Mainline	Switch Inspection Rep	oort Semi-Annual	WO# 1253755	Page 1 of 3
Watchman 1	13 B Panuska	Inspection Crew	SCHISLER W BR	
l Location M	T POUNT	•	22 Standard Join	•-
2 Switch I.D. #	70-1A Trailing V		S Y R N/A	
3 Facing	Trailing \		23 Switch Plates	<b>1</b>
	300 300 500		S Y R	
Rail Points			24 Adjustable Braces	
4 Point to Point	513/es		S Y R N/A	
5 Point Condition	n		24a Non-Adjustal	l ble Desert
SYR N	Nothing less than 4 inches	Of greates that #	S V D (NIX	DIE Braces
		ton point mestacked	ches. SYR (V)A Switch Rods	
N_ 41/8_	R 47/e	toh hount brotected	25 Front Rod	
6a Point Opening	7		S Y R N/A	
N 51/4	R_ 51/4		26 #1 Rod (Basket	Pod)
/ Fit			S Y R	( Rou)
SYR			27 #2 Rod	
8 General Conditi	on of the Points		S Y R	
S Y R			28 #3 Rod	
Gage			S Y R N/A	
Heel of Switch			29 #4 Rod	
9 Main 56/2	<del>urii</del> i/		SYRNA	
10 Turnout 50.59			30 Closure Rail	
11 Gage ahead of	Bend 36%		(S) Y R	
more than \$7:	se than 56 inches or		31 Surface of Switch	:h
more than 57 i	nenes for "S"		(S)YR	
Turnout 89	inches		Using a 62' core	d. not over
13 Main 91/2	7.6		1" to 1 1/2" for	a Y and no
13 (7/6)	<u> </u>		more than 1 1/2	" to 1 3/4"
			For a R, Great	han 13/4" is Out
Stock Rail			of Service	
14 Bend			32 Head Block Ties	
S Y R			SYR	
15 Condition			33 Switch Adjustme	nts
(S) Y R			Yes No	
			34 Lubrication	
<b>Bolts</b>			Ok OT	
16 Loose o	N/A		35 Switch Targets/La	unps
17 Missing O	N/A		Ok Missing 36 Latches	(N/A)
Rivets (Huck Bolts)	1		Ok Broken	Missing
18 Loose O	N. A		37 Locks	• • •
19 Missing	N/A		Ok Broken	Missing
20 Cotter Pins Missi	ng o N/A		38 General Condition  S Y R	
21 Jam Nuts Loose	O N/A			
21a Washers Ok	Broken Missing		39 Insulated Joints	
_			S Y R	
Remarks on page 3			39a Regular Joints	
GNEJC 11-10-2011			(S) Y R	

50 Location	Turnout Ties
50a Switch I.D. #	66 Condition
51 Facing Trailing	S Y R N/A
52 Frog Tread N S Y R	67 Rail Movement
R (Ŝ) Y R	S Y R N/A
53 Frog # <u>8</u>	Tie Plates
54/79 Point Condition	68 Lead
(g) Y R	S Y R N/A
55 Condition of Frog	69 Guard Rail Flangeway
(\$) Y R	S Y R N 1 1/4 R 15/8
56 Surface of Frog	Guard Rail Flangeway can not be less 1 1/2"
♦ Y R	70 Guard Rail Plates
4.	S Y R N/A
57 Throat in Inches 31/4	71 Frog Plates
72 Flangeway Depth 15/16	S Y R N/A
Flangeway Depth must not be less than 1 1/2"	
Gage	Bolts
58 Main Track563/4	73 Loose N/A
59 Turnout Track 56%	74 Missing N/A
Gage must not be less than 56" any class	
Guard Rails	Rivets (Huck)
60 Guard Rail Gage N 5 R R SS	75 Loose N/A
Guard Rail Gage must more than 54 3/8"	76 Missing N/A
61 Back To Back N 52 % R 52 %	77 Nuts Missing N/A
Back to Back Gage must be less than 53 1/8"	78 Cotter Pins MissingN/A
62 Condition	79 Washers Ok Broken Missing N/A
SYR	John Diokon Ivilasing IV/A
63 Location of Guard Rail (Relation to Point)	80 Hold Down Devices
SYR	S Y R N/A
Guard Rail Clamps	81 Spring Housing
64 Main Track	S Y R N/A
S Y R N/A	82 Derails
65 Turnout Track	S Y R N/A
S Y R N/A	83 Maximum difference in any 31' in Cross
	Level on the siding from the Frog Point to
	50' beyond the last long tie
Class 1 Gage 56" to 57 1/2"	Ok Difference
More than 57 1/2" Out of Service	
Class 3 Gage 56" to 57"	84 Condition of Line thru entire turnout
More than 57" to 57 1/4" downgrade to	S Y R
Class 2 and gets a Y	<del>-</del>

