Switch Inspection Report / Semi-Annual

Date: 9-7-16

Location: 1
Switch I.D. #: 758 A
Facing: Trailing

Rail Points:
4 Point to Point: 5 1/2

Point Opening:
N: 4 1/2
R: 4 1/2

FL:

9 General Condition of the Points
Y R

10 Heel of Switch:
a) Main: 5 1/2
b) Turnout: 5 1/2
11 Gage ahead of Bend: 5 1/2

Stock Rail:
13 Bend:
14 Condition: Y R

Bolts:
15 Loose: N/A
16 Missing: N/A

Rivets (Huck Bolts):
17 Loose: N/A
18 Missing: N/A
19 Cotter Pins missing: N/A

20 Jam Nuts Loose: N/A
21 Washers: OK Broken: Missing

Remarks on Page 3

Switch Rods:
28 Front Rod:
27 #1 Rod (Basket Rod):

Surface of Switch:
32 Using a 62' cord:
33 Head Block Tie:
34 Switch Adjustments:
35 Lubrication:
36 Switch Target / Lamps:
37 Latchees:
38 Locks:
39 General Condition:
40 Insulated Joints:

WO #: 256 2510

Inspection Crew: M. ROUDT SCHWIER CHAL A RABETT
Frog Inspection Report / Semi-Annual

Mainline 1 2 Yard

Date 9-7-16 Inspection Crown M. BURNT SCHISLER G. LAM A. RABIDE

WO # Z5022510

1 Location
2 Switch I.D. # 758 A
3 Facing 4 TRAILING X
44 Frog Tread N 5 Y R R 5 Y R
48 Frog # B
48 Frog Point Condition 5 Y R
47 Condition of Frog 5 Y R
48 Surface of Frog 5 Y R
49 Throat in Inches 3 1/4
50 Flangeway Depth 2 Flangeway Depth must not be less than 1 1/2"

Gages
51 Main Track 5 1/3 1/4
52 Turnout Track 5 1/3 1/4 Gages must not be less than 56" for any Class

Guard Rails
53 Guard Rail Gage N 5 1/4" R 5 3/8"
Guard Rail Gage must be less than 54 3/8"
4 Back to Back N 5 1/4" R 5 3/8"
Back to Back must be less than 53 1/8"

54 Condition 5 Y R
55 Location of Guard Rail (Relation to Point) 5 Y R

Guard Rail Clamps
56 Main Track 5 Y R N/A
57 Turnout Track 5 Y R N/A

Class 1 Gage 56" to 57 1/2"
More than 57 1/3" Out of Service
Class 3 Gage 56" to 57"
More than 57" to 57 1/4" downgrade to

Class 2 and 3 Y

Remarks on page 3
Switch: 758A  Date: 9-7-10  WO #: 2562510

2 Route 10

All rules comply with the MTA Field Guide for Track Inspections updated April 2008

All rules are class 3 for Mainline track and class 1 for Yard tracks

S All items inspected are in compliance

Y Attention needed

R Immediate attention required or Out of Service

Reviewed by: ___________________________ Date: ___________________________
Switch Inspection Report / Semi-Annual

Date: 9-7-16
Inspection Crew: M. Poissant, J. Schisler, G. Lay, A. Racette

1. Location
2. Switch I.D. # 723
3. Facing: Trailing

Rail Points
4. Point to Point 51 3/4
5. Point Condition: Y R
6. Point Throw: Nothing less than 4" or greater than 8" Min 3 1/2" on house top point protectors
7. Point Opening: N Blocked R 4 3/4
8. FI: YR

9. General Condition of the Points: Y R

10. Heel of Switch
   a) Main: 51 3/4
   b) Turnout: 51 3/4

11. Gage ahead of Bend: 56 1/2

12. Heel Spread in Inches
   a) Turnout: 6 1/2
   b) Main: 6 1/4

Stock Rail
13. Bend: Y R
14. Condition: Y R

Bolts
15. Loose: 0 N/A
16. Missing: 0 N/A

Rivets (Huck Bolts)
17. Loose: 0 N/A
18. Missing: 0 N/A
19. Cotter Pin missing: 0 N/A

20. Jam Nuts Loose: 0 N/A
21. Washers: OK

Switch Rods
22. Standard Joints: Y R N/A
23. Switch Plates: Y R N/A
24. Adjustable Braces: Y R N/A
25. Non-Adjustable Braces: Y R N/A

26. Switch Rods
   a) Front Rod: Y R N/A
   b) #1 Rod: (Basket Rod) Y R N/A
   c) #2 Rod: Y R N/A
   d) #3 Rod: Y R N/A
   e) #4 Rod: Y R N/A
   f) #1 Closure Rod: Y R N/A
   g) #2 Closure Rod: Y R N/A

27. Surface of Switch: Y R N/A
   Using a 82" cord
   S = Up to 1" Max allowed Speed
   Y = 1" to 1 1/2" 40 MPH
   R = 1 1/2" to 1 3/4" 12 MPH
   Greater than 1 3/4" = Out of Service

