2014

Annual Inspection of the
South Orient Rail Line
Under Lease to
Texas Pacifico Transportation Company

March 3 – 5, 2014
Introduction

The twelfth annual review of Texas Pacifico Transportation Company (TXPF) operations on the South Orient rail line (SORR) was conducted from March 3 through March 5, 2014. The Rail Operations staff of the Rail Division performed this review and was accompanied by TXPF senior management on the hy-rail inspection of the line. A map of the SORR is included in Appendix A.

Financial Review

The financial report for the calendar year January 1, 2013, through December 31, 2013 shows positive income from operating the rail line, including a positive cash flow and substantial net profit as traffic is increasing since TxDOT began the rehabilitation of the east end of the line in 2009 (completed in 2012). As with previous financial reports, revenues were received from the interchange of cars with connecting railroads during that period, demurrage fees assessed shippers and receivers for loading and unloading time periods, freight car storage for other car owners, and lease revenues assigned to TXPF. Expenses were categorized as transportation, maintenance, general administrative, and other. Expenses listed were routine costs associated with maintenance and operations.

Traffic

The largest volume of traffic on the line in 2013 continues to be due to the dramatic increase in oil and gas exploration efforts in the region. Sand unloading facilities are located in San Angelo, Barnhart, Big Lake, McCamey, Rankin, and Fort Stockton; with new or expanded facilities under development at Harriet, Barnhart, Sulphur Junction, and Fort Stockton. Crude oil loading facilities have opened at San Angelo (Figure 1) and Barnhart (Figure 2), while others are under development near Barnhart and Sulphur Junction. Customers received 15,269 carloads of sand while crude oil shipments totaled 5,787 carloads for the year. The total carloads interchanged totaled 23,558, which is a 121% increase over 2012 statistics and 1,060% over historical averages.
Figure 1 - Crude Oil Loading, San Angelo

Figure 2 - Crude Oil Loading, Barnhart
Inbound sand rose from 6,506 carloads in 2012 to 15,269 carloads in 2013, a 135% increase. Wheat shipments totaled 927 carloads, up from the 874 carloads in 2012, but still far below the 1,147 carloads in 2010 due to the ongoing drought conditions. Table 1 shows the carloads moved by commodities and the percent of change over 2012. Figure 3 shows the historic traffic trends on the line. It should be noted that the drop in traffic between 2008 and early 2009 was largely due to the downturn in the national economy. Traffic began increasing during the latter half of 2009, which is when TxDOT began the rehabilitation of the eastern tracks. Annual carloads averaged 2,031 from 2001 through 2009, with dramatic increases since. TXPF projects that traffic will not rise significantly in 2014 due to a drop in crude oil profit margins and a poor harvest.

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<tr>
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<td>6</td>
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<tr>
<td>Total</td>
<td>10,649</td>
<td>23,558</td>
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Table 1 – Carloads by Commodity
Potential Traffic

There are new sand unloading and crude oil loading facilities in various stages of development at this time. South Texas Proppants, located in Big Lake has completed the expansion of their facility, adding additional unloading and storage tracks on their property (Figure 4).
The facilities that have located on the line since 2009 have experienced a steady increase in traffic as their operations become more efficient and volumes increase. TXPF is working with other new customers who have expressed an interest in transporting freight on the line which include additional sand and crude oil facilities, as well as mining for granite, sulphur, and zeolite at other locations.

**Operations**

TXPF’s current timetable is dated March 4, 2012, and the railroad uses the General Code of operating rules.

The increased customer base and on-going economic development efforts continue to have a significant impact on TXPF staffing. TXPF now has 54 employees in Texas, and expects that employment may double in the future as carload volumes increase. Train crews and front-line managers work out of the San Angelo yard where the railcar storage yard and equipment servicing facilities are located. TXPF’s senior managers have leased office space in the city of San Angelo (Figure 5). TXPF continues to contract for signal maintenance and track maintenance.
TXPF is performing many car and locomotive inspection and maintenance activities with in-house staff. Heavy locomotive maintenance is generally provided by the equipment lessor. TXPF now has 23 locomotives which are used in various configurations between San Angelo Junction and Fort Stockton. Trains now operate at 25 mph from San Angelo Junction to San Angelo (MP 2 to MP 69; MP715 – Figure 6) and from west of San Angelo to Sulphur Junction (MP 723 to MP 869.4).
Infrastructure

Track
San Angelo Junction at the eastern part of the line is where interchange with BNSF and Fort Worth & Western Railway occurs. The jointed rail between San Angelo Junction and San Angelo primarily consists of 70#, 85#, and 90# material that was manufactured between 1915 and 1966. There are 9 miles of 112# rail west of Ballinger, from MP 39 to MP 48. TxDOT has replaced a total of 52,751 linear feet of worn rail in curves #4, 5, 6, 7, 8, 9, 10, 24, 36, 37, 38, 39, and 41 with 132# and 136# continuously welded rail and through grade crossings. The work also included replacing defective cross ties, installing additional ballast, and adjusting the rail alignment and profile to 25 mph standards. During 2014, TxDOT will contract for the replacement of 70#, 85#, and 90# rail within the city of San Angelo and welding of all joints within those limits.

TxDOT’s rehabilitation program ended at MP 721.52 on the west side of San Angelo. From MP 721.52 to MP 738.1, the jointed rail is 70#, 85#, and 112# material, which was manufactured between 1915 and 1966. TXPF has replaced some ties and ballast, along with surfacing work to address alignment and profile deviations within these limits.

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1 Rail is classified by weight (in pounds) per linear yard
TxDOT is developing a project that will replace additional ties and rehabilitate some grade crossings in these limits.

The railroad is designated as Class II (25 mph) from MP 738.1 to 869.7. The track is constructed predominantly of 112#, 115#, and 131# continuously welded rail between MP 738.1 and 855.6 (Figure 7), with jointed rail between MP 846 and MP 849.7. TXPF also replaced some ties in this segment, along with ballast and surfacing work, to address poor track conditions addressed above, and from MP 777.8 to 778.21 (Figure 8).
TXPF’s tie replacements with ballast and surfacing work from Rankin to Sulphur Junction addressed slow orders that had been issued due to poor track conditions in that segment of the line (Figures 9 & 10).
The tracks are constructed with substandard (for today’s carloadings and tonnage), 70# rail beginning just west of the switch at Sulphur Junction at MP 869.4 (Figure 11). TxDOT has developed a project to replace the 70# rail from MP 869.4 to MP 881.92 (through Fort Stockton) in order to improve speed and capacity on this section of the line. Funding has not been secured at this time, though TxDOT is pursuing both state and federal appropriations.
The 70# rail continues for a distance of approximately 75.6 miles to the Union Pacific interchange (MP 945.34) at Alpine. This section of the line is also limited to 10 mph due to rail size and track conditions (Figure 12). The siding at Belding is only 2,180 in length (Figure 13).
Figure 12 – MP 885

Figure 13 – MP 894, Belding
The inspection team does not travel over Union Pacific (UP) trackage from MP 945 to MP 957, due to restrictions in the trackage rights agreement. The South Orient infrastructure begins again at MP 956.76, also known as Paisano Junction (Figure 14).

Figure 14 – MP 956.76, Paisano Junction

The ties for the first 11 miles south of Paisano Junction are in generally poor to bad condition (Figure 15).