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Page 3 of 3 2 BAD TIMBERS All rules come out of the MTA Field Guide for Track Inspectors updated April 2006 edition. Everything is class 3 for Mainline and class 1 for the Yard. S Everything is in Specs. Y Attention needed. R Immediate attention needed or Out of Service. N/A Not applicable or not measurable.

	<u>Mainline</u>	Switch Inspection Re	port Semi-Annual	WO# 1237798	Page 1 of 3
)	Date12 4	1/13	Inspection Crew	Schisler W BRY	24
	Watchman A	RABETTE		W DE	ZMW3 _ 1/21
	Location FLF	XI PLO	<del></del>	22 Samuel 1 1 2	
	4 3WILCH E-17-#	174 0		22 Standard Join	
	3 Facing	Trailing		(S) Y R N/A	4
		TOTAL MEDICAL		23 Switch Plates	-
	Rail Points			(\$) Y R	
	4 Point to Point	51/4		24 Adjustable Braces	
	5 Point Condition	1		SYR N/A	N.
	SYR N	Inthia - I I		24a Non-Adjustal	ole Braces
	6 Point Throw	lothing less than 4 inches lin 3 1/2 inches on house R 4 3/4	or greater than 5 in	ches. SYR(N/A)	)
	N 43/4	R 43/	top point protected	Switch Rods	
	6a Point Opening	1./9		25 Front Rod	
	N 514	R_51/4		SYR N/A	
	7 Fit			26 #1 Rod (Basket	Rod)
	⑤ Y R			∕\$ Y R	•
	8 General Condition	on of the Points		27°#2 Rod	
	S Y R	on of the Follies		<i>(</i> S) Y R	
	Gage			28 #3 Rod	
	Heel of Switch			S Y R (N/A)	
	9 Main 56%			29 #4 Rod	
	10 Turnout 56%	7		S Y R (N/A)	
	11 Gage ahead of I	Pand Sc9/		30 Closure Rail	
	Must not be les	s than 56 inches or		S Y R	
	more than 57 in	schor for #62		31 Surface of Switch	h
1	12 Heel Spread in I	nches IUF S		(S) Y R	
	Turnout 6/4	IICHES		Using a 62' cord	not over
	13 Main 61/2	Cerce og:		1" to 1 1/2" for s	Y and no
				more than 1 1/2'	' to 1 3/4"
				For a R, Great t	han 13/4" is Out
	Stock Rail			of Service	13/4 13 Out
•	14 Bend			32 Head Block Ties	
	S Y R			(S) Y R	
- 1	5 Condition			33 Switch Adjustmen	ita
	S Y R			Yes No	
				34 Lubrication	
В	olts			(Ok) Dry	
	6 Looseo	NI/A		35 Switch Targets/Lar	mne
i	7 Missing $\phi$	= N/A		Ok Missing	N/A
•	, ittissing	N/A		36 Latches	IN/A
D	ivote (Unal. Date)				Mii
15	ivets (Huck Bolts)	***		Ok Broken 37 Locks	viissing
10	Loose	N. A		Ok Broken	A 4:
7/1	Missing 0	N/A		38 General Condition	Missing
20	Cotter Pins Missing			S Y R	
	Jam Nuts Loose	⊘ N/A		39 Insulated Joints	
21	a Washers Ok	Broken Missing		S Y R	
		J'			
Ke	marks on page 3			39a Regular Joints	
GM	JC 11-10-2011			(S) Y R	