31. Head Block Tie: Y R

32. Switch Adjustment: Yes No

33. Lubrication: OK (Dry)
34. Switch Target / Lamps: OK N/A

37. Latches
   a) Broken: Missing
   b) Broken: Missing

38. General Condition: Y R

40. Insulated Joints

Remarks on Page 3

JBW/WE. Mod. 05-15-05
<table>
<thead>
<tr>
<th>Item</th>
<th>Details</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Mainline</strong></td>
<td>1 2</td>
</tr>
<tr>
<td><strong>Deates</strong></td>
<td>9-7-16</td>
</tr>
<tr>
<td><strong>Inpection Crew</strong></td>
<td>MPOLLARD T. SCHSIEGER G. LEPREU</td>
</tr>
<tr>
<td><strong>1 Location</strong></td>
<td></td>
</tr>
<tr>
<td><strong>2 Switch I.D. #</strong></td>
<td>722</td>
</tr>
<tr>
<td><strong>3 Facing</strong></td>
<td>Trring</td>
</tr>
<tr>
<td><strong>44 Frog Tread</strong></td>
<td>N 6 Y R</td>
</tr>
<tr>
<td><strong>R 6 Y R</strong></td>
<td></td>
</tr>
<tr>
<td><strong>45 Frog #</strong></td>
<td></td>
</tr>
<tr>
<td><strong>46 Frog Point Condition</strong></td>
<td>6 Y R</td>
</tr>
<tr>
<td><strong>47 Condition of Frog</strong></td>
<td>6 Y R</td>
</tr>
<tr>
<td><strong>48 Surface of Frog</strong></td>
<td>6 Y R</td>
</tr>
<tr>
<td><strong>49 Throat in Inches</strong></td>
<td>3 1/8</td>
</tr>
<tr>
<td><strong>50 Flangeay Depth</strong></td>
<td>Flangeay Depth must not be less than 1 1/2&quot;</td>
</tr>
<tr>
<td><strong>51 Main Track</strong></td>
<td>5° 3/8</td>
</tr>
<tr>
<td><strong>52 Turnout Track</strong></td>
<td>5° 3/8</td>
</tr>
<tr>
<td><strong>Guard Rails</strong></td>
<td></td>
</tr>
<tr>
<td><strong>53 Guard Rail Gage: N</strong></td>
<td>5° 3/8 R, 5° 3/8 R</td>
</tr>
<tr>
<td><strong>54 Condition</strong></td>
<td>6 Y R</td>
</tr>
<tr>
<td><strong>55 Location of Guard Rail (Relation to Point)</strong></td>
<td>6 Y R</td>
</tr>
<tr>
<td><strong>Guard Rail Clamps</strong></td>
<td></td>
</tr>
<tr>
<td><strong>56 Main Track</strong></td>
<td>6 Y R</td>
</tr>
<tr>
<td><strong>57 Turnout Track</strong></td>
<td>6 Y R</td>
</tr>
<tr>
<td><strong>Bolts</strong></td>
<td></td>
</tr>
<tr>
<td><strong>64 Loose</strong></td>
<td>0 N/A</td>
</tr>
<tr>
<td><strong>65 Missing</strong></td>
<td>0 N/A</td>
</tr>
<tr>
<td><strong>Rivets (Huck)</strong></td>
<td></td>
</tr>
<tr>
<td><strong>66 Loose</strong></td>
<td>0 N/A</td>
</tr>
<tr>
<td><strong>67 Missing</strong></td>
<td>0 N/A</td>
</tr>
<tr>
<td><strong>68 Nuts Missing</strong></td>
<td>0 N/A</td>
</tr>
<tr>
<td><strong>69 Cotter Pins Missing</strong></td>
<td>0 N/A</td>
</tr>
<tr>
<td><strong>70 Washers OK Broken Missing</strong></td>
<td>0 N/A</td>
</tr>
<tr>
<td><strong>71 Hold Down Devices</strong></td>
<td>6 Y R N/A</td>
</tr>
<tr>
<td><strong>72 Spring Housing</strong></td>
<td>6 Y R N/A</td>
</tr>
<tr>
<td><strong>73 Derails</strong></td>
<td>6 Y R N/A</td>
</tr>
<tr>
<td><strong>74 Maximum difference in any 31&quot; in Cross</strong></td>
<td>Level on the siding from the Frog Point to 60° beyond last long tie OK Difference</td>
</tr>
<tr>
<td><strong>75 Condition of Line thru entire turnout</strong></td>
<td>6 Y R</td>
</tr>
</tbody>
</table>

**Remarks on page 3**
Switch 723
Date 9-7-16
WO # 2562514

1-11'
2-12'
1-15'

All rules comply with the MTA Field Guide for Track Inspections updated April 2008
All rules are class 3 for Mainline track and class 1 for Yard tracks
S All items inspected are in compliance
Y Attention needed
R Immediate attention required or Out of Service

