WEINER BRODSKY SIDMAN KIDER PC

216729

1300 NINETEENTH STREET NW
FIFTH FLOOR
WASHINGTON DC 20036 1609
TEL 202 628 2000
FAX 202 628 2011

June 7, 2006

BY HAND DELIVERY

The Honorable Vernon A. Williams Secretary Surface Transportation Board 1925 K Street, N.W. Washington, DC 20423





. 423

Re:

Docket No. AB-55 (Sub-No. 664X), CSX Transportation, Inc. – Abandonment Exemption – In Anderson County, SC

Dear Secretary Williams:

Enclosed for filing in the above-referenced proceeding are an original and 10 copies of the protest of Pickens Railway Company, filed pursuant to 49 CFR 1152.25.

No fee applies to this filing. STB Ex Parte No. 542 (Sub-No. 13).

Please acknowledge receipt of this filing by date-stamping the enclosed acknowledgment copy and returning it to our messenger.

Sincerely.

Troy W. Garris

Enclosures

F:\97041\002\htwg1577 vwilliams re prot.doc

BEFORE THE SURFACE TRANSPORTATION BOARD

DOCKET NO. AB-55 (SUB-NO. 664X)

CSX TRANSPORTATION, INC. – ABANDONMENT EXEMPTION – IN ANDERSON COUNTY, SC

PICKENS RAILWAY COMPANY'S

REPLY TO PETITION FOR EXEMPTION

ENTERED Office of Proceedings

Part of Public Record

Pickens Railway Company ("Pickens") hereby requests that the Surface

Transportation Board ("Board") deny the petition for exemption ("Petition") filed by

CSX Transportation, Inc. ("Petitioner" or "CSXT") in this matter.

Petitioner seeks to abandon that 12.74-mile rail line extending between milepost AKL 26.26, near Belton, and milepost AKL 39.00, near Pelzer, in Anderson County, SC ("Subject Line"). Petitioner has petitioned the Board to exempt the abandonment from the prior approval requirements of 49 U.S.C. § 10903. Pickens is the owner and operator of the short line railroad that connects to the Subject Line on one end with Petitioner, and on the other end with Norfolk Southern Railway ("NS"). (A map of Pickens' line is attached hereto as Addendum 1). Twelve active rail shippers are located on Pickens' line, ten of which currently move traffic via CSXT over the Subject Line. ²

For purposes of this opposition, references to "Pickens' line" shall refer only to that portion of the line that extends from the connection with Petitioner at Belton, SC to the connection with NS at Anderson, SC.

Verified Statement of Donald E. Sims, General Manager of Pickens ("Sims V.S.") at 1, attached hereto as Addendum 2. The two other shippers on Pickens' line currently move traffic via NS.

Pickens requests that the Surface Transportation Board ("Board") deny CSXT's petition because: (i) the Subject Line currently handles the traffic of twelve active shippers (two located on the Subject Line and ten on Pickens' line), which Petitioner notes together accounted for 976 cars of traffic in 2005, and are on target to account for well over 1,000 cars in 2006, (ii) abandonment would harm competition, resulting in a reduction in rail options that would provide the remaining class I carrier with leverage to increase the rates for traffic originating and/or terminating on Pickens' line, (iii) the Subject Line is profitable, and (iv) a significant amount of the information submitted by Petitioner in support of the petition is substantively inaccurate or incomplete, failing to satisfy Petitioner's burden of proof.

Fatally Flawed Petition.

On April 28, 2006, Petitioner filed its petition with the Board seeking exemption from the prior approval requirements of 49 U.S.C. § 10903. Under that provision, a carrier may not abandon any part of its rail line, unless the Board finds that the present or future public convenience and necessity require or permit the abandonment. The Board is required under 49 U.S.C. § 10502 to exempt an abandonment from these prior approval requirements, only if the Board finds that (i) continued regulation is not necessary to carry out the rail transportation policy of 49 U.S.C. § 10101, and (ii) either (a) the transaction is of limited scope, or (b) regulation is unnecessary to protect shippers from the abuse of market power. The carrier seeking exemption carries the burden of proof. For the reasons set forth below, Petitioner does not meet this burden.

1. The Abandonment Will Adversely Affect Competition.

Petition, Vol. II at 3.

⁴⁹ U.S.C. § 10903(d)

a. Traffic Levels Are Already Significant and Increasing.

Petitioner characterizes the Subject Line as having low volume and a continuing pattern of declining traffic.⁵ The assertion is incorrect. Petitioner focuses attention solely on the number of cars originated by the two "local" shippers, stating that there were only 87 carloads in 2005. This number cannot be considered in isolation. In fact, there were ten more shippers served by the Subject Line.⁶ These ten shippers originated or terminated an additional 976 cars that were handed off to the Petitioner and moved over the Subject Line in that same time period.⁷ Further, this number has increased substantially for 2006, rising to approximately 1,068, on an annualized basis. There were also 2,574 cars moving over Pickens' line in 2005 being handed off to NS, and approximately 2,374 annualized for 2006.⁸ A measurable amount of the cars moving over NS could, if Petitioner sought the traffic, move on CSXT over the Subject Line. In fact, comparing traffic volume over Pickens' line for the years 2005 and 2006 (the latter annualized) shows that the total number of cars handled by NS declined, while the total number of cars handled by CSXT increased.

b. Reduction in Rail Options.

The proposed abandonment will eliminate the connection between Pickens and CSXT, resulting in a reduction in rail options for shippers. As noted above, there are twelve active rail shippers located on Pickens' line, ten of which have tendered or received cars within the past 12 months via the Subject Line. Today, Pickens connects with two class I carriers, CSXT and NS. These two carriers directly compete for certain

Petition at 4, 5.

Sims V.S. at 1-2.

Petition, Vol. II at 3.

Sims V.S. at 2.

Sims V.S. at 3.

traffic moving over Pickens' line, and the two class I carriers themselves directly market the traffic on the line. While Petitioner characterizes this traffic as "overhead," Pickens is a junction settlement carrier for CSXT. Petitioner, not Pickens, establishes and publishes the rates for the traffic on Pickens' line that moves over the Subject Line. Shippers pay Petitioner directly, and Petitioner then forwards a portion of the payment to Pickens. In other words, the ten shippers located on Pickens' line that currently move traffic over the Subject Line are effectively "local" to Petitioner.

If the Subject Line is abandoned, these shippers will have one rail option, NS. Accordingly, the abandonment would create market power in NS where today there is adequate competition. As noted by the D.C. Circuit, strong statutory and Board policy favors preservation of rail-to-rail competition and the provisions of adequate service for shippers. Shippers may not be deprived of available options absent a very strong showing of public interest. Here, Petitioner has failed to satisfy this standard.

Petitioner also makes the unsupported assertion that the traffic originating on Pickens' line "can be rerouted." Petitioner appears to mean that traffic originating on Pickens' line, which is currently interchanged with CSXT on the Subject Line, can instead be interchanged with NS. This is a big assumption on Petitioner's part. Any traffic originating on Pickens' line bound for a location along CSXT's other lines, or along a short line connected to one of CSXT's lines, will necessarily have to first travel via NS. The insertion of an additional carrier into the route will virtually guarantee a

New York Cross Harbor R.R. v. STB, 374 F.3d 1177, 1187 (D.C. Circuit 2004).

<u>1a.</u>

Petition at 4.

significant increase in the rate¹³ (along with a longer route and longer delivery times).

This is especially true where the additional carrier (in this case, NS) will no longer have direct rail competition for a portion of the move (in this case, the traffic moving to and from Pickens' line).

Petitioners' assertion that the traffic can be rerouted raises other issues as well, such as whether the relevant NS lines have the capacity to accept the additional traffic, in light of system capacity constraints. Under such circumstances it cannot be simply assumed that the Pickens traffic currently moving via Petitioner is reroutable, and Petitioner does not provide any rationale to support such an assumption. Based on discussions with the customers located on its line, Pickens estimates that approximately 20 percent or more of the traffic originating or terminating on Pickens' line will cease to move if the Subject Line is abandoned. Petitioner also fails to provide information necessary to analyze the effect that elimination of rail-to-rail competition would have on rail service.

Petitioner also asserts, without providing sufficient support, that its two "local" shippers will have alternate transportation available if the Subject Line is abandoned, even if they lose direct rail service. Petitioner's statement is based on its theory that the shippers can load all shipments into trucks, which then will transport the shipments for the 30-mile highway trip to Greenville to Petitioner's transload facility. (It is ironic that the 18-mile rail trip between Greenville and Belton is viewed as particularly onerous

Owens Corning, the largest shipper located on Pickens' line, has advised Pickens that the abandonment of the Subject Line will result in increased rail transportation costs of more than \$1,000 per car.

Sims V.S. at 3,

Although Petitioner also notes that a transload facility at Spartanburg, SC is available, it provide no information as to the distance of this transload facility.

when Petitioner has to make the trip, but the 30-mile highway trip to the transload facility is viewed as an easy alternative when the shippers must make the trip as a multi-mode move.) Although Petitioner admits that "the transloading service may be more expensive than direct rail service," it does not provide any evidence as to the magnitude of the increased cost, in order to enable the Board to weigh the increased cost to the shipper against any increased cost to the Petitioner in continuing to provide rail service.

Petitioner also states that these two shippers can use motor carrier transportation. Petitioner notes that there are a number of highways in the area, but fails to address whether such trucking companies provide a viable option from an economic or operational standpoint. Moreover, the Petitioner does not even address non-rail transportation alternatives for the traffic of the other ten shippers located on Pickens' line. Pickens has already been advised that at least some of these shippers have physical plant and operational constraints that limit the number of trucks that could be used to transport shipments. Petitioner has failed to sustain its burden of proof in this regard. See, e.g., Cross Harbor, 374 F.3d at 1187 (alternative, less convenient, more expensive service not sufficient).

2. The Subject Line is Profitable.

Typically, in abandonment cases, the carrier seeks to establish that the line is appropriate for abandonment because its operation is unprofitable. Here, Petitioner claims that – taking into account local traffic only – CSXT sustains an annual loss of \$118,000 on the Subject Line. Petitioner's focus on local traffic is misplaced. The great

Sims V.S. at 3.

See, e.g., The Burlington Northern and Santa Fe Railway Company – Abandonment of Chicago Area Trackage in Cook County, IL, STB Docket No. AB-6 (Sub-No. 382X) (served Sept. 21, 1999) ("Cook County") (exemption is normally appropriate in a contested abandonment only if the revenue from the traffic is "clearly marginal compared to the cost of operating the lines").

majority of traffic handled on the Subject Line is what Petitioner refers to as "overhead." Petitioner acknowledges that, if it includes overhead traffic in the calculations, the Subject Line enjoys revenue gains of approximately \$125,000 in the Base Year, \$150,000 in the Forecast Year, and \$150,000 in the Subsidy Year. 18

In addition, Petitioner's projections regarding the revenue gains appear to be understated, and based on inconsistent supporting data. For instance, Petitioner attaches the Verified Statement of Ellen Preslar to support its assertions that the above projections are accurate. Ms. Preslar, however, bases her calculations for the Forecast and Subsidy Years on 992 cars of traffic per year. However, Ms. Preslar also attaches a chart labeled "Traffic History" indicating that there were 267 cars of traffic on Pickens' line in the first quarter of 2006. On an annualized basis, these 267 cars would amount to 1,068 cars over the course of 2006. Accordingly, it is not clear why Ms. Preslar assumes 76 cars less when performing her calculations. ²⁰

3. The Rehabilitation Numbers Are Overstated.

Even though the Subject Line is revenue positive, Petitioner claims continued operation will require \$900,000 in rehabilitation costs to restore the Subject Line to FRA class 1 condition.²¹ Petitioner bases this assertion on the Verified Statement of its

Petition at 6.

Petition, Vol. II at 3.

Petitioner correctly notes that despite negotiations with Pickens, the parties were unable to agree on terms for the lease or sale of the Subject Line. However, Petitioner then implies that simply because the parties were unable to come to terms on such an agreement the Subject Line must be unprofitable. This is an untenable leap. The fact that the parties were unable to structure a deal that was acceptable to Pickens has no bearing on whether the long-haul traffic handled by CSXT over the Subject Line is profitable to CSXT. Pickens also notes that Petitioner includes property taxes of approximately \$78,000 in its calculation of avoidable costs based on its assertion that the taxes were a "deal breaker" item in the lease negotiations. Petition Vol. II at 12. Reliance on the lease negotiations as a rationale for including property taxes in the calculation of avoidable costs is unclear and unexplained.

Petition at 3.

Roadmaster with supervision over the area ("Roadmaster"). 22 Significant doubts arise from this evidence, and its support for Petitioner's assertions.

First, the Roadmaster states that restoring the Subject Line to FRA class 1 condition will require installing approximately 800-1000 new rail ties per mile for each mile of track along the Subject Line, replacing a substantial amount of ballast, and resurfacing the track.²³ However, the Petitioner acknowledges that FRA class 1 condition would require only about 680 ties per mile.²⁴ Thus, Petitioner has inflated the number of ties necessary to satisfy FRA class I condition by 120 to 320 ties per mile (which results in an unnecessary addition of 1,529 to 4,077 ties over the entire Subject Line). Thus, using Petitioner's number of \$60 per tie, Petitioner has overestimated its cost of ties by \$91,728 to \$244,620. In addition, Petitioner appears to assume that all of the ties necessary to meet FRA class I condition would need to be replaced. However, the Petitioner never asserts this to be the case, and certainly does not submit any evidence to support this assumption.

Furthermore, documentary information received from Petitioner wholly undermines its assertions regarding the condition of the Subject Line. Petitioner has forwarded Pickens copies of 48 Track Inspection Reports ("Inspection Reports") (attached hereto as Addendum 3).²⁵ These Inspection Reports show the results of inspections of Petitioner's rail line within the jurisdiction of the Roadmaster's

Petition, Exhibit F.

Petition, Ex. F. at 71-74.

Although the Roadmaster attempts to justify the inflated tie costs by stating that the increased number of ties will "avoid the need to go back over the line and reinsert or adjust any time that ties have moved or been displaced in the surfacing process," he does not provide any information as to the number of ties likely to be so moved or displaced or the cost likely to be incurred for any such reinsertion or adjustment.

Petitioner did not provide the Inspection Reports, or similar documentation, in support of its statements regarding the need for rehabilitation. Having received the documents in the context of a potential offer of financial assistance, the documents are provided here for the Board's reference.

supervision, including the Subject Line.²⁶ The Inspection Reports were prepared by CSXT employees, approximately weekly, during the period from May 2005 to March 2006. They contradict many of the assertions made by the Petitioner in this proceeding.

For example, Petitioner states that the Roadmaster is very familiar with the Subject Line, "since he inspects it on a regular basis." As it turns out, it is the rare occasion when the Roadmaster personally inspects the Subject Line. Out of the 48 Inspection Reports provided, the Roadmaster was the actual inspector only four times. The Roadmaster did sign each Inspection Report as the supervising Roadmaster, but this signing was often done several weeks after the inspection, and frequently batches of Inspection Reports were signed on the same day.

Moreover, only two of the 48 Inspection Reports indicate any problem with rail ties on the Subject Line. ²⁹ Only one of the 48 Inspection Reports indicates a problem with surfacing. ³⁰ (Both ties and surfacing are express items of inspection on the forms.) In each instance, the Inspection Reports state that the problem with the tie and surfacing was promptly "corrected." Interestingly, perusal of the Inspection Reports indicates that the Subject Line compares quite favorably to the other parts of Petitioner's line covered by the Inspection Reports. The lack of any indication in the Inspection Reports that there are problems with ties, ballast and surfacing raises serious doubts about the Petitioner's assertions here that the Subject Line needs 800 to 1000 ties per mile, resurfacing and ballast replacement. Pickens' General Manager, Mr. Sims, confirms in his Verified

It appears that the inspection occurring on December 21 and 27, 2005, did not cover the entire Subject Line.

Petition at 7.

See Inspection Reports dated June 8, July 5, September 6 and December 21, 2005.

See Inspection Reports dated May 3 and July 27, 2005.

See Inspection Report dated July 27, 2005.

Statement that the Subject Line would need far fewer than 680 ties per mile.³¹ Accordingly, it appears these costs have been substantially overstated.

Second, Petitioner asserts that there are 28 road crossings on the Subject Line that must be renewed at a cost of \$4,500 each. Road crossings are not addressed in FRA track standards, and should not be calculated into the cost of upgrading the Subject Line to class 1 standards. In any event, Mr. Sims has personally inspected the 28 crossings on the Subject Line and estimates that only seven would need reworking. Even using Petitioner's asserted cost per crossing, the total outlay would therefore be \$31,500 rather than Petitioner's asserted \$126,000.

Similarly, based on Mr. Sim's inspection of the line, little or no ballast is needed and resurfacing is unnecessary.³³ Petitioner provides no explanation to support its inclusion of such costs as part of the rehabilitation estimate. Thus, Petitioner's numbers are, again, substantially inflated.

Third, Petitioner states that despite the line's profitability when overhead traffic is considered, Petitioner should be allowed to abandon the line rather than invest in the line's rehabilitation, because it has "no guarantee that Pickens would not reroute its traffic over NS or that Metals and Industries would continue to route traffic over the Line." There are currently twelve active shippers moving traffic over the Subject Line, which, in the aggregate, accounted for a little less than 1,000 carloads of traffic in 2005. As noted above, the traffic moving over the Subject Line is on target to measurably increase in 2006. Moreover, discussions between Pickens and some of the shippers

³¹ Sims V.S. at 4.

^{&#}x27;² Id

 $[\]overline{\operatorname{Id}}$

suggest that a significant amount of this traffic cannot reasonably move over NS. CSXT has offered no reason to believe that this traffic is in danger of being rerouted.

4. Petitioner Overstates Labor Costs.

Petitioner asserts that the Subject Line cannot be operated efficiently because of its "poor condition." ³⁴ Petitioner's Trainmaster states that the speed limit on the Subject Line is restricted to 10 mph, because the Subject Line is in excepted track condition. (Pickens notes, this is the same speed as for FRA class 1 track.) ³⁵ The Trainmaster also states that "[d]ue to this speed restriction, the travel time to Belton from Greenville, SC averages over 5 to 6 hours."

Pickens notes, it is 12.74 miles over the total Subject Line, from Belton to Pelzer. At 10 mph, the speed limit would therefore result in a trip of about an hour and fifteen minutes. It is approximately 18 miles from the beginning of the Subject Line at Pelzer to Greenville. The track speed on this portion of CSXT's line is 25 m.p.h. Accordingly, the speed limit for this segment would result in a trip of approximately 45 minutes.

Accordingly, it is unclear why the speed restrictions on the Subject Line would result in a one-way trip from Greenville to Belton of over 5 to 6 hours. Naturally, time would be needed to throw switches and perform brake tests, but this would be true on track of any speed. Accordingly, Petitioner's calculations regarding the labor cost also appear to have been inflated.

5. Petitioner Has Inflated the Net Liquidation Value.

Petitioner asserts a net liquidation value for the Subject Line of \$598,583, which consists of \$385,145 allocated to net track salvage value and \$213,438 allocated to parcel

Petition at 8.

³⁵ 49 C.F.R. § 213.9.

held in fee by Petitioner. Petitioner fails, however, to justify this figure. Petitioner has not provided any evidence in its Petition to support its assertion of fee title to any of the real property comprising the Subject Line. Although Petitioner provided Pickens with a copy of an Appraisal in connection with Pickens' request for such information as a potential offeror of financial assistance, the appraiser expressly *assumes* that "[t]he title to the subject property is merchantable and the property is free and clear of all liens and encumbrances, except as noted." *See* Appraisal, at 4, ¶ 1, Statement of Assumptions attached hereto as Addendum 4.

In addition, the Appraisal contains maps of the parcel for which Petitioner is claiming fee title. *See* Addenda to Appraisal, Sketches of Fee Parcels Taken from CSX Plans, attached hereto as Addendum 5. Based on these maps, a substantial portion of the parcels appears to be extra-width parcels, rather than part of the right of way used and required for the provision of common carrier freight service. Thus, these parcels should not be included in Petitioner's net liquidation value calculation, and Petitioner's calculations for the net liquidation value are inflated. *See* 49 C.F.R. § 1152.34(c)(1)(iii).

The Board has long held that the exemption process is generally appropriate only where the abandonment is unopposed and revenue from the traffic is clearly marginal compared to the cost of continuing to operate the line.³⁶ Here, Petitioner knew that there was at least a significant likelihood that the petition would be opposed. The traffic of at least twelve shippers and one short line carrier are directly impacted by the proposed

See, e.g., The Burlington Northern and Santa Fe Railway Company – Abandonment of Chicago Area Trackage in Cook County, IL, STB Docket No. AB-6 (Sub-No. 382X) (served Sept. 21, 1999) (and cases there cited).

abandonment. The Subject Line is the only direct connection to CSXT for the short line, and well over 1,000 cars are expected to be handled over the Subject Line this year.

Petitioner apparently anticipated this abandonment would be contested, and therefore, requested in advance the ability to reply to any response that might be filed, even though such a reply is prohibited by the Board's regulations. If Petitioner wanted the right to file a reply, it should have filed an application rather than a petition. The Petitioner should not be permitted to circumvent the Board's rules in this manner.³⁷ In the event the Board does permit Petitioner to file a responsive pleading, Pickens hereby similarly requests the right to reply to any new factual evidence or legal arguments introduced or asserted by Petitioner.

Conclusion

For these reasons, Pickens requests that the petition in this matter be denied.

Proy W. Garris, Esq.

Rose-Michele Nardi, Esq.

Weiner Brodsky Sidman Kider PC

1300 19th Street, NW, 5th Floor

Washington, D.C. 20036-1609

202-628-2000 (tel)

202-628-2011 (fax)

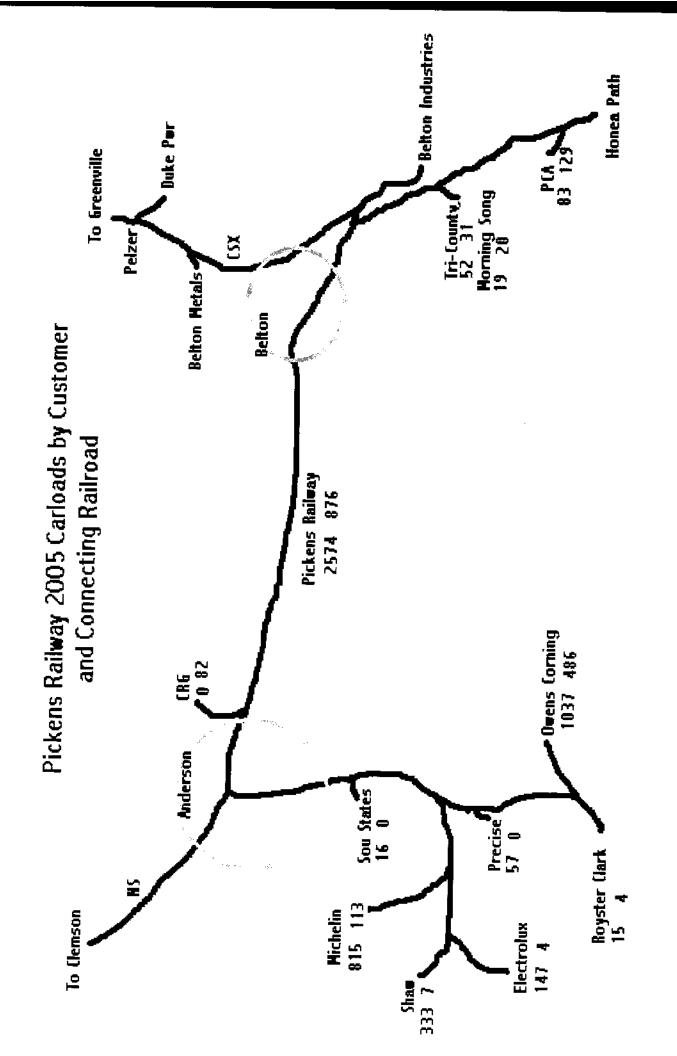
Attorney for Pickens Railway Company

F:\97041\002\htwg1569.9 reply abandon pet.doc

By filing a petition instead of an application, Petitioner has also avoided the Board's application filing fee of \$18,700, paying only \$5,300 in this petition proceeding.

ADDENDUM 1

MAP OF PICKENS' LINE



Numbers on laft - NS Numbers on right - CsxT

ADDENDUM 2

VERIFIED STATEMENT OF DONALD E. SIMS

VERIFIED STATEMENT

OF

DONALD E. SIMS

- 1. My name is Donald E. Sims. I am the General Manager of the Pickens Railway Company ("Pickens"), based at 198 North Main Street, Cornelia, Georgia 30531. My office is located at 415 East Cedar Rock Street, Pickens, South Carolina. I have held this position since 1991, and have been involved in the railroad industry in various operating positions since 1977.
- 2. I have been asked to summarize the facts surrounding the proposed abandonment by CSX Transportation, Inc. ("CSXT") of its 12.74-mile rail line extending between milepost AKL 26.26, near Belton, and milepost AKL 39.00, near Pelzer, in Anderson County, SC ("Subject Line") (see map attached hereto as Attachment A).
- 3. CSXT seeks to abandon the Subject Line and has petitioned the Board to exempt the abandonment from the prior approval requirements of 49 U.S.C. § 10903.
- 4. Pickens is the owner and operator of the short line railroad ("Pickens' line") that connects to the Subject Line on one end with CSXT, and on the other end with Norfolk Southern Railway ("NS"). (A map of Pickens' line is attached hereto as Attachment B).
- 5. Twelve active rail shippers are located on Pickens' line, ten of which currently move traffic via CSXT over the Subject Line.
- 6. CSXT characterizes the Subject Line as having low volume and a continuing pattern of declining traffic. The assertion is incorrect. CSXT focuses attention only on the traffic of its two "local" shippers, stating that there were only 87 carloads in 2005. However, at least

ten shippers located on Pickens' line are also currently served by the Subject Line. These ten shippers moved an additional approximately 976 cars over the Subject Line in 2005. In addition, this number has increased for 2006, rising to approximately 1,068, on an annualized basis.

- 7. There were also approximately 2,574 cars moving over Pickens' line in 2005 being handed off to NS, approximately 2,374 annualized for 2006. A measurable portion of the traffic moving over NS could, if CSXT sought the traffic, move on CSXT over the Subject Line. Traffic volume over Pickens' line for the years 2005 and 2006 (annualized) shows that the total number of cars handled by NS declined, while the total number of cars handled by CSXT increased.
- 8. The proposed abandonment will eliminate the connection between Pickens and CSXT. Shippers that enjoy service from two class I carriers today, will have service from only one class I carrier after the abandonment.
- 9. The two class I carriers currently directly compete for certain traffic moving over Pickens' line, directly marketing the traffic on the line. CSXT characterizes the Pickens' line traffic as "overhead," but Pickens is a junction settlement carrier. CSXT, not Pickens, actually establishes and publishes the rates for this traffic. Shippers pay CSXT, and CSXT forwards a portion of the payment to Pickens. Thus, the ten shippers on Pickens' line are effectively "local" to CSXT for these purposes. If the Subject Line is abandoned, these shippers will have lost one of their primary rail options.

