

REQUEST FOR RECORDS DISPOSITION AUTHORITY		JOB NUMBER N1-399-08-10	
To NATIONAL ARCHIVES AND RECORDS ADMINISTRATION 8601 ADELPHI ROAD, COLLEGE PARK, MD 20740-6001		Date received 6-3-08	
1 FROM (Agency or establishment) U S Department of Transportation		NOTIFICATION TO AGENCY	
2 MAJOR SUBDIVISION Federal Railroad Administration		In accordance with the provisions of 44 U S C 3303a, the disposition request, including amendments, is approved except for items that may be marked "disposition not approved" or "withdrawn" in column 10	
3 MINOR SUBDIVISION			
4 NAME OF PERSON WITH WHOM TO CONFER Kim Toone	1 TELEPHONE NUMBER (202) 493-6132	DATE 19 March 12	ARCHIVIST OF THE UNITED STATES 
2. AGENCY CERTIFICATION I hereby certify that I am authorized to act for this agency in matters pertaining to the disposition of its records and that the records proposed for disposal on the attached <u>2</u> page(s) are not needed now for the business for this agency or will not be needed after the retention periods specified, and that written concurrence from the General Accounting Office, under the provisions of Title 8 of the GAO Manual for Guidance of Federal Agencies.			
<input checked="" type="checkbox"/> is not required <input type="checkbox"/> is attached. or <input type="checkbox"/> has been requested			
DATE 8/17/2011	SIGNATURE OF AGENCY REPRESENTATIVE 		TITLE Records Officer
7 ITEM NO	8 DESCRIPTION OF ITEM AND PROPOSED DISPOSITION	9 GRS OR SUPERSEDED JOB CITATION	10 ACTION TAKEN (NARA USE ONLY)
	Automated Track Inspection Program (ATIP) The Federal Railroad Administration (FRA) Automated Track Inspection Program (ATIP) helps America's railroads increase railroad quality and safety Under the statutes mandated by Congress, ATIP cars conduct operational surveys of the United States rail transportation network for the singular safety function of determining railroad compliance with <i>Federal Track Safety Standards</i> (FTSS) In addition, the ATIP data is used to assess the effectiveness of railroads' track maintenance and inspection processes, provides data to assess track safety trends, and provides data to railroads to assist in making repairs and improving safety and maintenance quality The ATIP program also supports the development and demonstration of FRA's Research and Development's research products for the advancement of track inspection technologies and improvement of railroad safety The components of the ATIP Information System include the fleet of data collecting vehicles, the Track Geometry Measurement System (TGMS) which is onboard the vehicles and the centralized database - Track Data Management System (TDMS)		

Track Geometry Measurement System (TGMS):

Real-time, distance-based program that controls the acquisition of track measurement signals and processes geometry parameters to detect exceptions Fully equipped with non-contact sensors, the TGMS computes track geometry parameters at speeds of up to 125 miles per hour Data can be processed to 200 miles per hour

- 1 **TGMS Inputs - Geometry Data:** Measures track gage, horizontal and vertical alignment, left and right surface, cross-level, and twist and warp

Disposition **Temporary** Cutoff at end of calendar year Destroy or delete 5 years after cutoff

- ~~2 **TGMS Inputs - Global Positioning System (GPS) Data:** The system tags exception and railroad features with longitude and latitude coordinates for ease of location during follow up inspections~~

~~Disposition **Temporary** Destroy or delete after the necessary data have been incorporated into a master file <GRS 20, Item 2d>~~

- 3 **TGMS Master file:** System data consists of foot-by-foot track geometry parameters, i e , track gage, alignment, track surface (crosslevel, warp, and profile) and calculate limiting train speed in curves

Disposition **Temporary.** Cutoff at end of calendar year Destroy or delete 5 years after cutoff