50 Location	Tunnant Time
50a Switch I.D. #	Turnout Ties
51 Facing Trailing	66 Condition
52 Frog Tread N S Y R	S Y R N/A
R Ø Y R	67 Rail Movement
53 Frog # 8	(S) Y R N/A
54/79 Point Condition	Tie Plates
S Y R	68 Lead
55 Condition of Frog	(S) Y R N/A
S Y R	69 Guard Rail Flangeway
56 Surface of Frog	SYRN IV R 1 V8
S'Y R	Guard Rail Flangeway can not be less 1 ½" 70 Guard Rail Plates
	(\$) Y R N/A
57 Throat in Inches 31/4	71 Frog Plates
72 Flangeway Depth 2	(S) Y R N/A
Flangeway Depth must not be less than 1 1/2"	(S) 1 K N/A
Gage	Bolts
58 Main Track 56 %	60.7
59 Turnout Track 561/2	
Gage must not be less than 56" any class	74 Missing N/A
Guard Rails	Divote (Haraka)
60 Guard Rail Gage N 543/4 R 501/8	Rivets (Huck)
Guard Rail Gage must more than 54 3/8"	75 Loose N/A
61 Back To Back N 5234 R 5234	76 Missing N/A
Back to Back Gage must be less than 53 1/8"	77 Nuts Missing N/A
62 Condition	78 Cotter Pins Missing © N/A
SY R	79 Washers Ok Broken Missing N/A
63 Location of Guard Rail (Relation to Point)	80 Hold Down Day's
S Y R	80 Hold Down Devices (\$YRN/A
Guard Rail Clamps	81 Spring Housing
64 Main Track	S Y R N/A
(S)YRN/A	82 Derails
65 Turnout Track	S Y R N/A
(S) Y R N/A	
~	83 Maximum difference in any 31' in Cross
	Level on the siding from the Frog Point to 50' beyond the last long tie
Class 1 Gage 56" to 57 1/2"	Ok Difference
More than 57 1/2" Out of Service	Difference
Class 3 Gage 56" to 57"	84 Condition of Line 4
More than 57" to 57 1/4" downgrade to	84 Condition of Line thru entire turnout
Class 2 and gets a Y	(S)Y R
	7 <b>-</b>

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<u>P</u> a	ge 3 of 3
NO NEW DEPECTS NOTED	
	*
All rules come out of the MTA Field Guide for Track Inspectors updated April 2006 edition.  Everything is class 3 for Mainline and class 1 for the Yard.  S Everything is in Specs.  Y Attention needed.  R Immediate attention needed or Out of Service.  N/A Not applicable or not measurable.	
Reviewed by: Millard Date: 12-13-13	<u>}</u>