Reviewed by: ____________________________ Date: _______________
<table>
<thead>
<tr>
<th>Mainline</th>
<th>1</th>
<th>2</th>
<th>Yard</th>
<th>WO #</th>
<th>2-562-517</th>
</tr>
</thead>
<tbody>
<tr>
<td>Date</td>
<td>9-7-16</td>
<td>Inspection Crew</td>
<td>N POLLARD</td>
<td>TSCHLER</td>
<td>GLAH &amp; RABBITI</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Item</th>
<th>Value</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Location</td>
<td>758B</td>
</tr>
<tr>
<td>2. Switch I.D. #</td>
<td>758B</td>
</tr>
<tr>
<td>3. Facing</td>
<td>Trailing</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Rail Points</th>
<th>52 3/4</th>
</tr>
</thead>
<tbody>
<tr>
<td>4. Point to Point</td>
<td>52 3/4</td>
</tr>
<tr>
<td>5. Point Condition</td>
<td>Y R</td>
</tr>
<tr>
<td>6. Point Throw</td>
<td>Nothing less than 4&quot; or greater than 8&quot;</td>
</tr>
<tr>
<td></td>
<td>Min 3 1/2&quot; on house top point protector</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>7. Point Opening</th>
<th>4 1/4</th>
</tr>
</thead>
<tbody>
<tr>
<td>Y R</td>
<td>4 1/4</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>General Condition of the Points</th>
<th>Y R</th>
</tr>
</thead>
<tbody>
<tr>
<td>10. Heel of Switch</td>
<td></td>
</tr>
<tr>
<td>a. Main</td>
<td>52 3/4</td>
</tr>
<tr>
<td>a. Turnout</td>
<td>52 3/4</td>
</tr>
<tr>
<td>11. Gage ahead of Bend</td>
<td>52</td>
</tr>
<tr>
<td>Must not be less than 58&quot; or more than 67&quot; for &quot;S&quot;</td>
<td></td>
</tr>
<tr>
<td>12. Heel Spread in Inches</td>
<td>6/4</td>
</tr>
<tr>
<td>a. Turnout</td>
<td>6/4</td>
</tr>
<tr>
<td>a. Main</td>
<td>6/4</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Stock Rail</th>
<th>Y R</th>
</tr>
</thead>
<tbody>
<tr>
<td>13. Bend</td>
<td>Y R</td>
</tr>
<tr>
<td>14. Condition</td>
<td>Y R</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Bolts</th>
<th>15. Loose</th>
<th>0</th>
<th>N/A</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>15. Missing</td>
<td>0</td>
<td>N/A</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Rivets (Huck Bolts)</th>
<th>17. Loose</th>
<th>0</th>
<th>N/A</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>18. Missing</td>
<td>0</td>
<td>N/A</td>
</tr>
<tr>
<td></td>
<td>19. Cotter Pins missing</td>
<td>0</td>
<td>N/A</td>
</tr>
<tr>
<td></td>
<td>20. Jam Nuts Loose</td>
<td>0</td>
<td>N/A</td>
</tr>
<tr>
<td></td>
<td>21. Washers</td>
<td>OK</td>
<td>Broken</td>
</tr>
</tbody>
</table>

**Switch Rods**
- 28. Front Rod | Y R | N/A |
- 29. #2 Rod | Y R | N/A |
- 30. #3 Rod | Y R | N/A |
- 31. Closure Rail | Y R | N/A |

**Surface of Switch**
- 32. Using a 82" cord |
- S = Up to 1" Max allowed Speed |
- Y = 1" to 1 1/2" 40 MPH |
- R = 1 1/2" to 1 3/4" 12 MPH |
- Greater than 1 3/4" = Out of Service |

<table>
<thead>
<tr>
<th>Switch Block tie</th>
<th>Y R</th>
</tr>
</thead>
<tbody>
<tr>
<td>33. Switch Adjustments</td>
<td>Yes</td>
</tr>
<tr>
<td>34. Lubrication</td>
<td>OK</td>
</tr>
<tr>
<td>35. Switch Target / Lampa</td>
<td>OK</td>
</tr>
<tr>
<td>36. Latches</td>
<td>OK</td>
</tr>
<tr>
<td>37. Locks</td>
<td>OK</td>
</tr>
<tr>
<td>38. General Condition</td>
<td>Y R</td>
</tr>
</tbody>
</table>

- 40. Insulated Joints | Y R |

Remarks on Page 3

JBW/WEM Mod. 09-15-08
1 Location
2 Switch I.D. # 758-B
3 Facing Trailing
44 Frog Track N 3 Y R
54 Frog # 8
46 Frog Point Condition 3 Y R
47 Condition of Frog 3 Y R
48 Surface of Frog 3 Y R
49 Throat in Inches 3 1/4
50 Flangeway Depth
Flangeway Depth must not be less than 1 1/2"

Gage
51 Main Track 5 3/4
52 Turnout Track 3 3/4
Gage must not be less than 56" for any Class

Guard Rails
53 Guard Rail Gage: N 52 3/4 R 52 3/4
Guard Rail Gage must be less than 54 3/8"
4 Back to Back 54 3/8 R 54 3/8
Back to Back must be less than 53 1/8"
54 Condition 3 Y R
55 Location of Guard Rail (Relation to Point) 3 Y R

Guard Rail Clamps
56 Main Track N/A
57 Turnout Track N/A

Class 1 Gage 58" to 57 1/2"
More than 57 1/2" Out of Service
Class 3 Gage 58" to 57"
More than 57" to 57 1/4" downgrade to

Class 2 and gets a Y

Turnout Tie
58 Condition 3 Y R
59 Rail Movement 3 Y R

Tie Plates
60 Lead 3 Y R
61 Guard Rail Flangeway 3 Y R
Guard Rail Flangeway can not be less 1 1/2"
62 Guard Rail Plates 3 Y R
63 Frog Plates 3 Y R

Boots
64 Loose 0 N/A
65 Missing 0 N/A

Rivets (Huck)
66 Loose 0 N/A
67 Missing 0 N/A
68 Nut Missing 0 N/A
69 Cotter Pins Missing 0 N/A
70 Washers OK Broken N/A

71 Hold Down Devices 3 Y R N/A
72 Spring Housing 3 Y R N/A
73 Derail 3 Y R N/A

74 Maximum difference in any 31' in Cross
Level on the siding from the Frog Point to
50' beyond last long tie
OK Difference

75 Condition of Line thru entire turnout 3 Y R

Remarks on page 3
1. Rotted 22's
2. Loose Screw Spikes
3. Missing Screw Spikes
4. Rotted 9'

All rules comply with the MTA Field Guide for Track Inspections updated April 2006

All rules are class 3 for Mainline track and class 1 for Yard tracks

S All items inspected are in compliance

Y Attention needed

R Immediate attention required or Out of Service

Reviewed by: ___________________________ Date: ___________________________
<table>
<thead>
<tr>
<th>Mainline</th>
<th>Yard</th>
<th>WO #</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td></td>
<td>2562582</td>
</tr>
</tbody>
</table>