Figure 15 – MP 968.0
The track bed is narrowing for several hundred feet at MP 1004.8 from the infrequent flash flooding in the area. This location will need to be stabilized at some point in the future (Figure 16).

![Figure 16 – MP 1004.8](image)

The roadbed has completely washed away at MP 1007.2 due to heavy rains. The rail line is impassable by train traffic (Figure 17).
The section of tracks between MP 968 and Presidio still displays the benefit of TxDOT’s rehabilitation project during 2005 and early 2006. Over 37,000 ties were installed with associated ballast and surfacing in this segment of the line (Figures 18 and 19).
Grade Crossings
TxDOT’s rehabilitation project on the east end included the reconstruction of 119 grade crossings between San Angelo Junction (MP 0) and the west side of San Angelo (MP 721.52). Most grade crossings beyond San Angelo that are not on the state highway system are in poor to fair condition (Figure 20).

![Figure 20 - MP 735.1](image)

The need for reconstruction of these crossings is impacted by the inability of small local governments to fund crossing rehabilitations. TxDOT has included 13 of these crossings between MP 730.91 and 839.18 in a project that will go to construction in the fall of 2014.
Bridges and Drainage

TxDOT’s work on the east end of the line included rehabilitation work to 30 bridges, the replacement of a structurally deficient bridge with corrugated metal pipe, the replacement of a decayed, timber box culvert with corrugated metal pipe, other drainage repairs, and the replacement of a fire-damaged bridge at MP 715.1 with a concrete structure (Figure 21). Ties were also replaced on all open-deck bridges (Figure 22) and on most ballasted deck bridges.
TXPF has developed a bridge management program which was reviewed and approved by the FRA. In 2013, TXPF continued routine maintenance and repairs to bridges that were necessary to assure the safety of trains and hazardous materials cars.

There are various locations west of Fort Stockton where bridge and drainage structure issues exist (Figures 23, 24, & 25). These issues will need to be addressed as traffic develops along portions of the line that are currently out-of-service.
Figure 24 – MP 1007.4, Erosion of Road Bed at Box Culvert

Figure 25 – MP 1011.8, Roadbed Damage at Box Culvert
TxDOT and TXPF are in the process of replacing the U.S. portion of the international rail bridge over the Rio Grande at Presidio, which was damaged by fire on February 29, 2008 and March 1, 2009. TxDOT is developing the plans and specifications while working on an environmental approval. Once TxDOT has completed those processes and coordinated project review and approval with state and federal agencies, TXPF will be responsible for reconstructing the bridge. A timber portion of the bridge just north of the levee still stands (Figure 26), though 15 bents on the extreme north end were damaged by the March 1, 2009 fire.

Figure 26 – MP 1029, Timber Structure North of Levee
The International Boundary and Water Commission made improvements to the levee system in Presidio which has resulted in the tracks being buried in the levee (Figure 27). TxDOT’s plans will include the removal of this fill material and the installation of flood gates or stop blocks over the tracks to retain the integrity of the levee system.

Figure 27 – MP 1029, Tracks Buried in Levee

The U.S. portion of the bridge, south of the levee, was completely destroyed by the February 29, 2008 fire. The Mexico portion, made of concrete, still stands (Figure 28), though it is reported that the bridge approaches from that side of the border were washed out during a recent flood event.
Recommendations

TXPF should continue to increase their customer base and aggressively pursue additional traffic. Both parties should continue to pursue funding for the rehabilitation of the line west of Sulphur Junction and the restoration of traffic across the border at Presidio.

Conclusions

TxDOT and TXPF have made significant investments in the improvement of the east end of the line which has increased train speeds and capacity. TXPF has been pursuing new customers which resulted in a dramatic increase in traffic and continuing increases projected for the coming year. The public-private partnership between TxDOT and TXPF has revitalized a rail corridor that was slated for abandonment, resulting in improved transportation efficiency, economic development opportunities, increased employment in the region, and improved safety.
Appendix

2014 Annual Inspection of the South Orient Rail Line

Appendix A – SORR Map
Appendix B - Inspection Field Notes
Appendix C – FRA Inspections
Appendix A – South Orient Rail Line Map
March 3 - 5, 2014 South Orient Inspection Field Notes

MP 0 – 21
1) 90# jointed rail, manufactured 1917 – 1981
3) 11,127 grade 5 ties installed by TXPF, 2003 - 2008
4) 18,047 ties installed by TxDOT, 2009 – 2012
5) Replaced worn rail with CWR in curves 4, 5, 6 by TxDOT 2009 - 2012
6) 17 grade crossings reconstructed (TxDOT)
7) 364 ties replaced on open deck bridges by TxDOT, 2009 - 2012
8) Misc. bridge repairs by TxDOT, 2009 - 2012
9) Upgraded roadway-rail crossings to 25 mph (TxDOT)

MP 21 – 36
1) 85# jointed rail, manufactured 1918 – 1953
2) 373 ties installed by TXPF, 2003 - 2008
3) 18,293 ties installed by TxDOT, 2009 – 2012
4) Replaced worn rail with CWR in curves 24, 36, 27, 28, 39, 40 (TxDOT)
5) 10 grade crossings reconstructed (TxDOT)
6) 672 ties replaced on open deck bridges by TxDOT, 2009 - 2012
7) Misc. bridge repairs by TxDOT, 2009 - 2012
8) Replaced bridge at 22.4 with culverts (TxDOT)

MP 36 – 46
1) 70# - 112# mixed weights. Jointed rail manufactured 1918 – 1966
2) 2,970 ties installed by TXPF, 2003 - 2008
3) 8,179 ties installed by TxDOT, 2009 – 2012
4) Replaced worn rail with CWR in curve 41
5) 19 grade crossings reconstructed (TxDOT)
6) 167 ties replaced on open deck bridges by TxDOT, 2009 - 2012
7) Misc. bridge repairs by TxDOT, 2009 - 2012
8) Replaced timber box culverts at MP 45.5 with corrugated metal pipes
9) Upgraded roadway-rail crossings to 25 mph (TxDOT)

MP 46 - 54
1) 90# - 112# jointed rail, manufactured 1941 - 1959
2) 3,863 ties installed by TXPF, 2003 - 2008
3) 4,568 ties installed by TxDOT, 2009 – 2012
4) 10 grade crossings reconstructed (TxDOT)
5) 20 ties replaced on an open deck bridge at 49.2 (TxDOT)
6) Misc. bridge repairs by TxDOT, 2009 - 2012
7) Upgraded roadway-rail crossings to 25 mph (TxDOT)

MP 54 – 74
1) 85# jointed rail, manufactured 1917
2) 15,583 ties installed by TxDOT, 2009 – 2012
3) 36 grade crossings reconstructed (TxDOT)
4) 170 ties replaced on open deck bridges (TxDOT)
5) Misc. bridge repairs (TxDOT)
6) Upgraded roadway-rail crossing to 25 mph at MP 54.2 (TxDOT)

**MP 712 – 721**
1) 70# - 131# mixed wts. Jointed rail manufactured 1915 – 1966
2) 8,324 ties installed by TxDOT, 2010 - 2012
3) 24 grade crossings reconstructed with new track and concrete surfaces (TxDOT)
4) MP 715.8, location of SESCO superfund sight adjacent to ROW
5) 589 ties replaced on open bridge at 716.6 (TxDOT)
6) Replaced fire damaged bridge at 715.1 with concrete structure (TxDOT)
7) Misc. bridge repairs (TxDOT)