Mainline	Switch Inspection Rep	ort Semi-Annual	WO# 125 1416	Page 1 of 3
Date 12 2	PABETTE	Inspection Crew [	SCHISLER W BI	PYANT
Location Pus	CH CL	5	<b>V</b> 9	
2 Switch I D # in	XI FLO		22 Standard Join	ıts
3 Facing	Z4 B Trailing \(\frac{\chi}{2}\)		<b>5)</b> Y R N/	A
J rueing	_ rraining _ A		23 Switch Plates	
Rail Points			S Y R	L <sup>d</sup>
4 Point to Point	51%		24 Adjustable Braces	
5 Point Condition	3174			4
0 (1) 0			24a Non-Adjusta	ble Braces
6 Point Throw	thing less than 4 inches	or greater than 5 inc	hes. SYR(N/A	$\triangleright$
* 1/ TT##	in 3 1/2 inches on house	top point protected	<u>Switch Rods</u>	
6a Point Opening	· · · · · · · · · · · · · · · · · · ·		25 Front Rod	
6a Point Opening	R_ 6 1/4		S Y R N/A	
7 Fit			26 #1 Rod (Baske	t Rod)
⑤ Y R			SY R	
8 General Condition	n of the Points		27 #2 Rod	
(S) Y R	or the rongs		(S) Y R	
Gage			28 #3 Rod	
Heel of Switch			SYR WA	)
9 Main 56/2			29 #4 Rod	
10 Turnout 56 1/2	<i>\$1</i>		S Y R N/A	
11 Gage ahead of Bo	end 563/4		30 Closure Rail	
Must not be less	than 56 inches or		S Y R	<b>12</b> 0
more than 57 inc	ches for "S"		31 Surface of Swite	ch .
12 Heel Spread in In	iches		S Y R	0
Turnout 53/8	# 1 m 1 7 m		Úsing a 62' cor	d, not over
13 Main 5 1/8	_		1" to 1 1/2" for	a Y and no
			more than 1 1/2	" to 1 3/4"
			of Service	than 13/4" is Out
Stock Rail			32 Head Block Ties	
14 Bend			SY R	
S Y R			33 Switch Adjustme	
15 Condition			Yes (No	nts
(S) Y R			34 Lubrication	
Dollar			Qk Dry	
Bolts			35 Switch Targets/La	212200
16 Loose 💆	N/A		Ok Missing	Miles
17 Missing O	N/A		36 Latches	- (EVA)
Divista (II), D. 16 5			Ok Broken	Missing
Rivets (Huck Bolts)	N1 4		37 Locks	Aussing
	N. A		Ok Broken	Micains
19 Missing O	N/A		38 General Condition	Missing
20 Cotter Pins Missing 21 Jam Nuts Loose			(S) Y R	
34	o N/A		39 Insulated Joints	
21a Washers Ob	Broken Missing		S Y R	
Remarks on 1			39a Regular Joints	
Remarks on page 3			S Y R	
· · · · · · · · · · · · · · · · · · ·			9	

50 Location	Turnout Ties
50a Switch I.D. #	66 Condition
51 Facing Trailing	S Y R N/A
52 Frog Tread N S X R	67 Rail Movement
R   S(y) R	S) Y R N/A
53 Frog # <u>8</u>	Tie Plates
54/79 Point Condition	68 Lead
(\$) Y R	SY R N/A
55 Condition of Frog	69 Guard Rail Flangeway
SY R	SYRN_/3/4_R_2/4
56 Surface of Frog	Guard Rail Flangeway can not be less 1 1/2"
SYR	70 Guard Rail Plates
	SY R N/A
57 Throat in Inches 3	71 Frog Plates
72 Flangeway Depth 118/6	SYR N/A
Flangeway Depth must not be less than 1 1/2"	
Gage	Bolts
58 Main Track SGV//	73 Loose 6 N/A
59 Turnout Track _ 56 1/2	74 Missing O N/A
Gage must not be less than 56" any class	
Guard Rails	Rivets (Huck)
60 Guard Rail Gage N 5576 R 54 %	75 Loose O N/A
Guard Rail Gage must more than 54 3/8"	76 Missing N/A
61 Back To Back N 531/8 R 521/8	77 Nuts Missing N/A
Back to Back Gage must be less than 53 1/8"	70 0 5: 12:
62 Condition	
SY R	79 Washers Ok Broken Missing N/A
63 Location of Guard Rail (Relation to Point)	80 Hold Down Devices
SYR	S Y R N/A
Guard Rail Clamps	81 Spring Housing
64 Main Track	SYR N/A
(S) Y R N/A	82 Derails
65 Turnout Track	S Y R N/A
(S) Y R N/A	83 Maximum difference in any 31' in Cross
	Level on the siding from the Frog Point to
	50' beyond the last long tie
Class 1 Gage 56" to 57 ½"	Ok) Difference
More than 57 1/2" Out of Service	
Class 3 Gage 56" to 57"	84 Condition of Line thru entire turnout
More than 57" to 57 1/4" downgrade to	S Y R
Class 2 and gets a Y	

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<b>Page</b>	3	of	3
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RH CV CHIPPED BACK 41/2"
LH SRT CHIPPIN BACK 11/4
7 LOOSE BRACES
WEAR ON FLOG TREAD
145-1145
All rules come out of the MTA Field Guide for Track Inspectors updated April 2006 edition.  Everything is class 3 for Mainline and class 1 for the Yard.  Everything is in Specs.  Attention needed.  Immediate attention needed or Out of Service.  A Not applicable or not measurable.
Reviewed by: Date: 13 - 13