**Date:** 9-7-14  
**Inspection Crew:** M. Pollard J. Schisler G. Lasky A. Rabette

<table>
<thead>
<tr>
<th>Item</th>
<th>Measurement</th>
</tr>
</thead>
<tbody>
<tr>
<td>Location</td>
<td></td>
</tr>
<tr>
<td>Switch I.D. #</td>
<td>713.1B</td>
</tr>
<tr>
<td>Facing</td>
<td>Trailing</td>
</tr>
<tr>
<td>Rail Points</td>
<td></td>
</tr>
<tr>
<td>Point to Point</td>
<td>51 1/2</td>
</tr>
<tr>
<td>Point Condition</td>
<td>Y R</td>
</tr>
<tr>
<td>Point Throw</td>
<td>Nothing less than 4&quot; or greater than 8&quot; Min 3 1/2&quot; on house top point protector</td>
</tr>
<tr>
<td>Point Opening</td>
<td>N 4 3/4 R 4 3/4</td>
</tr>
<tr>
<td>General Condition of the Points</td>
<td>Y R</td>
</tr>
<tr>
<td>Gage</td>
<td></td>
</tr>
<tr>
<td>Heel of Switch</td>
<td></td>
</tr>
<tr>
<td>a) Main</td>
<td>51 1/2</td>
</tr>
<tr>
<td>a) Turnout</td>
<td>51 1/2</td>
</tr>
<tr>
<td>b) Gage ahead of Bend</td>
<td>51 1/2</td>
</tr>
<tr>
<td>Must not be less than 50° or more than 67° for “Y”</td>
<td></td>
</tr>
<tr>
<td>Heel Spread in Inches</td>
<td></td>
</tr>
<tr>
<td>a) Turnout</td>
<td>1/2</td>
</tr>
<tr>
<td>a) Main</td>
<td>6 1/2</td>
</tr>
<tr>
<td>Stock Rail</td>
<td></td>
</tr>
<tr>
<td>Bend</td>
<td>Y R</td>
</tr>
<tr>
<td>Condition</td>
<td>Y R</td>
</tr>
<tr>
<td>Bolts</td>
<td></td>
</tr>
<tr>
<td>18 Loose</td>
<td>N/A</td>
</tr>
<tr>
<td>18 Missing</td>
<td>N/A</td>
</tr>
<tr>
<td>Rivets (Huck Bolts)</td>
<td></td>
</tr>
<tr>
<td>17 Loose</td>
<td>N/A</td>
</tr>
<tr>
<td>17 Missing</td>
<td>N/A</td>
</tr>
<tr>
<td>19 Cotter Pin missing</td>
<td>N/A</td>
</tr>
<tr>
<td>20 Jam Nuta Loose</td>
<td>N/A</td>
</tr>
<tr>
<td>21 Washers</td>
<td>OK</td>
</tr>
<tr>
<td>Remarks on Page 1</td>
<td></td>
</tr>
</tbody>
</table>

**Switch Inspection Report / Semi-Annual**

**Switch Rods**

<table>
<thead>
<tr>
<th>Switch Rods</th>
<th>Measurement</th>
</tr>
</thead>
<tbody>
<tr>
<td>26 Front Rod</td>
<td>Y R N/A</td>
</tr>
<tr>
<td>27 #1 Rod (Basket Rod)</td>
<td>Y R N/A</td>
</tr>
<tr>
<td>28 #2 Rod</td>
<td>Y R N/A</td>
</tr>
<tr>
<td>29 #3 Rod</td>
<td>Y R N/A</td>
</tr>
<tr>
<td>30 #4 Rod</td>
<td>Y R N/A</td>
</tr>
<tr>
<td>31 Closure Rod</td>
<td>Y R N/A</td>
</tr>
<tr>
<td>32 Surface of Switch</td>
<td>Y R N/A</td>
</tr>
<tr>
<td>Using a 63&quot; cord</td>
<td></td>
</tr>
<tr>
<td>S= Up to 1&quot; Max allowed Speed</td>
<td></td>
</tr>
<tr>
<td>Y= 1&quot; to 1 1/2&quot; 40 MPH</td>
<td></td>
</tr>
<tr>
<td>R= 1 1/2&quot; to 1 3/4&quot; 12 MPH</td>
<td></td>
</tr>
<tr>
<td>Greater than 1 3/4&quot; = Out of Service</td>
<td></td>
</tr>
<tr>
<td>33 Head Block ties</td>
<td>Y R</td>
</tr>
<tr>
<td>34 Switch Adjustments</td>
<td>Yes (No)</td>
</tr>
<tr>
<td>35 Lubrication</td>
<td>OK (Dry)</td>
</tr>
<tr>
<td>36 Switch Target / Lamps</td>
<td>OK Missing</td>
</tr>
<tr>
<td>37 Latches</td>
<td>OK Broken Missing</td>
</tr>
<tr>
<td>38 Luck</td>
<td>OK Broken Missing</td>
</tr>
<tr>
<td>39 General Condition</td>
<td>Y R</td>
</tr>
<tr>
<td>40 Insulated Joints</td>
<td>Y R</td>
</tr>
</tbody>
</table>
Frog Inspection Report / Semi-Annual