- 11. CSXT states that the Pickens' line traffic can be rerouted over NS. This is a big assumption. If the Subject Line is abandoned, traffic moving to or from a point on CSXT (or one of its shortline connections) would change from a Pickens-CSXT move to a Pickens-NS-CSXT move. Adding another class I carrier to the move will almost guarantee increased rates, longer routes, and delayed delivery times.
- 12. Also, in my experience, loss of direct competition by a competing carrier in an area often results in the remaining carrier raising its rates. If CSXT abandons the Subject Line, the shippers on the Pickens' line are likely to see rates increase.
- 13. Discussions with our customers indicate that a significant portion of their traffic will no longer move by rail, and quite possibly not at all, if the direct connection to CSXT is lost.
- 14. Internally, our initial estimates show that 20 percent or more of the traffic on our line will cease to move if the Subject Line is abandoned.
- 15. CSXT also states that its "local" shippers can transload shipments or move them by truck. Pickens has been advised by a number of shippers on the Pickens' line that they have physical plant and operational constraints that limit the number of trucks that could be used to transport shipments. For these shippers, trucks are not realistic options for major segments of their traffic.
- 16. CSXT also discusses rehabilitating the Subject Line to FRA class 1 condition, and attached certain information regarding the costs of such upgrading. These costs appear to be overstated.

- 17. CSXT states that the rehabilitation would require installation of approximately 800-1000 new rail ties per mile for each mile of track along the Subject Line, replacement of a substantial amount of ballast, and resurfacing of the track. The FRA requires only about 680 non-defective ties per mile for FRA class 1 track. In January 2006, I personally inspected the Subject Line in connection with a possible acquisition. The Subject Line was in relatively good condition, and would need far fewer than 680 ties per mile replaced.
- 18. Similarly, there would be little or no ballast needed, and resurfacing is unwarranted.
- 19. CSXT also has stated that 28 road crossings on the Subject Line must be renewed.
 Road crossings are not addressed in FRA track standards. However, I recently inspected the
 28 crossings on the Subject Line. Only about seven need reworking.

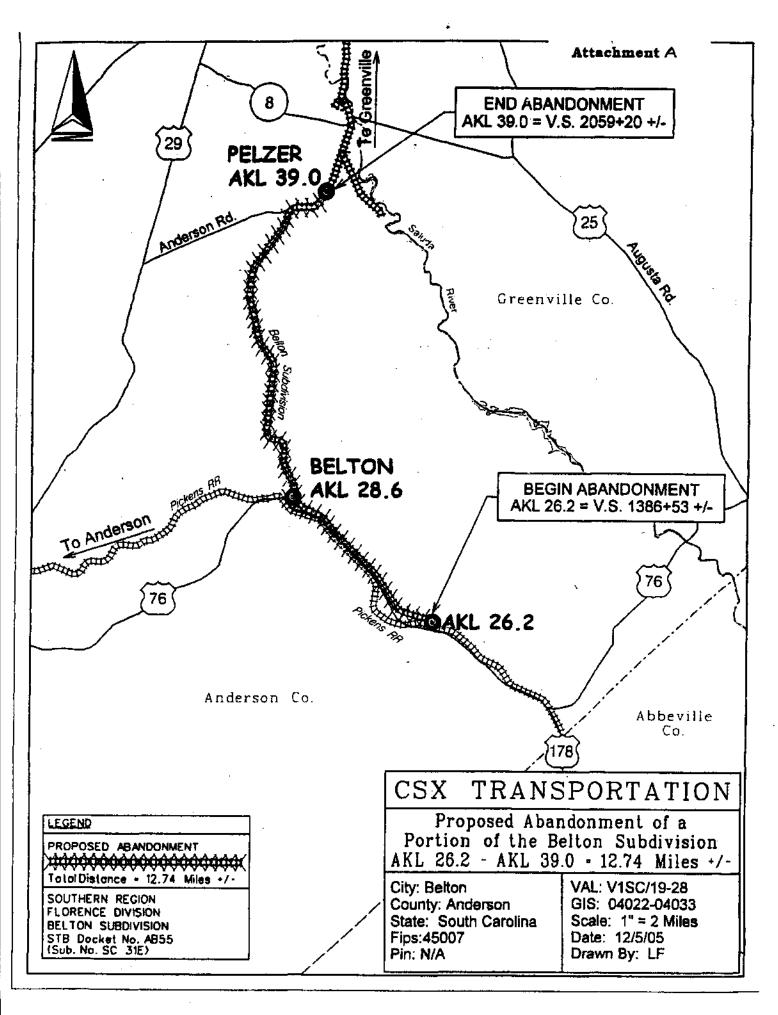
VERIFICATION

I, Donald E. Sims, hereby affirm and state that I have read the foregoing statement, that I am personally familiar with its contents, that I have executed it with full authority to do so, and that the statements set forth therein are true and correct to the best of my knowledge, information, and belief.

Executed by the undersigned on this 7th day of June 2006.

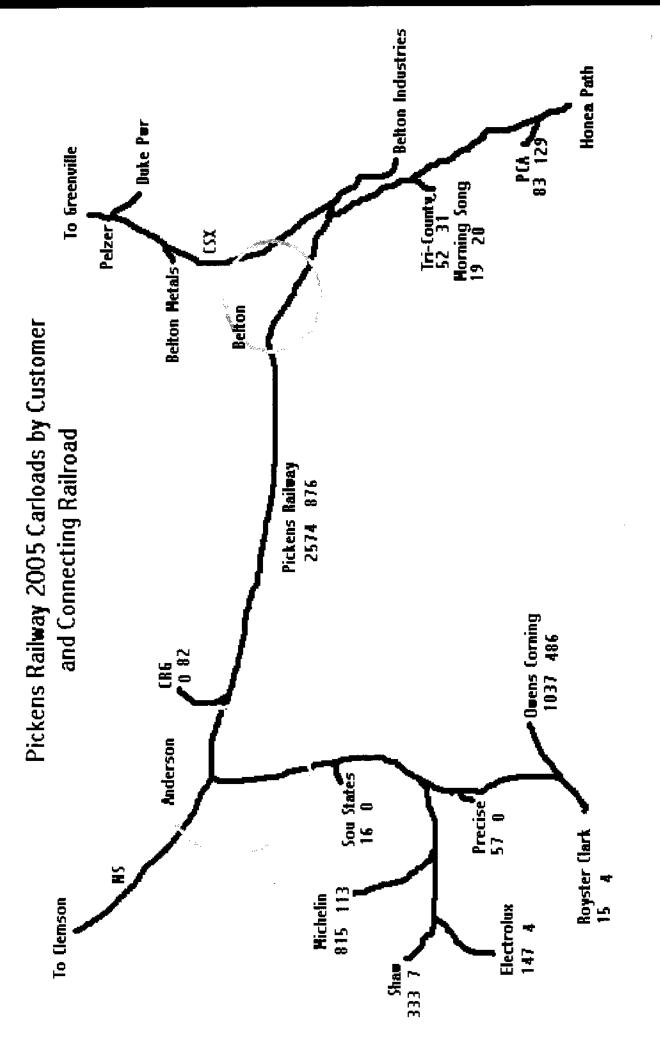
Donald E. Sims

ATTACHMENT A CSXT MAP OF SUBJECT LINE



ATTACHMENT B

MAP OF PICKENS' LINE



Numbers on left - NS Numbers on right - CSXT

ADDENDUM 3

CSXT INSPECTION REPORTS

	MARCHAN ALT.						SMC 314	SGAMC 47.7	1.25 100 33	56 ALL 30,2	TRACK NUMBER			The state of the s				V Bellah	Se tan	HEG SPEC BURNANSKYN SPEC	HALMINER N. 33
)	POST O WINNER						×	×	×		BOL 15 MISSINGADOSE CRACKED JOINT BARS BROKEN JOINT BARS SROKEN RAIL						,	AUC	AUL	PREFIX	
			1								IRREGULAR LINE IRREGULAR SURFACE		FROM	MOH4	FROM	FROE	FFD.	FRON	FROM		CSX T
	21Ch45										PULL APART GAGE SWITCH TAMBERITIES SWITCH PARTS FROS PARTS		•	•	•	•		52.7	26.2	TO NEADER 1/10 MILE	HANSPORT
REGIO				İ		+				×	PTLF NOT LISTED - EXPLAIN		ਰ	10	10	3	ਰ	đ	ਰ	MSPECT	ATION
REGION OFFICE COPY	SA/15/50 2110						less than i	less then	less tran	removed	DESCH	DEFECT	•	•	•	•	•	53.}	56.0	F 5	CSX TRANSPORTATION ENGINEERING DEPARTMENT DAILY TRACK INSPECTION REPORT
	ROLDHASTER						10 Hr 1911	sof alles ?) bills ou	free from	DESCRIPTION AND MEASUH		TRACK(S) INSPECTED	Track(s) suspected	CELCERARIO (B)XCXALL	TRACK(S) NSPECTED	TRACK(8) PISPEOTED	TRACK(S) INSPECTED	TRACK(8) INSPECTED	054 ansu	DEPARTMENT EPORT
^							CALL	1	May/	tracks	EMENT.			•)	J	J	ئر	AL.S	REMARKS	- ,
								<	/	<u> </u>	INSPECTOR CORRECTED		TRACK TRAVERSED	THACK TRAVERSED	TRACK TRAVERSED	ОЗВЕЗАРИЦ ЖУРЫ.	TRACK TRAVERSED	TRACK TRAVERSED	THACK TRAVERSED M		POPM N- 174 RE REV 0-302
	#				-						SLOW CRIDER (MPH)	COMP	VERSED	VERSED	VERISED	VERSED	VERSED	VERSAD	VERBED	∃EVd	DATE
	DATE (OUT OF SERVICE	COMPECTIVE ACTION						3	71/		85 5
•	01 Dam	<u></u>	ļ		ļļ				• • • •		FRA PAPA. 213. 9(8)	АСПОН								Q) (Wo
	20						11/3	14/2	165	2	DATE CORRECTED										₹

REORDER # - 480-8843462-1

200	THE L.T. RO				56 AUL 72.8	SG/ML 75.8	SE MIC 80.7	SE MIL PHO	TRACK NUMBER							Fland Bellen	Flood Bellion	PEG RPEC GRADINGION	2 17
	COG OLZ LO MUNICES					 X	×	X	BOLTS MESING/LOOSE CRACKED JOINT BARS BRICKEN JOINT BARS	-						AUL	AUL	PREFOX	
									PREGULAR LINE		2	FROL	FROM	FROM	ē	NOR	FROM		63
-	594215							X	PRECOLLAR SURFACE PULL APART CAGE SWITCH TIMBERATION SWITCH PARTS FROG PARTS		•	•	•	•	•	63.3	88.7	TO NEAREST WID MILE	TRANSPORTA
RGK			-		 \mathbf{x}	_			NOT USTED - EXPLAIN		ಸ	0.1	ō	70	7	귱	귱	MSPEC T VIO	Ş X
REGION OFFICE COPY	10/40/50 and	399			noved 1	less than 2	less than 2	Ma do by		OBJECT	•	•	•	•	•	52.7	26.2		CSX TRANSPORTATION ENGINEERING DEPARTMENT DAILY TRACK INSPECTION REPORT
	ROADMASTER	5			ree from trac	half our ray	bolb per mi	e side of ioi	DEBGREPTION AND MEASUREMENT OF DEFECT		TRACK(3) INSPECTED	TAACK(S) INSPECTED	TRACK(S) NOPECTED	THACK(S) INSPECTED	TRACK(S) INSPECTED	TPACK(S) MSPECTED	TIMOK(3) INSPECTED	TEMP: 200°	DEPARTMENT PORT
1					k		1	- H-	AENT							ح ا		HEMMING CONE	FCSHA N. 474 FE REV 4/2408
					/	V	V	<	INSPECTOR CORRECTED		TRACK TRAVERSED	TRACK TRAVERSED	TRACK TRAVERSED	TRACK TRAVERSED	TRACK TRAVERSED	TRACK TRAVERSED	THACK THAVENGED	STY NA	00 474.7∰
	#								SLOW ORDER (MPH)	CORM	ERSED	ER9ED	CASEN3	ERSED	ERSED	THSED	Captura.	FAGE	DATE
	M1E(OUT OF SERVICE	ECTIVE						74	74		Ø 5
j	Sa a) 9 2111			ļ	 ••••				FRA PARA. 213. 9(B)	CORRECTIVE ACTION								뭐	200
	50				5/20	spa	S/20	5/20	DATE CORRECTED	_								_	S É

RECHDER # - 480-5943458-1

• •

<	SESSECTION \$						多多	26 MC	TRACK MUNICER						1		<	NSP TYPE	R & L NUMBER	REGION
	Les LI hoger						23.9	42.4	LOCATION OF DEFECT								Bellon	MOISIMIZERS		Florence
	D NUMBER							X	BOLTS MISSINGALOOSE CRACKED JOINT BARS BROXEN JOINT BARS								AUL	PREFIX		
					<u> </u>	!			SHOXEN RAIL KAREGULAR LINE		FROW	FRON	FROL	FAOL	FROM	FROM	FROM			S S
	574215						 		IRREBULAR SURFACE PULL APART GAGE SWITCH TIMESPYTIES BWITCH PARTS FROG PARTS		•	4	•	•	•	•	26.2	MAKEPOST MAPROTED TO NEARKST 1/10 MAKE	DAILY TR	(TRANSPORT)
REGIO			-	-	-				PTLF NOT LISTED - EXPLAIN		70	ಕ	ਰ	ਰ	ಕ	ಕ	ŏ	NSPECT	ACK	
REGION OFFICE COPY	ME 188/17/85						5	tss than 2	DESCR	DEFECT	•		•	-	•	•	52.0	#E	INSPECTION RI	I ENGINEERING
	ROADMASTER						200	be by set 19	DESCRIPTION AND MEASUREMENT OF DEFECT		TRACK(5) MEPRCTED	THACK(S) INSPECTED	TRACK(6) INSPECTED	TRACK(B) INSPECTED	THACK(S) NOVECTED	TRACK(S) NSPECTED	TRACK(8) INSPECTED	TEMP. 780	DAILY TRACK INSPECTION REPORT	DEPARTMENT
-							rail brace		EMENT								/L /	ALWES SHOWE		
				 -			<u></u>	<u> </u>	INSPECTOR COMMECTED		THACK TRAVERSED	TRACK TRAVERSED	"RACK TRAVERSED	TRACK TRAVERSED	TRACK TRAVERSED	TRACK TRAVERSED	TRACK TRAVERSED	clear	,	REV MYNX
	#	_							SLOW OPDER (UPH)	C 0 ₹	/EASED	UERSED.	ERSED.	VERNED	VERSED	VERSED	VERSED	EDV4	DATE	
	DATE							į	OUT OF SERVICE	СОЯКИСТІМИ АСТІОМ					!		M		_	ð
	6					.]]			FAA PARA. 215. 8(8)	YCLLON								Ş.	17	P.Y
	30 m						2	412	DATE CONSECTED	•								_		YEAR

REORDER 4 - 480-5943482-1

: ::::

Ĺ	}	+		\$			1 .1	REGION OFFICE COPY	Ö N	混			ો	.6	,	
- 1	2	9	mre(6)(0)	#			NONDMASTER .	DATE 05/10/05	<u> </u>	715	574215	ROGECT IS HUMBER	L	1.7	con of	BOYSCION
		-														
												:				
<u> </u>	·															
6	57/						by pr call	wy than 2					\ \	916	ALC S	26
<u>@</u> _	7				<		bolly Dest Pail	11.0					×	181	1///	56
ē P	7				<		bell oc MI)	2 × 2					<u>-</u>	76.4	AKC '	26
2	2				~		לוניו זלת לוסל	-						42.5	黑	36
7				1			bully au re)	C/1 than 2					سلا	41.3	A	36
	DATE CORRECTED	FRA PARA. 213 9(8)	OUT OF SERVICE	SLOW ORDER (MPH)	INSPECTOR COMMECTED	***	DESCRIPTION AND MEASUREMENT OF DEFECT	DESCRIP	PTLF NOT LISTED - EXPLAIN	GAGE BWITCH TIMBERVITES SWITCH PARTS PROG PARTS	IRREGULAR LUNE FREGULAR SURFACE PULL AFART	CRACKED JOINT BARS EMOKEN JOINT BARS BROKEN RUL	BOLTE MESSINGALOOSE	LOCATION OF DEFECT		TRACK NUMBER
	N N	ACT	CORRECTIVE ACTION	ç				DEFECT				-	1			
				VERGED	THACK TRAVERSED		TRACK(S) INSPECTED	•	ਰ ——	•	HOW					T
	ļ			SERSE:	TRACK TRAVERSED		TRACK(8) MBPECTED	•	ŏ	•	HOM					
			-	VERSES	TRACK TRAVERSES		TRACK(8) 448 PECTED	•	ਰ	•	E C					
			-	CBBREN	TRACK TRAVERSED		TRACIQBI INSPECTED	•	70	•	₽					
			-	VERSED	TRAMAT HOWENSED		TRACKS) NEPECTED	•	₫	•	₩.					
		. [ا ب	WERGED	TRACK TRAVERSED	5	TRACIQS) WSPECTED	53.3	75	52.>	FF GF	AKC.		Bellon		<
			2	MEDSURAM	TRACK TRAVERSED	MLS	cueo ,	36.0	ಕ	26.2	A OFF	AKL		De Jon		
	P,	_		PAGE		REMARKS	184P. 8/0 P		VSPECTE	TO NEAREST (//o MUE	-	PREFIX	2 -	NOIS WORTH	Spec	PRO
8	100 0	5	0x5	<u> </u>			POHI	SPECITON RE	ČX 7	טאורג ואני			" 	N-33	R & C NUMBER	P. B.
¥.	74.0		5	247	FORM N: 174 RE REV 0/3/02	ROPA N	DEPARTMENT	CSX TRANSPORTATION ENGINEERING DEPARTMEN	NON	ANSPORTA	CSX TR		<u> </u>	Florence	RECHON	T
43406- 1	du-paggar			7									1	- , ,		

RECROER # - 480-6943462-1

RECION
OFFICE
COPY

* 115

THORMAN OF DESCRIPTION OF SHARMED TO SHARMED		000	<u>ק</u>	_	7				2/3/0		6	- 1	1 2				h	
LOCATION OF DESCRIPTION LOCATION OF DESCRIPTI		_	<u>;</u>	7	1	-		ROADWAY TO THE	WI (/o/c		`	2	<u>م</u> ا		N. M. SHI	8	S. S. Marke	HSPECTOR
A CONTRACTOR PROGRAMMENT FORWARD DEPARTMENT FORWARD IN A CONTRACTOR OF DEPORT TO CONTRACTOR OF DEPORT	r	· · · · · · ·		_		\perp								 -				
HOLLAGE CONTRIBUTED DEPARTMENT TO PROPERTY TO PROPERTY TO THACK INSPECTION REPORT THACK INSPECTION REPORT TO THACK INSPECTION REPORT THACK INSPECTION REPORT THACK INSPECTION THA		-								+		-		+		- -		- -
THE CONTRAINS OF DEED TO THANKS DEPARTMENT FORM OF THE STANDARD OF DEED THANKS TRANSPORTED THANKS TRANSPORTE	- 1				+	1											Š	
ARE THANSPORTATION PROBLEMS DEPARTMENT FORM OF HE AND	1	ل.	+		-	 	BOS LOIR !	9	T's WAG	1				+		9		F
A CONTINUED DESCRIPTION OF DESCRIPTION AND NEWSFERTED DESCRIPTION OF DESCRIPTION PARTIES DOCUMENTS DOCUMENT	I (A.	ļ	-	-	1	<u> </u>	thu	AL OF UEDA	ON 60 17 0		_	-	1	- -	\pm	*		` [
ALADARIS NAMES OF THACK INSPECTION FEPORT CONTINUED CONTINUED CONTINUED CONTINUES CONTINUES	1	ļ	\vdash	+	+	_	141	130	ANI BOIT O	1	+	+				į	~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	, 6
ALCULATION OF DETECT CONTINUENTS DETECT DESCRIPTION AND REPORT DESCRIPTION AND REPORT DESCRIPTION AND REPORT DESCRIPTION AND REAGENEED DESCRIPTION AN			-	-		-	164	oF A	Bair			-	,	-	+	_		, e
LOCATION OF DEFECT LOCATI	(A)		-	-	<u> ``</u>	<u> </u>		Į.	ONE KILL	\pm				+			2 1 4	+
A MANAGERY NO. TRANSPORTATION ENGINEERING DEPARTMENT FORM NOT THE STATE OF DETAILS THROUGH NOT THANSPORT NOT THANS	D. 1		<u></u> -		-	7	1401				1			-	+	-	24.3	
TOTAL PROPERTY OF DEFECT OF REGINEERING DEPARTMENT FORMS ONTE AND DATE OF REPORT TO ALL PARTS OF TRACES TRANSPORTED TRACES TRAN	ľΔ	ļ	-		-			1			+	=		+	\perp	+	4.00	- 6
THE PORT THOUSE OF THANSPORTATION ENGINEERING DEPARTMENT FORM N 171 RE DAILY TRACK INSPECTION REPORT RAIL NUMBERS THERN DAILY TRACK INSPECTED THACK TRAVERSED CORRECTIVE ACCTION	DATE COHER, LITED		<u> </u>	-	 	INSPECTOR CO	197	IITTION AND MEASUREI	<i>везо</i> н		FROG PARTS	SWITCH TIMBER/T		 			COCATION OF DEFECT	TRACK
CONTINE CONT	1			' <u> </u>		СТЕО				AN		Es	ACE					LIMBER
CSX TRANSPORTATION ENGINEERING DEPARTMENT FORM K 174 FRE MO DAY		2	5	Dagge		_			7 1									
COX TRANSPORTATION ENGINEERING DEPARTMENT FORM N 474 PRE MO DAY	- 1			ë	TRAVER	TRACK T			•	8	•		E	77				
TOTAL PART HOLAN SPECTION ENGINEERING DEPARTMENT FORM N 474 FRE NOTE DAILY TRACK INSPECTION REPORT DISPTIFE THACK TRAVERSED FROM				Ĕ	TRAVER	TRACKT		TRACK(S) MSPECTED	•	ਰ	<u> </u>		E	3		-		
HOLCALE CSX TRANSPORTATION ENGINEERING DEPARTMENT FORM 171 REV WARE DAILY TRACK INSPECTION REPORT TIMETABLE TIMETABL	- 1			ê	TRAVER	TRACK 1		TRACK(S) INSPECTED	-	ಠ	•		-	3		-		-
TOTAL PART PROMISE CONTRANSPORTATION ENGINEERING DEPARTMENT FORM IN 174 FIE DAY	- 1			Ð	TRAVER	TRACK 1		TRACK(S) INSPECTED	•	8	•		6	됮		-		
THAT PAGE TO THE SUBDIVISION ALLER NO. 10 THACKET INSPECTED THACK TRAVESSED CSX TRANSPORTATION ENGINEERING DEPARTMENT FORM IN 174 FRE NO. DAY DAY THAT THAT THAT THAT THAT THAT THAT THA	- 1			SED.	TRAVER	TRACK		пъснав марество	•	ឥ	•		-	I		+		+
THAT THE SUBDIVISION FROM STATE TO TO SUBSTITE THAT SUBSTITUTE SUBDIVISION FROM STATE TO SUBDIVISION S	f			860	TRAVES	TRACK:		TRACK(8) INSPECTED		ਰ	•		Ě	E		\vdash		-
TIMETYABLE LINE NO. MILEPOST WISPECTED SUBDIVISION FILERX TO NEADEST VIO MILE CSX TRANSPORTATION ENGINEERING DEPARTMENT FORM N. 47/ FIE NO. DAY DATE DATE DATE DATE DATE TO NEADEST VIO MILE TEMP. (6) FILERX	ŀ			SED	TRAVER	TRACK		İ	1	ਰ	ċ	5%	1	2	於	P	DK HOW	>
LIGITIANS CSX TRANSPORTATION ENGINEERING DEPARTMENT FORM AT THE LIGHT DATE OF THE PROPERTY OF		웃	_	PAGE			HEMARK S	l_		H MIN I	AEVER .	10 1	-	╃—	# F		2	قا
CSX TRANSPORTATION ENGINEERING DEPARTMENT FORM N 47/ FE NO DAY		4	5	3	_			EPOR	INSPECTION IN	3	T I I	2			5		-ِيل	DUSP TH
	,	DAY	5	7		N N 474 PM	FOR REV	9 DEPARTMENT	V ENGINEERIN)TRC	ANSP(SX TR	C			14	

: **:

				1	Ī				Γ							(1]	\Box	!	П		T
	BEFECTOR											5	TRACK NUMBER									8	=	,
	ğ											$\overline{\mathscr{A}}$			1				i		o Z	89 P	R & L MUNEER	NONDE
	ZZ.									1		ML 78.7-800				}		1		}	Tood	88 188 188 188 188 188 188 188 188 188	9	-
J					- (ļ					}	7	LOCATION OF DEFECT		-		Ţ · -			-	77		-	
'	13				J 1	Ì						-	ί		İ					•	38	1		77
	-			ļ	ļ	f				!		 R20	Š,								Hh	g 글	1	Florence
	Ľĸ					-						6	異									TIMETABLE	-	2
	1					į				1		,-34	Ecr			1					•	۾ ڳو ٿ	_	1
1	S	[1							!													}	ı
4	Coper		1					i		i					<u> </u>	<u> </u>		L	<u> </u>			<u> </u>		i
	1									<u> </u>		ļ.,	BOLTS MISSING/LOOSE	-			1	-			A	שַּ]	
	D NUMBER		+ -}	_	-					ļ.,	!	<u> </u>	CRACKED JOINT BARS	-					ļ		AKI	PHOFIX.		
			+-+	-						-	 -		BROKEN JOINT BARS BROKEN RAL	+				_	<u>L</u> .		-		1	
		-	 	-+	-	_				1	_		IRREGULAR LINE	1	THOM:	FFOE	Ž	MOLE	MOH	₩	MOR			8
	1		1.1										IRREGULAR BURFACE]	<u> </u>	-	-	-	-	-	-		ŀ	×
	574215						í						PULL APART			ĺ	i	ĺ	1				}	H.
	\geq	\vdash	4-4	+	-					_			GAGE SWITCH TIMBER/TIES	-		•					35		₽	NS.
		 	+	+	+	\dashv		-					SWITCH PARTS	1		١.					گۍ	N P] ₹	<u>P</u>
-70	ŀ			<u>-i</u>	_	_		-			_		FRIOG PARTS	1	_						7	5 6	I∄	7
£6	}						į						PTLF		ਰ	ō	đ	ಕ	ਰ	O.	TO.	7 5 5	ਨੂ	Ĭ.
Ş	P .		+	\dashv	_							\mathfrak{S}	NOT LISTED - EXPLAIN	_	<u> </u>	ļ			Ť	_		MILEPOST INSPECTED	Ì	ž
REGION OFFICE COPY	MIE OC/38/07				-							Š.			1			. 1				, m	DAILY THACK INSPECTION REPORT	CSX TRANSPORTATION ENGINEERING DEPARTMENT
중	\aleph		1 1	ļ	-	ł						Cemper		8	ļ								_ E	2
Ω Ω	0				İ	[Ja	5	DEPECT							26		∣ ਰ	Ш
8	100]].					ĺ		'			0	Ē		•	•	*	•	•	•	رد.		Z	#
	12				!	ĺ	ĺ					cracked	A PT		-		_	~4	_		_		Ŷ	9
	3			İ	!		Ì					14	Q Ž		ğ	5	P.	Ž.	P.	Ž.	RAC	THE S	유	Ţ
	ROADMASTER		} }		į								DESCRIPTION AND MEASUREMENT OF DEFECT		COLEGERAL REPORTS	UNITED SERVICES	TRACK(\$) INSPECTED	TRACIQIA INSPECTED	IRACK(S) MBPECTED	TRACK(S) HISPECTED	TRACK(5) MSPECTED	7] ¬	3
	318				İ	j	- 1	1				finito,	<u> </u>		- T	Jager	15 15 15 15 15 15 15 15 15 15 15 15 15 1	30.5	1948	3d Sp	1 SE	ર્જે	-	₹
		-		-	ļ	1		1				-	RUS		ğ	1	GEL	ZIED.	ᆵ	CTED	360]	3
_	<u> </u>			•		-	}		1			20	X.			i 						#		
	5	-			1	j		-				7	3									REMARKS		Ì
					1	ĺ						į		j							7	ýà-		
					- {	-																	1	ا ۾ ٿ
					- {		}																	P
	1				- {	l		- !							펄	Ð	Į	₹	₹	뒫	큔			SH PUT IN PINO
	1					\Box							INSPECTOR CORRECTED		Ž	X	X	5	2	Š	Ş			ᇒ
		-	-	-	+							7			TRACK TRAVERSED	RACK TRAVERSED	FANCK TRAVERSED	HACK TRAVERSED	TRACK TRAVERSED	TRACK TRAVERSED	TRACK TRAVEASED			
				1	_							15/0	SLOW ORDER (MPH)	OFFE .	\$±0	GED	SE D	E	96B	SED		39Vd	ي ۾	2
	DATE			-									OUT OF BERVICE	CTIVE				Ì			3		B	
	50 ml time	-	.									<	FRA PARA, 218, (48)	CORRECTIVE ACTION				ĺ				유	36	Ę
•	2									ļ			DATE CORRECTED	-							ļ	_	3	YEAR.
	Щ	<u>l</u>			_!_		1				ļ	{						1					11	*