**San Angelo Yard**
1) 7,685 ties installed by TxDOT, 2010 – 2011 rehab
2) 4,548 tons of yard ballast installed (TxDOT)
3) Repairs to 18 yard switches (TxDOT)
4) 30 switch stands replaced with ergonomic design (TXPF)
5) Wye curve track replaced with 136# rail (panels - TXPF)
6) EOG secondary crude oil loading facility in yard
7) Badger Mining sand unloading facility in yard
8) Musket crude oil loading facility in yard

**MP 721 – 738.1**
1) 112# jointed rail manufactured 1961
2) 88 ties installed by TXPF, 2004
3) TxDOT rehab projects ended at west Knickerbocker Rd crossing, MP 721.52
4) Remaining ties in poor to fair condition
5) Class 2 track designation begins MP 738

**MP 738.1 – 779**
1) 115# CWR manufactured 1981
2) Ties in poor to fair condition (limited # of good)
3) Class 2 track designated

**MP 779 – 815**
1) 131# CWR manufactured in 1984 (132# CWR 811 to 815)
2) 4,471 ties installed by TXPF, 2004 (MP 802 thru 855.6)
3) Remaining ties in poor to fair condition (limited # of good)
4) Class 2 track designated

**MP 815 – 846**
1) 112# CWR manufactured 1970
2) Ties in fair to good condition
3) Most vehicular crossings in fair to bad condition
4) Class 2 track designated
Appendix B – Field Notes

**MP 846 – 849.7**
1) 112# jointed rail manufactured 1970
2) Ties in fair to good condition
3) Class 2 track designated

**MP 849.7 – 869.7**
1) 119# welded rail manufactured 1985
2) Ties in fair to good condition
3) Class 2 track designated

**MP 869.7 – 945**
1) 70# jointed rail manufactured 1912
2) 20,007 ties installed by TXPF, 2004
3) 9,615 ties installed by TXPF, early 2013
4) 390’ rail relay by TXPF, early 2013
5) Remaining ties in fair to good condition

**MP 957 – 968**
1) 90# jointed rail manufactured 1929
2) 3,362 ties installed by TXPF, 2003
3) Ties in poor to fair condition

**MP 968 – 986**
1) 90# jointed rail manufactured 1929
2) 11,979 ties installed – TxDOT 2006
3) Remaining ties in fair to good condition
4) MP 985.9 channel north side of bridge continues deterioration

**MP 986 – 1029.1**
1) 90# jointed rail manufactured 1929
2) 3,125 ties installed by TXPF, 2003
3) 22,447 ties installed – TxDOT 2006
4) Remaining ties in fair to good condition
5) All rock cuts in need of drainage improvements – silting in
6) Excepted track designation
7) Washouts at MP 1007.2; 1005.6
8) International bridge burned down south of levee, Feb 2008; north of levee, March 2009
9) Presidio Depot burned down February 23, 2011
DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION (FRA)

INSPECTION REPORT

Inspector's Name: Casaceli, Jr., David F.
Inspector's ID No.: 14908
Inspector's Signature: ________________
Report No.: 85
Date: 2013 07 09

Railroad/Company Name & Address:
TEXAS PACIFICO TRANSPORTATION LIMITED
106 South Chadbourne Street
San Angelo, TX 76903

R/C Division: R SYSTEM
RR/Co. Code: TXPF
RR/Co. Representative (Receipt Acknowledged): Ben De La Rosa
Title: Track Superintendent

From City: SAN ANGELO
State: TX
County: TOM GREEN
Code Subdivision: C451

To City: COLEMAN
State: TX
County: COLEMAN
Code Subdivision: C083

Mile Post: From 0070.60 To 0018.10
Inspection Point: MAIN TRACK HIRAIL

Activity Code: MTH MTW TOM RWP CWRP RMM 218O DER
Units: 52 1 13 1 1 1 1 4
Sub Units: 0 0 0 2 0 0 1 0

Item | Initials/Milepost | Equipment/Track # | Type/Kind | 49 CFR/ USC | Defect | Subrule | Speed | Class | Train #/Site | SNFR* | RCL** | # of Occ,.*** | Activity Code
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Description: LOOSE, WORN, OR MISSING FROG BOLTS.

Violation Recommended: Yes ☐ No ☑
Written Notification to FRA of Remedial Action is: Required ☐ Optional ☑
Railroad Action Code: ____________
Date(mm/dd/yyyy): ____________
Comments on back?:

Item | Initials/Milepost | Equipment/Track # | Type/Kind | 49 CFR/ USC | Defect | Subrule | Speed | Class | Train #/Site | SNFR* | RCL** | # of Occ,.*** | Activity Code
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Description: LOOSE, WORN OR MISSING GUARD RAIL CLAMPS, WEDGE, SEPARATOR BLOCK, END BLOCK, OR OTHER COMPONENTS.

Violation Recommended: Yes ☐ No ☑
Written Notification to FRA of Remedial Action is: Required ☐ Optional ☑
Railroad Action Code: ____________
Date(mm/dd/yyyy): ____________
Comments on back?:

Item | Initials/Milepost | Equipment/Track # | Type/Kind | 49 CFR/ USC | Defect | Subrule | Speed | Class | Train #/Site | SNFR* | RCL** | # of Occ,.*** | Activity Code
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3 | 0070.10 | SIMN | T | 213 | 0133 | A12 | 10 | 1 | TOM | N | N | 1 | TOM

Description: LOOSE, WORN, OR MISSING FROG BOLTS.

Violation Recommended: Yes ☐ No ☑
Written Notification to FRA of Remedial Action is: Required ☐ Optional ☑
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**Description**

**HEEL OF SWITCH INSECURE.**

Violation Recommended: Yes

Written Notification to FRA of Remedial Action is: Required

Railroad Action Code

Date(mm/dd/yyyy):

Comments on back?

**Description**

**LOOSE, WORN, OR MISSING FROG BOLTS.**

Violation Recommended: Yes

Written Notification to FRA of Remedial Action is: Required

Railroad Action Code

Date(mm/dd/yyyy):

Comments on back?

**Description**

**LOOSE, WORN, OR MISSING GUARD RAIL BOLTS.**

Violation Recommended: Yes

Written Notification to FRA of Remedial Action is: Required

Railroad Action Code

Date(mm/dd/yyyy):

Comments on back?

**Description**

**LOOSE, WORN, OR MISSING SWITCH ROD BOLTS.**

Violation Recommended: Yes

Written Notification to FRA of Remedial Action is: Required

Railroad Action Code

Date(mm/dd/yyyy):

Comments on back?