Mainline 1 2 Yard  WO # 2562537

Date 9-7-16  Inspection Crew MP FCCARAT SCHISLER GLAX A RABITE

1 Location
2 Switch I.D. # 713-1B
3 Facing
44 Frog Track N R
45 Frog # 10
46 Frog Point Condition 8 Y R
47 Condition of Frog 8 Y R
48 Surface of Frog 8 Y R
49 Throat In Inches 2 3/8
50 Flange Way Depth 6
Flange Way Depth must not be less than 1 1/2"

Gage
51 Main Track 56 1/4
52 Turnout Track 56 3/8
Gage must not be less than 56" for any Class

Guard Rail
53 Guard Rail Gage N 3 4 R 7/8
Guard Rail Gage must be less than 54 3/8"
4 Back to Back N 3/8 R 7/8
Back to Back must be less than 53 1/8"

54 Condition 9 Y R
55 Location of Guard Rail (Relation to Point) 8 Y R

Guard Rail Clamps
56 Main Track 9 Y R N/A
57 Turnout Track 8 Y R N/A

Class 1 Gage 56" to 57 1/2"
More than 57 1/2" Out of Service
Class 3 Gage 56" to 57"
More than 57" to 57 1/4" downgrade to
Class 2 and gets a Y

Turnout Tag
58 Condition 8 Y R
59 Rail Movement 8 Y R

Tie Plates
60 Lead 8 Y R
61 Guard Rail Flange Way 8 Y R
Guard Rail Flange Way can not be less 1 1/2"
62 Guard Rail Plate 8 Y R
63 Flange Plate 8 Y R

Bolts
64 Loose 0 N/A
65 Missing 0 N/A

Rivets (Huck)
66 Loose 0 N/A
67 Missing 0 N/A
68 Nuts Missing 0 N/A
69 Cotter Pins Missing 0 N/A
70 Washers OK Broken Missing

Hold Down Devices
71 8 Y R N/A
72 Spring Housing 8 Y R N/A
73 Derails 8 Y R N/A

Maximum difference in any 31" in Cross
Level on the aking from the Frog Point to
60° beyond last long tie
8 Y R

Condition of Line thru entire turnout
8 Y R
Switch 7131B  Date 9-7-16  WO # 2512537

Micro Cracking St Point

All rules comply with the MTA Field Guide for Track Inspections updated April 2006

All rules are class 3 for Mainline track and class 1 for Yard tracks

S All items inspected are in compliance

Y Attention needed

R Immediate attention required or Out of Service

Reviewed by: ___________________________ Date: _______________
| Location | 700 |
| Facing | X Trailing |

**Rail Points**

| 4 Point to Point | 99/12 |
| 5 Point Condition | Y R |
| 6 Point Throw | Nothing less than 4" or greater than 8" Min 3 1/2" on house top point protector |
| 7 Point Opening | N 5/8 R 5 1/8 |

**General Condition of the Points**

| 9 Y R |

**Gage**

| 10 Heel of Switch | Gage 3/4 |
| a) Main | 5/16 |
| a) Turnout | 5/16 |
| 11 Gage ahead of Bend | 3/4 |

**Stock Rail**

| 13 Bend | Y R |
| 14 Condition | Y R |

**Bolts**

| 15 Loose | 0 N/A |
| 16 Missing | 0 N/A |

**Rivets (Huck Bolts)**

| 17 Loose | 0 N/A |
| 18 Missing | 0 N/A |
| 19 Cotter Pins missing | 0 N/A |

**Switch Inspection Report / Semi-Annual**

| 20 Jam Nuts Loose | 0 N/A |
| 21 Washers | OK Broken Missing |

| Date | 9-7-16 |
| Inspection Crew | M Rolland T Schuler G Lam A Rabeta |
| WO # | 256 2508 |

**Switch Rods**

| 26 Front Rod | Y R N/A |
| 27 #1 Rod (Basket Rod) | Y R N/A |
| 28 #2 Rod | Y R N/A |
| 29 #3 Rod | Y R N/A |
| 30 #4 Rod | Y R N/A |
| 31 Closure Rail | Y R N/A |
| 32 Surface of Switch | Y R N/A |

**Stock Rail**

| 33 Head Block tie | Y R |
| 34 Switch Adjustments | No |
| 35 Lubrication | OK On |
| 36 Switch Target / Lamp | OK Missing N/A |
| 37 Latches | OK Broken Missing |
| 38 Locks | OK Broken Missing |

**Remarks on Page 3**

| JBW/WEN Mod. 09-15-08 |

22 Standard Joints
23 Switch Plates
24 Adjustable Braces
25 Non-Adjustable Braces
<table>
<thead>
<tr>
<th>Mainline</th>
<th>1</th>
<th>2</th>
<th>Yard</th>
<th>WO #</th>
<th>75622508</th>
</tr>
</thead>
<tbody>
<tr>
<td>Dates</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Location</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Switch I.D. #</td>
<td>700</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Facing X</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>34 Frog Track N</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>N</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>R</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>35 Frog Track</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>36 Frog Point Condition</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>37 Condition of Frog</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>38 Surface of Frog</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>39 Throat in Inches</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>40 Flangeway Depth</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Flangeway Depth must not be less than 1 1/2&quot;</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Gage</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>51 Main Track</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>52 Turnout Track</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Gage must not be less than 56&quot; for any Class</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Guard Rails</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>53 Guard Rail Gage: N</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>54 R</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>55 Gage must be less than 54 3/8&quot;</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>4 Back to Back: N</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>52 R</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>53 Gage must be less than 53 1/8&quot;</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>54 Condition</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>55 Location of Guard Rail (Relation to Point)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>56 Main Track</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>57 Turnout Track</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>58 Guard Rail Clamps</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>59 Main Track</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>60 Turnout Track</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>61 Maximum difference in any 3' in Cross</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Level on the aiding from the Frog Point to</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>62 beyond last long tie</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>63 Condition of Line thru entire turnout</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Turnout Tie:
50 Condition:
51 Y R
52 Y R