RECRUER # - 480-5843462-1

00	Marketon & L.J. Kigers	4									56 AIL 69.8	TRACK LOCATION OF DEFECT								Had Relion	HEG SPEC SUBDIV SION	V .	HEDION / JOJAKE
	MUN CI					_					×	BOLTS MISSINGALOOSE CRACKED JOINT BARS BROKEN JOINT BARS				; 				All	PREFIX		
	2											BROKEN RAIL IRREGULAR UNE		700	FROM	FROM	FROM	FIQ.	FAQN	#C#3		ł	CS
REGION OFFICE COPY	M 3145 S124 (S. 4488011) CO										Ae	IRREGULAR SURFACE PULL APART GAGE SWITCH TIMBERVITES SWITCH PARTS FROG PARTS PTLF NOT LISTED - EXPLAIN	, , , , , , , , , , , , , , , , , , ,	• В	. 10	. 10	70	• 10	• 73	88.7 10	IO HEAREST 1/10 MLS	DAILY TRACK INSPECTION REPORT	CSX TRANSPORTATION ENGINEERING DEPARTMENT
CE COPY	Spheba									X	S Sylve	DESCRIP	DEFECT	•	•	•	•	•	•	26.3		CTION RE	NEERING
	HOADMASTER										e side et is in	DESCRIPTION AND MEASUREMENT OF DEFECT	**************************************	TRACK(&) INBPECTED	TRACK(S) INSPECTED	Trivicia Prefected	TRACK(S) INSPECTED	TRACK(S) INSPECTED	TRACK(S) (NBPECTED	THAOUS INSPECTED ML	TEMP. 72 DEMARKS	PORT	DEPARTMENT
			-									INSPECTOR CORRECTED		CHREAVELL XOVEL	TRACK TRAVERSED	TRACK TRAVERSED	TRACK TRAVERSED	TRACK TRAVERSED	CHSHBAMHL XXVIII	TRACK TRAVERSED		į	PONM N- 474 PIE
	4					-				$\overline{\downarrow}$		SLOW ORDER #APH)	CORNE	CHREEN	/EPISEO	VERSED	/ERSED	(ERSEL)	ŀ	- 1	PAGE	PATE	
	רה	_		\dashv	\dashv		-	<u> </u>	\dashv	_	+	OUT OF SERVICE PRA PARA, 213, 981	COPPRECTIVE ACTION	; }		ļ				7	_	200	5
4	50 M Lum	-	 		.		}				2	DATE CORRECTED	MOIT	Ì							R		PAY X
	7		 						_]_	7	27					_					-	2	ž

REORDER # - 480-5943462-1

: :=-

ç	#HEP-BCTOM						SG MIC	26 MM	56 MM	TRACK NUMBER								<	HEG SAFE	R & L NJABEN
(15 15 G						43.7	234	48.6	LOCATION OF DEFECT								Bellon	NOISIAIGENS	Florence N-33
	COPEN O MENOR	J					×	×	×	BOLTS MESSINGALOOSE CRACKED JOINT BARS	Ι-	-			_	_		12/4	- R ∑	
	Ē		-		+-+		 -	 	-	BROKEN JOINT BARS	1			!				7	PRETIX	
	9									BROKEN RAIL	1	3	-	 _	=	- I	3	<u></u>		
	5						-	-	<u> </u>	IRREGULARI LINE	_	FROM	FROM	PO	POM	FRCE	PHOM	FHOM		SS
	571715	 			++	-	┼-	 		IRREGULAR SURFACE PULL APART	-			1						4
					++		+-	 		DAGE	-	[Ĺ.		٦≨و
	1									SWITCH TIMBEFVTIED							į		ਰ <u>इ</u>	≥ 동
) '						 _	<u> </u>		BMITCH PARTS	1	•	•	•	•	•	•	3	MARPOST MAPECTED TO NEAREST 1/10 MAR	걸음
e M			<u> </u>	-			+	 		FROG PARTS	ł	 -			_		_	1	EBT N	₹₹
8	1		- -		++		+	 		NOT LISTED - EXPLAN	1	8	ਰ	5	ē	3	ਰ	ಕ	PEC!	용호
REGION OFFICE COPY	May 30 mm						W Then o	ess than a	less thin	DESCRI	DEFECT	•	•	•	•	•	-	26.2	 	NSPORTATION ENGINEERING DEPA
	ROADWASTER					•	1 pr 1/2 1/24 [1]	2 pet but rail	a folly for MI)	DESCRIPTION AND MEASUREMENT OF DEFECT		TRACK(8) NAPECTED	TRACK(B) NOPECTED	TRACK(8) NEPECTED	TRACQ(8) INSPECTED	TRACK(8) INSPECTED	TRACK(S) MSPECTED		TEMP. 700 REMARKS	RTMENT
								۲	/	REPECTOR CORRECTED		TRACK TRAVENSED	TRACK TRAVERSED	DESTUBANTE MOVELL	TRACK TRAVERSED	DESTRUCTION NOVELL	TRACK TRAVERSED	TRACK TRAVERBED		FORM IN 174 RE REV 9/502
										SLOW ORDER (MP14)	COMPL	TEM-SECO	daSteal	ERGED	EASED	EUSED.	(EABED	اسا	PAG€	DATE
•	DATE:						<u> </u>			OUT OF SERVICE	CORRECTIVE ACTION						!	ML	_	G 8
										FRA PARA. 213. 9(B)	VCIIC								유	1 1
						,	6/20	6/20	C/20	DATE CONFECTED	¥									20 YEAR

REORDER # - 480-5843462-1

,	Marketon (Marks)	4								XY DAY PULL	ļ							1 Bediton	V Bellow	INSP TYPE TMATABLE	RALINDABER N-33
				1	-	1	-			×	BOLTS MISSING/LOOSE	Ţ <u></u>	-	_				25	*	πĘ	-
	SO HULBER	 	┼╌┼	_		+		-			CRACKED JOINT BARS EHOKEN JOINT BARS	-	1	Ì				BULL	الكادر	PREEK NO.	
			++			+		╁	 		BROKEN RAIL	-	<u> </u>						· (
	, "	- 	+			+	- -	-		-	PREGULAR LINE	1	P P	FROM	POL	PFICH.	FFO	₽	HOM		ည
		/	 - 			+		† 	 -		PREGULAR SURFACE	1	E	2	2	E .	E	E	2		×
	35382	 	++	-	+-	1		1		_	PULL APART	┪	, ! 				İ		ا كــا		ᅧ
	ŀλ		1-1	_	\top	\top					GAGE	7	ļ	Į				70	70		₽Ž
	2				1	7		T -	1		SWITCH TIMESPYTHS				İ	l i				₫₽	≩ધ
	12				1						SWITCH PARTS]	•							Đ Đ	주요
-	[`					\neg	T				PROG PARTS]						4	<u>(</u>	25.	5 77
Ř	ļ										PTLF]	đ	đ	8	70	đ	ಕ	ಕ	1 K	ਨੁੱ
₫					_			<u> </u>			NOT LISTED - EXPLAIN	╛		<u> </u>		بر		<u> </u>	نـــــــــا	MLEPOST NEPECTED	즐물
REGION OFFICE COPY	9-17-05									Less the	0ESCHI	DEFECT	•	•	•	•	•	ر - 3 - 8	26.2		NGINEERING SPECTION RE
	ROADWASTER									~ 2 Balb	OESCRIPTION AND MEASUREMENT OF DEFECT		TRACKS) NOPECTED	TRACIQS) INSPECTED	TRACK(\$) INSPECTED	TRACK(S) INSPECTED	TRACIQE) INSPECTED	TRACK(S) INSPECTED	TRACK(8) INSPECTED	15 B and	CSX TRANSPORTATION ENGINEERING DEPARTMENT DAILY TRACK INSPECTION REPORT
										to Islike John	EMENT					_		· -	ML	HEMMER had IN	FORU N. 474 RE REU 98502
			-	+	+	+	-			-	INSPECTOR CORRECTED	-	THACK THAVERSED	TRACK TRAVERSED	TRACK TRAVERBED	TRACK TRAVERSED	CHENTANTIL YOMAL	TRACK TRAVERSED	TRAVERSED	mul	74 P.E
	(.		++	+		+	+		+	\dashv		5	MYERS	WANTERS	AVERS	WHERE	MYERS	WVERS	MVERS		
	T.			_	+	+		-	 -	+	SLOW ORDER (MPH)	OPPREX	ĕ	Ð	5	ě	Ð		[]	PAGE	DATE
	50 th them			\perp	1	1		_	1	1	OUT OF SERVICE	CORRECTIVE ACTION						MC	ML		<u>C</u> 5
_	<u>سهد ا</u>	 					-	1			FRA PARA. 213. 9(8)	<u>5</u>						`	`		
_	£		 		·	·· ·•	•	†····	<u> </u>	6		Ž								A	-J 💲
	7									6-/7	DATE CORRECTED										<u>G</u> ₹

REORDER # - 480-5943469-1

<u>-</u>	MOPRETION			-	JM 4KL 34	M AKL 39.	MI AKC 30.	TRACK NUMBER LOCATION OF DEFECT								Coers C	NOISWUGBYTS DEALS CHAIN	ج کی	
•	D HUMBER				2	2	47	BOLTS MISSING/LOOSE CRACKED JOINT BARS BROKEN JOINT BARS								AKC	PREFIX		
	HOPOLING.							BROKEN FAIL BREGILAR LINE BREGILAR SURFACE PULL APART CAME	- - - - -	FROM	FROM	FROM	FROM	MORE	NOBS	C		CSX TRA	
3	2				-			SWITCH TIMBER/TIES SWITCH PARTS PROG PARTS	- - - - - -		•	•	•	•	•	<i>७</i> 6 छ	MLEPOST INSPECTED TO NEAREST 1/10 MILE	NSPORTAT	
REGION OFFICE COPY	D) 31.40				58	E	76	NOT LISTED - EXPLAIN		ਰ	8	đ	8	a	8	ā	PECTED MALE	ON ENG	
CE COPY	50/8	-			87	LESS THEN	CANTL SSA7	DESCRIV	DEFEOT	•	•	•	•	•	•	1/0.5		INEERING ICTION RE	
	RCADMATTER /				44	2 saz	2 80175	DESCRIPTION AND MEASUHEMENT OF DEFECT		TRACKISI INSPECTED	TRACKISI INSPECTED	THACKIE NEPECTED	TRACK(8) MEPINCTED	TRACK(S) NEPECTED	TRACK(S) INSPECTED	TRACK(S) INSPECTED	TEMP. 82	CSX TRANSPORTATION ENGINEERING DEPARTMENT DAILY TRACK INSPECTION REPORT	
(1.11					gi.	^مو	KENT								1/1	HEMARKS	. FOR	
	7				1	į	\	INSPECTOR CONVECTED		GBRHANNEL MONEL	TRACK TRAVERSED	TRACK TRAVERSED	TRACK TRAVERSED	TRACK TRAVERSED	TRACK TRAVERSED	-RACK TRAVERSED		HEA MANOS	!
								SLOW ORDER (MPH)	COAR	WEASHD	WENGED	CERP3W	WERSED	NERSED	AVERGED	AWERSED	PAGE	EA THE	1
	t. ""				_		-	OUT OF REPVICE	CORRECTIVE ACTION									6 8	
	<u> </u>		 • • •		9	.0	2	FF(A PARA, 219, 8(B)	CTNON						ţ	1	ξ	OØ	
l	3	•			6	\sim	8	DATE CONNECTED							ļ			S É	

REORDER # - 480-5949462-1

. ...

0	Marketon May LJ. Rosers			SG ML 46.2	SG AM 49.3-,4	8 AL 55:3-5	SE ALL 56.9	SG AUL 59.7	3.2 AKT CC.8	TRACK NUMBER							_	V Bellan	HEG SPEC GRADINISION NOT THE TRACETOR OF THE	RELMANSER N-33
	ENEWWY OF T			×				X	X	BOLTS LASSINGALCOSE CRACKED JOINT BARS BROKEN JOINT BARS						-	ALL	AVL	PARTIX PARTIX	
	1 1				×	×	×			BROKEN RAL IRREGULAR UNE IRREGULAR SURFACE		Pio E	AHOM.	FFO¥	FROM	NOW.	FROM	FRON		CSX 1
	316h65									PULL APART QAGE SWITCH TIMBERVIES SWITCH PARTS FROG PARTS				•	•	•	52.7	69.8	MAEPOST INSPECTED TO NEAREST 1/10 MILE	TRANSPORT
REGIO										PTLF NOT LISTED - EXPLAIN]	đ	ő ·	õ	ឥ	ਰੋ	10	70	ST 1/10 M	ATION ACK II
REGION OFFICE COPY	59/CB/358 mm			Post thou 2	14. 3.8°	25 Mm	35"	Bon 2	los thon 2	DESOR	nisect	•	•	•	•	•	53.3	26.2	F. 19	NSPORTATION ENGINEERING DEPA
	HOADMARTER			by per me	mcpuler!	cross (evel	in crossfere!	bolts der pail	har sag dla	DESCRIPTION AND MEASURICMENT OF DEFECT		THACKS INSPECTED	TRACKIA MOPECTED	TRACKIS) AKSPECTED	TRACK(S) #45PBCYED	TRACK(S) INSPECTED	TRACK(S) INSPECTED	ECTED	1EMP. 60 0	CSX TRANSPORTATION ENGINEERING DEPARTMENT DAILY TRACK INSPECTION REPORT
	19				M 63 1.	λΩ#	m 62 A	•		ALWI .	!						5	MLS	HEMMEN SAMMEN	SORM N. 414 RE BEV BYAZE
(-		<	<u>'</u> 			~	_	INSPECTOR CORRECTED	<u>. </u>	HACK IR	н жжи	TRACK TR	TRACK TR	III XCX IR	THACK TH	HI XOM	7	tion
					Ž	19/2				SLOW ORDER (MPH)	COAR	HACK IRAVERSED	G-SWANNEL ACTUM	TRACK TRAVERSED	GESBANNEL XOVEL	IRACK TRAVERSED	TRACK TRAVERSED	HACK THAVERSED	PAGE	DATE
	CITADO						<			OUT OF SERVICE	CORRECTIVE ACTION		<u> </u>				ML	7		6 8
	Sohlle	-		OK/OL	06.k		ocho	16,00	96/0	FRA PARA. 213, 9(8) DATE CORRECTED	VCTION			:	زب				(F)	DAY YEAR

REOFIDER # - 400-5843482-1

7.17* *

30 -6.9 and	¥.	2												į		
	, ₇	+		7	ROADWASTER	59/48/4 Dam	2	\sim	SK 145 250 WHEN IN IN	157	9		Kaper .		7	BASPECTOR
																-
			-													
2/2			<		holls per mi	less Ham ?		<u> </u>		**	!		×	4	K 66.4	3
2/7			<		file of joi	To be to other	Me			×			\geq	Cox	1 643	26 4
						+		\times	-		×			3.3	()	20- 1
14.11			<		billy ful	_ ;							-	4	Dil 604	
3	-				bolk pur mil	es hun i			-						6 497	26.
			<		-	65 Hun '							_	1	W. 474	
7/30			_	Hei	Line good	318"x-hue				×				37.7	1***	36-11
FRA PARA. 213. 9(3) DATE CORRECTED	OUT OF SERVICE	SLOW ORDER (MPH)	NEWSCION CORRECTED	X.	DESCRIPTION AND NEASUREMENT OF DEFECT	DESCRE	PT_F NOT LISTED - EXPLAIN	SMITCH PARTS FROG PARTS	GAGE BWITCH TIMBER/TIES	PRESULAR SURFACE PULL APART	BROKEN RALL RREGULAR LINE	BROKEN JOINT BARS	BOLTS MISSINGALOOSE CRACKED JOINT BARS	LOCATION OF DEFECT	5	
NOULK	CORRECTIVE ACTION	ç				DEFECT	-		1	}						
		VEABED	TRACK TRAVEABLO		TRACK(S) MEPECTED		8	•			FROM		-		_	+
		VERSED	TRACK TRAVERSED		TRACK(S) NGPECTED		ਰ	<u> •</u>	ļ 	-	FOR		<u> </u> 		-	+
	-	VERSED	TRACK TRAVERSED		TRACK(S) INSPECTED	•	ਰ	•	i.	-	E SE		-		-	\vdash
		VE PAGED	TRACK TRAVERSED		TRACK(S) INSPECTED	•	ಕ	•	<u> </u> 	-	HOL					-
	-	VER96D	THACK TRAVERSED		TRACK(8) NAPECTED	•	ਰ	•		_	FROM		-		-	
		VER90	DENTANAL MONTE		TRACK(S) #NSPECTED	•	ಕ	•		-	E C		<u> </u> 			
	· }=	VERSED	CESHEAMLL MOWEL	Mi	TRACKISI MBPECTED /	C9.8	ಕ	ار ا	بړ	-	HOM	ALL	A	Bellen		Κ,
} 	*	PAGE		HEMARKS A.	18 ON 18		TO NEAREST 1/10 MILE	NEAREST &	₫ №	<u>-</u>	Ţ	PHE S	3 5	MONSWAR	Sec	AEG SP
37 25	177	DATE			PORT	SPECTION RE	CK IN	TRA	DAIL					1433	F6.	SOM I TE
bya. AYU	5		FORM N. 474 RE REV 9/3/02	FORM N	CSX TRANSPORTATION ENGINEERING DEPARTMENT	NGINEERING	TONE	ATHO	ANSPO	ХŢŖ	င္ယ			Phyence	¥	HEGION

RECIDENT - 400-5143402-1

	NOPECTOR										X	561	75	TRACK NUMBER								<	AEG SAL	73 & L PAUMDEN	2
d	311									7117	11.1	11.12.1	SC 41.5	LOCA		_	-					00	8 F		REGION
\	9 I 1 a											Y .	,	LOCATION OF DEFECT								Belton	NOSEVICIONS	N-33	prence
•	Regers ""										X	X	×	BOLTS MISSINGLOOSE CRACKED JOINT BARS	 -		-					Ak	UNE NO.	<u> </u>	
	D NUMBER				\Box	:								ERAS THICL HENORE		}						~	3.8	}	
	l	\vdash			+	÷			-+					BROKEN RAJL IRREGULARI LINE	$\frac{1}{2}$	TOE	₽	∄ Q	FFO	FAQ.	7	77		1	0
	SICH73	\vdash			+	+				+				IRREGLA AR SURFACE	-	Ĕ	<u>₹</u>	¥	¥	¥	¥	₹			8
	4				丁									PULL APART		Ì				İ	:				Ŧ
	25										<u> </u>			GAGE		{				1		\		2	200
	`		\dashv	+	+		{		\dashv					SWITCH TIMBER/TLES SWITCH PARTS	-				! !			6	MLEPOST INSPECTED	7	ő
_	[-			\dashv	- †			_	+				FROG PARTE	-	•	•	•		•	•	.0	4 OS	뒾	3
THE CO	ļ ;													PTLF]	1	a	a	3	ā	ਰ	ă	87 15 15 15	ੋ	፭
ğ	,					$=$ \downarrow				_	_	[G]		NOT LISTED - EXPLAIN]		-	-		٥	0	°	# E	즐	오
REGION OFFICE COPY	50/06/LB 2100									1207 11217 2	1 mak 7	less from 2	ess man		ребер	•	•	•	•	•	•	26.2	# C	ISPECTION R	ENGINEERING
	MAJEVINGTON) ed	bells for	bell ber	DESCRIPTION AND MEAGUREMENT OF DEFECT		THACK(S) HSPECTED	TRACK(8) NISPECTED	DANCHES (SPORM)	CELDEUSHI (B) CALLED	TRACK(S) INSPECTED	TRACK(S) NEPECTED	TRACK(B) INSPECTED	16Mb 800	DAILY TRACK INSPECTION REPORT	DEPARTMENT
•	171										3	(A)	[. Ped	:XENT								ML	REMARKS		FORM N 474 RE REV 95/02
						-			_	_	~	<	<	INSPECTOR CORRECTED		TRACK TRAVERSED	DESKRYANT NOVEL	THACK THAVERSED	TRACK TRAVERSED	TRACK TRAVERSED	TRACK TRAVERSED	THACK TRAVERSED			174 RE
	A													SLOW ORCER (MPH)	CORFI	CBSR3	CASED	ERSED	ERSED	CHERF)	ERGED	•	PAGE	P T	
	DATE (\perp	_ _	_	_	-		1	_	_		OUT OF SERVICE	CORRECTIVE ACTION							5	_	07	5
	20]		FRA FARA. 213. 0(8)	CTIO									28	P.
i	8-2-05									1	3	36	3	DATE CORRECTED										20	ří Š

REORDER F - 460-6943482-1

	MSPECTOR (3									Sec AKL		-,-							<	REG GPEC	HISP TYPE	MORESH
	rather Lett		1								44,2	LOCATION OF DEFECT								Se Man	NOISWIGERE	N-33	Florence
	DHUMBEN										~	BOLTS MIRSING/LOOSE CRACKED JOINT BARS BROKEN JOINT BARS BROKEN PAR	- -							AHCL	PREFIX		1
						+		1		-		INNESSULAR LINE IRREGULAR BURFACE		ĕ	ğ	ğ	₹ ¥	PROM	₩	FROM			CSX
REG	535382											PULL APART GAGE BWITCH TEMBERATES SWITCH PARTS FROG PARTS PYLE		•	•	•	•	•	•	26.2	TO NEAREST I/10 MLE	DAILT I HAL	CSX TRANSPORTATION ENGINEERING DEPARTMENT
<u>5</u>	DATE /		-	-		+		-				NOT LIKTED - EXPLAIN		ਰ	ਰ	ಕ	ਰ	ō	ಕ	ਰ	/IO MALE	Ž	Š
REGION OFFICE COPY	7-12-05										Less than.	DESCRIPT	DEFECT	•	•	•	•	•	•	52.0		SPECTION HE	ENGINEERING
	HOADWARTER										2 Rolling 1	DESCRIPTION AND MEASURDMENT OF DEFECT		TRACK(S) INSPECTED	TRACKISH INSPECTED	TRACKISI INSPECTED	TRACXQBI INSPECTED	TRADUS INSPECTED	TRACK(6) INSPECTED	FRACK(S) INSPECTED	TEMP.	ORT	DEPARTMENT
,										ـك	1	MENI								/طرار ا	REMARKS		HOPA HEV
											7	NAPECTOR CONNECTED		TRACK TRAVERSED	TRACK TRAVERSED	THACK THAVERSED	TRACK TRAVERSED	DESHEVANT NOWELL	TRACK TRAVERSED	IBACK TRAVERSED			FORM N- 474 FIE REV BYSVOZ
ę (+		+-	-		_	\dashv	\dashv		2	AVVER	PAVER	Hanne	HERVAR	HAVER	PAVER	RAVE R	_	<u></u>	
	DATE	*				-			\dashv	\perp		SLOW ORDER (MPH) OUT OF SERVICE	CONNECTIVE ACTION	Ē	9	8	6	ě	L	17 17	PAGE	, , , , , , , , , , , , , , , , , , ,	
	•	_			+	-	<u> </u>		-	\dashv	-		TWE AC						ľ	-	_	D7	₹
İ	30-6-6	··· ·	.		.	ļ					ijļ	FRA PARA. 215. 9(8)	ž							Ī	Ŗ	2	₽¥
. [শ										_	DATE CORRECTED									-	ಜ	ž Š

RECHDER # - 480-6843482-1

:::- .