**Description**

**LOOSE, WORN, OR MISSING GUARD RAIL BOLTS.**

Violation Recommended: Yes

Written Notification to FRA of Remedial Action is: Required

Railroad Action Code

Date(mm/dd/yyyy):

Comments on back?
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### Equipment/Track #
INDU

### Type/Kind
Y

### 49 CFR/USC
213

### Defect
0205

### Subrule
A

### Speed
10

### Class
1

### Train#/Site
N

### SNFR*
N

### RCL**
N

### # of Occ.***
1

### Activity Code
DER

### Description
DERAIL NOT CLEARLY VISIBLE.

### Violation Recommended
- Yes
- No

### Written Notification to FRA of Remedial Action
- Required
- Optional

### Railroad Action Code

### Date(mm/dd/yyyy)

### Comments on back?

## Item 10

### Initials/Milepost
0054.30

### Equipment/Track #
SIMN

### Type/Kind
T

### 49 CFR/USC
213

### Defect
0133

### Subrule
A12

### Speed
25

### Class
2

### Train#/Site
N

### SNFR*
N

### RCL**
N

### # of Occ.***
1

### Activity Code
TOM

### Description
LOOSE, WORN, OR MISSING FROG BOLTS.

### Violation Recommended
- Yes
- No

### Written Notification to FRA of Remedial Action
- Required
- Optional

### Railroad Action Code

### Date(mm/dd/yyyy)

### Comments on back?

## Item 11

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### Equipment/Track #
SIMN

### Type/Kind
T

### 49 CFR/USC
213

### Defect
0135

### Subrule
D

### Speed
25

### Class
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### Train#/Site
N

### SNFR*
N

### RCL**
N

### # of Occ.***
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### Activity Code
TOM

### Description
HEEL OF SWITCH INSECURE.

### Violation Recommended
- Yes
- No

### Written Notification to FRA of Remedial Action
- Required
- Optional

### Railroad Action Code

### Date(mm/dd/yyyy)

### Comments on back?

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SIMN

### Type/Kind
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213

### Defect
0135

### Subrule
D

### Speed
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### Class
2

### Train#/Site
N

### SNFR*
N

### RCL**
N

### # of Occ.***
1

### Activity Code
TOM

### Description
HEEL OF SWITCH INSECURE.

### Violation Recommended
- Yes
- No

### Written Notification to FRA of Remedial Action
- Required
- Optional

### Railroad Action Code

### Date(mm/dd/yyyy)

### Comments on back?

## Item 13

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0053.80

### Equipment/Track #
SIMN

### Type/Kind
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### 49 CFR/USC
213

### Defect
0135

### Subrule
D

### Speed
25

### Class
2

### Train#/Site
N

### SNFR*
N

### RCL**
N

### # of Occ.***
1

### Activity Code
TOM

### Description
HEEL OF SWITCH INSECURE.

### Violation Recommended
- Yes
- No

### Written Notification to FRA of Remedial Action
- Required
- Optional

### Railroad Action Code

### Date(mm/dd/yyyy)

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Description

**VEGETATION OBSTRUCTS VISIBILITY OF GRADE CROSSING WARNING SIGNS AND SIGNALS BY THE TRAVELING PUBLIC. CROSS BUCKS.**

Written Notification to FRA of Remedial Action is: [ ] Required [ ] Optional

Railroad Action Code: [ ]

Date(mm/dd/yyyy): [ ]

Comments on back: [ ]
### Item 3
- **Initials/Milepost:** 0731.80
- **Equipment/Track #:** SIMN
- **Type/Kind:** M
- **49 CFR/USC:** 0731.80
- **Subrule:** B3
- **Speed:** 25
- **Class:** 2
- **Train #/Site:** N
- **SNFR:** N
- **RCL:** N
- **# of Occ.***:** 1
- **Activity Code:** MTW

**Description:**
No effective support ties within the prescribed distance from a joint. Nearest effective tie located 73” east and 84” west.

**FRA of Remedial Action is:**
Violation Recommended: Yes
Latitude: 
Longitude: 
Written Notification to FRA of Remedial Action is: [ ] Required [ ] Optional
Railroad Action Code: 
Date (mm/dd/yyyy): 
Comments on back?

### Item 4
- **Initials/Milepost:** 0731.80
- **Equipment/Track #:** T
- **Type/Kind:** D
- **49 CFR/USC:** 0731.80
- **Subrule:** D
- **Speed:** 25
- **Class:** 2
- **Train #/Site:** N
- **SNFR:** N
- **RCL:** N
- **# of Occ.***:** 1
- **Activity Code:** TREC

**Description:**
Failure to initiate remedial action for deviations found.

**Inspector failed to initiate remedial action for the item on line #3 of this report. The inspector identified this defect the previous week and did not place the appropriate speed restriction.**

**FRA of Remedial Action is:**
Violation Recommended: Yes
Latitude: 
Longitude: 
Written Notification to FRA of Remedial Action is: [ ] Required [ ] Optional
Railroad Action Code: 
Date (mm/dd/yyyy): 
Comments on back?

### Item 5
- **Initials/Milepost:** 0745.90
- **Equipment/Track #:** SIMN
- **Type/Kind:** T
- **49 CFR/USC:** 0745.90
- **Subrule:** D
- **Speed:** 25
- **Class:** 2
- **Train #/Site:** N
- **SNFR:** N
- **RCL:** N
- **# of Occ.***:** 1
- **Activity Code:** TOM

**Description:**
Heel of switch insecure.

**FRA of Remedial Action is:**
Violation Recommended: Yes
Latitude: 
Longitude: 
Written Notification to FRA of Remedial Action is: [ ] Required [ ] Optional
Railroad Action Code: 
Date (mm/dd/yyyy): 
Comments on back?

### Item 6
- **Initials/Milepost:** 0745.90
- **Equipment/Track #:** SIMN
- **Type/Kind:** T
- **49 CFR/USC:** 0745.90
- **Subrule:** A13
- **Speed:** 25
- **Class:** 2
- **Train #/Site:** N
- **SNFR:** N
- **RCL:** N
- **# of Occ.***:** 1
- **Activity Code:** TOM

**Description:**
Loose, worn, or missing guard rail bolts.

**FRA of Remedial Action is:**
Violation Recommended: Yes
Latitude: 
Longitude: 
Written Notification to FRA of Remedial Action is: [ ] Required [ ] Optional
Railroad Action Code: 
Date (mm/dd/yyyy): 
Comments on back?

### Item 7
- **Initials/Milepost:** 0790.40
- **Equipment/Track #:** SIMN
- **Type/Kind:** T
- **49 CFR/USC:** 0790.40
- **Subrule:** D
- **Speed:** 25
- **Class:** 2
- **Train #/Site:** N
- **SNFR:** N
- **RCL:** N
- **# of Occ.***:** 1
- **Activity Code:** TOM

**Description:**
Heel of switch insecure.

**FRA of Remedial Action is:**
Violation Recommended: Yes
Latitude: 
Longitude: 
Written Notification to FRA of Remedial Action is: [ ] Required [ ] Optional
Railroad Action Code: 
Date (mm/dd/yyyy): 
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### Item 1

**Initials/Milepost:** N
**Equipment/Track #:** E7101
**Type/Kind:** T
**49 CFR/USC:** 213
**Defect:** 0135
**Subrule:** B1
**Speed:** 10
**Class:** 1

#### Description

**Description:** IMPROPER FIT BETWEEN SWITCH POINT AND STOCK RAIL.

#### FRA of Remedial Action

- **SNFR:** N
- **RCL:** N
- **# of Occ.:** 1

#### Violation Recommended

- Yes

#### Written Notification to Railroad

- Required

#### Comments on back?

- Yes

### Item 2

**Initials/Milepost:** N
**Equipment/Track #:** E7101
**Type/Kind:** T
**49 CFR/USC:** 213
**Defect:** 0135
**Subrule:** A13
**Speed:** 10
**Class:** 1

#### Description

**Description:** LOOSE, WORN, OR MISSING GUARD RAIL BOLTS.

#### FRA of Remedial Action

- **SNFR:** N
- **RCL:** N
- **# of Occ.:** 1

#### Violation Recommended

- Yes

#### Written Notification to Railroad

- Required

#### Comments on back?

- Yes
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**Description**

HEEL OF SWITCH INSECURE.