Tie Plates:
53 Lead:
54 Y R

61 Guard Rail Flangeway:
55 Y R

62 Guard Rail Plates:
56 Y R

63 Frog Plates:
57 Y R

Bolts:
58 Loose:
59 Missing:

Rivets (Huck):
60 Loose:
61 Missing:

62 Nuts Missing:
63 Cotter Pins Missing:
64 Washer:

70 Washers:

71 Hold Down Devices:
72 Spring Housing:
73 Derail:

74 Maximum difference in any 3' in Cross:
Level on the aiding from the Frog Point to:

75 Condition of Line thru entire turnout:
76

Class 1 Gage 56" to 57 1/2"
More than 57 1/2" Out of Service
Class 2 Gage 56" to 57"
More than 57" to 57 1/4" downgrade to

Class 7 and gets a Y

Remark on page 3
Switch  760  Date  9-7-16  WO #  25672508

CRACKED WING RAIL BY FROG
CRACKED NEarest AROUND FROG

All rules comply with the MTA Field Guide for Track Inspections updated April 2006
All rules are class 3 for Mainline track and class 1 for Yard tracks
S All items inspected are in compliance
Y Attention needed
R Immediate attention required or Out of Service

Reviewed by: ______________________  Date: ____________________
Switch Inspection Report / Semi-Annual

Date: 9-8-16
Inspection Crew: M. Pollard, T. Schisler, G. Lah

WO #: 2SG1976

Mainline 1 2 Yard

Location
2 Switch I.D. # 6981B
3 Facing Trailing

Rail Points
4 Point to Point 51
5 Point Condition SYR
6 Point Throw Nothing less than 4" or greater than 8"
Min 3 1/2" on house top point protector
N 4 1/4" R 4 1/4"
7 Point Opening
N 5 1/4 R 5 1/4
8 R R
9 General Condition of the Points SYR

Heel of Switch
10 SYR
a) Main 50 3/4
b) Turnout 50 3/4

Gage ahead of Bend 3 1/2
Must not be less than 56" or more than 57" for "8"

12 Heel Spread in Inches
a) Turnout 6 1/4
b) Main 10 9/16

Stock Rail
13 Bend SYR
14 Condition SYR

Bolts
15 Loose 0 N/A
16 Missing 0 N/A

Rivets (Huck Bolts)
17 Loose 0 N/A
18 Missing 0 N/A
19 Cotter Pins missing 0 N/A
20 Jam Nuts Loose 0 N/A
21 Washers OK Broken Missing

Switch Rods
22 Standard Joints SYR N/A
23 Switch Plates SYR N/A
24 Adjustable Braces SYR N/A
25 Non-Adjustable Braces SYR N/A

Switch Lease
26 Front Rod SYR N/A
27 #1 Rod (Basket Rod) SYR N/A
28 #2 Rod SYR N/A
29 #3 Rod SYR N/A
30 #4 Rod SYR N/A
31 Closure Rail SYR N/A

Surface of Switch
32 SYR N/A
Using a 63" cord
S= Up to 1" Max allowed Speed
Y= 1" to 1 1/2" 40 MPH
R= 1 1/2" to 1 3/4" 12 MPH
Greater than 1 3/4" = Out of Service

33 Head Block tie SYR

Switch Adjustments
34 Yes No

Lubrication
35 OK Dry

Switch Target / Lamp OK Missing N/A

Latche
37 OK Broken Missing

Locks
38 OK Broken Missing

General Condition
39 SYR

Insulated Joints
40 SYR

Remarks on Page 3

JB&W/WEM Mod. 09-15-06
Frog Inspection Report / Semi-Annual

Mainline 1 2 Yard WO # 2561976

Date 9-8-16 Inspection Crew M. POLLARD T. SCHISLER G. LAY

1 Location
2 Switch I.D. #
3 Facing
44 Random Tread
46 Tread Length X
48 Frog #
46 Frog Point Condition
47 Condition of Frog
48 Surface of Frog
49 Throat in Inches
50 Flangeway Depth

Flangeway Depth must not be less than 1 1/2"

51 Main Track
52 Turnout Track

Gage must not be less than 56" for any Class

Guard Rails
53 Guard Rail Gage N. 54 1/2 R. 56 1/2

Guard Rail Gage must be less than 54 3/8"

4. Back to Back N. 52 1/2 R. 52 3/4

Back to Back must be less than 53 1/8"

54 Condition
55 Location of Guard Rail (Relation to Point)

Guard Rail Clamps
56 Main Track
57 Turnout Track

N/A

Class 1 Gage 56" to 57 1/2"
More than 57 1/3" Out of Service
Class 3 Gage 56" to 57"
More than 57" to 57 1/4" downgrade to

Class 2 and Data Y

Remarks on page 3

Turnout Ties
58 Condition
59 Rail Movement

Tie Plates
60 Lead
61 Guard Rail Flangeway

Guard Rail Flangeway can not be less 1 1/2"
62 Guard Rail Plates
63 Flag Plates

Bolts
64 Loose
65 Missing

Rivets (Huck)
66 Loose
67 Missing
68 Nut Missing
69 Cotter Pin Missing
70 Washer Ok Broken Missing

71 Hold Down Devices
72 Spring Housing
73 Derail

74 Maximum difference in any 31" in Cross
Level on the siding from the Frog Point to
80" beyond last line tie

75 Condition of Line thru entire turnout
Switch: 09B-13  
Date: 9-02-16  
WO #: 2561976

Micro Cracking LH St Point  
Chipped out frog 2"L x 1/2" W x 3/4" D  
Battered Throat & Frog Point