_	NESPECTION .			6.15 JAH 11	MI AISL SH. 6	NA AKL 53.1	N.C 53.4	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	M AKL US.D	11 AKC 33.7	TRACK NUMBER LOCATION OF DEFECT							/ Bam)	(Autor)	HOYSANDSINS SALA - SELECTION SALAL - SELECTION S	いいの
,	D NAMES							\ 	\ <u>\</u>		BOLTS MISSING/LOOSE CRACKED JOINT BARS BROKEN JOINT BARS BROKEN FALL							AKL	HK(PRIENO.	
	123										IRAEGULAR SURFACE PULL APART		PICM	Ð	FROM	ğ	FF C	PO P	TRON.		CSX TF
-	heel			+							GAGE BWITCH TIMBET/TIES BWITCH PARTS							52	26	NILEP MILEP	RANSPO DAILY
HEGIO							\ 			_	PTUF NOT USTED - EXPLAIN	1	-	. 5	ਰ	- 8	ਰ	3	<u>تع</u>	MREPOST NOPECTED	RTATIO
REGION OFFICE COPY	2 3 m	-		>	,	८स्र	POIS	. 507	८क्षर	1/15s								53.	h 3	ME TO STATE OF THE	N ENGINE
COPY	S	_				7	2	THA	Thought.	SOS:	DESCRIP	13	• 	•	•	•	•	Ü	;;		ERING ON RE
	MOADWASTER				") of soc		· ·	0	PRITING VICEHSING	DESCRIPTION AND NEABUREMENT OF DEFECT		TRACX(S) NSPECTED	TRACK(8) MSPECTED	TRACK(S) INSPECTED	TRACK(S) INSPECTED	TRACK(6) INSPECTED	TRACK(B) INSPECTED	TRACK(S) NAPECIEU	TEMP.	CSX THANSPORTATION ENGINEERING DEPARTMENT DAILY THACK INSPECTION REPORT
				7		7. 4				ZTZ	BABNT							2~	n^{\prime}	REMARKS	FOR HEAD
					7	/	\	١	1	× \	INSPECTOR CORRECTED		TRACK TRAVE-ISED	TRACK TRAVERSED	TRACK TRAVERSED	TRACK TRAVERSED	TRACK TRAVERSED	TRACK THAVERSED	IRACK TRAVENSED		FORM IN ATA RE
	4	-								1	SLOW CRUSH (MPH)	CORP	dasean	WERGED	WERSED	CESEBAN	WERSED	OJSEPAN:	WENSED	PAGE	DA TE
	ONTE O		_				$\frac{1}{2}$	_		-	OUT OF SERVICE	соянестик астюн							<u>.</u>		<u>ه</u> ا
	SQ-6.8 24			3/2	7.	2	2	7.7	2/tu	.	FRA PARA, 212, 9(8) DATE CORRECTED	СТЮН						7	1	Q () V V V V V V V V V V V V V V V V V V V
į	<u></u>	<u>l</u>		 111	_]_[11	11	_!!		<u>. </u>										75

REORDER # - 480-5943469-1

	3				3	35	×	×	K	χ	TRACK NUMBER							}	<	E .	2
~	Manager of A	+	++		186.	17/1	ALC S	A	, 100			- "								SPEC SPEC	R & L NUMBER
7	too L.X lagers				877	55.3	70. 6	18.5	43.4	40.5	LOCATION OF DEFECT								Bellon	TIMETABLE BUBDIVISION	M-33
	() ID NIBBER				X X	Y	X	X	×	×	ROLTE MISSING/LOGE ORACKED JOINT BARS BROKEN JOINT BARS			_					Alvi	PREAX	
	١.										BROKEN RAIL PREGULAR LINE PREGULAR SURFACE		FROM	FIGE	P	FROM	FROM	FROM	FROM		Ç
	594215										PULL APART GAGE SWITCH TIMBERITIES BWITCH PARTS FROG PARTS			•	•	•	•	•	JC . J	ID NEAREST 1/10 MILE	DAILY TE
REQUO											PTUP NOT LISTED - EXPLAIN		ಕ	ಕ	ਰ	ಠ	ਨੋ	đ	ਰ	NOPECTI	ACK :
REGION OFFICE COPY	Sel 1/29			1 (1	My broke in his	L MAY STA	less than 2	恵まる	less than 3	less Hay 2	DEBCR	DEFECT	•	•	•	•	•	•	56.0		NSPECTION RI
	NOADMA STEN			[3	b per rail	be b 'Ar (a)	DO DAY MI	bells bu rull	fully per mil	DEBCRIPTION AND MEASUREM OF DEFECT		TRACK(8) NEPECTED	TANCK(B) NOT ECTED	TRACK(S) NSPEOTED	TRACK(B) MOPECTED	TRACK(6) INSPECTED	TRACK(8) NUPECTED	TRACK(S) NUPECTED	TEMP. 5/80	DAILY TRACK INSPECTION REPORT
	1	2									EVENT								ML	PIEWARKS	
					~	٧	/	ζ,	7	/	INSPECTOR CORRECTED		TRACK TRAVERSED	THACK TRAVERSED	TRACK TRAVERSEO	TRACK TRAVERSED	TRACK TRAVE-SED	TRACK TRAVERSED	TRACK TRAVERSED		HEV WALL
	H										BLOW ORDER (MPH)	COH	WERBED	(VERSED	OBSHBAN	NECESTED.	O-FSE-BAN	VERSED	WEASED	PAGE	DATE
	Ogrado Ogrado										OUT OF SERVICE	CORRECTIVE ACTION							ML		2
	mre9-13-05	 .									'FFIA PARA. 213. M(B)	ACTION								ą.	3
	50			11.6	9/19	61/18	8/19	8/19	8/18	1/1/8	DATE CORRECTED										25

RECHIPER # - 482-494348-1

000	Man L. J. Roje					N X	SG ALL	56 AUC	SG AM	TRACK NUMBER								1 Sellon	HEG SIFES BARGAVISION	\$	REGION Florelice
	W HUMBER					×	×	×	×	BOLTS MISSINGLOOSE CRACKED JOINT BARS BRIOKEN JOINT BARS BRIOKEN PAIL			3	3	1	3		AKL	PHE NO.	1	
	574215				- "					IRREGILAR LINE RREGILAR SURFACE PULL APART GAGE SWITCH TIMBER/TIES 8WITCH PARTS FROG PARTS		FROM	FROW	FROM	FROM	FROM	FROAL	76.2	TO NEAREST 1/10 MILE	DAILY TRACK INSPECTION REPORT	YEX THANSPORT
REGIO			_					\ -		PTLF NOT LISTED - EXPLAIN	1	ಕ	8	ᆲ	8	ਰ	То	70	I INSPEC	ACK S	CITA.
REGION OFFICE COPY	50/60/20mm					less than i	los then 2	TOS TORR	leg fun		DEFECT		•	•	•	•	•	69.8	ALE	INSPECTION RE	I ENGINEERING
;	S HONDWASTER					2 bell per	Doll per	1 bx 1/5 1021	bolls per	DESCRIPTION AND MEASUREMENT OF DEFECT		TRACK(S) NEPECTED	THANKS INSPECTED	TRACK(S) INSPECTED	TRACKIS WSPECTED	TRACK(S) INSPECTED	THACK(6) INSPECTED	TRACK(S) INSPECTED	15Me 84 d	PORT	DEDARTMENT
7	177					PM.	F-9(1)	Ta.	2	EMEN								ML	PEMARKS		FORM N. 474 RE
(\	√	<	<	NEPECTOR CORRECTED		TRACK TRAVERSED	TRACK TRAVERSED	TRACK TRAVERSED	TRACK TRAVERSED	FRACK TRAVERSED	TRACK TRAVERED	TRACK TRAVERSED		•	, 12 K
\ \$	_#									SLOW CRIDER (MPH)	NH00	WERSED	WERSED	VERSED	WERGED	WERSED	WERED	CHERTAN	PAGE	CA TA	
;	O True									OUT OF SERVICE	CORRECTIVE ACTION							13			5
	mq-13-05	 	 	 			 			FRA PARA, 213, 19(8)	CTION								8	Q	Ŗ
;	20					9/9	%	8/8	18/2	DATE COPPRECIED			j							8	ž

REDHUER # - 480-5949462-1

1.15

						•	REGION OFFICE COPY		2			`	0	2	
শ্ৰ	<u>ت</u>	m=9-13-05		۱	14.	ROADMANTER	29/10/RD =1100	,	574315	1	D 41 1 2 0 0	Koppy / D HILMOSER	1/4-1.5	A. C.	BISPECTOR
					2	P									
	 														
	-														
		+	_												
-7	%			\		<u>_</u>	less flam 2			<u> </u>	İ	 	15.6	AKL!	56
<u>:</u>	٠.	-	-	<u>_</u>		+	5 =					>	198	W/	36
<u> </u>	عراج	\dashv	 	< •		of n	ME					×	73.2	A.	35
\	 Ye	+	- -			bolls out roy	ess (2	!	i			7	6.7	ALC?	3
PATE COMPENSTED	RA PARA. 213. 8(B)	OUT OF SERVICE	SLOW CRIDER (MPH)	INSPECTOR CORRECTED	-	DESCRIPTION AND MEASUREMENT OF DEFECT	DESCRIP	PTUF NOT LISTED - EXPLAIN	GAGE SWITCH TIMEER/TIES SWITCH PARTS FROS PARTS	BROKEN RAIL IRREGULAR LINE RREGULAR SURFACE	CRACKED JOINT BARS SPICKEN JOINT BARG	POLTS MISSING/LOOSE	LOCATION OF DEFFECT		TRACK NUMBER
	HON	CORRECTIVE ACTION	COPARE		! 	: - - -	DEFECT					ī			
			ERISED	TRACK TRAVERSED		TRACK(6) INSPECTED	•	ಕ	•	FROM		<u></u>			
				TRUCK TRAYLINED		TRACK(E) INSPECTED	•	đ	•	ROL					: I
_			HOED	TRACK TRAVERBED		TWOK(8) NSPECTED	•	đ	•	FF E					
			EFFSED	TRACK TRAVERSED		TRACK(8) NGPECTED	•	ਰ	•	P S					; !
			EFFSED ,	TRACK TRAVERSED		TRACK(S) INSPECTED	•	8	•	FROE		-			
		M	∖ ľ	TRACK TRAVERSED	JW	THACK(S) INSPECTED	26.2	5	52.0	FROM	13		Delyun		<
		2		THACK THAVERSED	JW	TRACK(S) INSPECTED	69.8	đ	80.9	NOH.	100		Dellow		.<
- 2	2	-	PAGE		REMARKS	TEMP 820 RED	<u></u>	ST 1/10 A	TO NEAREST 1/10 MLE	<u> </u>	PRE NO.		NOSTACEOB ETOVICINE	SP CE	ALC .
8 \$	Q P	8 5	DATE	15 A	REV 98/02	DEPARTMENT PORT	CSX TRANSPORTATION ENGINEERING DEPARTMEN DAILY TRACK INSPECTION REPORT	A A A	DAILY TR	CSX		 	11-33	HAL NUMBER	3 2
34 62 -	480-5943462-1	J •	REORDER #	2									Hemme.	REGION	,

굒
Ö
ş
<u>-</u>
귀
ក្ត
ö
Ö
ž

rer

TRACK NUMBER Section Flerence Cox Handschaft Cox					}		***************************************	REGION OFFICE COPY	GKON NO	R)	,	
THE NAME OF THE NAME OF THE PROPERTY OF THE NAME OF THE PROPERTY OF THE NAME OF THE PROPERTY OF THE NAME OF THE PROPERTY OF TH	7	5	ӛ┞	באס	#		- -	MIE D9/38/195	P		क्	246	1 .	BMUN G	1	West I long	3	100
THE THANKS OF THANSPORTATION ENGINEERING DEPARTMENT FOR THAN THANKS OF THANK					-		2											
THE CONTROL OF DESCRIPTION OF DESCRI				-						+								
THORNER 1/-33 DAILY TRACK INSPECTION PRODUCED TO SOUTH MATERIAL MA	8	اد				•	A10 (10		!				:	:		1.1.1	אנאר	Ğ
THE PORT OF DEFECT OF DEFECT OF SERVICE STATES OF SERVICE OF SERVI	S						130 4	Trans of			-		-	-	<u> </u>	20.8		\$
THE THE CONTENTIAL TO A PROPERTY OF BETWEEN THE STATE OF BETWEEN THE STA	<u> </u>					*	1 .	ess Tran d		-			-		<u>/</u> ×	0d.7		∤ ॅू
THE THE THEORY OF DEPARTMENT TO STORM HAVE AND ANY TO STORM HAVE ANY TO STORM HAVE AND ANY TO STORM HAVE ANY TO STORM HAVE ANY TO STORM HAVE ANY TO STORM HAVE AND ANY TO STORM HAVE ANY TO STORM HAVE ANY TO STORM HAVE ANY TO STORM HAVE ANY TO STORM HAVE ANY TO STORM HAVE ANY TO STORM HAVE ANY TO STORM HAVE ANY TO STORM HAVE ANY TO STORM HAVE ANY TO ST	5	ا					1	less than 2 b						1	<u> </u>	47.5	1	14
THE NAME AND THE PORT TO STATE THAT THE STATE AND THE NAME AND THACK TRAVESS AND THACK TRAVES AND THACK TRAVESS AND THAC	3		i		_	_	15 Dec	than 2					-	-	<u> </u>	H.O.L.		\ كر
THE NAME AND DEPARTMENT TO STRUCTURE THACK TRANSPORT AT THE ACC TRANSPORT AND THACK TR	Ø			<u> </u>			b per	N. O.		\pm	+		-		₹	1000 1000	× 1	۲
THE NAME OF DEFECT OF SERVICE SOUTH PRODUCT	Ş				<u>\</u>	•	y per	# 2	\perp		+		-	 	(×	77.5	ž 2	36
THAT THAT IN AND THAT IS AREA SPORTATION OF DEFECT OF A CONTINUE STATE OF CONTINUES OF THAT IS AREA SPORTATION OF DEFECT OF A CONTINUE STATE OF CONTINUES OF THAT IS AREA SPORTATION OF DEFECT OF A CONTINUE STATE OF CONTINUES OF THAT IS AREA SPORTATION OF DEFECT OF A CONTINUE STATE OF CONTINUES OF THAT IS AREA SPORTATION OF DEFECT OF A CONTINUE STATE OF CONTINUES OF THAT IS AREA SPORTATION OF DEFECT OF A CONTINUE STATE OF CONTINUES OF THAT IS AREA SPORTATION OF DEFECT OF A CONTINUE STATE OF CONTINUES OF THAT IS AREA SPORTATION OF DEFECT OF A CONTINUE STATE OF CONTINUES OF THAT IS AREA SPORTATION OF DEFECT OF A CONTINUE STATE OF CONTINUES OF THAT IS AREA SPORTATION OF DEFECT OF A CONTINUE STATE OF CONTINUES OF THAT IS AREA SPORTATION OF DEFECT OF A CONTINUE STATE OF CONTINUES OF THAT IS AREA SPORTATION OF DEFECT OF A CONTINUE STATE OF CONTINUES OF THAT IS AREA SPORTATION OF DEFECT OF A CONTINUE STATE OF CONTINUES OF THAT IS AREA SPORTATION OF DEFECT OF CONTINUES OF THAT IS AREA SPORTATION OF DEFECT OF CONTINUES OF THAT IS AREA SPORTATION OF DEFECT OF CONTINUES OF THAT IS AREA SPORTATION OF DEFECT OF CONTINUES OF THAT IS AREA SPORTATION OF DEFECT OF CONTINUES OF THAT IS AREA SPORTATION OF THAT IS AREA SPORTATION OF THAT IS AREA SPORTATION OF THAT IS AREA SPORTATION OF THAT IS AREA SPORTATION OF THAT IS AREA SPORTATION OF THAT IS AREA SPORTATION OF THAT IS AREA SPORTATION OF THAT IS AREA SPORTATION OF THAT IS AREA SPORTATION OF THAT IS AREA SPORTATION OF THAT IS AREA SPORTATION OF THAT IS AREA SPORTATION OF THAT IS AREA SPORTATION OF THAT IS AREA SPORTATION OF THAT IS AREA SPORTATION OF THAT IS AREA SPORTATION OF THAT IS AREA SPORTATION OF THAT IS AREA SPORTATION. **SPECT OF THAT IS AREA SPORTATION OF THAT IS AREA SPORTATION OF THAT IS AREA SPORTATION. **SPECT OF THAT IS AREA SPORTATION OF THAT IS AREA SPORTATION. **SPECT OF THAT IS AREA SPORTATION. **SPECT OF THAT IS AREA SPORTATION. **SPECT OF THAT IS AREA SPORTATION. **SPECT OF THAT IS AREA SPORTATION. **SPECT OF THAT IS AREA SPORTATION. **SPECT OF THAT I	∑					7	from zero	2 "y" deviation				×		-		1111/2		\ \ \ \
THE THAT IN MARTER 1. IN MART	DATE CORRECTED	ran rarul 訂正 集团	<u> </u>		<u> </u>		OF DEFECT	DESCRIP			BANICH FINEHVIES	IRREGULAR BURFACE			BOLTS MISSINGA, COSE	LOCATION OF DEFECT		TRACK NUMBER
THORNERS 1 1 1 1 1 1 1 1 1		NOIL	TWE AC	CORRECT	 			DEFECT			_			\exists	Ţ			l
CSX TRANSPORTATION ENGINEERING DEPARTMENT FORM NOT THAT RE MO DAY	ł			6	TRAVER	ТЯМСЖ	TRACK(6) INSPECTED	•	ಕ	•		*	3		+-			
TO MERCY TRACK INSPECTED BELLON BELLON FROM				6383	(TRAVE?	тямск	IRACKIS) INSPECTED		ō	1.		3	- 3		+		_	
TO SPECIAL PROMINERS OF THACK INSPECTED TO SUBMYSSION FROM N 70 M NO SPECIED ML THACK THAVERSED ML THACK THAVERSED ML THACK THAVERSED ML THACK THAVERSED ML THACK THAVERSED ML THACK THAVERSED ML THACK THAVERSED ML THACK THAVERSED ML THACK THAVERSED ML THACK THAVERSED ML THACK THAVERSED ML THACK THAVERSED ML THACK THAVERSED ML THACK THAVERSED ML THACK THAVERSED ML THACK THAVERSED ML				80	CHAVE	TRACK	TRACK(S) INSPECTED	•	5	•			3		+-			
THE SPEC SUBDIVISION FROM \$\frac{1}{4}\text{UL FROM \$\frac{1}{4}				8860	(IBAVERI			•	ਰ	•		2]		+-		_	
THE PROPERTY AND THE PORTATION ENGINEERING DEPARTMENT FORM IN 474 RE DATE ON THE PORT THACK INSPECTION REPORT SPEC SHELVISION Bellon ALL FROM 80.9 10 88.2 INMON(S) INSPECTED THACK THAVERSED ML THACK THAVERSED ML THACK THAVERSED ML THACK THAVERSED ML				- 1	(TRAVER	TRACK	TRACK(S) INSPECTED	•	์ อี	•		₽	3		-			
TO NEW SPECT SUBLINGSON PREFIX PROPERTY ON TO NEW PAGE 1 T			17	→ •	KTRAVER	TRACK	IRACK(S) INSPECTED ML	6.88	5	-5	28	2	3	K	-		\dagger	<
THE SPEC SUBLIVISION PREFIX CSX TRANSPORTATION ENGINEERING DEPARTMENT FORM H-174 RE DAY LINUMBER 1	[.		*	. 1	K TRAVER	ТПАСХ	_	52.0	i –	رة ا	ىد	15	! —	*	-		-	- <
1 torence CSX TRANSPORTATION ENGINEERING DEPARTMENT FORM AT THE ATTER DAILY TRACK INSPECTION REPORT ONTE 9/9 36	-	৪	_	PAGE	_ 		0	TED TED	MSPEC	ML WHER	 	-	 		<u> </u>	3		層
CSX TRANSPORTATION ENGINEERING DEPARTMENT FORMAL ATA RE NO DAY	<u>@</u>	W.	3	- P				INSPECTION RE	, ACK	YTR	OA)		-		_	_\ \	BANT A	% ₽
	Ž.	DAY	ð			FORM N. 474 RE NEV \$/3402	-	VENGINEERING	Į O	(TRO	ANSP	RI XS	_				REGION	

REORDER # - 480-5945462-1

50-01-01 _{21m}	Olam	7		11-11	RCADWASTER	REGION OFFICE COPY	EGION	ì	SP h/C				7 6	الدار المحقولة	9	
 -				1		wah l	, 🔡		3	3 🗆			0	/ 기		and a color
				f	reel dock by	SV.					1			34,0	ALC.	2,6
			<u> </u>	mil braces	no ad us de	2 Cove missing	:	×	i		:		(r.o)	9,0	2 700	25
ا ام	_				ASSAULT WE	3/4 ///	_			\times				1.8-,9	ALC 5.	56
	\perp	1				~				×				8,7-,8	h mr	25
			\	3	20 C	ess wan 2							×	6.3	MML 4	7
	\downarrow		\	#63 n lens	N cods	28,				\mathbf{x}				4.8-4	MC 4	8
	_		\ \	-	De l'and l'and	ess than 2			· .		-		X	4.3	1 JA	が
۰.				MCJ Milans		J411 1111 C			_	X				3.78	AKC 4	36
۵			\) /	7 Jet 5								X	20	ALC: 4	¥
					colly for a	CS There of							×	0,3	ALC 4	かか
FRA PARA. 213. 8(D)	OUT OF BEHVIOE	SLOW ORDER (MPH)	INSPECTOR CORRECTED	EWENI	DESCRIPTION AND NEASLIREMENT OF DEFECT	DESCH	PTLF NOT LISTED - EXPLAIN	SWITCH PARTS FROG PARTS	SUIL APART GAGE SWITCH TIMBER/TIES	RREQUIAR LINE RREQUIAR SURFACE	EROXEN JOINT BARS BROKEN PAIL	CAACKED JOINT BARS	SOLTE MISSINGLODGE	LOCATION OF DEFECT		TRACK RUMBER
ACTION	CORRECTIVE A	CORRE				DEFECT			1		-	┪	· F			
, <u> </u>		EASEO	TRACK TRAVERSED		TRACKIS INGPECTED	•	ō	•	İ	Ð.	<u> </u>					
		ERSED	TRACK TRAVERSED		TRACK(S) NISPECTED	-	ā	•		Į,	<u> </u>					
		CEREBAS	TRACK TRAVERBED		TRACK(S) INSPECTED		5			125	:	!				
	ļ	CH9EU	TRACK FAAVEH9ED		THACK(S) INSPECTED	•	õ	•		7706						
		ERECO	TRACK TRAVERSED		IENCK(S) INSPACTED	 	ਂ ਰ	•		E F						
		FIISED	TRACK TRAVERSED		TRACK(S) INSPECTED	•	ō	•		F)						
į	چ	CASED	TRACK TRAVERSED	MC	TRACK(S) INSPECTED	59.0	ā	6.2	2	₹	<u> </u>	AKC		Tel You		<
Q.		PAGE	Shaplit	HEMANKS MARK STA	TEMP. 890	# 35 	NSPECT	MILEPCOT NSPECTION) 		1 4 3	PREFIX			SPEC	- AF
الغ	\$ 5	DATE	2 ± 3 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	FORM N- 474 RE HEV 03/02		CSX TRANSPORTATION ENGINEERING DEPARTMEN DAILY TRACK INSPECTION REPORT	ATION	HL AT	TRANSF	CSX		Ħ	<u> </u>	17-33 M-33	BAL NUMBER	Z = .
	1							-			-		-	7	NGION .	

REORDER # . 480-5943462-1

S	5	S0-01- N1 ₂₁₁₂	7		13/5/		REGION OFFICE COPY			9					2	
Щ	,		-			ROADMARTER	74/11/68 ave	2	7	216,669	D WANABER	∂	Cosers	3 2 2		HSPEC TOP
		-	-		5	<u> </u>									\$	
		- :	!		:	į	; ; ;				_					
	.		\downarrow	-	!								ļ Ļ			
ļ	.	_									<u> </u>					
		_												:		
		+														
<u> </u>	 				,											
	1/2			<	(100) JANA	1 1 1 X 2 1 2	5									
	-	-		J	con il fount		Ty // Jours			×				.7	SC SO	75
	<u>۔</u> وہ						No 60/15 of			×)	3	ALL 4	X
	ا م	-	Ţ			bolls her m	10 may 2	ফ্র						8.4	AML Y	3
13	٥	4			ch .	at her blace	58 % gape		X		<u> </u>		Light Ta	O Centertion	Mur d	8
DATE CORPECTED	••••••	OUT OF BERVICE FRA PARA, 212, R(B)	SLOW ORDER (MPH)	INSPECTOR CORRECTED	FUENT	DESCRIPTION AND MEASURFIMENT OF DEFECT	DESCRI	PTLF NOT LISTED - EXPLAIN	GAGE 8WITCH TIMBER/TIES SWITCH PARTS FROG PARTS	IRREGULAR LINE IRREGULAR SUFFACE PULL APART	BROKEN JOINT BARS BROKEN RAIL	SOLTS MISSING/LOOSE CRACKED JOINT BARS		LOCATION OF DEFECT	5	TRACK NUMBER
	ACTION	соннестие Ас	EHQ2]			DEFECT				\exists	_	,			·
İ			(ER9ED	TRACK TRAVERSED		TRACIQS) INSPECTED	•	10	•	₽QE		1				
			(ERBED)	TRACK TRAVERBED		TRACKS) INSPECTED	•	đ	•	HOM	<u> </u>	Ì				
			/GRSSD	TRAOK THAVERSED		TRACE(S) INSPECTED		ਰ	•	HCH.						
			VERSHED.	TRACK TRAVERSED		TRACK(S) INSPECTED	•	ਰ	<u> </u>	E					-	
			(ERBITA)	CEGUEANNI MONUI		оэгоэ-сэм (э)хохи	•	ਰ	•	#Q#	!	-				
			VERSED	TRACK TRAVERSED		TRACK(S) INSPECTED	•	ਰ	•	- H						
ĺ		3	VERIGED	CESUBANAL XONUL	3	TRACK(6) INSPECTED	63.2	ਰ	26.2	FROL	رح:	¥		Dellan		<
<u></u>	₽.		PAGE .	Astles	REMARKS CANTRAS	O & SHELL		INSPECT	TO NEAREST 1/10 MILE		128	PAGE 18	S.	NOISIAICIBRIS	H	RFG
je P	14	ŝ	-		-						5	<u>.</u>		TAN TAN	HISP TYPE	¥8
ž	+	,		REV DANCE		S DEPARTMENT EPORT	CSX (HANSPORTATION ENGINEERING DEPARTMENT DAILY TRACK INSPECTION REPORT	A TON	DAILY TR	CSX II				12.77	FI & L. NUMBER	F F
			1	30 51				!	***************************************	77.4			-	A)Mac/	REDION	_

RECRIDER # - 480-5943489- |

7.7

	#OLTHERS#									TRACK NUMBER								١	7EQ	34.5] 28
	-							! !		5		-	_			-		-	F	HARMONA	REGION
-		5								LOCATION OF DEFECT								BELTON	SUBSTANCE	ک ن ن ک	200
	TO JACON									BOLTS MISSINGALDOSE CRACKED JOINT BARS BROKEN JOINT BARS		†					<u> </u>	AK(PHEFO.		
	<u>Q</u>						!			BROWEN RAIL PREGULAR UNE	1	FNOM	T T	FIOR?	PORT	FRON	FF 02	₽ ¥			CS)
	httoms									PREGULAR SURFACE PULL APART GAME SWITCH TIMBERYTES SWITCH PARTS FROG FARTS		•		•	•	•	•	०० य	MILEPORT INSPECTED TO HEAVEST 1/10 MILE	DAILY TF	X TRANSPORT
AEGIO								-	-	HOT LISTED - EXPLAIN		ਰ	ਰ	ಕ	ਡੋ	70	ਰ	75	ST 1/10	Ş	TIOI
REGION OFFICE COPY	ou 09/06/05	-								DESCA	DIDMICT	•	•	•	•	•	•	44.0	ALC:	INSPECTION R	ENGINEERING
_	POADMADTER									DESCRIPTION AND MEASUREMEN OF DEFECT		TRACK(8) INSPECTED	THACK(3) INSPECTED	THACKUS INSPECTED	THACKIS INDECTED	TRACK(S) INSPECTED	TFWOK(6) INSPECTED	ТРАСК(S) MSPECTED	15 B 2 €	DAILY TRACK INSPECTION REPORT	DEPARTMENT
٢	11 11 V									ENT		ī	17	77	=	11	7	<u>"</u>	REMARKS		FORM N- 474 RE
								 		INSPECTOR CORRECTED	-	TRACK TRAVERSED	TRACK TRAVERSED	PACK TRAVERSED	TRACK TRAVERSED	TRACK TRAVERSED	MACK TRAVERSED	GREENAMI NOVE.			4 AE
	H									SLOW ORDER (MPH)	CO PRINCIPAL CO	AFRISED.	OBER O	/ERRED	VERSED	VERSED	VERSED	VEASED	PAGE	DATE	
	mre /									OUT OF SERVICE	COMMECTIVE ACTION							5		3	₹
ļ	-20-01-01 ave		 }	}	• •	}		 		PRE PARA, 213. 9(B)	CTION								,	90	P,A
	25							 	· 	DATE CORRECTED			_				·		_	20	Ϋ́
										- 										T	