Violation Recommended: Yes

Written Notification to FRA of Remedial Action is: Required

Railroad Action Code

Date(mm/dd/yyyy): Comments on back?

**Description**

LOOSE, WORN, OR MISSING FROG BOLTS.

Violation Recommended: Yes

Written Notification to FRA of Remedial Action is: Required

Railroad Action Code

Date(mm/dd/yyyy): Comments on back?

**Description**

UNUSUALLY CHIPPED OR WORN SWITCH POINT.

Violation Recommended: Yes

Written Notification to FRA of Remedial Action is: Required

Railroad Action Code

Date(mm/dd/yyyy): Comments on back?

**Description**

CONNECTING ROD INSECURE OR OPERABLE WITH EXCESSIVE LOST MOTION.

Violation Recommended: Yes

Written Notification to FRA of Remedial Action is: Required

Railroad Action Code

Date(mm/dd/yyyy): Comments on back?

**Description**

CONNECTING ROD INSECURE OR OPERABLE WITH EXCESSIVE LOST MOTION.

Violation Recommended: Yes

Written Notification to FRA of Remedial Action is: Required

Railroad Action Code

Date(mm/dd/yyyy): Comments on back?
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**Description**

**CONNECTING ROD INSECURE OR OPERABLE WITH EXCESSIVE LOST MOTION.**

Violation Recommended  Yes ☐ No [✓]  Latitude:  longitude:  

Written Notification to FRA of Remedial Action is:  Required ☐ Optional [✓]  Railroad Action Code:  Date(mm/dd/yyyy):  

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**Description**

**GUARD CHECK GAGE LESS THAN ALLOWABLE.**

54-1/16" ON TURNOUT SIDE

Violation Recommended  Yes ☐ No [✓]  Latitude:  longitude:  

Written Notification to FRA of Remedial Action is:  Required ☐ Optional [✓]  Railroad Action Code:  Date(mm/dd/yyyy):  

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**Description**

**CONNECTING ROD INSECURE OR OPERABLE WITH EXCESSIVE LOST MOTION.**

Violation Recommended  Yes ☐ No [✓]  Latitude:  longitude:  

Written Notification to FRA of Remedial Action is:  Required ☐ Optional [✓]  Railroad Action Code:  Date(mm/dd/yyyy):  

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**Description**

**HEEL OF SWITCH INSECURE.**

Violation Recommended  Yes ☐ No [✓]  Latitude:  longitude:  

Written Notification to FRA of Remedial Action is:  Required ☐ Optional [✓]  Railroad Action Code:  Date(mm/dd/yyyy):  

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**Description**

**IMPROPER FIT BETWEEN SWITCH POINT AND STOCK RAIL.**

OPEN POINT

Violation Recommended  Yes ☐ No [✓]  Latitude:  longitude:  

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**Description**

CONNECTING ROD INSECURE OR OPERABLE WITH EXCESSIVE LOST MOTION.

Violation Recommended: No Latitude: Longitude:

Written Notification to FRA of Remedial Action is: Optional Railroad Action Code: Date(mm/dd/yyyy): Comments on back?

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**Description**

LOOSE, WORN, OR MISSING SWITCH ROD BOLTS.

Violation Recommended: No Latitude: Longitude:

Written Notification to FRA of Remedial Action is: Optional Railroad Action Code: Date(mm/dd/yyyy): Comments on back?

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DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION (FRA)

INSPECTION REPORT

Inspector's Name: Casaceli, Jr., David F.
Inspector's Signature:
Inspector's ID No.: 14908
Report No.: 107
Date: 2013 08 20

Railroad/Company Name & Address:
TEXAS PACIFICO TRANSPORTATION LIMITED
106 South Chadbourne Street
San Angelo, TX 76903

From: FORT STOCKTON
State: TX
County: PECOS

To: City & County:
BIG LAKE
REAGAN

Mile Post: From 0883.00 To 0795.00 Inspection Point MAIN TRACK HIRAIL

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<th>Activity Code</th>
<th>MTH</th>
<th>MTW</th>
<th>TOM</th>
<th>TOY</th>
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Item 1
Initials/Milepost: 0882.00
Equipment/Track #: WLEAD
Type/Kind: Y
49 CFR/USC: 213
Defect: 0113
Subrule: B13
Speed: 10
Class: 1
Train #/Site: SNFR*
RCL**: N
SNFR*: N
RCL**: N
# of Occ.***: 0
Activity Code: YTW

Description - [** Comment to Railroad/Company **]
HIRAIL INSPECTION MP 795 TO 838.3 AND MP 868.9 TO 882.0. WALKING INSPECTION OF SELECTED TRACKS AND SWITCHES AT FORT STOCKTON YARD

Violation Recommended

Written Notification to FRA of Remedial Action is: [ ] Required [ ] Optional
Railroad Action Code
Latitude:
Longitude:
Date(mm/dd/yyyy):
Comments on back?

Item 2
Initials/Milepost: 0882.00
Equipment/Track #: 8133W
Type/Kind: T
49 CFR/USC: 213
Defect: 0135
Subrule: E2
Speed: 10
Class: 1
Train #/Site: SNFR*
RCL**: N
SNFR*: N
RCL**: N
# of Occ.***: 1
Activity Code: TOY

Description
CONNECTING ROD INSECURE OR OPERABLE WITH EXCESSIVE LOST MOTION.

Violation Recommended

Written Notification to FRA of Remedial Action is: [ ] Required [ ] Optional
Railroad Action Code
Latitude:
Longitude:
Date(mm/dd/yyyy):
Comments on back?

Item 3
Initials/Milepost: 0882.00
Equipment/Track #: 8133W
Type/Kind: T
49 CFR/USC: 213
Defect: 0135
Subrule: E2
Speed: 10
Class: 1
Train #/Site: SNFR*
RCL**: N
SNFR*: N
RCL**: N
# of Occ.***: 1
Activity Code: TOY

Description
BOLT-HOLE CRACK
IN JOIN ON NORTH RAIL, STARTING TO CRACK UP THE SIDE OF THE HEAD OF THE RAIL.

Violation Recommended

Written Notification to FRA of Remedial Action is: [ ] Required [ ] Optional
Railroad Action Code
Latitude:
Longitude:
Date(mm/dd/yyyy):
Comments on back?

