including curving considerations, track is OK for Class V

Cautions:

1. Maximum speed may be further limited by conditions not considered in this work sheet. These conditions include, but are not limited to, tie condition, 31 foot run off, ballast condition, condition of special trackwork, etc.
2. Any measurement not taken by the inspector is considered to be good by this worksheet.
3. Always check the Average Alinement Chart for unusual alinements. If a different average alinement is needed, manually enter the desired value for each station into the column 10 of the Data Entry worksheet.



Details of Track Inspection & Calculation Results

	Class of Track Limitation	FRA Curving Speed Limitation	Max Allowable Speed
Freight Speed	80	999	80
Passenger Speed	90	999	90
Talgo Speed	90	999	90

Station #	Tangent or Curve	Gage		Warp 62		Superel/XLV / Rev EL		Curving Speeds					62 foot Mid Ord			31 foot Mid Ord (Class 3,4,5 Curves)			62 foot Left Profile		62 foot Right Profile		Maximum Track Class at Station	Remarks	Rail Joint Harmonic Calculation				
		Measurement	Max Track Class	Value	Max Track Class	Measured XLV	Max Track Class	155 foot Curvature (degrees)	155 foot Average Elevation	Max Frt Speed (3" Unbal)	Max Passenger Speed (4" Unbal)	Max Talgo Speed (6" Unbal)	Measured 62 foot MCO	Average 62 foot MCO	62 foot mid chord Deviation	Max Track Class	Measured 31 foot MCO	Average 31 foot MCO	31 foot mid chord deviation.	Max Track Class	Measured Left Profile	Max Track Class			Measured Right Profile	Max Track Class	Joint Number	XLV	CHG in XLV
1	T	56 10/16	5	8/16	5	10/16	5	0.00	4/16	999	999	999	0	0	0	5	0		N/A				5	South end, starting just north of heel rail of frog.	1				
2	T	56 8/16	5	9/16	5	4/16	5	0.00	3/16	999	999	999	0	0	0	5	0		N/A				5		2				
3	T	56 7/16	5	10/16	5	2/16	5	0.00	3/16	999	999	999	0	0	0	5	0		N/A				5		3				
4	T	56 6/16	5	4/16	5	1/16	5	0.00	3/16	999	999	999	0	0	0	5	0		N/A	0	5		5	Rail out of plates at this station going south.	4				
5	T	56 8/16	5	4/16	5		5	0.00	3/16	999	999	999	0	0	0	5	0		N/A	0	5	4/16	5	5		5			
6	T	56 8/16	5	4/16	5	4/16	5	0.00	3/16	999	999	999	0	0	0	5	0		N/A	0	5	0	5	5		6			
7	T	56 6/16	5	4/16	5	1/16	5	0.00	3/16	999	999	999	0	0	0	5	0		N/A	0	5	0	5	5		7			
8	T	56 6/16	5	3/16	5	4/16	5	0.00	3/16	999	999	999	0	0	0	5	0		N/A	0	5	4/16	5	5		8			
9	T	56 8/16	5	3/16	5	2/16	5	0.00	3/16	999	999	999	0	0	0	5	0		N/A	0	5	2/16	5	5		9			
10	T	56 8/16	5	2/16	5	4/16	5	0.00	3/16	999	999	999	0	0	0	5	0		N/A	0	5	0	5	5		10			
11	T	56 8/16	5	2/16	5	4/16	5	0.00	3/16	999	999	999	0	0	0	5	0		N/A	0	5	2/16	5	5		11			
12	T	56 7/16	5		5	4/16	5	0.00	3/16	999	999	999	0	0	0	5	0		N/A	0	5	4/16	5	5		12			
13	T	56 8/16	5					0.00					0	0	0	5	0		N/A	0	5	4/16	5	5		13			
14	T	56 8/16	5					0.00					0	0	0	5	0		N/A	0	5	2/16	5	5		14			
15	T	56 8/16	5					0.00					0	0	0	5	0		N/A	0	5	3/16	5	5		15			
16	T	56 8/16	5					0.00					0	0	0	5	0		N/A	0	5	3/16	5	5		16			
17	T	56 7/16	5					0.00					0	0	0	5	0		N/A	0	5	2/16	5	5	North end.	17			
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