All rules comply with the MTA Field Guide for Track Inspections updated April 2008

All rules are class 3 for Mainline track and class 1 for Yard tracks

S All items inspected are in compliance

Y Attention needed

R Immediate attention required or Out of Service

Reviewed by: _________________________  Date: _________________________
<table>
<thead>
<tr>
<th>Mainline</th>
<th>1</th>
<th>2</th>
<th>Yard</th>
<th>WO # 2562028</th>
</tr>
</thead>
<tbody>
<tr>
<td>Dates</td>
<td>9-8-16</td>
<td>Inspection Crew: M Pollard, T Scisler, G Lakh</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Location</td>
<td>Switch I.D. #: 711</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Facing: Trailing</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Rail Points</td>
<td>Point to Point: 52 1/8</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Point Condition: 3 Y R</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Point Throw: Nothing less than 4&quot; or greater than 5&quot;</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Min 3 1/2&quot; on house top point protectors</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Point Opening: N 4 R 4</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>FR: 4</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>General Condition of the Points: 3 Y R</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Gage</td>
<td>Heel of Switch:</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>a) Main: 36 1/2</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>b) Turnout: 56 1/2</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>11 Gage ahead of Bend: 56 1/2</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Must not be less than 56&quot; or more than 57&quot; for &quot;3&quot;</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Heel Spread in Inches:</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>a) Turnout: 6</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>4) Main: 6</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Stock Rail</td>
<td>Bend: 3 Y R</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Condition: 3 Y R</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Bolts</td>
<td>Loose: 0 N/A</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Missing: 0 N/A</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Rivets (Huck Bolts)</td>
<td>Loose: 0 N/A</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Missing: 0 N/A</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Cotter Pins missing: 0 N/A</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Jam Nuts Loose: 0 N/A</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Washers: OK, Broken: 0, Missing:</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Switch Rods</td>
<td>Front Rod: 3 Y R N/A</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>#1 Rod (Basket Rod): 3 Y R N/A</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>#2 Rod: 3 Y R N/A</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>#3 Rod: 3 Y R N/A</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>#4 Rod: 3 Y R N/A</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Closure Rod: 3 Y R N/A</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Surface of Switch: 3 Y R N/A</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Using a 62&quot; cord</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>S: Up to 1&quot; Max allowed Speed</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Y: 1&quot; to 1 1/2&quot; 40 MPH</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>R: 1 1/2&quot; to 1 3/4&quot; 12 MPH</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Greater than 1 3/4&quot; = Out of Service</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Head Block ties: 3 Y R</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Switch Adjustments: Yes, No</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Lubrication: OK (Dry)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Switch Target / Lamp: OK, Missing N/A</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Latches: OK, Broken: 0, Missing:</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Locks: OK, Broken: 0, Missing:</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>General Condition: 3 Y R</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Insulated Joints: 3 Y R</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Remarks on Page 3**

JBBW2WEM Mod. 09-15-08
<table>
<thead>
<tr>
<th>Mainline</th>
<th>1</th>
<th>2</th>
<th>Yard</th>
<th>WO #</th>
<th>25G7028</th>
</tr>
</thead>
</table>

| Dates    | 9-9-16 | Inspection Crew | M Pollard T Schiller C Lah |

<table>
<thead>
<tr>
<th>1 Location</th>
<th>2 Switch I.D. #</th>
<th>3 Facing</th>
<th>Trailing</th>
<th>T</th>
<th>Trailing</th>
</tr>
</thead>
<tbody>
<tr>
<td>44 Frog Tread</td>
<td>N</td>
<td>S Y R</td>
<td>R</td>
<td>S Y R</td>
<td></td>
</tr>
<tr>
<td>45 Frog #</td>
<td>8</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>46 Frog Point Condition</td>
<td>S Y R</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>47 Condition of Frog</td>
<td>S Y R</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>48 Surface of Frog</td>
<td>S Y R</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>49 Throat In Inches</th>
<th>3 3/8</th>
</tr>
</thead>
<tbody>
<tr>
<td>Flange Way Depth</td>
<td></td>
</tr>
<tr>
<td>Flange Way Depth must not be less than 1 1/2</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Gauge</th>
<th>51 Main Track</th>
<th>56 1/2</th>
</tr>
</thead>
<tbody>
<tr>
<td>52 Turnout Track</td>
<td>56 3/8</td>
<td></td>
</tr>
<tr>
<td>Gage must not be less than 56 for any Class</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Guard Rails</th>
<th>53 Guard Rail Gage</th>
<th>N</th>
<th>54 7/8</th>
<th>R</th>
<th>54 7/8</th>
</tr>
</thead>
<tbody>
<tr>
<td>Guard Rail-Gage must be less than 54 3/8</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>4 Back to Back</td>
<td>N</td>
<td>52 9/16</td>
<td>R</td>
<td>52 9/16</td>
<td></td>
</tr>
<tr>
<td>Back to Back must be less than 53 1/8</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>54 Condition</th>
<th>S Y R</th>
</tr>
</thead>
<tbody>
<tr>
<td>55 Location of Guard Rail (Relation to Point)</td>
<td>S Y R</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Guard Rail Clamps</th>
<th>56 Main Track</th>
<th>N/A</th>
</tr>
</thead>
<tbody>
<tr>
<td>57 Turnout Track</td>
<td>N/A</td>
<td></td>
</tr>
</tbody>
</table>

| Class 1 Gage 56" to 57 1/2" |
| Class 2 Gage 56" to 57" |
| Class 3 Gage 56" to 57" |
| More than 57 1/2" Out of Service |
| More than 57" to 57 1/4" down grade to |