FORM FRA F 6180.96 (Revised 03/10) *SNFR-Special Notice for Repairs **RCL-Remote Control Locomotive ***# of Occ.-Number of Occurrences

RAILROAD/COMPANY COPY
### Item 4
- **Initials/Milepost**: 0882.00
- **Equipment/Track #**: 8134W
- **Type/Kind**: T
- **49 CFR/USC**: 0135
- **Subrule**: D
- **Speed**: 10
- **Class**: 1
- **Train #/Site**: N N
- **SNFR**: N
- **RCL**: N
- **# of Occ.*****: 1
- **Activity Code**: TOY

**Description**
HEEL OF SWITCH INSECURE.

**Violation Recommended**: Yes

**Written Notification to FRA of Remedial Action is**: Required

**Railroad Action Code**: [ ]

**Date(mm/dd/yyyy)**: [ ]

**Comments on back?**

### Item 5
- **Initials/Milepost**: 0882.00
- **Equipment/Track #**: 8138W
- **Type/Kind**: T
- **49 CFR/USC**: 0135
- **Subrule**: B1
- **Speed**: 10
- **Class**: 1
- **Train #/Site**: N N
- **SNFR**: N
- **RCL**: N
- **# of Occ.*****: 1
- **Activity Code**: TOY

**Description**
IMPROPER FIT BETWEEN SWITCH POINT AND STOCK RAIL.

BOTH RIGHT AND LEFT POINTS.

**CUSTOMER TRACK.**

**Violation Recommended**: Yes

**Written Notification to FRA of Remedial Action is**: Required

**Railroad Action Code**: [ ]

**Date(mm/dd/yyyy)**: [ ]

**Comments on back?**

### Item 6
- **Initials/Milepost**: 0882.00
- **Equipment/Track #**: 8138W
- **Type/Kind**: T
- **49 CFR/USC**: 0135
- **Subrule**: E1
- **Speed**: 10
- **Class**: 1
- **Train #/Site**: N N
- **SNFR**: N
- **RCL**: N
- **# of Occ.*****: 1
- **Activity Code**: TOY

**Description**
SWITCH STAND OR SWITCH MACHINE INSECURE OR OPERABLE WITH EXCESSIVE LOST MOTION.

**CUSTOMER TRACK.**

**Violation Recommended**: Yes

**Written Notification to FRA of Remedial Action is**: Required

**Railroad Action Code**: [ ]

**Date(mm/dd/yyyy)**: [ ]

**Comments on back?**

### Item 7
- **Initials/Milepost**: 0882.00
- **Equipment/Track #**: 8138W
- **Type/Kind**: T
- **49 CFR/USC**: 0135
- **Subrule**: D
- **Speed**: 10
- **Class**: 1
- **Train #/Site**: N N
- **SNFR**: N
- **RCL**: N
- **# of Occ.*****: 1
- **Activity Code**: TOY

**Description**
HEEL OF SWITCH INSECURE.

**CUSTOMER TRACK.**

**Violation Recommended**: Yes

**Written Notification to FRA of Remedial Action is**: Required

**Railroad Action Code**: [ ]

**Date(mm/dd/yyyy)**: [ ]

**Comments on back?**
### Item 8

**Initials/Milepost**: 0882.00  
**Equipment/Track #**: 8138  
**Type/Kind**: Y  
**49 CFR/USC**: 49 CFR/USC 213  
**Defect**: 0063  
**Subrule**: A7  
**Speed**: 10  
**Class**: 1  
**Train #/Site**: SNFR  
**SNFR***: N  
**RCL****: N  
**# of Occ.***: 1  
**Activity Code**: YTW

**Description**
DIFFERENCE IN CROSSLEVEL (WARP) BETWEEN ANY TWO POINTS LESS THAN 62- FEET APART ON SPIRAL TRACK EXCEEDS ALLOWABLE. MEASURING 3-1/8". CROSSLEVEL EXCEEDS 4-1/8" IN 10 MPH CURVED TRACK ON WEST WYE TRACK AT FORT STOCKTON.

**CUSTOMER TRACK.**
**Violation Recommended**: No  
**Written Notification to FRA of Remedial Action is**: Required  
**Railroad Action Code**:  
**Date(mm/dd/yyyy)**:  
**Longitude**:  
**Comments on back?**

### Item 9

**Initials/Milepost**: 0882.00  
**Equipment/Track #**: 8138  
**Type/Kind**: Y  
**49 CFR/USC**: 49 CFR/USC 213  
**Defect**: 0121  
**Subrule**: C1  
**Speed**: 10  
**Class**: 1  
**Train #/Site**: SNFR  
**SNFR***: N  
**RCL****: N  
**# of Occ.***: 1  
**Activity Code**: YTW

**Description**
CENTER CRACKED OR BROKEN JOINT BAR (JOINTED TRACK)

**CUSTOMER TRACK.**
**Violation Recommended**: No  
**Written Notification to FRA of Remedial Action is**: Required  
**Railroad Action Code**:  
**Date(mm/dd/yyyy)**:  
**Longitude**:  
**Comments on back?**

### Item 10

**Initials/Milepost**: 0880.20  
**Equipment/Track #**: SIMN  
**Type/Kind**: T  
**49 CFR/USC**: 49 CFR/USC 213  
**Defect**: 0133  
**Subrule**: A13  
**Speed**: 10  
**Class**: 1  
**Train #/Site**: SNFR  
**SNFR***: N  
**RCL****: N  
**# of Occ.***: 1  
**Activity Code**: TOM

**Description**
LOOSE, WORN, OR MISSING GUARD RAIL BOLTS.

**Violation Recommended**: No  
**Written Notification to FRA of Remedial Action is**: Required  
**Railroad Action Code**:  
**Date(mm/dd/yyyy)**:  
**Longitude**:  
**Comments on back?**

### Item 11

**Initials/Milepost**: 0871.60  
**Equipment/Track #**: SIMN  
**Type/Kind**: M  
**49 CFR/USC**: 49 CFR/USC 213  
**Defect**: 0121  
**Subrule**: C1  
**Speed**: 10  
**Class**: 1  
**Train #/Site**: SNFR  
**SNFR***: N  
**RCL****: N  
**# of Occ.***: 1  
**Activity Code**: YTW

**Description**
CENTER CRACKED OR BROKEN JOINT BAR (JOINTED TRACK)

NORTH RAIL GAGE SIDE.

MARKED WITH PAINT BY RAILROAD.
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**Description**

**HEEL OF SWITCH INSECURE.**

Violation Recommended: Yes

Written Notification to FRA of Remedial Action is: Optional

**Description - [** Comment to Railroad/Company **]**

RANKIN - OUT OF SERVICE SWITCH WAS NOT PROPERLY TAGGED, SPIKED, OR LOCKED.

Violation Recommended: Yes

Written Notification to FRA of Remedial Action is: Optional

**Description**

**HEEL OF SWITCH INSECURE.**

Violation Recommended: Yes

Written Notification to FRA of Remedial Action is: Optional

**Description**

EXCESSIVE CLEARANCE BETWEEN HOLD-DOWN HOUSING AND HORN measuring 3/8"
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**Description**
LOOSE, WORN, OR MISSING FROG BOLTS.

**Written Notification to FRA of Remedial Action is:**
- [ ] Required
- [X] Optional
**Railroad Action Code:**
**Date(mm/dd/yyyy):**
**Comments on back?:**

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**Description**
DERAIL NOT CLEARLY VISIBLE.

**Written Notification to FRA of Remedial Action is:**
- [ ] Required
- [X] Optional
**Railroad Action Code:**
**Date(mm/dd/yyyy):**
**Comments on back?:**

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**Description**
LESS THAN 2 BOLTS PER RAIL AT ANY JOINT IN CONTINUOUS WELDED RAIL.