REOFDER # - 480-5943482-1

} •	_				I					3	\bowtie	2		"		i			-			-	T - T
	MSPECTOR				!								TRACK NUMBER					-				FEQ SP	7
1	₫				į	. :					2	25										39.65	R & L. NUMBER
Φ	\supset									Such	TAR	BRC	5		-			 	-		-	[6]	-
Ş	2			ĺ	i					5	_	4 .	LOCATION OF DEFECT							,	B		
Ę	W 1				1					W	芯	2	N OF							'	6	8 2	N-33
					į	,						الر	DEF								17	TIMETABLE	\w\ \\ \\ \\ \\ \\ \\ \\ \\ \\ \\ \\ \\
MAK					- 1		}						ß								r	¥ m	
3	F				; 					<u> </u>									1) 			}
	_				_	_				X		Z	BOLTH MARINDA COSE	T					-			3 5	1
	ESBNINK G	+						<u> </u>	-		 	-	BROKEN JOINT BARS	-	 [ļ [ļ '		PREFIX	<u> </u>
	EÇA												BHUKEN HAL	┥ ዻ	-	3	3	7	=	1 22			1
ريا	ሊ		-			-				L., ,			IRREGULAR LINE		FRQ.	Ď	Ž.	FROE	P P	5	7 Q		DAILY TRACK INSPECTION REPORT
78756	$\frac{1}{2}$												PULL APART						:				
0	7		 					_			<u> </u>	_	GAGE SVITCH TIMBER/TIES	:			1				26		DA C
6	اک	-	+		<u> </u>			_		<u> </u>	 		SVITCH PARTS	-					•			O NE	₹.
													FACG PARTS	-	<u> </u>						7	SEST IN	Į Į
			-	-+			_				<u> </u>	├-	PTLF HOT LISTED - EXPLAIN	-	2	ಕ	ਰ	ನ	ಕ	70	ő	MILEPOST INSPECTED	오
} }	DATE							,			-	_		1		l i						E 60	DAILY TRACK INSPECTION REPORT
۲	- ,	Ì		Ì	:					LS the	14 different cossland	~		. E			į				5		Ö
<u> </u>	_			1						4		133	p _m	DEFECT		•					0		<u>\$</u>
ی	2				:	Į				?	8	Xxxx	DEBCRIFTION AND MCARNINGMENT OF DEFECT	į	L	-	<u> </u>	•	•	•	.0		19.
-										U		(O COLLA	; ;	⊋ 5	₹	큓	¥.	WE.I	7	TPA.	TÉMP.	PO:
	POADMASTER				•					2 Rolls	<u> </u>	2 Br/B	OF DEFECT	i	DACKISI INSPIECTED	TRACK(S) INSPECTED	TRACK(S) INSPECTED	TWCK(S) INSPECTED	TRACK(S) INSPECTED	PACK(S) INSPECTED	TRACK(S) (ASPECTED	.79	4
8	A51E				:						٤.	چ	MICA	:	E	N. S.	NS CE	NSPE	NSPE	NSPE	SPE	i	
					;					_	-	2	20 PE	į.	ë	H H	OHE !		CIED	CHED	CITED		
+				-	!					₹ ; d	\$	<u>_</u>	MENT								ح	HEM	İ
					i				اے	4	CC.	Side		į	1						~	BUARKS	
	닟			}						alle W	\$ 5	0		İ						ĺ			
				1	į					*	& conscioling joints	٠		!									The state of the s
											25			!	₹	M-HI	19.L	WH.	뤃	뒫	TRA		
>		<u></u>								Τ.	7	\	MSPECTOR CORRECTED		CK TAA	CK TAL	CK TPA	CKTRA	CK THA	CK THA	CK THA		
				1	- †						0		SLOW ORDER MPH)	52	THACK TRAVERSED	TRACK TRAVERSED	TRACK TRAVERSED	RACK TRAVERSED	PACK TRAVERSED	TRACK TRAVERSED	TRACK TRAVÉRSED	PAGE	DATE
\ <u>\</u>	u i	 			-						$\overline{}$		OUT OF SERVICE	RECT		-			J ;		ځ	*	
O. Co. Co.	5			 	-						_		FRA 2484, 215, 9(5)	CORRECTIVE ACTION									05
15	5		 		∤.		·			2	2	ڼ	****************	₩.		İ						Ş,	9
S	ב א	1							1	7	62	<u>-</u>	DATE CORRECTED					}		}		~	R

REORDER # - 480-5946462-1

- ::--

		}.					REGION OFFICE COPY	ON OFF	REG		ļ		- 1	7	00	
\$)]-I-I-DS	ELYG.	+	4	4	ROADWASTER	200/58/BI/ 32M)/ atm		7	SICHLS ESBROND	UMBER		> C.T. Cores		#EP#CTOP
	 															
		1											<u> </u>			
25	IQ					bally per can	Than is !	les					×		8'S, JM	*
25	1			<u></u>		De Tru Cal	ا ا ا	દ્ધ			 	ļ	×		MD 45.7	¥
9/35	=	ļ -		_		ALT DEL MIL	₹ Q.	C (يحا		Mr. 45.6	*
9/25	_			<		Teg by H	Veche.	4	×				×		12. 15.	*
3/18				<		Service Call	ر ا ا	1683		<u></u>		Ĺ_, i	×		AM 1919	38
32	-			<		o b par Mi	3	द		 			X		41.4 ON	X
32/20	×	-		<		bolls ber ran	9 6	<u>ک</u> ر					×		侧 乳3	3
18/8	1	_		\		B Per Mi	世紀の	eg.		-			×		MC 439	*
DATE CORRECTED	FRA PARA. 213. 8(B)	OUT OF SERVICE	SLOW ORDER (MPH)	INSPECTOR CORRECTED	EWENT	DESCRIPTION AND MEASUREMEN OF DEFECT	DESCRIF	NOT LISTED - EXPLAIN	FROG PARTS	SWITCH TIMSERVITES SWITCH PARTS	IRREGULAR BURFACE PULL APART	BROKEN JOINT BARS BROKEN RAIL	BOLTS MISSING/LOOSE CRACKED JOINT BARG	LOCATION OF DEFECT	LOCA	TRACK NUMBER
	E CLIO	соялестие астюн	CORRE	-	:		DEFECT		1	<u> </u>	4	-		,		
			EASED	IRACK TRAVERSED		TRACKISI INSPECTED	•		70		NOR	1				
			TEPISED	IRACK TRAVERSED		TRACKISI INSPECTED	•		ō		FROM					
			TERISED	IRACK TAVERSED		TRACK(S) NOPECIED	•		ē		NOR.	1 3				
		! !	ERSEO	TRACK TRAVERSED	; ;	TRACKISI INSPECTED	•		- -	 •	MORE	3				
			TERSED.	TRACK TRAVERSED		TRACKIS INSPECTED	•		70		FROW	7	_			
			ERBEU	DEBLEAVEL KOVEL		TRACKIO INSPECTED	•	-	σį		MOXI		<u> </u>			
		7	_	TRACK TRAVERSED	ML	THACK(S) INSPECTED	45.8		ربر ة	ર. ગ્ર	FFICM		A fin	<u>Bellen</u>	<u>D</u> o	~
ىد	ę,	برو	PAGE		ENHANCEM	. 505 James		O MALE	MALEPOST INSPECTED	TO NE	. i	₹ð	PRISTIX	ACMERAJORNIS A TRIVELLAMAL	SPEC	HEG SHE
12.55	ध	S 5	DATE	ROPU N. 474 NE REV 95VD		CSX TRANSPORTATION ENGINEERING DEPARTMENT DAILY TRACK INSPECTION REPORT	NSPORTATION ENGINEERING DEPADAILY TRACK INSPECTION REPORT	ON ENGI	RTATIO	DAILY	SX TRA			N-33	REGION R & L NUMBER	A B L P
															1	

REORDER # - 480-5943462-1

	Polosece	56	36	<u>ل</u> ا	35	36	No.	26	26	な	な	76-	\$	TRACK NUMBER								_	REG 8PH	H U I NUMBER
<	The second	1	Z	F	7	2	E	E C	\$	2	Š	3	*			Ì		<u> </u> 					89KG	OMBEH
0	Les L.J. K	43.6	43.4	624	43.1	129 124	12.5	42.4 	41.7	41.8	41.7	411/6	40.9	LOCATION OF DEFECT								Belton	NOISIMOBIUS	17-55
1	Rosers	· ·	×	×	×	2 <	×	×	×	×	×	×	×	BOLTS MISSING/LCOSE		<u> </u>	_					1	75	
	E PRIMESTA		<u> </u>		[-		_	_		-		BROKEN JOINT BARS	-							ML	PREAX	
	1		!	-			-	<u> </u>						BROKEN RAIL	1	=	<u> </u>	=	-	F				ł
	CY							-				_		IRREGULAR LINE	1	FFON	MORE	Đ.	T T	HO2	NOW	FROM		
	72	-	-	_	<u> </u>		-	-	-					MREGULAR BURFACE	{				!					
	stehes	\vdash	_		_			-	-	-				GAGE	1		Ì							١,
	امم													SWITCH TIMBER/TIES]		1					36	결률	1
		_	-		<u> </u>			:	-		<u> </u>	ļ		FROG PARTS	ł	•	•	•	•	•	•	ż	£8	
굕	ĺ	-	-		-	·	-	}	├	├				PTUE	1	<u> </u>							9 3	
ğ								1	3					NOT LISTED - EXPLAIN		ਰ	ਤ	ਰ	. ₫	10	ಠ	7	MILEPOST INSPECTED	
REGION OFFICE COPY	DATE (0)/25/03	less than 2	E/ 12	CT TOWN S	Ru than 2		CJ 150	ess was 2	CS 1 2 0	PSI TOTAL OF	EX 189	ess man	ess than d	DESC	DEFEC1	[•	•	•	•	•	45.8	in P	
	7	3	8	3	8	2	3	00	8	~ •	> 2	_	, g	AllPT		}	-		,	-				
	HONDMASTER	The rest	De Maj	Der rai	b per mil	(E 20)	P 20 10)	ly ber	15.75	b ber	Q.	bolt per rai	b per mi	DEBCRIPTION AND MEASUREM OF DIJFECT		THACKES) INSPECTED	TRACH(S) INSPECTED	TRACK(S) INSPECTED	THACK(S) INSPECTED	TRACK(S) WEDECTED	TRACK(S) INSPECTED	TRACK(S) INBPECTED	TEMP. 50°	
			} }											EMENT)						A	PLEMARKE	
	(J	_	حـ	_	<u> </u>	J	_	\	_	<u> </u>	\	/	MSPECTOA CORRECTED	-	IRACK THAVERSED	TRACK THAVERSED	THACK TRAVERSED	TRACK LHANGERSED	TRACK TRAVERSED	"HACK THAYEDSED	TRACK TRAVERSED		
	7		-											SLOW ORDER (MPH)	50%	FRED	AERSEO	AFRSED	NEMSED)	OF SHEA	VERSEU	NEBSED	PAGE	
	DAX													OUT OF SERVICE	ACTIV							<u> </u>	·	7.6
	m=11-14-05										-			FRA PARA, 215, 9(8)	CORRECTIVE ACTION							i	Ş	8
	4-6	19/25	10/2	11/25	E.	7	ā	19/35	Ž	jo,	10/25	Ø	10/25	DATE CORRECTED	¥									_
	15	12	अ	ば,	3	2	8	13	द	12	O.	α,	7		l	ŀ	[Į	N	50

REORDER # - 480-5943462-1

			9			, ,	REGION OFFICE COPY	NON OFF	REC)		, ^		
20-h1-112110	喜	#	P		1	ROADNASTER	50/00/00 awa	Jano		7	274218	BE R	ID HUMBER	ogers	Copers Rosers	I Re	HUPTCTOR	Į
	,						-							 		, ,		
	<u> </u>	_	_		stere!	IN COOK	" waspalliter erve	3%		-	×	-			569-570	1.	1	X
8				<		b per mil	Home of he	કુ		<u> </u>	<u> </u>	-	1	 X	نوا	1 45.2	2	8
8				~		by year rail	8	es .			-		-	 	7	75	A	*
92				<u>`</u>		ilb ber mil		8		-				×	4	7 1/4	1	X
£				/		I ver mil	than 2 be	\$						<u>ا</u>	\ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \	1 47	美	X
8				<u> </u>		b ser rei	をいる	\$			-			, 	3	1 48	7	X
\$.	<u></u>			/		ills our rail	100 2 be	图		1		<u> </u>		<u>ا</u>		7	E	X
868	····		;	<		15 per 1	TWA 2 00	less		_		厂		×		252	Ž	3%
88	<u></u>		: !	^		TO BE THE	300	lesi						ہد		15%	4	: 2
130	<u>.</u>		_	<		ts ber mil	FEN 25.	less	 	-		_			-5	11.56	Ž	X
actor actor		_	_	<		dir set rail	then of be	E	<u>:</u> 	i				· ×			-	\ \ \ \
DATE CORRECTED	FRA PARA. 213. MB)	OUT OF BENVICE	SLOW ORDER (MPH)	мачестоя совяестер	-	DESCRIPTION AND MEASUREMENT	DESCRIP	NOT LISTED - EXPLAIN	PROG PARTS	SWITCH TIMBER/TIES SWITCH PARTS	IRREGULAR SURFACE PULL APART GAGE	BRICKEN JOHT BARS BRICKEN BAIL	CRACKED JOINT BARS	BOLTE MISSINGALOOSE	LOCATION OF DEFECT	5		TRACK NUMBER
	CTION	A 3MI:	CORRECTIVE ACTION				DEFECT	_			_	寸 寸		- - 				- · ·
			1	IRACK TRAVERSED	TRA	TRACK(8) NEFECTED	•	8			FROM	-				-	+	
_			SED	TRACK THAVERSED	TRA	TRACKS) INSPECTED	•	ō			HOM			-		-	-	
			1SED	MAGK TRAVERSED	ΑIÆ	TRACK(8) INSPECTED	•	 			FROM	- 3			!	-	<u> </u>	
	}		RSED	RACK TRAVERSED	VBI	TRACIQS) MSPECTED		đ	<u> </u>		FROM	∃				-	-	
			0361	TRACK TRAVERSED	NALL .	TIWOYEGIED	•	đ			MOEE	Ð		j j			╂-	
			\$B	TRACK TRAVERSED	V-FFT	TRACIQS) INSPECTED	•	ਰ -	i i		#OE	<u> </u>				-	-	
		7	W Cost	TRACK THAVERSED MC		TRACKS) INSPECTED M	26.2	∄	•	69.	TROM.	<u> </u>	ALL		Kelfon		-	1
نو	ç	צ	PAGE		HEMARKS	TEMP. HEN		PECTEL)	TO NEAREST 1/10 MILE	TO ME	-		PHEN NO		SUBONASION	SP H		7160
8	200	10	DATE			PORT	DAILY TRACK INSPECTION REPORT	CK INSPI	TRA	DAILY		4			11-33	BER	HAL NUMBER	= I
ž	P S	8		R	FORM N: 474 RE NEV 8/3/02	CSX TRANSPORTATION ENGINEERING DEPARTMENT	INEERING	ION ENG	ATAT	NSPO	SX TRA		1		Florence	Ž	HEGION	
-304040	8		i C	,													ļ	7

REGRIDER # - 480-5949462-1

REG SUBDIVISION PREFIX TO ACK TRAVERSED FROM TO TRACKISH MISPECTED TRACK TRAVERSED FROM TO TRACKISH MISPECTED TRACK TRAVERSED FROM TO TRACKISH MISPECTED TRACK TRAVERSED
BOTO SUBDIVISION PREFIX TO TO TO TRACKS INSPECTED FROM 67.87 TO TRACKS INSPECTED FROM 10 TO TRACKS INSPECTED TO TRACKS INSPECTED TRACKS INSPECTED
Belton INC. FROM 69.8 TO CAMEST HIS MADE TEMP. 85. REMARKS FROM 69.8 TO TO TO TO TO TO THACKISH MADE CITED ALL FROM FROM TO TO THACKISH MADE CITED ALL FROM TO THA
BOTO SUBDIVISION PREFIX THOSE TO LARGE THIS TO THE STATE OF THE STATE
ROPEC SUBCINISION PREFIX TO MEAREST 1/10 NILE TEMP. 85- REMARKS
SUPEC SUBCINISION PREFIX TO MEAREST 1/10 NALE TEMP. 25-

PEOPLER # - 480-6145488-1

L.J. Ray				AN 53.2	AM. 51.7	ML W.Y-,5	ALC. 47.9	AVI 45.7	Mr. 435	TRACE LOCATION OF DEFECT								V Bellan	MONSARMITS CRAFF BUSH	
Į.				×	X		×	×	X	BOLTS MISSINGALOGE CRACKED JOINT BARS BROKEN JOINT BARS			 					一多	ENE NO	
								-		IRREQULAR LINE		HOM	FFICE	77	FROM	#30#	F 10	Į.		CSX
215										PULL APART GAGE SWITCH TIMBER/TIES SWITCH PARTS FROS PARTS		•	•	•	•	•	•	26.2	MILEPOST TO NEARE	TRANSPORT
										PTUF NOT LISTED - EXPLAIN	1	ē	ಕ	70	ಠ	ō	õ	ฮ	MSPECT	ATION
50/C1/B) 2140				lear then 2	Kess than 2	214 Lewistian	less than 2	7		DESCA	DeFici	-	•	•	•	•	•	59.0	r d	CSX TRANSPORTATION ENGINEERING DEPARTMENT DAILY TRACK INSPECTION REPORT
ROLUMASTER				tolly out 14		HIM HOPE O	balls per rai			IPTION AND MEASUI Of Defiect		Tracks) Mercort	TIMORE) INSPECTE	твиси(в) имересте	TRACIQS) INSPECTE	тилске) (мресте	TRACK(6) NOPECTE	TRACKIE (Spoker	TEMP. 950) DEPARTMEN EPORT
						20		1		чемент					b	0	0	- 1	HELLANG POWELLEN	- -
		!		<u></u>	<u>~</u>		7	٧	<u> </u>	INSPECTOR COMPECTED		TIACK IT	тнаск тп	траск гл	траск та	TRACK IT	TRACK TH	!		FORM N. 474 RE REV 0/302
#										SLOW ORDER (MPH)	COR	AVERSED	AVERSED	CE SURWA	AVERSED	AVERSED	AVERSED	AVERGED	PAG.	P.
EV.TE										OUT OF CERWICE	RECTIVE		_	_	_			\		₩ E
11-14-6				1	ĺĝ.		1	10/	lø.	FRA PARA, 211. 9(8)	ACTION			}					ş	28 C1 8
	diffe 1. J. Kapers o Mariner 574215 DATE 101/19/05 ROLLMANTON J.	delle 1. J. Rayous o manifer 574215 DATE 108/13/05 ROLLINGSON OF THE	L. J. Raybes Diministers, 574215 DATE 105/13/05 PROLUMINISTERS J. J.	L. J. Raybes o mainten, 574215 DATE 105/17/05 ROLLMASTER	delle 1. J. Rayous Diministry, 574215 DATE 108/13/05 PRODUMENTO A	1. 53.2 X less than 2 to 1/5 per to: V less than 2 to 1/5 per to: V less than 2 to 1/5 per to: V	AL 48.4-,5 AL 53.7 AL 53.7 AL 53.2	AL 48.4-,5 AL 48.4-,5 AL 53.2 X X X X X X X X X X X X X	AL 47.9 AL 47.9 AL 47.9 AL 48.4-, S AL 51.7 AL 53.2	AL 47.7 X less from 2 bett per mil V AL 47.9 X less from 2 bett per mil V AL 47.9 X less from 2 bett per mil V AL 45.7 X less from 2 bett per mil V AL 53.2 X less from 2 bett per mil V AL 53.	AL 175.7 BOLTS MESPROACOGE CHACKED JOINT BARS BROKEN RAIL HIPEROARS SUMPACE PULL APART GAGE SMITCH PARTS PROG PARTS PTU NOT LISTED - EXPLAN COMMENTED TO THE PARTS PTU NOT LISTED - EXPLAN REPORT AND MEANING TO THE PARTS PTU NOT LISTED - EXPLAN SLOW ORDER (MP4) REPORT OF TAIL REPOR	DESCRIPTION AND MERCHAN DESCRIPTION AND MEASUREMENT OF DESCRIP	DATE (MINO) OF DETECT COLUMN COLUM	BOLIS MESANDLOGE CHACKED JOHT BARS BOCKEN JOHT BARS BOCKEN JOHT BARS BOCKEN JOHT BARS BOCKEN JOHT BARS BOCKEN JOHT BARS BOTTON JOHT BARS BOTTON JOHT BARS BOTTON JOHT BARS BOTTON JOHT BARS BOTTON JOHT BARS BOTTON JOHT BARS BOTTON JOHT BARS BOTTON JOHT BARS BOTTON JOHT BARS BOTTON JOHT BARS BOTTON JOHT BARS BOTTON JOHT BARS BOTTON JOHT BARS BOTTON JOHT BARS BOTTON JOHT BARS BOTTON JOHT BARS BOTTON JOHN BESTONE COMMENTED TO THAT BARS BOTTON JOHN BESTONE THE BOTTON JOHN BARS BOTTO	TOTAL PARTY OF DEPTET OF D	HOW PROCED DISTRICTS BOATS MESSECULOBE GRACKED JOINT BARS BROKEN RAIL HOW PROCED JOINT BARS BROKEN RAIL HOW PROCED JOINT BARS BROKEN RAIL HOW PROCED JOINT BARS BROKEN RAIL HOW PROCED JOINT BARS BROKEN RAIL HOW PROCED JOINT BARS BROKEN RAIL HOW PROCED JOINT BARS BROKEN RAIL FILL PART FILL PART OF DEFETT OF DEFETT RESOLUTION OF DEFETT OF DEFETT RESOLUTION OF DEFETT RESOLUT	PROJECTION OF DEPECT OF DEPCET OF DE	DATE OF DESIGN OF DESIGN OF TAKES AND A STATE OF DESIGN OF TAKES DESIGN OF TAK	Be Hoth All mod 26.2 to 59.0 made in secrets All mode in secrets All mode in secrets All mode in secrets All mode in secrets All mode in secrets as the secret and in sec	BE PARKET THE TOTAL THE PARKET TO STAND THE PARKET THE

RECRUEN # . 480-5943460-1

	L.J. Kogers								S. M. 45.2	SG Ma 49.1	56 ML 53.4	TRACK NUMBER LOCATION OF DEFECT								Deltan	13	-	RALMAMBER // 32
	D AUMBER								×	7	X	BOLTS MISSING/LOOSE CRACKED JOINT BARS BROKEN JOINT BARS BROKEN RAIL			1	1			Ŧ	/AKC	PIREIX	- Name And	
2	518445											IRREGULAR LINE IRREGULAR SURFACE FULL APART GAGE SWITCH TIMBER/TIES SWATCH PARTS FROG PARTS		FROM	HON	HOM.	· FREE	FROM	HON	56.0	TO NEARE	- Control of the cont	DAILY THACK INSPECTION REPORT
REGION OFFICE COPY	DATE /D/								es 1	E53 (ربعا	PTLF NOT LIGTED - EXPLAIN		8	10	ਰ	б	đ	ਰ	ð	TO NEAREST 1/10 NEE		DAILY THACK INSPECTION REPORT
E COPY	MTE 10/04/05							,	20	2 P	1 C 14	DESCRIPTION	DEFECT	•	·	÷	•	•	•	26.2 "	<u> </u>		OTION REPO
	ROADWASTER							2	2000	1 de 0	ש שני ו	DESCRIPTION AND MEASURE Of DEFECT		TRACK(S) NOPECTED	TRACK(S) NSPECTED	TRACK(S) NSPECTED	TRACK(S) INSPECTED	THACK(S) NGPECTED	IRACK(S) NSPECTED	TRACK(6) NRPECTED	Og email		PRAH : MENI
	-17.							The second	9		X .	EMENT								M	REMARKS B. P. Mijckey		FEV 8
									۲ .	<	<	NEFECTOR CORRECTED	-	TRACK TRAVERSED	THACK TRAVERSED	TRACK TRAVERSED	TRACK "RAVERSED	CJOUGHAU NOVILI	TRACK TRAVERSED	CERNEAMENT NOVILL	kev		FEV 9/3/02
	Ţ					_		$\frac{1}{2}$	-	_	\perp	SLOW DADER (MPH)	CORFIE	ERBEJ	ERSED	ERSED.	FRSED	Catal			РАЗЕ	-	DATE
	=	-			-	_	-	<u> </u>	_		_	OUT OF MERVICE	CORRECTIVE ACTION							3	_	18	E
	50-11-11am		 						- - 6	 ≽];	ङ्	FRA PARA. 213. B(B)	HOLL								õ	100	+
Ĺ	Ŋ								2	1/3	2	DATE COMPECTED					ļ				_	B	Ę

RECHIDER 1 - 490-5943452-1

Ĺ		-		7			1	REGION OFFICE COPY	GION O	2			ļ.	1					2	İ
ળ	S0-50-6(1.110	اج				7	ROADWALTER	11/23/05	DATE			35	14.	لآم		5		L.J. ROLEUS DHIMBER 574715	Tom I	AUSPECTOR
						5									}					
		+ +	$\left.\rule{0pt}{10pt}\right $	1-1						-				1	-					
		+	-	+					+				-	_	_					
		+							+			_					_			
		-	+	+		ļ							\blacksquare	\pm						
<u> </u>		-	_	+-									T		-					
	ļ	1	<u> </u>	}	:)					:	+			-					
				-											<u>}</u>		-			
₩	11/2				7	[a]	1 20 4 0g	ess than 2	le	-							محد	<u>0,3</u>	HKL 40.3	26
	DATE CORRECTED	PRA PARA 212 980)	SLOW ORDER (APH)	IMPRECTOR CORRECTED	Middle Anna Carlo	EMENT	DESCRIPTION AND MEASUREMENT OF DEFECT	DESCRIPT	NOT LISTED - EXPLAIN	FROG PARTS	SWITCH PARTS	GAGE BWITCH TIMBERITIES	PHEGLEAR SURFACE PULL APART	IPPEGULAR LINE	BROKEN JOINT BARB BROKEN RAIL	CRACKED JOINT BARS	BOLTE MISSINGLOOSE	LOCATION OF DEFECT	5	TRACK NUMBER
	ACTION	TWE ACT	CORRECTIVE	n				DEFECT				1		1	ł		1			
			SED	IRACK IRAVERSED	I NOVEL		TRACK(B) NGPECTED	•	ਰ				<u> </u>	NO.						
			300	TWOK TEMPERSED	I NOMIT		TRAOK(D) NONCOTED	•	ਰ				<u> </u>	FROM			_			
			SED.	FAVER	TRACK TRAVERSED		TPACK(S) INSPECTED	•	ਰ		,		-	T TOP	<u> </u>	Ì				
			613	TRACK TRAVERSED	TRACK 1		TRACK(8) MEPECTED	•	ਰ		•			₩.						
			SED	TRAVÉR	TRACK TRAVÉRSEO		TRACK(8) INSPECTED	•	ਰ		•		-	PROM						
			038	TRACK TRAVERBED	TRACK		TRACK(B) INSPECTED		ਰ				-	YION]
ļ		~	My das	TRACK TRAVERSED	TRACK 1	M	TRACK(8) INSPECTED	40.6	ថ		6.2	H	-	FROM		ĄΨ		Be Joh		<
	ę		PAGE			REMARKE	TEMP.415"		TO HEAREST ING VILE	AEST NO	O MEA	4 =			× O	PREFX		TIMETABLE	G SPEC	FE NO
8,	23 6		Ş				ORT	PECTION REP	CK INS	₽		DA						N-33	H & L NUMBER	H .
AZ.	₽. *	8			FORM Nº 474 PLE HEY BOYUZ		CSX TRANSPORTATION ENGINEERING DEPARTMENT	IONEERINO D	ON ES	ΠAT	POH	ANS	ΧTA	င္ပ				Fletchica	REGION	2