<b>Mainline</b>	Switch Inspection Report Se	mi-Annual	WO# 1237628	Page 1 of 3
Date 12/4 Watchman	lis Inspec	ction Crew [	SCHISLER W BRY	AUT_
1 Location Fi	EXC PLO		22.5	
2 Switch LD #	12:		22 Standard Join	
3 Facing X	121 Trailing		S Y R N/A	2005
· · · · · · · · · · · · · · · · ·	Training		23 Switch Plates	16
Rail Points		_	⊗ Y R	
4 Point to Point	51%	2	4 Adjustable Braces	_
5 Point Conditio	31.6		S Y R (N/A	
(C) W D			24a Non-Adjustal	ble Braces
6 Point Throw	Nothing less than 4 inches or greating 3.1/2 in the	ater than 5 inch	es. SYRNA	
N 43/4	Ain 3 1/2 inches on house top poi	nt protected	Switch Rods	
6a Point Opening	<u> 474</u>	•	25 Front Rod	
N_ 5	,		SYR N/A	)
7 Fit	_ K _ 3		26 #1 Pod (Baske)	RUU)
(S) Y R			S Y R	,
	C. C. D. C.		27 #2 Rod	
8 General Conditi	on of the Points		(S) Y R	
(S) Y R			28 #3 Rod	
Gage			SYRNA	
Heel of Switch 9 Main 5 (a)	<b>V</b> .		29 #4 Rod	
9 Iviain 500	<b>8</b> .		SYRWA	)
10 Turnout 56	74		30 Closure Rail	
11 Gage ahead of	Bend $56/2$		(S) Y R	
more then \$7:	than 56 inches or		31 Surface of Switch	h
more than 57 i			(S) Y R	
12 Heel Spread in 1	Inches		Using a 62' core	l. not over
Turnout 53/4			1" to 1 1/2" for	Y and no
13 Walli 3 79	<u>/</u>		more than 1 1/2	" to 1 3/4"
			For a R. Great t	han 13/4" is Out
Stock Rail			of Service	
14 Bend			32 Head Block Ties	
SY R			(\$) Y R	
15 Condition			33 Switch Adjustmen	nts
S Y R			Yes (No)	
9 · K			34 Lubrication	
<b>Boits</b>			Ok (Dry)	
16 Loose	NT/A		35 Switch Targets/La	umps
17 84	N/A		Ok Missing	N/A
17 Missing	N/A		36 Latches	* 1/ 1 \$
Divote (Unal Date)			Ok Broken	Missina
Rivets (Huck Bolts)			37 Locks	William B
18 Loose o	N. A		Ok Broken	Missing
19 Missing			38 General Condition	· · · · · · · · · · · · · · · · · · ·
20 Cotter Pins Missin 21 Jam Nuts Loose			SY R	
21 Jan Nuis Loose	. O N/A		39 Insulated Joints	
21a Washers Ok	Broken Missing		S Y R	
<b>H</b> 39	194 (1940)		39a Regular Joints	
Remarks on page 3			S Y R	
GM JC 11-10-2011			G I K	