**Written Notification to FRA of Remedial Action is:**
- [ ] Required
- [X] Optional
**Railroad Action Code:**
**Date(mm/dd/yyyy):**
**Comments on back?:**
DEPARTMENT OF TRANSPORTATION  
FEDERAL RAILROAD ADMINISTRATION (FRA)  

INSPECTION REPORT  

Inspector's Name: Casaceli, Jr., David F.  
Inspector's Signature:  
Inspector's ID No.: 14908  
Report No.: 108  
Date: 2013 08 21  

Railroad/Company Name & Address:  
Texas Pacifico Transportation Limited  
106 South Chadbourne Street  
San Angelo TX 76903  

R/C Division: R  
RR/Co. Code: TXPF  
Subdivision: SYSTEM  
RR/Co. Representative (Receipt Acknowledged): Ben De La Rosa  
Name:  
Title: Track Superintendent  
Signature:  

From: City SAN ANGELO  
State: TX  
County: TOM GREEN  
City: SAN ANGELO  
County: TOM GREEN  

From Latitude:  
Longitude:  
From Longitude:  
Longitude:  

Mile Post: From 0714.50 To 0721.00 Inspection Point MAIN TRACK HIRAIL - ALPINE SUB To Longitude  

Activity Code: MTH MTW YTW DER RWP RMM TOM  
Units: 7 1 1 2 1 1 15  
Sub Units: 0 0 0 0 2 0 0  

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<th>Initials/Milepost</th>
<th>Equipment/Track #</th>
<th>Type/Kind</th>
<th>49 CFR/USC</th>
<th>Defect</th>
<th>Subrule</th>
<th>Speed</th>
<th>Class</th>
<th>Train #/Site</th>
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### Item 3
- **Initials/Milepost**: 0715.05
- **Equipment/Track #**: 7901
- **Type/Kind**: T
- **49 CFR/USC Defect**: 0037
- **Subrule**: C3
- **Speed**: 10
- **Class**: 1
- **Train #/Site**: N
- **SNFR**: N
- **RCL**: N
- **# of Occ.*****: 1
- **Activity Code**: YTW

**Description**

EXCESSIVE VEGETATION IN TOEPATHS AND AROUND SWITCHES THAT INTERFERES WITH EMPLOYEES PERFORMING NORMAL TRACKSIDE DUTIES.

**CUSTOMER TRACK.**

**Written Notification to FRA of Remedial Action is:**
- Yes
- No

**Written Notification Required to Railroad Action Code**

**Date (mm/dd/yyyy):**

**Comments on back?**

### Item 4
- **Initials/Milepost**: 0715.05
- **Equipment/Track #**: 7901
- **Type/Kind**: Y
- **49 CFR/USC Defect**: 0109
- **Subrule**: B3
- **Speed**: 10
- **Class**: 1
- **Train #/Site**: N
- **SNFR**: N
- **RCL**: N
- **# of Occ.*****: 1
- **Activity Code**: YTW

**Description**

NO EFFECTIVE SUPPORT TIES WITHIN THE PRESCRIBED DISTANCE FROM A JOINT.

**SOUTH RAIL. NEAREST EFFECTIVE TIE 34" TO THE SOUTH.**

**CUSTOMER TRACK.**

**Written Notification to FRA of Remedial Action is:**
- Yes
- No

**Written Notification Required to Railroad Action Code**

**Date (mm/dd/yyyy):**

**Comments on back?**

### Item 5
- **Initials/Milepost**: 0715.05
- **Equipment/Track #**: 7901
- **Type/Kind**: Y
- **49 CFR/USC Defect**: 0121
- **Subrule**: F1
- **Speed**: 10
- **Class**: 1
- **Train #/Site**: N
- **SNFR**: N
- **RCL**: N
- **# of Occ.*****: 1
- **Activity Code**: YTW

**Description**

LOOSE JOINT BARS (JOINTED TRACK)

**CUSTOMER TRACK.**

**Written Notification to FRA of Remedial Action is:**
- Yes
- No

**Written Notification Required to Railroad Action Code**

**Date (mm/dd/yyyy):**

**Comments on back?**

### Item 6
- **Initials/Milepost**: 0715.05
- **Equipment/Track #**: SIMN
- **Type/Kind**: T
- **49 CFR/USC Defect**: 0135
- **Subrule**: E2
- **Speed**: 10
- **Class**: 1
- **Train #/Site**: 7901
- **SNFR**: N
- **RCL**: N
- **# of Occ.*****: 1
- **Activity Code**: TOM

**Description**

CONNECTING ROD INSECURE OR OPERABLE WITH EXCESSIVE LOST MOTION.

**CUSTOMER TRACK.**

**Written Notification to FRA of Remedial Action is:**
- Yes
- No

**Written Notification Required to Railroad Action Code**

**Date (mm/dd/yyyy):**

**Comments on back?**
## DEPARTMENT OF TRANSPORTATION
### FEDERAL RAILROAD ADMINISTRATION (FRA)

### INSPECTION REPORT
(Continuation)

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FORM FRA F 6180.96 (Revised 03/10) *SNFR-Special Notice for Repairs **RCL-Remote Control Locomotive ***# of Occ.-Number of Occurrences
### Item 12

**Description:**
WORN OR MISSING COTTER PINS.

**Type/Kind:** SIMN
**Defect:** 0133
**Subrule:** A7
**Speed:** 10
**Class:** N

**Train#/Site:** 0715.20

**Violation Recommended:** Yes

**Written Notification to FRA of Remediaal Action:**
- Required: No
- Optional: Yes

**Railroad Action Code:**

**Date (mm/dd/yyyy):**

**Comments on back:**

### Item 13

**Description:**
LOOSE, WORN, OR MISSING SWITCH ROD BOLTS.

**Type/Kind:** SIMN
**Defect:** 0133
**Subrule:** A6
**Speed:** 10
**Class:** N

**Train#/Site:** 0715.20

**Violation Recommended:** Yes

**Written Notification to FRA of Remediaal Action:**
- Required: No
- Optional: Yes

**Railroad Action Code:**

**Date (mm/dd/yyyy):**

**Comments on back:**

### Item 14

**Description:**
HEEL OF SWITCH INSECURE.

**Type/Kind:** SIMN
**Defect:** 0135
**Subrule:** D
**Speed:** 10
**Class:** N

**Train#/Site:** 0716.90

**Violation Recommended:** Yes

**Written Notification to FRA of Remediaal Action:**
- Required: No
- Optional: Yes

**Railroad Action Code:**

**Date (mm/dd/yyyy):**

**Comments on back:**

### Item 15

**Description:**
HEEL OF SWITCH INSECURE.

**Type/Kind:** SIMN
**Defect:** 0135
**Subrule:** D
**Speed:** 10
**Class:** N

**Train#/Site:** 0716.95

**Violation Recommended:** Yes

**Written Notification to FRA of Remediaal Action:**
- Required: No
- Optional: Yes

**Railroad Action Code:**

**Date (mm/dd/yyyy):**

**Comments on back:**

### Item 16

**Description:**
WORN OR MISSING COTTER PINS.

**Type/Kind:** SIMN
**Defect:** 0133
**Subrule:** A7
**Speed:** 10
**Class:** N

**Train#/Site:** 0716.95

**Violation Recommended:** Yes

**Written Notification to FRA of Remediaal Action:**
- Required: No
- Optional: Yes

**Railroad Action Code:**

**Date (mm/dd/yyyy):**

**Comments on back:**

---

*SNFR-Special Notice for Repairs **RCL-Remote Control Locomotive ***# of Occ.-Number of Occurrences
### IMPROPER FIT BETWEEN SWITCH POINT AND STOCK RAIL.