REORDER # - 480-6943462-1

,	May L.J. Rogers						SG MIL 40.8	SG MR 42.3	SE MU 44.9	TRACK NUMBER								V Belton	HEG SPEC SURGNASION	- M-	FATENCE
. •	1845 DAMME 248112						×	×	×	BOLTS MISSING/LOOSE CRACKED JOINT BARS BROKEN JOINT BARS BROKEN MAR. BROKEN MAR.		FROM	FROM	FROW	FROW	FROS	PROW	ALL FROM	-	}	
REGI	74215									PULL APART GAGE SWITCH TIMBERVILES GWITCH PARTS FROG PARTS PTLE		. 70	•	10	3	•	•	45.0	MILEPOST INSPECTED	DAILY TRACK INSPECTION REPORT	SX TRANSPORTATI
REGION OFFICE COPY	ME 11/16/05					(CA) OTHER &	<u>ا</u>	٠ و <u>ت</u> و ر	655 than 2	NOT USTED - EXPLAIN	DEFECT	•	•	•	•	10	•	ν 1 (.)	YECTED TO NALE	K INSPECTION RE	ON ENGINEERING
	POADMASTER					IIS MA CHA		<u> </u>	bolls per sail	DEBCRIPTION AND MEASUREMENT OF DEFECT		TRACKISI MISPECTED	TRACK(S) MEPECTED	TRACK(S) INSPECTED	TRACK(8) MSPECTED	TRACK(S) INSPECTED	TRACK(S) INSPECTED	THACK(S) INSPECTED ML	TEMP 65 PEMARKS	PORT	
(NEPECTOR CORRECTED		TRACK TRAVERSED	TRACK TRAVERSHO	TRACK TRAVERSED	TRACK TRAVERSED	TRACK TRAVERGED	TRACK TRAVERSED	, - 	RKS	!	REV WANT
	50-50.el					1				BLOW CROSER (MPH) OUT OF BERVICE FRIA PARA 215, 8(R)	CORRECTIVE ACTION	VERSED	VERSIIO	VERSED	VEHSED	VERGED	NERISED	RACK IRAVERSED M	PAGE OF	<i>i.</i>	WO DAY
	2	_ _					70	***	 	DATE CORRECTED								-		S	Š

REORDER # - 460-5943462-1

	####CTO							26	X	TRACK NUMBER								<	REG R	34.	2
-	- T							ALC	ALC.	_	· <u>=</u>								G SACO	B & L MANNES	REGION
7	J. L. Ruger							40.3	34.6	LOCATION OF DEFECT								Se las	NOISIAIGBRIB STRY I STVI	N-33	[]a
				-			!	$ \times$	\geq	BOLTE MERINGA,OCSE							-	*	⊽⊊	[]	
	ž						· ·			CRACKED JOINT BARS BRICKEN JOINT BARS	-							2	PREFIX.	}	
	1			+-	-					BROKEN RAIL	-			_				ļ, —	~ ~	}]
	S									INTERULAR LINE	1	FROM	P.	₩.	MORE	MON	POL	P P		င္တ	;]
	74						-			PIPECULAR SURFACE]	<u> </u>	 	┝ <u></u>	-	_	Ť			×	:
	S12445 warmen						1			PLAL APART	1									RA LA	!
	1				+	<u> </u>				SWITCH TIMBERITES	1			•			•	حع	ai ⊊	NS.	į
				+			1		_	SWITCH PARTS	1					•		26.2	£ 5	돈q	,
30	1									FROG PARTS]		<u>L.</u>					~	8 3	₹₹	į
E E					1		\perp			PTLF	ļ	ā	정	ᇙ	ಕ	đ	5	5	150	호등)
₹	g		-	_	+	-		-	-	NOT LISTED - EXPLAIN		\vdash	-				-		TO MEAREST 1/10 MILE	Ž	;
REGION OFFICE COPY	50/40/11 auro							less han 2	ess than 2	7. 9.9 9.4	DEFECT	•	•	•	•	•	•	40.5		SPECTION RI	
,	POADMASTER							bolls per rail	polity per rest	DEBAHIPIKN AND MEASHALMENI OF DEFCOT		TRACK(S) INSPECTED	משרשאו (פואטאארו	TRACK(S) MARPECTED	THACKES MEMBERT	твасков) марество	тниска мерество		TEUP. 75	CSX TRANSPORTATION ENGINEERING DEPARTMENT DAILY TRACK INSPECTION REPORT	
	7						· • • •			ENEMI		i i						ML	REMARKS		
							<u> </u>			INSPECTOR CORRECTED	_	TRACK TRAVERSED	TRACK TRAVERSED	TRACK TRAVERSED	THACK TRAVERSEO	TRACK TRAVEASED	TRACK TRAVE/16(D)	\mathcal{M} deseand your		REV 9/3/02	(74 RE
•	A			+	-					SLOW ORDER (MPH)	8	AVERSE	AMENA	AVERSE	TSUEAY	AVEASE	BEEN	35£3AM	P/		_
	2	-		+	+-	-	-			OUT OF SERVICE	COHRECTIVE ACTION	"	"			•	а	Ma	P/QÆ	D _A TE	_
	5			1	-						7							•	-	= 5	5
	50-50-6/ mm	 	 .			- 			ļ	FRA PARA. 213, 9(B)	호								목	87 87	?
	50							1	3	DATE CORRECTED										203	4

REORDER # - 480-5849452-1

REQ
2
Ī
8
Ž

: ::--

Ĺ									AdCO a	REGION OFFICE COPY		.							. 1		()		
<u>ત્ર</u>	S	S0-S0-6	4		T. Z	<u> </u>	HOADMASTER		1/91/035	/// a.m			5	574215	57	9			. J Rogers	7	M	Marcine,	
	•••					_			:			<u> </u>					 					 	
	ļļ					1						+-+						1					
		-													+		-+-						
	- -																-						
Va!	18			<			per Mi	Ø It	MAN d	655		+		+	+					ė	₩C 2V		¥
ā	11/01			~			Per M	b d	3	675					-		+-			2	1 H		NA P
e;	IV.			1			per Mil	b ₀ 5	2	1835					-	<u> </u>		×		2.8	447	1	*
ā	 			~				g g	re view	S.			<u> </u>				-	\geq		17	W 45	→	4
ā,	₹	:		<			per reil	b /5	mh /	e55 1					-		-	×		13.4	7	E	74
STATE OF THE STATE	DATE COMPRECTED	OUT OF SERVICE	SLOW ORDER (MPH)	INSPECTOR CORRECTED		EMPN1	DESCRIPTION AND MEASUR OF DEFECT	. OF	Desca		PTUF NOT LISTED - EXPLAIN	SWITCH PARTS FROG PARTS	SWITCH FIMBLINTES	PULL APART	RREGULAR LINE IRREGULAR BURFACE	SPOKEN PAIL	SPACKED JOINT BARS	BOLTS MISSINGALOOSE	æFFC.7	LOCATION OF DEFFOR	, D	<u> </u>	TRACK NUMBER
	₹ ¥	CORRECTIVE ACTION	COARI				1		DEFECT		1	-		1		1	-						
			(ERSED	TRACK TRAVERSED			GELDE-SW (S)XOWL	IRACX			ਰ	•			¥O#	30					-		
			(CRSCD)	TRACK TRAVERSED			DATES SERVICES	TRACK	•		ಕ	•			FF.	I I		-			-	j	İ
		 	THS HJ	TRACK I HAVENSED		J	TRACK(S) INSPECTED	TRACK	•		ត	•			OK.	20		-				-	
			refised)	CESHANNEL XONE			OBLOGASNI (S)KYVAL	TRACK	•	: -	5	•			FROE	20	-				ļ		
	ļ		(ERISED	TRACK TRAVERSED			CELTEUSNI SENOVAL	KOWIT	•		10	•			FROM	<u></u>		<u></u>					
			,	TRACK TRAVERSED			TSACKIBI INSPECTED	DWEI	•	_	ਰ	-			FF CE				 		ļ	_	Ţ <u> </u>
[ج	TREED,	TRACK TRAVERGED		7	TOWARD INSPECTED		52.0		ಕ	نە	مح		FAQ	<u> </u>	4KL	_		Be Joh			<
_		-	PAGE			HEMARKS	тыю. 60°	TSMP.		MATE	ST 1/10	MALEPORT INSPECTED	35			7.5	PREFUX	_	NOIBWICENE		r r	EG SPEC	20 Z
SE É	<u> </u>	= 8	3140	4 G	PEV 9/2/02	-	CSX TRANSPORTATION ENGINEERING DEPARTMENT DAILY TRACK INSPECTION REPORT	G DEP	TION R	N ENGIN	ATION	Y IR	NSP(TRA	CSX	_			X	1-33 N-33	AGCFFF T	FI & L. NUMBER	
	J 7	4 - 4	T TEVALE									}			İ					7			

REOFIDER # - 480-594\$462-1

-- .

╼
丽
100
•
Ŧ
0
•
-
\sim
\simeq
7
7
코
IJ
m

0
74
v
7

MUTCHUM								7	TRACK NUMBER								<	Peg	R & L NUMBER	
Charling (will)								AU 38.8	LOCATION OF DEFECT								(Sp. Idan	8	┤	Drang
D HUMBER									BOLTS WIGGING/LOOSE CRACKED JOINT BARS BROKEN JOINT BARS BROKEN FAIL								Thit	PAGEN		
		+		-		-			MARGULAR LINE	- <u>'</u> 	HQ.	FROM	NOE.	FROE	FROM	Ę.	3 0E			CSX
53538Z								×	PULL APART CAGE SWITCH I MILEWILLS SWITCH PARTS FROG PARTS		•	•	•	•	•	•	الا. مالا	MILEPOST NSPECTED	DAILY THA	(THANSPORTA
٠			<u>:</u>						PTLF NOT LISTED - EXPLAIN		ō	ਰ	đ	ಕ	ਰ	ಠ	ਰ	IN DIVI	읈	NOL
Sarly (C) and							, j	58° 44€	DESCRIPTION	DEPACT	TRAC	TRAC	. IHW	TRA	• IRAN	THAI	56.0	TEMP.	DAILY TRACK INSPECTION REPORT	ENGINEERING DE
HOADMASTER	7								DESCRIPTION AND MEASUREMENT OF DEFECT		TRACK(S) INSPECTED	TRACK(S) NECHCTED	THACK(S) INSPECTED	TRACK(6) INSPECTED	IRACK(S) NESPECTED	TRACKS) INSPECTED	TRACK(S) INSPECTED A		4	PARTMENT
K									٦								<u>م</u>	REMARKS		FORW IN 474 FRE REV 9/3/02
4								7	INSPECTOR CORRECTED		IAACK TAAVEASED	TRACK TRAVERSED	HACK HAVERSED	TRACK TRAVERSED	IRACK TRAVERSED	UPSERVANI KAYALI	IFMCK THAVE-SED		•	21 72
									SLOW CROER (MPH)	CORP	VERSED	VERSED.	VERSED	VERSED	VERSED.	VERSE.	VERSED	PACE	DATE	
O MLYO			İ	 _				1	DUT OF SERVICE	CORPECTIVE /							3			.
010 01 10 mm	ļ. 		 · - ·	 	 				FRA PARA. 213. 9(8)	ACTION.							L	₹	/	DAY.
90								ر ک	DATE CORRECTED									=		YEAS

SO-/C-C/alva http://www.a-fr	50. 5		45.3	40.a	LOCATION OF DEFECT							paron		D. Figs
REGIO		-								į		2	THATABLE	FLORENCE N-33
REGIO		- 1		\ -	BOLTS MISSINGALOOSE GRACKED JOINT SARS BROKEN JOINT SARS BROKEN RAIL	-						AKC	PREFIX	
REGIO		_	+	1	IRREQULAR LINE IRREQULAR SURFACE	1	FROE	FROM	FROM	FHON	FROM	FROM		SS S
EGION OFFICE COP					PLE APART GAGE SWITCH TMBER/TISS SWITCH PARTS FROS PARTS	7 7 7	•	•	•		•	37.0	MILEPOST WAPECTED	(TRANSPORT
N OFFICE COP					PTUP NOT LISTED - EXPLAIN	-	7	3	a	ಕ ಕ	ಕ	ਰ	Napec ST 1/101	ATIO
≺ ∑ ∃ 	CANT 253)	HIL SEAT	1.555 7MAN	LESS THAN		DEFECT	•	•	•		•	6.63	TED	CSX TRANSPORTATION ENGINEERING DEPARTMENT DAILY TRACK INSPECTION REPORT
RCALDMA-STEEN	ع ا	2 60	es	w of sours	DEBCHIPTION AND MEASURE OF DEFECT		THACK(S) MISPECTED	TRACK(8) INSPECTED	TRACK(8) MSPECTED	Truck(s) NSPECTED	праска начество	TANCK(S) (IISPECTED	105 an	3 DEPARTMENT EPORT
	W.S	73	ر چ	5	EMENT						:	M	REMARKS	FORM P REV 93
		\	\	١	INSPECTOR CORRECTED		TRACK TRAVERSED	TRACK TRAVERSED	TRACK TRAVENCED	TRACK TRAVERSED	CHANNET HAVERSEO	IMACK TRAVERSEO		FORM N 474 HE REV 93/102
					SLOW ORDER (MPH)	CORA	/ERSED	/GRSEO	/Breeo	VERISED	N≅RISE0	VERISEO	PAGE	3i.ed
ara ara	.				OUT OF SERVICE	ECTIVE			:				- !	<u>रे</u> ह
22 /		ļ. <u>.</u> .			FRA PARA, 213, 9(6)	CORRECTIVE ACTION			İ			3		हा है
8		, F						- 1		- 1			유	~- 51

.

REORDER # - 480-6943-462-1

_
7
TT.
o.
**
0
7
_
_
0
. 61
7
ਨ
E M
M
S M C
00 MG
CE COF

নু	ā	10 atva	9			1	HOADMARTER	120.05	BATE		329784	324	PDC4	PROMIN O		Amay Hamas - S	1	BERFECTOR
	<u>†</u>	-	-									F			-			
		 	<u> </u>		•	1		 				-	<u> </u>)	i 			
					 	}						<u> </u>			<u> </u>			
			_									-			<u> </u>		<u> </u>	
									<u> </u>			-			_			
			-	-								-	_		_			
		-	-	_								-			<u> </u>			
				!	 							 	<u> </u>	二	_			
		_	_	_					H	E				-	_			
122			<u> </u>	1	<u>,</u>	cher.	1 1	lion in				-			 	15.0	2141 1216	25
7	1/2			1	!	r track	Carlos Prair	the week	×		-			ļ	_	Sal	S 1747	2
DATE CORRECTED	PRA PARA, 213, 9(8)		OUT OF SERVICE	MSPECTOR CORRECTED	MEDITING CORP.	ABVI	DEBORNIPTION AND MEASUREN	DESCRIPT	MOT LISTED - EXPLAIN	SWITCH PARTS FROG PARTS	GAGE SWITCH TIMBERYTIES	PREGULAR LINE PREGULAR SURFACE PULL APART	BROKEN JOINT BARE BROKEN RAIL	CRACKED JOINT BARB	BOLTE MESSAG/LOGSE	LOCATION OF DEFECT	5	TRACK NUMBER
	HOLE	WE AC	CORRECTIVE ACTION	8				DEFECT	-		 	-	1	1				
			(6	IRACK TRAVERBED	1RACK 1		TRACKED INSPECTED		ਡ	•		FFCEE	#					
			9	IRACK TRAVERSED	JEWCK 1		TIMOX(B) NEPECTED	•	5	<u> • </u>		₽CE	1 7		-			
			E9	TRACK TRAVERSED	TRACK I		TRACK(S) MSPECTED	•	ਰ	•		FROM	2		<u> </u>			
			6	TRACK TRAYERSED	THACK		TAMON(6) ANDPECTED	•	ð	•		FROM	2		ļ			
				TRACK TRAVERSED	TRACK		TAWON(S) INSPECTED	•	ਰੱ	•	•	₽	3		ļ			
		1	, M	TIMOK TIMVERSED	тимск	\ \ \	TRACK(S) INSPECTED	(1.83	đ	- >	2	FR _Q	ļ.,	△ スト		ilector		5
	İ	225		TRACK TRAVERSED	TRACK	₹.	TRACK(S) INSPECTED	35-9	6	نا	56	FROM	↓	17/16		Belder		1
`	Š	_	HAGE			REMARKS			MILEPOST INSPECTED TO NEAREST 1/10 MILE	NEARES	 	1	۲°	PREFIX	ļ	NOISANGERS	SPEC	HEO OF
Ç,	77	· · · · · · · · · · · · · · · · · · ·	- 3				ORT	SPECTION REF	ACK Z	N IR	UA		-		-	127	H & C HUNGHEH	Ŧ
YEAR	DAY	₹	1		FORM N- 474 RE HEV 9/3/02	# Z	DEPARTMENT	CSX TRANSPORTATION ENGINEERING DEPARTMENT	NOIT	ORTA	ANSF	SX TF	_			No. of Park	REGION	-
O'CONTONIA - I	100	•	9	 ;														

400 m

REORDER # - 480-5943442-1

"
m
Ø.
δ.
ž
_
¥
1
ਨ
m
O
Ö
ď

٠.

_	, _		 -			- (` _				-	- -	-							
POPECTOR			1				733	<u>C</u>	TRACK NUMBER								_	₹ 100 × 100	11.6	2
*						•	ard	M	5									PEG SPEC	HIL NUMBER	REGION
R	*						λί I	5	OCATION								E		>	Fl
FI							2.3	7	LOCATION OF DEFECT								Selfon	SUBDIVISION SUBDIVISION	N-33	Florence
Cont									្រ 			ļ						2"		
D NUMBER							<u> </u>	≥	BOLTS MIBBINGA.006E CRACKED JOINT BARD						-		NICA	PREFIX.		
									BROKEN JOINT BARS]	i	İ		ĺ	1		1	₹ĕ	1	
\$			+ +			<u> </u>			BROKEN RAIL	_	<u> </u>	1 3	7	#	7	=	 	1	1	
16	 		+-			[<u> </u>	IRREGULAR LINE	4	MOH	NOE.	FROM	FFQ.	POL	MORE	AGE.	-		S
	} 				<u> </u>			-	HREGULAR SURFACE	4								1		$\stackrel{\sim}{\dashv}$
535382	} -		+ +				-	-	PULL APART	4			1				26			₽
<i>π</i> ,	\ 		+-+		-i	╁╸╌┼			GAGE	· [Ċ		2	ž
$ \mathcal{E} $		+	+		+	┞─┤			SWITCH TIMBERITIER	4	-		}				`	ਰ ਵ	1 🖺	ğ
1,			╌┼╌╌┤	-		├		<u> </u>	SWITCH PARTS	1	•	•	•	•	•	•	12	1	1 4	Ĭ
j			+ +		+-	 			FROS PARTS	4	-	 	<u> </u>		!	!	<u> </u>	[ST]	₹	>
}	 	+	+		- 	} →		_	PTLF NOT LISTED - EXPLAIN	-	ᅙ	ō	ō	ξ	ಕ	ē	ŏ	38	오	ᅙ
DA THE			+ +		+				POT USING - EXPLAIN	-	-	 	 		<u>' </u>	_	!	MILEPOST INSPECTED	Ē	Ž
90-5-1=						i 	the	Les Shan	DESCRI	DEFECT	•	•		•	•	•	56.0		SPECTION RE	NGINEERING
ROADWASTER						<i>a a a a a a a a a a</i>	2 Rut	2 Posts	DESCRIPTION AND MEASUREMENT OF DEFECT		TRACK(B) INSPECTED	TRACKIS] INSPECTED	TRACK(S) INSPECTED	TRACK(S) INSPECTED	патовчамі (вужми	TRACK(S) INSPECTED	TRACK(S) INSPECTED	твир.	PORT	CSX TRANSPORTATION ENGINEERING DEPARTMENT
145						ı,	125	frio mais	EMENT								MC	REMARKS		
						-	7			<u> </u>	TRACK	TRACK	ПРАСК	TPACK	пниск	PRACK.	TRACK		!	FORM N= 474 RE REV M3/02
				-			\forall	$\frac{1}{\sqrt{1}}$	BLOW ORDER (MPH)	g g	TRACK TRAVERSED	TRACK TRAVERSED	DOLLAND XOM	TRACK TRAVERSED	THACK TRAVENSED	TRACK TRAVERSED	RACK TRAVERBED	-		
DA1						_	\dashv	-	OUT OF SERVICE	CORRECTIVE ACTION	₽	£b	6	8	9	ğ	₹ -	PAGE	E S	: i
60			<u> </u>			-			FRA PARA. 213. 9(2)	WE ACT							$\hat{}$		5	₹
	, 		4			<u>Į.</u>	···-	:::	• • • • • • • • • • • • • • • • • • • •	ğ				Ì		Ì		R	&	Ş
90-ta-com									DATE CORPECTED	l i		F		- 1	J	- 1	F	-+	0	Ę

						SEL JK 51,1	TRACK NUMBER	<u></u>						V Bellero	C Ritors	<u> ^ </u>) ii
						>	BOLTS MISSINGLODGE CRAFXED JOINT BARS BROKEN JOINT BARS SPICKEN FAIL BREGULAR LINE		FROM	HORT	FACE	FFKIN	FROM	AKL TOL	天C FROM	PREHX	CS
							PULL APART GAGE SWITCH TIMBERTIES SWITCH PARTS FROG PARTS PTLE		• TO	• 70	. 75			5a.) r	نه	MAEPOST INSPE	K TRANSPORTATIO DAILY TRACK
						1 171.451		DEFECT	TRAC	, TRAC	- JANKI	₽ TRAG					CSX THANSPORTATION ENGINEERING DEPARTMENT DAILY TRACK INSPECTION REPORT
))					i		AND MEASURIEMENT DEFECT		K(8) MSPECIED	K(0) MBPECIEU	K(8) Marecien	K(S) INSPECTED	KIS) MSPECTED	Kiaj inspecteo 5	ğ (1	PARTMENT LT
						``	NSPECTOR CORRECTED		THACK THAVE	TRACK TRAVE	TRACK TRAVE	TRACK TRAVE	THACK TRAVE	TRACK TRAVE	TRACK TRAV		FORM N- 474 RE REV 82AD2
						-	BLOW ORDER (MPH) OUT OF SERVICE FRA PARA, 213, 4(8)	CORRECTIVE ACTION	RAGO	RUSED	AS ED	RSED	ASED	Ath ussu.	HSED ///	PAGE OF	TJ LI BIVO
							Mr St. 1 A 1 Missing Well- X	DESCRIPTION OF DESCRIPTION OF DESCRIPTION AND MEDICAL PROPERTY AND MEDIC	DESCRIPTION AND MASSINGLODISE TO RANCED JORT BARIS SENCIES JORT BARIS SENCIES JORT BARIS SENCIES JORT BARIS SENTICH PARTS PROGRAMM SENCIES JORT BARIS PROGRAMM SENCIES JORT BARIS PROGRAMM SENCIES JORT BARIS PROGRAMM SENCIES JORT BARIS PROGRAMM SENCIES JORT BARIS PROGRAMM SENCIES JORT BARIS PROGRAMM SENCIES JORT BARIS PROGRAMM SENCIES JORT BARIS PROGRAMM SENCIES JORT BARIS SENTICH PARTS PROGRAMM SENCIES JORT BARIS DESCRIPTION AND MASSINGLODISE SENTICH PARTS PROGRAMM SENCIES JORT BARIS DESCRIPTION AND MASSINGLODISE COMPRECIAL SENTICE SENCIES JORT BARIS DESCRIPTION AND MASSINGLODISE DESCRIPTION AND MASSINGLODISE COMPRECIAL SENTICE DESCRIPTION AND MASSINGLODISE DESCRIPTIO	TO DEPECT ON THANKS MESSAGLODGE FORANCED JONT BARS ANORED JONT BARS ANORED JONT BARS ANORED JONT BARS ANORED JONT BARS ANORED JONT BARS ANORED JONT BARS ANORED JONT BARS ANORED JONT BARS ANORED JONT BARS PULL APART AND MESSAGREY PULL APART PUL	TO THAT THE PROPERTY AND A PROPERTY	COCCUTION OF DESCRIPTION AND MERCHAND THAT THAT THAT THAT THE PRODUCT THAT THE PRODUCT THAT THE PRODUCT THAT THE PRODUCT THAT THAT THE PRODUCT THE PRODUCT THE PRODUCT THAT THE PRODUCT THE PRODUCT THAT THE PRODUCT T	DESCRIPTION AND RESPONDED TO THAT THAT THE PROPERTY OF THE PRO	DUST INSERTED PROCESS AND A CONTRACT BANK AND MEASURED PROCESS AND A C	MESTINAMENTAL DESCRIPTION AND MESTINAMENTAL PROPERTY OF SERVICE STRUCK TRAVERSED MALE TRAVERSED AND MESTINAMENTAL PROPERTY OF SERVICE	RCHDO OF DUFFER AND THAN MARKED THAN AND MARKED THAN THAN THAN MARKED THAN THAN MARKED THAN THAN MARKED THAN AND MARKED THAN THAN MARKED THAN AND MARKED THAN	THE CONTROL TO SERVICE CONTROL TO SERVICE CONT