- 4 **TGMS Outputs - Track Quality Index (TQI):** A value is assigned to sections of track to indicate quality of gage, alignment, crosslevel, and profile A poor TQI value means the track structure is, probably, failing and re-inspection is necessary May be used to study track geometry deterioration trends and rates

Disposition **Temporary** Cutoff at end of calendar year Destroy or delete 5 years after cutoff

- 5 **TGMS Outputs - Survey Logs:** Includes survey progress, delays, and quality-check data

Disposition **Temporary** Cutoff at end of calendar year Destroy or delete 5 years after cutoff

- ~~6 **TGMS System Documentation:** Regardless of medium System specifications, file specifications, codebooks, record layouts, user guides, output specifications and any other system specifications relating to the files.~~

~~Disposition **Temporary.** Destroy or delete upon authorized deletion of the related electronic records or upon the destruction of the output of the system if the output is needed to protect legal rights, whichever is later <GRS20, Item 11a(1)>~~

Track Data Management System (TDMS):

Repository of geometry data collected by ATIP geometry cars. The database system is available to FRA Inspectors through the Internet. Geometry data can be viewed as a geographic information map. Inspectors can create statistical reports, e.g., defects per mile by railroad, in their respective regions.

- 7 **TDMS Inputs - Gage Restrain Measurement System (GRMS):** Measures lateral track strength/load-holding capacity of ties, Used to locate bad ties and weak connections for timely repairs

Disposition **Temporary.** Cutoff at end of calendar year. Destroy or delete 5 years after cutoff

- 8 **TDMS Inputs - Rail Profile System:** Measures cross-sectional shape and orientation of each rail to determine transverse rail profile, rail wear, and rail cant

Disposition **Temporary.** Cutoff at end of calendar year. Destroy or delete 5 years after cutoff

- 9 **TDMS Inputs - Ride Quality Measurement System (RQMS):** Measures the vertical and lateral acceleration of the car body and the trucks, Used to determine ride quality and safety aspects of passenger rail

Disposition **Temporary.** Cutoff at end of calendar year. Destroy or delete 5 years after cutoff

- 10 **TDMS Inputs - Vehicle Track Interactions (VTI):** Measures truck and carbody forces (g's), Used to determine vehicle reactions to track irregularities

Disposition **Temporary.** Cutoff at end of calendar year. Destroy or delete 5 years after cutoff

- 11 **TDMS Inputs - Right-of-way Video:** Captures right-of-way images during operational surveys. Used for visual review of highway rail grade crossings, railroad bridges, and track locations and conditions associated with *Federal Track Safety Standards* exceptions

Disposition **Temporary.** Cutoff at end of calendar year. Destroy or delete 5 years after cutoff

- 12 **TDMS Master File:** Repository of geometry data collected by ATIP geometry cars (including TGMS master file)

Disposition **Temporary.** Cutoff at end of calendar year. Destroy or delete 10 years after cutoff

- ~~13 **TDMS Outputs - Track Geometry Inspection Report (TGIR):** Contains a list of all exceptions identified during a valid survey~~

~~Disposition **Temporary.** Destroy or delete when the agency determines that they are no longer needed for administrative, legal, audit, or other operational purposes. <GRS 20, Item 5>~~

- ~~14 **TDMS Outputs - Ad Hoc Reports:** Includes ad hoc statistical reports, analyses, etc~~

~~Disposition **Temporary** Destroy when the agency determines that they are no longer needed for administrative, legal, audit, or other operational purposes, provided the printouts do not contain substantive information, such as substantive annotations, that is not included in the electronic records <GRS 20, Item 16>~~

~~†5 **TDMS System Documentation:** Regardless of medium System specifications, file specifications, codebooks, record layouts, user guides, output specifications, and any other system specifications relating to the files.~~

~~Disposition **Temporary.** Destroy or delete upon authorized deletion of the related electronic records or upon the destruction of the output of the system if the output is needed to protect legal rights, whichever is later <GRS20, Item 11a(1)>~~