

ITEM NO. 14

Amtrak Head-end Track Quality Inspetion Report

Memo



Date March 13, 2001
 To D. B. Klouda

From John Ramirez
 Department Engineering
 Subject Annual Head End Inspection
 cc
 Chicago, Illinois to
 Omaha, Nebraska

Message Annual Head End Track Quality Inspection was performed on March 12, 2001, riding Lead Unit #802, trailing Unit #131 on Amtrak Train #5, The California Zephyr, between Chicago, Illinois and Omaha, Nebraska. The following are areas of concern that should be forwarded to Rich Wessler, the NRPC Officer for BNSF, for further handling. It was the most improved ride in the past few years.

BURLINGTON NORTHERN SANTA FE

<u>Track #</u>	<u>Milepost</u>	<u>General Information</u>	<u>Town</u>
1	223	Road Crossing - Low - Rough	New London
1	224.75	Turnout - Low - Rough	New London
1	228.30	Road Crossing - Low - Rough	New London
1	266.40	Road Crossing - Low - Rough	Batavia
2	310.	Most Southerly Crossover - Rough	Halpin
2	313.90	Road Crossing - Low - Rough	Tyrone
2	320.80	Private Road Crossing - Low - Rough	Melrose
2	327.	Turnout and/or Road Crossing - Rough	Russell
2	328.30	Road Crossing - Rough	Russell
2	358.	Bridge - Low - Rough	Osceola
2	391.20	Crossover - Very Rough	Creston
1	403.	South End Approach - Low on Bridge	Cromwell
1	408.90	North Crossover - Line Condition - Rough	Prescott
1	470.50	Low Spot on Bridge - Rough	Glenwood

Arrive Omaha, Nebraska @ 12:15 a.m.

END OF INSPECTION

JR/pb