RECHDER # . 480-5943462-1

3
$\overline{\Box}$
포
¥
Z
٥
Ŧ
ᄌ
λí
Ξ
Ω
<u>o</u>
70

TO SET PANSE OFFIATION ENGINEERING DEPARTMENT REPORT TO STANDARD T	2	多	ماه-۹۹-۵۱۵				<u> </u>	-	ROADMARTER	Cle	92-HP-1 2100	D		570938	po'	57	-	E MANAGER	į	na de Madria	+	NOTESTOR
TAXABOR DEPARTMENT CONTROL TO TAXABOR DEPARTMENT TO TAXABOR DEPART	- 1		-			:																
TAMAGE IN THAT IN THE POPULATION OF DEPERTURE AND DEPARTMENT TO STREET THAT THAT THAT THAT THAT THAT THAT T		 -													1	1						
CSX TRANSPORTATION ENGINEERING DEPARTMENT MARCHINE LUERD	- 1		+					ĺ							_	\exists	1		_			
CONTRACTOR CON	ĺ		<u> </u>									_	寸						\dashv			
CONTION OF DETECT CONTINUENTIES CONTINUENT CONTIN	i	<u> </u>												_								
TABLES NOT THACK INSPECTION ENGINEERING DEPARTMENT ROUGH AND STATE TO THACK INSPECTION THACK INSPECTION PROPERTY OF THACK INSPECTION	- 1		_																			
CONTROL CONT	ŀ	• • • •																			1	
CONTRACT NAMED CONT	l														-			<u> </u>	<u> </u>			
CONTON OF DEFECT												-			 		ļ					
CSX TRANSPORTATION ENGINEERING DEPARTMENT Revents DATE 10 DEPARTMENT PAGE DATE															-	ļ						
CONTION OF DEFECT CONT							[-	_		-		F			
CSX TRANSPORTATION ENGINEERING DEPARTMENT ROWN 1.71 PE DATE	DATE CORRECTED	HA PARA. 218. 9(B)		SLOW ORDER (NPH)	MEPECTOR DURNECTED		NT .	AEASUREUE CT	OF DEFE	ESCRIP			FROG PARTS			IRREGULAR SURFACE	·	†		OCATION OF DEFECT		TRACK NUMBER
CSX TRANSPORTATION ENGINEERING DEPARTMENT ROWN 1-74 FE 124	li	#QIF	CIBAE Y	COPPRE							DEPSOT	-			-	_	7	İ	-			
CSX TRANSPORTATION ENGINEERING DEPARTMENT ROWAYS DATE DAT		ļ		FRSED.	OK TRAVE	TRA		9PECTED	HACKIS) BE	•		ਰ	Ľ			-	¥					
CSX TRANSPORTATION ENGINEERIING DEPARTMENT REPORT NO DAY	ĺ			RANGE D	KOK TRAVE	TRA		SECTED.	TRACK(8) IN	•		đ	Ľ			1 8	; }					
CSX TRANSPORTATION ENGINEERING DEPARTMENT REVOKUS TRAVERSED DATE	į	ļ		PASED.	UCK TRAVE	TRA		SPECTED	TRACK(S) #4	•		ō	ľ			£	3					
THATTABLE UNE NO. MILEPOST INSPECTED TO SUMPECTED TO SUMPRESS TRACK TRAVERSED 17) SPECI SUMMINON FROM S. TO S. TRACK(S) INSPECTED TRACK TRAVERSED 17) FROM S. TO S. TRACK(S) INSPECTED TRACK TRAVERSED 17) FROM S. TRACK(S) INSPECTED TRACK TRAVERSED 17) FROM S. TRACK(S) INSPECTED TRACK TRAVERSED 17) TRACK(S) INSPECTED TRACK TRAVERSED 17) TRACK(S) INSPECTED TRACK TRAVERSED 17) TRACK(S) INSPECTED TRACK TRAVERSED 17) TRACK TRAVERSED 17)	- 1			NSED.	SAMEL NO	1PA		SPECTED	TRACK(S) IN	•	<u> </u>	ő	<u> • </u>			₹	3					
THAT IN THE TABLE THAT THE PORT THAT IN THACK INSPECTED TO STANSPECTED THACK THACK THAVE BED (1) THACK THAVE BED (1) THACK THAVE BED (1) THACK THAVE BED (1) THACK THAVE BED (1) THACK THAVE BED (1) THACK THAVE BED (1) THACK THAVE BED (1) THACK THAVE BED (1) THACK THAVE BED (1) THACK THAVE BED (1) THACK THAVE BED (1) THACK THAVE BED (1) THACK THAVE BED (1)	- 1			PISED	CX TRAVE	TRA		SPECTED	TRACK(S) M	•		ឥ	<u> </u>			5	3					
THAT SPECE STATE UNE SET THAT SPECIFED SPECE SUDDINGSION SPECIFED SPECE SUDDINGSION SPECIFED STATE SPECE SUDDINGSION SPECIFED STATE SPECE SUDDINGSION SPECIFED STATE SPECE SUDDINGSION SPECIFED STATE SPECE STATE SPECIFED SPECE STATE SPECIFED SPECE STATE SPECIFED SPECE STATE SPECIFED SPECE STATE SPECIFED SPECIFED STATE SPE				- 1	YCK TRAVE	ŢĮ.			NI (B)XCMA1	•		ਰ	Ľ			5	3		<u> </u>			
THATIAGE SUDDINGSON PREPTX UNE NO. DATE OF SUDDINGSON PREPTX DATE OF SUDDINGSON PREPTX DATE OF SUDDINGSON PREPTX DATE OF SUDDINGSON PREPTX DATE OF SUDDINGSON PREPTX DATE OF SUDDINGSON PREPTX DATE OF SUDDINGSON PREPTX DATE OF SUDDINGSON PREPTX DATE OF SUDDINGSON PREPTX DATE OF SUDDINGSON PREPTX DATE OF SUDDINGSON PREPTX DATE OF SUDDINGSON PROBLEMS TO MAKE SUDINGSON PROBLEMS TO MAKE SUDINGSON PROBLEMS TO MAKE SUDINGSON P	-		3		ICK TRAVE	TP,	ות	Ğ	TRACK(6) HA	ė		ō	ف	~	٠. و	1	<u> </u>		7	Rellio		<
N33 CSX TRANSPORTATION ENGINEERING DEPARTMENT REV 99002 DATE 1 24		Q.	-	P/.QE			BMARKE	72	TEX#5			THE OUT	POST I	9 2			-	P N	2 <u>5</u>	MOSEVACIONS	3860	
CSX TRANSPORTATION ENGINEERING DEPARTMENT REVIEWED NO DAY	$\overline{}$	2		DATE					PORT	ž Pr	ISPECTIO	ĺ ĆK ₹	ਜੂ	Ally			-			N33	NLMBER	R P
	<u> </u>	D.A.	8		吊	FORM N- 474 REV 9/3/02		MENT	DEPARI	AING	ENGINEE	NOI	ĤΤΑ	SP0	TRA	×	C			- Grence	MONE	2

RECHDER # - 480-6949492-1

-- .

11177

MERCHON /									-	TRACK NUMBER					<u> </u>	(2	\ <u>\</u>	REG SHEC	HERMUN 1 & P	REGION
Magh Shading	2									LOCATION OF DEFECT						Bellon	Belton	Bellon	MOSWIEW	N33	Florence
D MUMBER							1		 	BOLTS MISSINGLOOSE CRACKED JOHT BARS BROKEN JOHT BARS EROKEN RAIL						1KC	_	1KC	PREFIX		
856025 ESTINIO							-		+	FREGULAR LINE IRREGULAR SURFACE PULL APART		FROW	#ON	FROM	P P	PHOE	FROM	FFQ.			CSX TR
38										GAGE SWITCH TIMBER/TIES SWITCH PARTS FROG PARTS		•	•	· ·	•	34.0	70.2	38.7	TO NEAREST VIO WILE	DAILY TI	MASPORT
		1	-	-	-		-	 	1	PTUF NOT LISTED - EXPLAIN	-	78	ਰ	ತ	8		2	3	ST VIO	ACK	OTTA
2-1-06										D∈SÇF4P11	#EFECT			. 1	١			59.0		DAILY TRACK INSPECTION REPORT	ENGINEERING D
HOADMASTER										DESCRIPTION AND MEXSUREMENT OF DEFECT		I FACRICO INSPECTED	TRACK(S) INSPECTED	IRACK(C) MEPETTED	TRACK(B) INSPECTED	жу автозначи (в)жичи	TRACK(S) INSPECTED	SUASCULTO SUASCULTO	TEMP JUJ R	ORT	EPARTMENT
J. Y.	5									H								mc	REMARKS		NAO4
					 					INSPECTOR COPRECTED		TRACK TRAVERSED	TRACK THAVEHEED	TRACK TRAVERSED	TRACK TRAVETSED	TRACK TRAVERSED	THUCK TRAVERSED	TRACK TRAVEISED AT		, 	FORM N- 474 RE REV MOVO
ZĮ				ļ .		: [BLOW CROER (KPH)	202	VERSEI	VEHSET)	VERSED	OESE 3A	VERSEU	VERSED	VERRED	-AGE	E.V.	
DATE.								!		OUT OF SERVICE	RECTIVE			:			S	E	\dashv	" اند	<u> </u>
) Se/8										FRA PARA, 2(3, 9(8)	CORRECTIVE ACTION	i		ĺ				-	유	$\stackrel{\sim}{=}$	¥
90/06	-									DV.TE CORRECTED	2							<u>_</u>		8	Wax v

REORDER # 480 5043452 1

BC TRANSPERIOR FROM 36. TO 53.3 TRANSPECTED MLS TRANSPESED ML FROM 53.7 TO 53.3 TRANSPECTED S FROM 53.7 TO 53.3 TRANSPECTED S FROM 53.7 TRANSPE	SAA PARA, 213, 9(8)	SLOW ORDER (MPH) GUT OF BERVICE FRA PARA, 213, 9(8)	INSPECTOR COMMEDIED CONTRACT THAVETHOED SLOW ONDER (MPM)	MSPECTOR CUMHECIED AND AND AND AND AND AND AND AND AND AN	้าก <i>สิ รับไซฟ</i> สิ ราฟed มี	TRACKISH MASPECTED IN TRACKISH MASPECTED IN	DEFECT DESCRII	PTLF 3 5 5	SWITCH PARTS FROS PARTS	PULL APART GAGE GWITCH TIMBERTIES	IRREGULAR SURFACE	BROKEN JOINT BARS BROKEN PAIL	BOLTS MEBBINGACOSE CRACKED JOINT BARS	3 <i>4,1</i> 47.3	осапон 47.3	TRACK MUMBER
Bethon Inches the substitute of the substitute o		A 9	IRACK TRAVERSED	IL XOVALI		TRACKISI INSPECIED	•	<u>a</u> a	• •		FROM FROM	7 7				
BCHON HEAD SO TO SO TRACKISH MAJERIED MLS TRAVENSED ML BCHON FROM SO. TO SO. TRACKISH MAJERIED S TRACK TRAVENSED ML TO TRACKISH MAJERIED S TRACK TRAVENSED ML	1	# G	BENEVAL	IFAACK IT		TRACK(S) INSPECTED TRACK(S) MISPECTED	• •	8 8	•		<u> </u>	3 7				
Betton 1-kl from 36.2 to 53.3 madding induction of the substance of the su		ë	PAVORSE	HW2K II		TRACKISI NGPECTEC	•	₫	•		Ž		 		<u> </u>	
POR THE NEW TOWN THE STANDARD OF 12 PURPLES THE NOTE OF THE NEW TOWN THE PROBLEM TOWN THE P		7Wa	PAVERSE	I NONE!	3	TRACKS INSPECTED	53.3	5	7.7	5		÷	14	Belton	+	
SUBDIVISION PRIFFIX TO MEAREST 1/10 MOLE TEMP. 3/0 REMARKS PAGE 1	ľ	Me	HAYERJE	TI XCX TI	mus	THESTERN BYOME	56.0	i	اف	<u></u>	<u>§</u>		<u> </u>	<u>pe∏ry</u>	<u> </u> -	1
TENTAGE LIMITAR VILLEDOST INSPECTED	S S	(c)				30		, 1/10 Mg	SHEWHIC SHEWAN	ج ا د	1	,	- -	0 1	arec	136
N D		<u> </u>			\neg	5		NSPECTED	LEPOST	<u>د</u>				METABLE		HAL GSM
CSX TRANSPORTATION ENGINEERING DEPARTMENT REVIEWS ONTE DAY				A BANCE		PORT	ISPECTION RE	CK N	ſΑ I.Β⁄	DAII				1/23		R IL L NUMBER

.

HECHDER # - 430-3943/82-1

: #

active.					SAL	775	7-95	TRACK NUMBER							<	<	素の	25 2
MARCHEN MARCH ST.						40,3	1.84	LOCATION OF DEFECT							Be liber	Bellin	NOSPYRANGE SPEC SPEC SALE SALE SALE SALE SALE SALE SALE SALE	3
D NUMBER						X	7	BOLTE MBEINGALOUSE CRACKED JOINT BARE SROKEN JOINT BARS				<u></u> 			744	746	PREFIX	
							 	BROKEN RAIL IMMEGULAN LINE	-{ !	FICH	FERINA	FROM	TO L	FRYM	MOLES	E ROM		csx
C 20070								IRREGULAR BURFACE PULL APART GAGE BINITO-I TIMBERITIES BINITO-I TARTS FROG PARTS	-	•	•	4	•	•	52.7	26.2	MILEPOST INSPECTED TO NEAREST VIC MI. B	CTRANSPORTA
_								PILE NOT USTED - EXPLAIN	_	ਰ	a	ಕ	ਫ	ಕ	ō	ี่ฮ	NSPECTI	CK I
HELSYMOVOH 17-12 11 TATE					g W cox	1 missing bolt in 20	& only	DESCRIPTION AND MEASUREMENT OF DEFECT	DEFECT	TRACK(S) JUSPECTED	TRACK(S) INSPECTED	* TRACK(8) INSPECTED	matinalism (s)XOVN).	TRACK(S) INSPECTED	53.3 THACKISH INSPECTED	D6.C INMAIS MSPECTED	1EMF.53	CSX THANSPORTATION ENGINEERING DEPARTMENT DAILY TRACK INSPECTION REPORT
					costevel	Hin Zuida jobst	Boll in aside ight	AFASURFMENT CT		SPECITED	SPECTED	8PECTED	SPECIED	SPECTED		Source MCS	H:MAHXS	
					×	7~	X X	MRRECTON CONNECTED	<u> </u>	TRACK [FLAVEHSED	TRACK TRAVERSED	TRACK TRAVLERGED	HAVE HAVE SED	GISHEAWEL NOWELL	JU OBSERANDI XIMBI	TU DESERANTE KANEL		MA MAN
+								SLOW OFDER (MPH)	COMP	CESTER	WERSED	VLFRIED	APH2FD	O3SED	OBSEBA	VERSED	PAGE	31M
מות מכו א זואם						1		OUT OF SERVICE	CORRECTIVE ACTION					ı	Mc	mc	-	الع
*	•							FRA PARA: 215, 9(8)	ACTION								Q.	
Z !			1.	1-	1-6	100	2/3]	-	1 .	F			ĺ	Ì			<u> </u>

REORDER # - 480-5943462-1

: ==

INSPECTOR M			; ;	 				195	TRACK NUMBER							<	\ <	<i>i</i> 1	HAC NUMBER
Mad Shading			!					31.3	LOCATION OF DEFECT							Scll40	Bellon	NOKSAIGBITE	N33
10 HUN					-			*	SOLTS MEISING/LOOSE CRACKED JOINT BARS BROKEN JOINT BARS							1kL	1XC	PREFIX.	
8 16 Kanana a									BACKEN HAIL IRREGULAR LINE IRREGULAR SURFACE	- -	FROM	THOSE I	: MACHE 3	FROM	RE	NOH.	FROE		*
38								:	PULL APART BAGE SWITCH TIMBERVITES SWITCH PARTE FROC PARTE		•	•	•	-	•	52.7	<u>26.3</u>	TO MEAREST 1/10 MLE	עאורו וי
_					1				PTLF NOT LISTED - EXPLAIN		70	5	ਰ	ā	ਰ	ā	 ਰ	ST 1/10	5
™ 2-22.06 F				1979.				Imissing Bull in 2)	DEFECT	. 14	· 12	. 19	IF4		53.3 m	59 ·0 m		CALL TRACK HAST ECHICAL DEFONI
HOADMASTER!	ا ا							Altin 20	DESCRIPTION AND MEASUREMENT OF DEFECT		TRACK(S) NSPECTED	THWOKE) NOPECTED	TRACKE) NO PECTED	TRACK(S) NSPECTED	TRACKIS) INSPECTED	THACKS) NSPECTED 5	NSPECTE	TEMP. 61	
								mide bolt	¥.								ms Sm	REMARKS	
			<u> </u>					~	INSPECTOR CONNECTED	<u> </u>	TRACK JRAVERSED	TRACK (RAVERSED	TRACK TRAVERSED	RACK TRAVERSED	TWOK ITWYERCEN	TRACK TRAVERSED MC	THU GEOLDANIE YOUL		
24	_								SLOW ORDER (MPH)	COAR	(E)SED	(HSE)	VERSED	VERSED	VERSEN	VERSED	ACUCATO	PAGE	
DATE 3						-			OUT OF REPVICE	CORRECTIVE ACTION			;			35	3,	_	رو
30	-				 		 		FRA PARA. 213, 9(8)	ACTION									<u>۔</u>
900	.	ĺ	-			1		2	DATE CORRECTED	, z									<u>2</u> 2

FEORDER # - 480-5043462-1

: ::-

вырестоя /									Z			TRACK NUMBER		-						<	REG SPEC	R & L MANNER	
Mord Shading									The artist	-		LOCATION OF DEFECT								Se. Hon	+-	. 	Florence
ID NUMBER	;a											BOLTS MESUNGLOSE CRACKED JOINT BARS BROKEN JOINT BARS								AKL	PREFIX		
. 1]				<u>;</u>		_			BROKEN PULL IRREGULAR UNE		FIGH	HOM	HOM	ADE.	3	RO	₽ Q		<u>.</u>	င္ပ
85.ba2.5												IRREGULAR SURFACE PULL APART GAGE SWITCH TIMBER/TIES SWITCH PARTS FROG PARTS		•	•	•	•	!		2	TO NEAREST 1/10 MALE	DAILY TR	X TRANSPORT
		-		1								PTUF NOT USTED - EXPLAIN		ಕ	ਰ	ਰ	õ	đ	8	ă	ST 1/10 I	ACK	<u> </u>
90-bE-2 3m												DESCRIPT	DEFECT	•	•	•	•	•		52 ·c)		DAILY TRACK INSPECTION REPORT	
HOADWASTER										;		DESCRIPTION AND MEASUREMENT OF DEFECT		MACKET BELFECTED	TRACK(\$) INSPECTED	MACKIS REPECTED	TRACX(S) INSPECTED	TRACK(S) MSPECTED	TRACK(S) INSPECTED	TRACK(S) INSPECTED	16MP. 61	ORT	デてたよ NY2 -
	5											PENT .				:				/m/ S	REMARKS	, 10	- Vale
- -	-				-		_				ļ	INSFECTOR CORRECTED	<u> </u>	TRACK TRAVERSED	TOWCK THAVEHSED	TRACK (HAVERSED	THALK THAVERSED	THACK THAVEASED	TRACK TRAVERSEO	TRACH HAVERSED		NEW HOMES	3
<u> </u>	_	<u> </u>	:	_		_	<u> </u>					SLOW ORDER (MPH)	COPIR	CROED	CERSEA	TEASED	ERSED	EASED	L		:ALJE	DATE	
MIR LA BINA	-		-	_	_	_					1	OUT OF SERVICE	CORRECTIVE ACTION					:	Î	3	 		č
0	·											FRA PARA, 213, R(B)	CTION		-:	j		1	:		<u> </u>	3	UAY.
3						[DATE CORPECTED			;			į		-	- 1	2	Š

RECHIDER II - 480-5948462-1

Made Shakin	No Defait	TRACK NUMBER							Ballon	Bellen	REG SUBDIVISION	
D Males		. BOLTS MISSINGALOGE CRACKED JORG SARB BROKEN JUNEAU SARB BROKEN JUNEAU SARBONES				3	3	23	# 174	<u> </u>	PARTIE	1
\$ 5DQ2 6		PREGLAR LINE PREGLAR SUMFACE PULL APART GAGE SWITCH TIMBERITIES SWITCH PARTS FROG PARTS		FROM	FROM	FROM	PPOM	FHOM	52.7	26.2	TO NEATEST 1/10 MALE	CSX TRANSPORTA
F		PTUF - NOT LISTED - EXPLAIN		5	8	ಕ	ਰ	ಠ	ត	ō	INSPECTED IN SPECTED	ACK IN
The 3-35.66 Marken 1995 - 5 and		DESCRIPTION AND MEASUREMENT OF DEFECT	DEFECT	TRACKISI NISPECTED	TRACKINI INSPECTED	TRACK(S) ASPECTED	TRACK(\$) INSPECTED	HACK(S) NEPECTED	53.3 TRACKS INSPECTED 5	5 G -0 TRACKES REPRETED MLS	TEMP 70 HEMNERS	CSX TRANSPORTATION ENGINEERING DEPARTMENT DAILY TRACK INSPECTION REPORT
		NºSPECTOA CORRECTED		CHACK TRAVER	TRACK TRAVERSED	TRACK TRAVERSED	TRACK TRAVERSED	TRACK TRAVERSED	TRACK TRAVERSED	Л Ш цэвизлуны ж.жв.		FORM IF 174 RE
		SHOW DROPE (MPH)	CORN	CT365A	VEASED	VERSED.	VERSED	U3SE)3v	VERSED	VERSED	PAGE	3140
DATE		OUT OF SERVICE	CORNECTIVE ACTION	<u> </u>					mi	3	_	ω 8
H 8 06		FRA PARA. 213, 9(5)	ACTION								₽	2 ₹
06		DATE CORRECTED		! 		 			ļ	<u> </u>	-	6. X

RECIPIOER # - 480-5943462-1

REGION OFFICE COPY

REPECTOR											7.95	TRACK HUMBER								<	新 亞 罗 教	74.
. t												Q									FG SHEC	RESION
March Hading			: . 							: :	31,3	LOCATION OF DEFECT							'\	WINDOWS CONTRACT	TAMET A DLEI SUBDIVISION	Plarane N37
						<u> </u>					×	BOLTE MISSING/LOOSE									-, C	}
												CRACKED JOINT BARE		ļ				,	ļ	AKL.	PHEND.	
		1			L	ļ. <u>.</u>	<u> </u>	<u> </u>	<u> </u>	 	<u> </u>	BROKEN JOINT BARS	-							(-	ΣĢ	
570975	<u> </u>	1		<u> </u>	: 1	<u></u>	<u> </u>		<u> </u>	ļ	 	BROKEN RAIL	1	HCL	FION	FF CE	HICH.	∄ .	3	FASE I		0
2	}	-					 - -	-	-	-	-	IRREGULAR LINE	-	₽	\$	5	Ē	HOM	FACU	£		×
Z	 	┼╌┤				<u> </u>	<u> </u>	┼─		\vdash	 	PIREGURAR BLIRFACE PULL APART	1		1							
5,1	┞╼╄╾	 		-		· 	\vdash	 -	-	 		GAGE	1		1					2		چوا
5	 	1		-	 - -	-		 	 	\vdash	 -	SALLACION HOLLING	1				į			36	경토	<u>ặ</u> ≰
						 	_			1	1	SWITCH PARTS	1								MILEPOST INSPECTED TO NEAREST 1/10 MILE	<u>'</u> < ਪੁੱ
		1 -			<u> </u>					<u> </u>		PROG PARTS]							ىۋ	HES DST	##
1									Ĺ.			PTLF		귱	ಠ	ਰ	ឥ	ಕ	ਰ	ਰ	3 2	Š≅
_ '												NOT LISTED - EXPLAIN		Ľ	<u> </u>	<u> </u>	٣.			٠	O ECIE] <u> </u>
ove 3-11-09 m											lmissing	40 NOILAIXX830	DEFECT	• IRAC	• TRAC	· muc	OV141	TRAC	₽ TFAC	32 .C 1840	теме.	CSX TRANSPORTATION ENGINEERING DEPARTMENT DAILY TRACK INSPECTION REPORT
NOVEWSTER											ing Bal	DEBCRIPTION AND MEASUREM		IRACX(S) NSPECTED	TRACKIS) INSPECTED	TRACKIS) NEPECTED	THACKIS] INEPECTED	TRACK(S) INSPECTED	TRACK(S) RESPECTED	5764 GELDERGNU (GNOWE)	57	PARTMENT RT
MARY											+	ERT		: 						12	NEWANKS	PEV 05/02
				 		\ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \					×	INSPECTOR COPRECTED	<u>:</u>	TRACK TRAVERSED	IHACK TRAVERSED	HACK TRAVERSET	TRACK TRAVERSED	TRACK TRAVERSED	TRACK THAVERSED	TRACK TRAVERSED MC		R 12
-										-	ļ	SLOW ORDER (SAPH)	68	CHSED	EASEO	ERSB1	ENSO	ERSED	ENSED	ENSED	PAGE	D7.1E
P					 	-	_		-		† :	OUT OF SERVICE	COLFRECTIVE ACTION]	-					77%	lfi 	
=======================================				-		-		_		-	i	FRA PARA. 213, 8(B)	Æ ACI		-					, ,		<u> </u>
20 6 have		····				····	····		ļ		الرا	DATE CORRECTED	Ş								Ŗ.	6 ×
0				}			ł		}		31/6	URIE GUMPEUJ BD		1	,	j	i				-	8 \$

REORDER 1 - 480-5945462-1

REGION OFFICE COPY

BESTEETON							786	TRACK NUMBER		 					<	<	HEG SPEC	R & L NUMBER
Charle Shed >							27.1	LOCATION OF DEFECT						,	50 160	Bellen	NOSTALORINS STRVILITIES.	M33
ED MURBER							\[\ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \	BOATS MISSINGALOOGE CRACKED JOINT MARS PROKEN JOINT BARS							A	A.K	PAGENO.	
- 1			_					BROKEN RAIL RREGULAR LINE IRREGULAR GURFACE	4	FROM	FROM	FROM	MOE.	FROM	FROM	FFICM		CSX
36936								PULL APART GAGE SWITCH TIMBERITES SWITCH PARTS FROG PARTS		•	•	•	•	•	52.7	26 .2	MILEPOST INSPECTED TO NEAREST 1/10 MILE	TRANSPORT/
				<u> </u>				PTLF MOT LISTED - EXPLAIN		5	ō	ಕ	Ot	то	QI	ъ	MSPEC!	ACK
04 1E 3 - 1 - 06 ROADA							/ milson	DESCRIPTION AND MEASUREMENT OF DEFECT	DEFECT	- TRACK(S)	PACKISI	TRACKS	, TRACK(S)			5 Q-0 ⊓woks		CSX TRANSPORTATION ENGINEERING DEPARTMENT DAILY TRACK INSPECTION REPORT
HOADMASTER \							m 18/1) MEABUREMENT Fect		TRACKS) INSPECTED	RACKĮS) NISPECTED	TRACKIS) NEPECTED	TRACK(S) PESPECTED	THACK(S) (NSPECTED	INVEXIS) INSPECTED S	TRACKISI INSPECTED (1) ()	(O)	TWENT
		1						INDECATOR CORRECTED		THACK TRAVERSED	HACK TRAVELSEU	HACK THAVERSED	TRACK TRAVERSES	THACK TRAVERSED	I CU CHSHANNHI NONHI	TRACK TRAVERSE I		STEA BOOKS
2								SLCW ORDER (MPH)	com	VERRED	VERSEL	VERSED	VERSE	VERSED	WERSEU	WEREN 1	PASE	DATE
our d		}						OUT OF SERVICE	#CTIVE	ļ		ļ	!		#37	3		ا المناق
18	-				 			FRA PARA, 213L N(8)	COMPRETIVE ACTION				İ			ļ	2	- B
2							4	DATE CORRECTED	! - !								_	G ₹

HÉCRIDER # - 480 6943482- 1

: 55

REGION OFFICE COPY

mercon (hust light							SCI DIL 55.4-5	TRACK LOCATION OF DEFECT								(Sy dday	REO BREC SUBBRANSION	HALINGER N.33	
KSTATCH OF								SOLTS MESONGA DOSE CRACKED JOINT BARS SROKEN JOST BARS BROKEN PAIL								1	PREFEX.		
535382							×	FREGULAR LINE FARECULAR SUPPACE FULL APART GAGE SWITCH TIMBER/TIES		FROM	FROM	FROM	FROM	FROM	NOW	56		CSX TRANSI	
\$2 me								SWITCH PARTS PROS PARTS PTLF NOT USTED - EXPLAIN		5	8	• ਰ	• o	ਰ	• ਰ	5	IO NEA YEST 1/10 MILE	ORTATION E	
<u> 3-7-26</u>							25% pos	DESCH	1094601	•	•	•	•	•	 - 	26.2		NSPORTATION ENGINEERING DEPA	
ROADMASTEA							25/1 possible of Okviral	DESCRIPTION AND NEASUREMENT OF DEFECT	!	TRACK(S) NSPECTED	HACKISI INSPECTED	THACKIS INSPECTED	TRACKIS INSPECTED	TRACKIS) INSPECTED	TRACKIS INSPECTED	TRACK(B) INJPECTED	TEL SE	CSX TRANSPORTATION ENGINEERING DEPARTMENT DAILY TRACK INSPECTION REPORT	
17/5/							on from	EMENT							C	MC .	REWARKS		
	-		-	 1	 +-		741)	INSPECTOR CORRECTED	 	ITIACX I PAVERSED	TRACK THAVERSED	IRACK TRAVERSED	TRACK TRAVERSED	TRACK TRAVERSED	TRACK TRAVERSED	TRACK TRAVEIDED		FORM N. 474 RE REV 99802	
DATI				 			a	SLOW ORDER (MPH)	COMPLICITYS ACTION	VERSED	VERBED	VERSED	VERSED	VERSE	VEHSED	VENDOD X	PADE	DATE	
DATE (1 9/66	-							FRA PARA, 213, 9(8)	/E ACIRON								g.	03 07 06	

REORDER # - 480-6949482-1

: :::

ADDENDUM 4

CSXT APPRAISAL ASSUMPTIONS

STATEMENT OF ASSUMPTIONS AND LIMITING CONDITIONS

The certification of the Appraiser appearing in the appraisal report is subject to the following conditions and to such other specific and limiting conditions as are set forth by the Appraiser in the report.