Remarks on page 3
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50 Location	Turnout Ties
50a Switch I.D. #	66 Condition
51 Facing Trailing	(S) Y R N/A
52 Frog Tread N S Y R	67 Rail Movement
R SYR	(S) Y R N/A
53 Frog # 8	Tie Plates
54/79 Point Condition  (S) Y R	68 Lead
_	(S) Y R N/A
55 Condition of Frog  Y R	69 Guard Rail Flangeway
56 Surface of Frog	(S) Y R N 1 1/4 R 1 1/4
SYR	Guard Rail Flangeway can not be less 1 1/2"
₩ 1 K	70 Guard Rail Plates
57 Throat in Inches 31/4	(\$) Y R N/A
72 Flangeway Depth 1	71 Frog Plates
	(S) Y R N/A
Flangeway Depth must not be less than 1 1/2"  Gage	Dala
58 Main Track 56 3/6	Bolts
59 Turnout Track <u>\$\frac{\frac}\frac{\frac}{\frac{\frac{\frac{\frac{\frac{\frac{\frac{\frac{\frac{\frac{\frac}{\frac{\frac{\frac{\frac{\frac{\frac{\frac{\frac{\frac{\frac}{\frac{\frac{\frac{\frac{\frac{\frac{\frac{\frac{\frac{\frac{\frac{\frac{\frac{\frac{\frac{\frac{\frac{\frac{\frac}{\frac{\frac{\frac{\frac{\frac{\frac{\frac}{\frac{\frac{\frac{\frac}{\frac{\fir}{\frac{\frac{\frac{\frac{\frac{\frac}\fir}{\frac{\frac{\frac}{\fir}}}}}{\frac{\frac{\frac{\frac{\frac{\frac}{\frac{\fra</u>	73 Loose O N/A
Gage must not be less than 56" any class	74 Missing N/A
Guard Rails	Diviota (Lively)
60 Guard Rail Gage N 54 34 R S4 3/8	Rivets (Huck) 75 Loose ON/A
Guard Rail Gage must more than 54 3/8"	
61 Back To Back N SZ 7/8 R SZ 7/4	76 Missing ON/A 77 Nuts Missing N/A
Back to Back Gage must be less than 53 1/8"	
62 Condition	78 Cotter Pins Missing ONA
SY R	79 Washers Ok Broken Missing N/A
63 Location of Guard Rail (Relation to Point)	80 Hold Down Devices
(\$) Y R	(S Y R N/A
Guard Rail Clamps	81 Spring Housing
64 Main Track	SYRWA
(S) Y R N/A	82 Derails
65 Turnout Track	S Y R N/A
(S) Y R N/A	83 Maximum difference in any 31' in Cross
<u> </u>	Level on the siding from the Frog Point to
	50' beyond the last long tie
Class 1 Gage 56" to 57 ½"	Ok) Difference
More than 57 1/2" Out of Service	
Class 3 Gage 56" to 57"	84 Condition of Line thru entire turnout
More than 57" to 57 ¼" downgrade to	(S) Y R
Class 2 and gets a Y	¥

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WEAR ON THE RISOR	
	-
All rules come out of the MTA Field Guide for Track Inspectors updated April 2006 edition.  Everything is class 3 for Mainline and class 1 for the Yard.  Everything is in Specs.  Y Attention needed.  R Immediate attention needed or Out of Service.  N/A Not applicable or not measurable.	
Reviewed by: Date: 12-15-13	

Mainline	Switch Inspection Report Semi-Annua	
	Inspection Crew	T SCHISLER W BRYANT
Location   FL	EXI FLO	22 Standard Joints
2 Switch I.D. #	113 Trailing	
3 Facing X	Trailing	S Y R N/A
¥	t-said frommer	23 Switch Plates
Rail Points		S Y R
4 Point to Point	51/2	24 Adjustable Braces
5 Point Conditio		SYRN/A
C W D		24a Non-Adjustable Braces
6 Point Throw	Nothing less than 4 inches or greater than 5	inches. S Y R N/A
	Min 3 1/2 inches on house top point protecte	d Switch Rods
6a Point Opening	- 1 7/ <sub>10</sub>	25 Plont Rod
N 5%	9 g G 1/4	SYRNA
7 Fit	_ ^	26 #1 Rod (Basket Rod)
(s) Y R		(S) Y R
8 General Conditi	ion of the Beint	27 #2 Rod
(S) Y R	ion of the Points	(S) Y R
Gage		28 #3 Rod
Heel of Switch		S Y R(N/A)
9 Main 57%		29 #4 Rod
10 Turnout _53%		S Y R (N/A)
11 Gage ahead of	Boul SUL	30 Closure Rail
Must not be le	dend 36/2	S Y R
more than 57 i	es than 56 inches or	31 Surface of Switch
		⑤Y R
12 Heel Spread in	inches	Using a 62' cord, not over
Turnout 63		1" to 1 1/2" for a Y and no
15 WILLIAM	78	more than 1 1/2" to 1 3/4"
		For a R, Great than 13/4" is Out
Stock Rail		of Service
14 Bend		32 Head Block Ties
S Y R		⑤ Y R
15_Condition		33 Switch Adjustments
(S) Y R		Yes No
(9) 1 K		34 Lubrication
<u>Bolts</u>		Ok On
	NI/A	35 Switch Targets/Lamps
16 Loose o	N/A	Ok Missing N/A
17 Wilssing	IN/A	36 Latches
Divote / Unel. Dale		Ok Broken Missing
Rivets (Huck Bolts	) N. A	37 LOÇKS
18 Loose o	N. A	Ok Broken Missing
19 Missing O	N/A	38 General Condition
20 Cotter Pins Missi	ng <u>o</u> N/A	⊗ Y R
21 Jam Nuts Loose	o N/A	39 Insulated Joints
Lia wasners (1)6	Broken Missing	(S) Y R
		39a Regular Joints
Remarks on page 3		S Y R
GVEJC 11-10-2011		G . K