**Open Point**

Violation Recommended: Yes

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<th>Item</th>
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<th>Equipment/Track #</th>
<th>Type/Kind</th>
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Description:

**Description**

**HEEL OF SWITCH INSECURE.**

Violation Recommended: Yes

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Description:

**Description**

**LOOSE, WORN, OR MISSING GUARD RAIL BOLTS.**

Violation Recommended: Yes

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Description:

**Description**

**VERTICAL SPLIT HEAD**

**MEASURING APX. 1/2" AT RAIL END IN JOINT.**

Violation Recommended: Yes

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Description:

**Description**

**LOOSE, WORN, OR MISSING GUARD RAIL BOLTS.**

Violation Recommended: Yes

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## Inspection Report

**Inspector's Name:** Casaceli, Jr., David F.  
**Inspector's Signature:**  
**Inspector's ID No.:** 14908  
**Report No.:** 109  
**Date:** yy mm dd 2013 08 21

### Railroad/Company Name & Address

**Name:** TEXAS PACIFICO TRANSPORTATION LIMITED  
**Address:** 106 South Chadbourne Street  
**City:** San Angelo  
**State:** TX  
**ZIP Code:** 76903

### R/C Division

**Division:** SYSTEM  
**RR/Co. Code:** R  
**Subdivision:** SYSTEM  
**RR/Co. Representation:** Ben De La Rosa  
**Title:** Track Superintendent  
**Signature:**

### From: City SAN ANGELO

**Codes:** 6080  
**Destination City & County:**  
**From Latitude:**  
**From Longitude:**

### State TX 48 City SAN ANGELO 6080

**County:** TOM GREEN  
**City:** TOM GREEN  
**Codes:** C451  
**From Longitude:**

### Mile Post: From To Inspection Point

**Mile Post:** YARD WALKING INSPECTION SAN ANGELO YARD  
**From Longitude:**

### Activity Code

**Code:** YTW  
**Units:** 1  
**Sub Units:** 0

### Item

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</table>

**Description:** LOOSE, WORN, OR MISSING SWITCH ROD BOLTS.

**Description:** CONNECTING ROD INSECURE OR OPERABLE WITH EXCESSIVE LOST MOTION.

**Violation Recommended:** Yes  
**Written Notification to FRA of Remedial Action is:** Required  
**Railroad Action Code:**  
**Date(mm/dd/yyyy):**  
**Comments on back?**

**Description:**

THIS REPORT CONTAINS DEFECTS FIRST IDENTIFIED ON 8/21/13. THOSE DEFECTS PREVIOUSLY IDENTIFIED AND FOUND DURING REINSPECTION ARE INCLUDED ON A DIFFERENT REPORT WITH THE SAME DATE.

**FRA of Remedial Action is:** Violation Recommended  
**Yes**  
**No**

**Latitude:**

**Longitude:**
### Item 4
- **Initials/Milepost**: 7115W
- **Equipment/Track #**: T
- **Type/Kind**: 49 CFR/USC 213
- **Defect**: 0133
- **Subrule**: A15
- **Speed**: 10
- **Class**: 1
- **Train #/Site**: N
- **SNFR**: N
- **RCL**: N
- **# of Occ.**: 1
- **Activity Code**: TOY

**Description**
TURNOUT OR TRACK CROSSING FASTENINGS NOT INTACT OR MAINTAINED.

**FRA of Remedial Action is:**
Violation Recommended: Yes
Latitude:
Longitude:

**Written Notification to FRA of Remedial Action is:**
- Required
- Optional

**Railroad Action Code**

**Date (mm/dd/yyyy):**

**Comments on back?**

### Item 5
- **Initials/Milepost**: 7117W
- **Equipment/Track #**: T
- **Type/Kind**: 49 CFR/USC 213
- **Defect**: 0133
- **Subrule**: A7
- **Speed**: 10
- **Class**: 1
- **Train #/Site**: N
- **SNFR**: N
- **RCL**: N
- **# of Occ.**: 1
- **Activity Code**: TOY

**Description**
WORN OR MISSING COTTER PINS.

**CONNECTING ROD BOLT.**

**Violation Recommended**
- Yes
- No

**Written Notification to FRA of Remedial Action is:**
- Required
- Optional

**Railroad Action Code**

**Date (mm/dd/yyyy):**

**Comments on back?**

### Item 6
- **Initials/Milepost**: 7132W
- **Equipment/Track #**: T
- **Type/Kind**: 49 CFR/USC 213
- **Defect**: 0133
- **Subrule**: A6
- **Speed**: 10
- **Class**: 1
- **Train #/Site**: N
- **SNFR**: N
- **RCL**: N
- **# of Occ.**: 1
- **Activity Code**: TOY

**Description**
LOOSE, WORN, OR MISSING SWITCH ROD BOLTS.

**Violation Recommended**
- Yes
- No

**Written Notification to FRA of Remedial Action is:**
- Required
- Optional

**Railroad Action Code**

**Date (mm/dd/yyyy):**

**Comments on back?**
DEPARTMENT OF TRANSPORTATION  
FEDERAL RAILROAD ADMINISTRATION (FRA)  

INSPECTION REPORT  
OMB Approval No.: 2130-0509

Inspector's Name: Casaceli, Jr., David F.  
Inspector's Signature:  
Inspector's ID No.: 14908  
Report No.: 110  
Date: 2013 08 21

Railroad/Company Name & Address:  
BALFOUR BEATTY RAIL INC.  
15159 Beaumont Highway  
Houston, TX 77049

Casanaceli, Jr., David F. 14908 110 2013 08 21

Railroad/Company Name & Address:  
BALFOUR BEATTY RAIL INC.  
15159 Beaumont Highway  
Houston, TX 77049

From: SAN ANGELO  
State: TX  
County: TOM GREEN  
Mile Post: 77049

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</table>
| Description | FAILURE TO PROVIDE ON-TRACK SAFETY FOR A MEMBER OF A ROADWAY WORK GROUP  
3 PERSON GANG WORKING ON THE EAST END OF TRACK 7121. NO ON TRACK SAFETY WAS ATTEMPTED TO BE ARRANGED BY ANY MEMBER OF THE GANG.  
GANG MEMBERS: MIGUEL CADENA, DENIGNO DELAROSA, AND NEMORIO PONCE.

A VIOLATION HAS BEEN RECOMMENDED FOR THIS ITEM

Violation Recommended:  
Yes  
No

Written Notification to FRA of Remedial Action is:  
Required  
Optional  
Railroad Action Code:  
Date(mm/dd/yyyy):  
Comments on back?

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<th>Item</th>
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</table>
| Description | ROADWAY WORKER FOULING A TRACK WITHOUT ASCERTAINING THAT PROVISION IS MADE FOR ON-TRACK SAFETY  
ALL THREE MEMBERS OF THE ABOVE GANG DID NOT ASCERTAIN THAT ANY PROVISION FOR ON-TRACK SAFETY WAS IN PLACE.

Violation Recommended:  
Yes  
No

Written Notification to FRA of Remedial Action is:  
Required  
Optional  
Railroad Action Code:  
Date(mm/dd/yyyy):  
Comments on back?