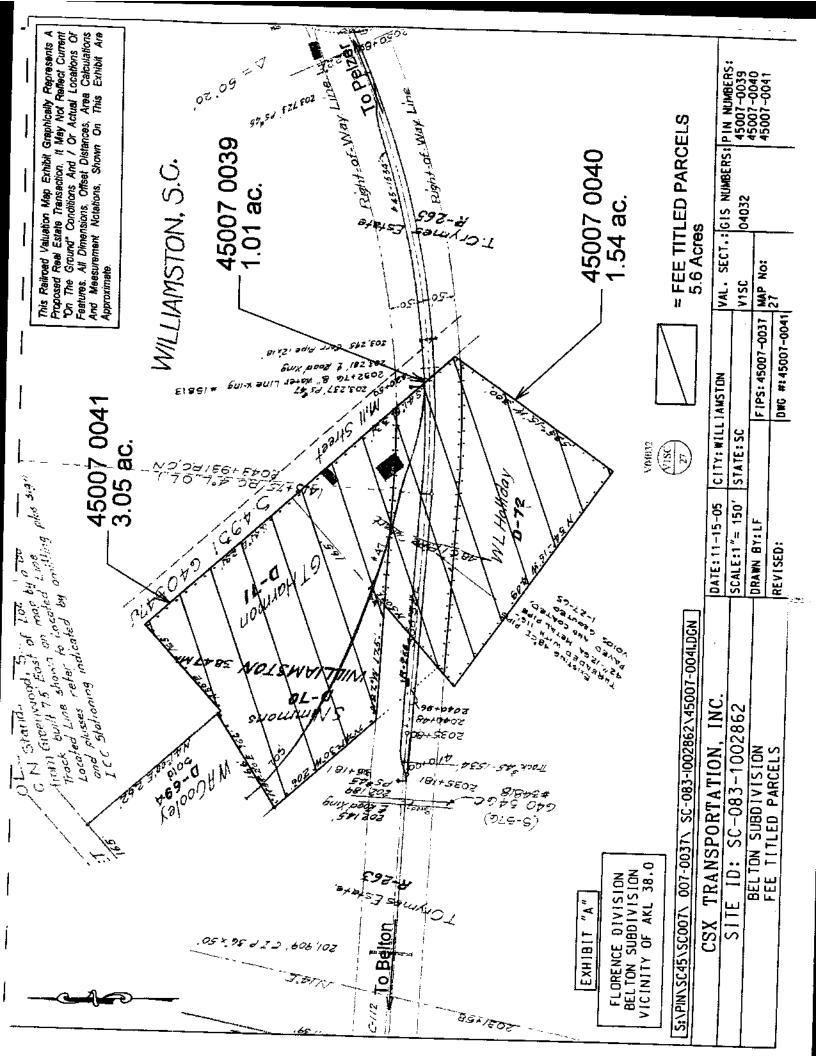
- 1. The title to the subject property is merchantable and the property is free and clear of all liens and encumbrances, except as noted.
- 2. No liability is assumed for matters legal in nature.
- 3. Ownership and management are assumed to be in competent and responsible hands.
- 4. The appraiser cannot guarantee that the property is free of encroachments or easements, and recommends further investigation and survey. Note that no engineering survey has been made of the subject property. Dimensions and areas of this rail corridor were supplied by CSX Real Property and are assumed to be correct. Any sketch in the report may show approximate dimensions and is included to assist the reader in visualizing the property.
- 5. The appraiser's conclusion of value is based upon the assumption that there are no hidden or unapparent conditions of the property that might impact upon build ability. The Appraiser recommends due diligence be conducted through the local building department or municipality to investigate build ability and whether property is suitable for intended use. Appraiser makes no representations, guarantees or warranties.
- 6. The appraisal was prepared for the purpose so stated and should not be used for any other purpose.
- 7. All direct and indirect information supplied by the owners and their representatives concerning the subject property is assumed to be true and accurate. In this report I relied on corridor sales data that was obtained from Charles W. Rex. III. MAI of RMI Midwest in Wilmette. IL; I assume this data to be true and accurate.
- 8. No responsibility is assumed for information supplied by others and believed to be reliable and correct.
- 9. The signatory will not be required to give testimony or attend court or be at any governmental hearing with references to the said property unless prior arrangements have been made with the client.
- 10. Disclosure of the contents of this appraisal report is governed by the By-Laws and Regulations of the Appraisal Institute.
- 11. Neither all nor any part of the contents of this report especially any conclusions as to value, the identity of the appraiser, or the firm with which he is connected will be disseminated to the public through advertising media, news media, sales media, or any other public means of communication without the prior written consent and approval of the appraiser.
- 12. It is expressly understood that the scope of our study and reports thereon does not include the possible impact of zoning or environmental regulations, licensing requirements, or other such restrictions concerning the property except where such matters have been brought to our attention and are disclosed in the report.

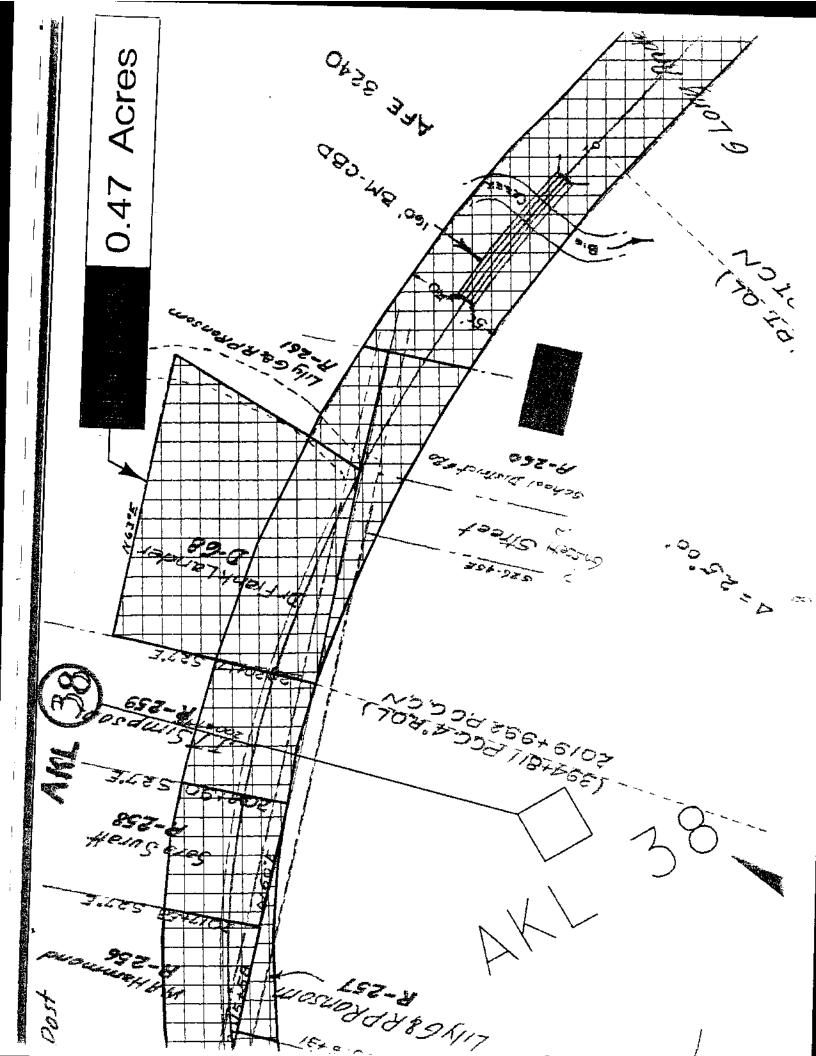
- 13. It is assumed that there are no hidden or unapparent conditions of the property, subsoil, or structures that render it more or less valuable. No responsibility is assumed for such conditions or for arranging for engineering studies that may be required to discover them. Unless otherwise stated in this report, the existence of hazardous material, which may or may not be present on the property, was not observed by the appraiser. The appraiser has no knowledge of the existence of such materials on the property. The appraiser, however, is not qualified to detect such substances. The value estimate is predicated on the assumption that there is no such material on the property that would cause a loss in value. No responsibility is assumed for any such conditions, or for any expertise or engineering knowledge required to discover them. The client is urged to retain an expert in this field, if desired.
- 14. The legal description is assumed to be correct. No responsibility is assumed for the legal description or matters involving legal or title considerations. The property is appraised as though free and clear of all encumbrances and under responsible ownership.
- 15. The appraisal assumes that all necessary governmental permits and approvals have been or will be obtained.
- 16. Acceptance of, and/or use of, this appraisal report by the client or any third party constitutes acceptance of the above conditions. The appraiser's liability extends only to the stated client and not to subsequent parties or users and is limited to the fee received.
- 17. Any drafts or preliminary information communicated to you during the course of the assignment is for your internal management use only, and may not be disclosed to any outside third parties without our prior written consent.
- 18. We do not authorize the out-of-context quoting from or partial reprinting of this appraisal. Neither all nor any part of this appraisal report will be disseminated to the general public by the use of media for public communication without the prior written consent of the undersigned. No part of this report or any of the conclusions may be included in any offering statements, memorandum, prospectus, or registration without the prior written consent of Wilkins Norwood Appraisal Associates. Inc.
- 19. This appraisal should not be considered a report on the physical items that are a part of this property. Although the appraisal may contain information about the physical items being appraised (including their adequacy and condition), it should be clearly understood that this information is to be used only as a general guide for property valuation and not as a complete or detailed physical report. I do not claim professional expertise in the construction, engineering, or legal fields, and any opinions given on these matters should be considered preliminary in nature.
- 20. The observed condition of the foundation, roof, exterior walls, interior walls, floors, heating system, plumbing, insulation, electrical, and all mechanicals and construction is based on a casual inspection only, if possible, and no detailed inspection was made. For instance, I claim no expertise in heating systems, and no attempt was made to inspect the interior of the furnace. The structures were not checked for building code violations, and it is assumed that all structures met the building code, unless so stated in this report.
- 21. Any allocation of total value between land and building, or any other fractional part or interest, as shown in the report, is invalidated if used separately or in conjunction with any other appraisal.

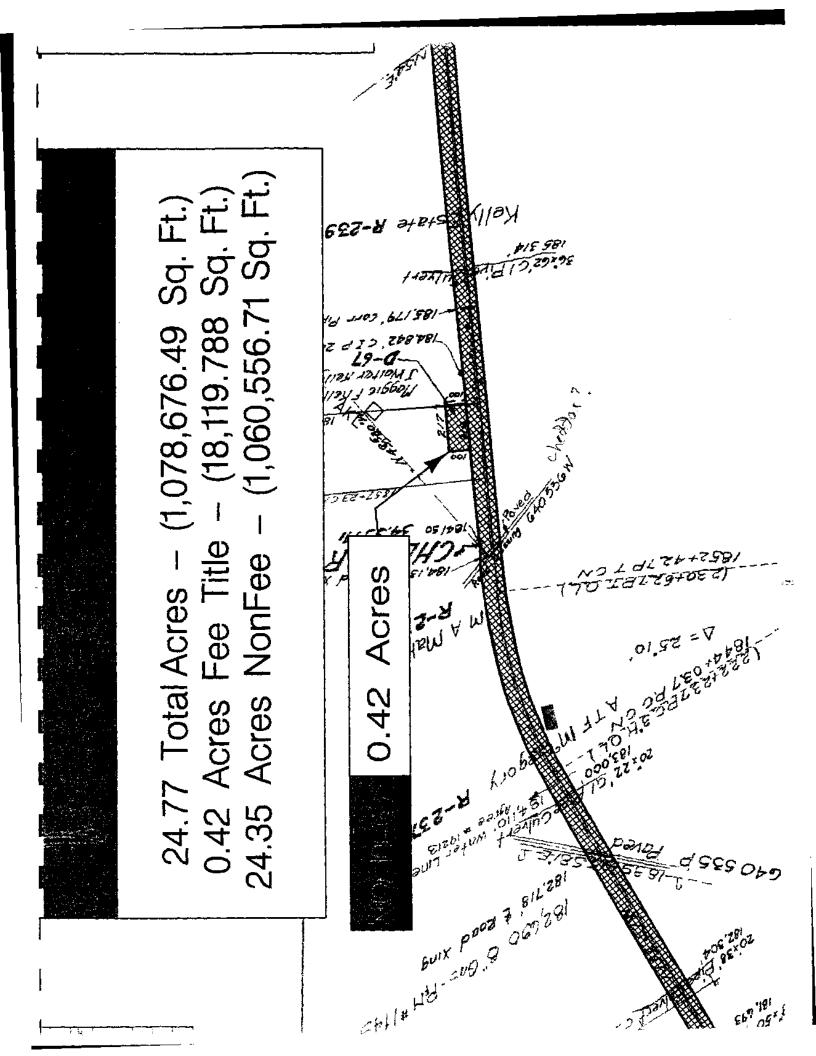
- 22. The income and expense projections in this report are not necessarily intended to represent results that will actually be achieved. They are intended to simulate the actions of a knowledgeable purchaser based on current market conditions and investment criteria.
- 23. The Americans with Disabilities Act ("ADA") became effective January 26, 1992. We have not made a specific compliance survey and analysis of this property to determine whether or not it is in conformance with the various detailed requirements of the ADA. It is possible that a compliance survey of the property, together with a detailed analysis of the requirements of the ADA, could reveal that steps need to be taken in order to comply with the rule. If so, the cost to comply with the Act could have a negative effect upon the value of the property. Since we had no direct evidence relating to the issue, we did not consider possible noncompliance with the requirements of ADA in estimating the value of the property.
- 24. Appraised values can differ significantly from actual sale prices, and sale prices may be inconsistent. Real estate appraisers sometimes differ widely in their opinions of value. Appraisers, like buyers and sellers, do not know everything about the property, the market, or the many other considerations that might influence value. Differences sometimes result from a client presenting the property in a very positive or negative light, especially if there are no data to the contrary. Situations under which properties sell can vary depending on management of the property, various motives of the seller and buyer, information they may or may not have about the property, salesmanship, and numerous other reasons. An appraisal is only an opinion a sale is a fact.

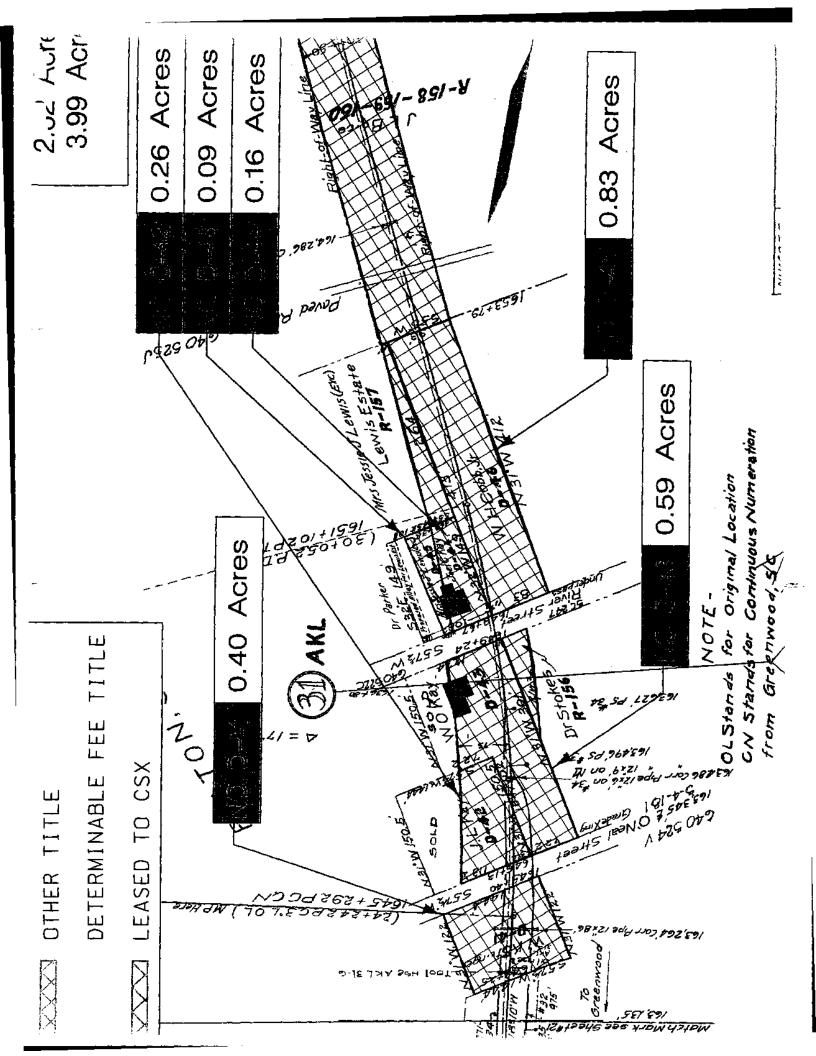
ADDENDUM 5

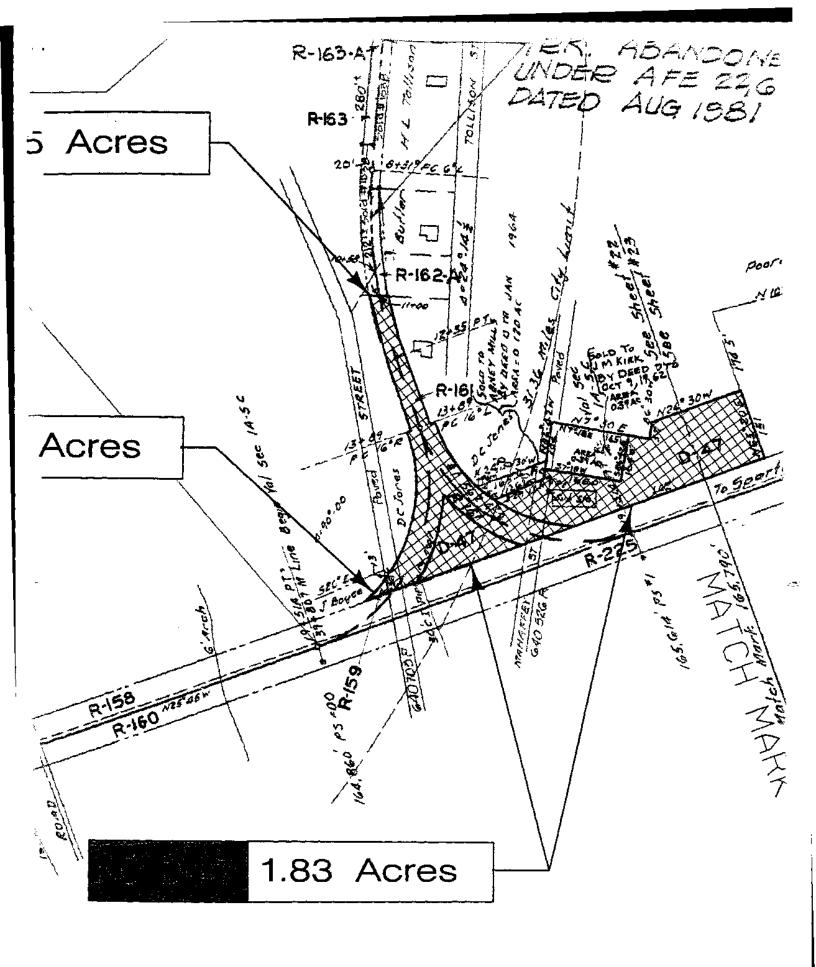
CSXT APPRAISAL MAPS OF RIGHT-OF-WAY Sketches of Fee Parcels Taken from CSX Plans

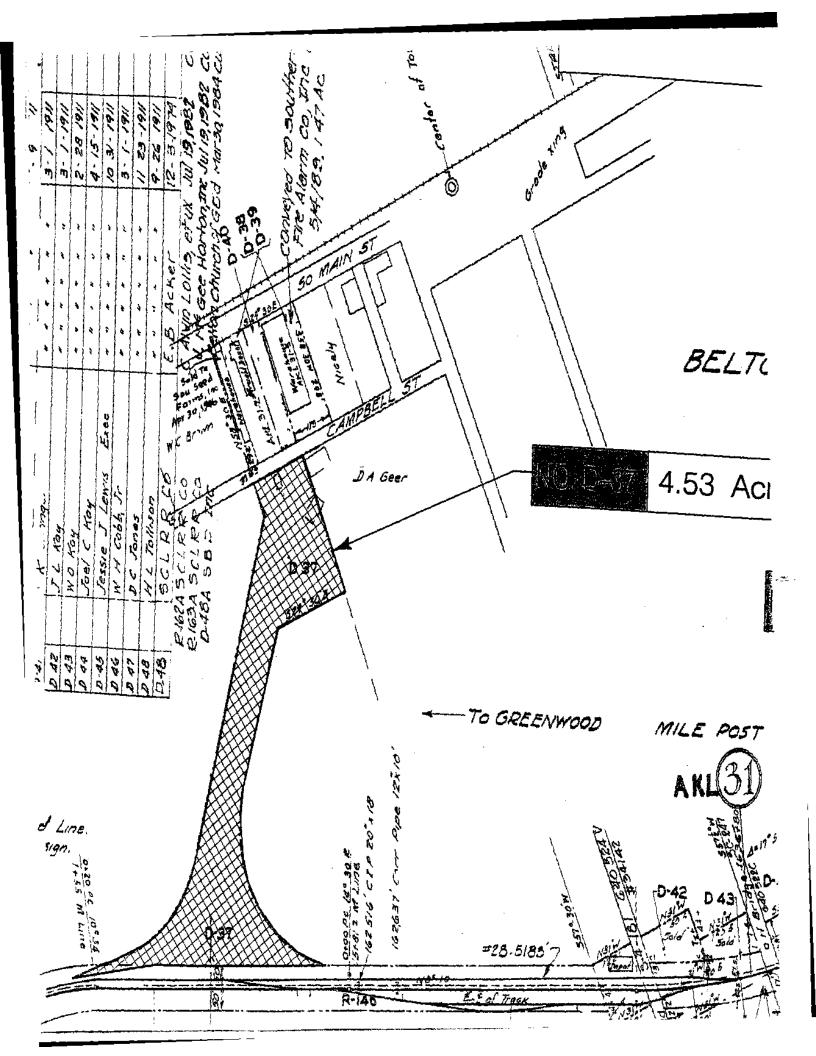


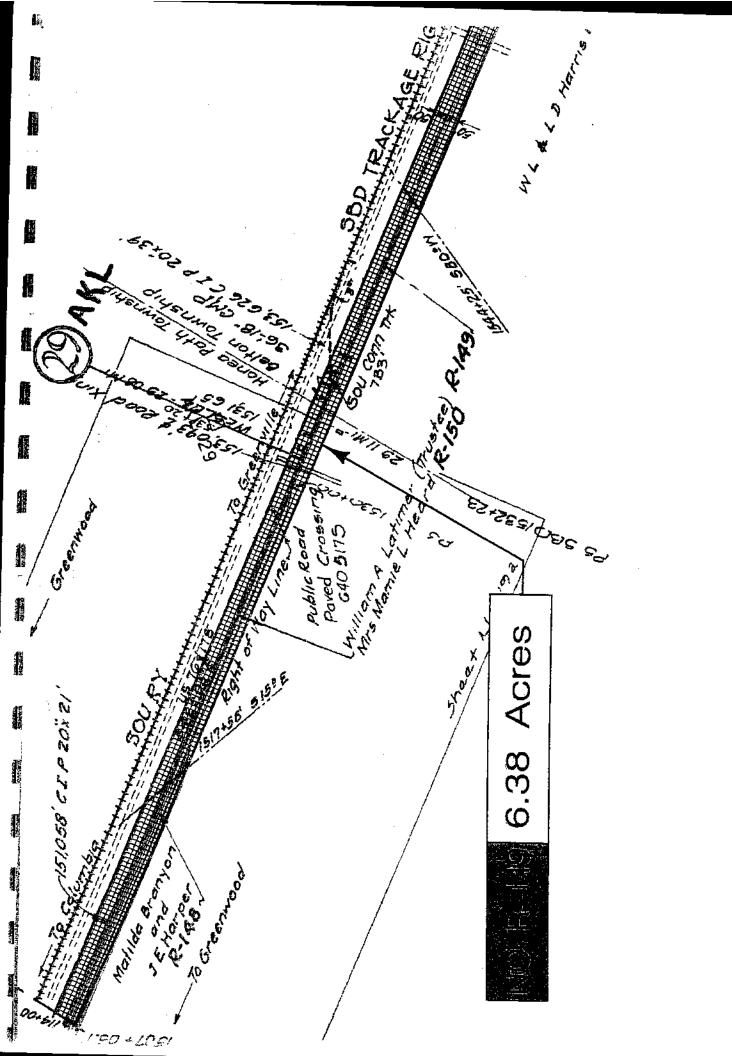












VERIFICATION

I, Chipley H. Johnson, declare and verify under penalty of perjury that the foregoing is true and correct to the best of my knowledge, information and belief. Further, I certify that I am qualified and authorized to file this Verification.

Chipley M. Johnson

President

Pickens Railway Company

Dated: June 7, 2006

CERTIFICATE OF SERVICE

The undersigned does hereby certify that a copy of Pickens Railway Company's Reply to Petition for Exemption, Finance Docket No. AB-55 (Sub-No. 664X) was served by U.S. mail on June 7, 2006 upon the following individual:

Louis E. Gitomer Attorney at Law 118 Sunnymeadow Lane Reisterstown, MD 21136

Troy W. Garris, Esq.

Weiner Brodsky Sidman Kider PC 1300 19th Street, NW, 5th Floor Washington, DC 20036-1609

(202) 628-2000 (tel) (202) 628-2011 (fax)