Remarks on page 3
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50 Location	Turnout Ties
50a Switch I.D. #	66 Condition
51 Facing Trailing	SYRN/A
52 Frog Tread N (S) Y R	67 Rail Movement
R 🖏 Y R	S Y R N/A
53 Frog # <u>10</u>	Tie Plates
54/79 Point Condition	68 Lead
SY R	SYRN/A
55 Condition of Frog	69 Guard Rail Flangeway
(S) Y R	(S) Y R N 1 3/4 R 1 13/16
56 Surface of Frog	Guard Rail Flangeway can not be less 1 1/2"
(S)Y R	70 Guard Rail Plates
67 Thomas in L. L.	SY R N/A
57 Throat in Inches 3	71 Frog Plates
72 Flangeway Depth 1/3/1/2	(S' Y R N/A
Flangeway Depth must not be less than 1 ½"	
Gage	Bolts
58 Main Track 56 %	73 Loose N/A
59 Turnout Track 50 %	74 Missing N/A
Gage must not be less than 56" any class	
Guard Rails	Rivets (Huck)
60 Guard Rail Gage N 54 % R 54%	75 Loose N/A
Guard Rail Gage must more than 54 3/8"	76 Missing ON/A
61 Back To Back N 53/8 R 52 1/6	77 Nuts Missing N/A
Back to Back Gage must be less than 53 1/8"	78 Cotter Pins Missing ON/A
62 Condition (S) Y R	79 Washers Ok Broken Missing N/A
63 Location of Guard Rail (Relation to Point) (S) Y R	80 Hold Down Devices
Guard Rail Clamps	S Y R N/A
64 Main Track	81 Spring Housing
SYRN/A	S Y R (N/A)
65 Turnout Track	82 Derails
(\$) Y R N/A	S Y R (N/A)
	83 Maximum difference in any 31' in Cross
	Level on the siding from the Frog Point to
Class 1 Gage 56" to 57 ½"	50' beyond the last long tie Ok Difference
More than 57 ½" Out of Service	Ok Difference
Class 3 Gage 56" to 57"	94 Condition of the st
More than 57" to 57 ¼" downgrade to	84 Condition of Line thru entire turnout
Class 2 and gets a Y	(S)Y R

Page 3 of 3 1 LOOSIS BRACE All rules come out of the MTA Field Guide for Track Inspectors updated April 2006 edition. Everything is class 3 for Mainline and class 1 for the Yard. S Everything is in Specs. Y Attention needed. R Immediate attention needed or Out of Service. N/A Not applicable or not measurable.

**Mainline** Switch Inspection Report Semi-Annual WO# 1261339 Page 1 of 3 Date 12/16/13 Inspection Crew T SCHISLER B PANUSKA Watchman D Byrd I Location HAMBURG 22 Standard Joints 2 Switch I.D. # 42 3A SYR N/A 3 Facing X Trailing 23 Switch Plates SYR Rail Points 24 Adjustable Braces 4 Point to Point 513/8 (S) Y R N/A 5 Point Condition 24a Non-Adjustable Braces SYR Nothing less than 4 inches or greater than 5 inches. 6 Point Throw, Min 3 1/2 inches on house top point protected S Y R(N/A) Switch Rods R 41/ 25 Front Rod 6a Point Opening (S) Y R N/A N 5 26 #1 Rod (Basket Rod) 7 Fit SYR S Y R 27 #2 Rod 8 General Condition of the Points SYR SY R 28 #3 Rod Gage SYRN/A Heel of Switch 29 #4 Rod S) Y R N/A 10 Turnout St. S/2 30 Closure Rail 11 Gage ahead of Bend 56 1/8 S)Y R Must not be less than 56 inches or 31 Surface of Switch more than 57 inches for "S" S)Y R 12 Heel Spread in Inches Using a 62' cord, not over Turnout 61/2 1" to 1 1/2" for a Y and no 13 Main 61/2 more than 1 1/2" to 1 3/4" For a R, Great than 13/4" is Out of Service Stock Rail 32 Head Block Ties 14 Bend SYR SYR 33 Switch Adjustments 15 Condition Yes No) (S) Y R 34 Lubrication (Ok Dry **Bolts** 35 Switch Targets/Lamps 16 Loose \_\_\_\_\_ N/A Missing (N/A) 17 Missing 36 Latches (Ok)Broken Missing Rivets (Huck Bolts) 18 Loose 37 Locks N.A 19 Missing O N/A Ok, Broken Missing 38 General Condition 20 Cotter Pins Missing 0 N/A (S) Y R 21 Jam Nuts Loose 0 N/A 39 Insulated Joints 21a Washers (O) Broken Missing SYR39a Regular Joints Remarks on page 3 S Y R GMJC 11-10-2011

June 5 - 1

50 Location	Turnout Ties
50a Switch I.D. #	66 Condition
51 Facing Trailing	S Y R N/A
52 Frog Tread N S Y R	67 Rail Movement
R SYR	(S) Y R N/A
53 Frog # <u>8</u>	Tie Plates
54/79 Point Condition	68 Lead
(\$) Y R	S Y R N/A
55 Condition of Frog	69 Guard Rail Flangeway
(\$ Y R	(SYRN / "ER PLANTE
56 Surface of Frog	Guard Rail Flangeway can not be less 1 1/2"
(Ŝ) Y R	70 Guard Rail Plates
	(S) Y R N/A
57 Throat in Inches 31/4	71 Frog Plates
72 Flangeway Depth	S Y R N/A
Flangeway Depth must not be less than 1 1/2"	
Gage	Bolts
58 Main Track	73 Loose C N/A
59 Turnout Track SG 3/4	74 Missing N/A
Gage must not be less than 56" any class	
Guard Rails	Rivets (Huck)
60 Guard Rail Gage N 545/2 R 543/4	75 Loose _ 0 N/A
Guard Rail Gage must more than 54 3/8"	76 Missing N/A
61 Back To Back N 52% R 52%	77 Nuts Missing O N/A
Back to Back Gage must be less than 53 1/8"	78 Cotter Pins Missing ON/A
62 Condition	79 Washers Ok Broken Missing N/A
⑤ Y R	TORON IVIDSING IVA
63 Location of Guard Rail (Relation to Point)	80 Hold Down Devices
(\$ Y R	(S) Y R N/A
Guard Rail Clamps	81 Spring Housing
64 Main Track	S Y R N/A,
SYRN/A	82 Derails
65 Turnout Track	S Y R N/A
(S) Y R N/A	83 Maximum difference in any 31' in Cross
	Level on the siding from the Frog Point to
Close 1 Com ECN 41 EE 1/M	50' beyond the last long tie
Class 1 Gage 56" to 57 ½"	Ob Difference
More than 57 ½" Out of Service	
Class 3 Gage 56" to 57"	84 Condition of Line thru entire turnout
More than 57" to 57 1/4" downgrade to	©Y R
Class 2 and gets a Y	

GM/JC 11-10-2011

	Page 3 of 3
CAMPLED 'S' RH STE PT	
BETWEEN & 3 + 44 PODS STIELLED ON PH STR PT	
PH STR PT WELL MARO IN THE FIRST 4 FROM THE BACK	
	-
All rules come out of the MTA Field Guide for Track Inspectors updated April 2006 edition. Everything is class 3 for Mainline and class 1 for the Yard.	
S Everything is in Specs. Y Attention needed.	
R Immediate attention needed or Out of Service.	
N/A Not applicable or not measurable.	
Reviewed by: Date: 19-6	-13