**Remarks on page 3**
Switch 711  Date 9-8-16  WO # 2562028

3-9'
2-10'
1-11'
1-14'
1-15'
2-16'
2 loose screw spikes

All rules comply with the MTA Field Guide for Track Inspections updated April 2008

All rules are class 3 for Mainline track and class 1 for Yard tracks

S All items inspected are in compliance

Y Attention needed

R Immediate attention required or Out of Service

Reviewed by: ___________________________ Date: ___________________________
Switch Inspection Report / Semi-Annual

Mainline  1  2  Yard  WO #  2562502

Date  9-8-16  Inspection Crew  M. Pouard  T. Schieler

1 Location  
2 Switch I.D. #  7131A  
3 Facing  Trailing  X

Rail Points
4 Point to Point  5 1/2
5 Point Condition  
6 Point Throw  Nothing less than 4" or greater than 8"
   Min 3 1/2" on house top point protector
   N  A  R
7 Point Opening  N  S  R  5 1/2
8 FR
9 General Condition of the Points  Y R

Gage
10 Heel of Switch
   a) Main  56 1/2
   b) Turnout  56 1/2
11 Gage ahead of Bend  56 1/2
   Must not be less than 56" or more than 67" for 9"

12 Heel Spread in inches
   a) Turnout  1 1/2
   b) Main  5 1/2

Stock Rail
13 Bend  Y R
14 Condition  Y R

Bolts
15 Loose  N/A
16 Missing  N/A

Rivets (Huck Bolts)
17 Loose  N/A
18 Missing  N/A
19 Cotter Pins missing  N/A
20 Jam Nuts Loose  N/A
21 Washers  OK Broken  N/A

Switch Rods
22 Standard Joints
   Y R N/A
23 Switch Plates
   Y R N/A
24 Adjustable Braces
   Y R N/A
25 Non-Adjustable Braces
   Y R N/A

26 Front Rod
   Y R N/A
27 #4 Rod (Basket Rod)
   Y R N/A
28 #2 Rod
   Y R N/A
29 #3 Rod
   Y R N/A
30 #4 Rod
   Y R N/A
31 Closure Rail
   Y R N/A

32 Surface of Switch
   Y R N/A
   Using a 62" cord
   S = Up to 1" Max allowed Speed
   Y = 1" to 1 1/2" 40 MPH
   R = 1 1/2" to 1 3/4" 12 MPH
   Greater than 1 3/4" = Out of Service

33 Head Block ties
   Y R

34 Switch Adjustments
   Yes  No

35 Lubrication
   OK  Dry

36 Switch Target / Lamp
   OK  Missing  N/A

37 Latches
   OK  Broken  Missing

38 Locks
   OK  Broken  Missing

39 General Condition
   Y R

40 Insulated Joints
   Y R

Remarks on Page 1
JBW/WEW Mod. 09-15-00
Frog Inspection Report / Semi-Annual

Mainline 1 2 Yard WO # 256.2502

| Date     | 9-8-16 | Inspection Crew | M. POLLARD T. SCHISLER G. LAH |

| 1 Location | 711316 |
| 3 Facing | Trailing |
| 44 Frog Track | N R R Y R |
| 45 Frog # | 10 |
| 48 Frog Point Condition | Y R |
| 46 Condition of Frog | Y R |
| 47 Surface of Frog | Y R |
| 49 Thrust in Inches | 3/4 |
| 50 Flange Way Depth | 2 |

- Flange Way Depth must not be less than 1 1/2".

**Gage**
- 51 Main Track | 56 3/6 |
- 52 Turnout Track | 56 1/2 |

- Gage must not be less than 56" for any Class.

**Guard Rails**
- 53 Guard Rail Gage: N 54 3/4 R 54 3/6
- Guard Rail Gage must be less than 54 3/6".
- 4 Back to Back | N 52 3/6 R 52 1/6 |
- Back to Back must be less than 53 1/6".

**Guard Rail Clamps**
- 58 Main Track | N/A |
- 57 Turnout Track | N/A |

**Class 1 Gage** 56" to 57 1/2":
- More than 57 1/3" Out of Service

| Turnout Ties |
| 58 Condition | Y R |
| 59 Rail Movement | Y R |

**Tile Plates**
- 60 Lead | Y R |

**Guard Rail Flange Away**
- 61 Guard Rail Flange Away | Y R N: 1 3/6 R: 1 7/8 |

- Guard Rail Flange Away cannot be less than 1 1/2".

**Guard Rail Plates**
- 62 Guard Rail Plates | Y R |
- 63 Frog Plates | Y R |

**Rots**
- 64 Loose | 0 | N/A |
- 65 Missing | 0 | N/A |

**Rivets (Huck)**
- 66 Loose | 0 | N/A |
- 67 Missing | 0 | N/A |
- 68 Nuts Missing | 0 | N/A |
- 69 Cotter Pins Missing | 0 | N/A |
- 70 Washers | OK Broken | N/A |

**Hold Down Devices**
- 71 Hold Down Devices | Y R N/A |

**Spring Housing**
- 72 Spring Housing | Y R N/A |

**Derail**
- 73 Derail | Y R N/A |

**Maximum difference in any 31" in Cross**
- Level on the siding from the Frog Point to 56" beyond last long tie | OK Difference |

**Condition of Line thru entire turnout**
- 75 Condition of Line thru entire turnout | Y R |

Remarks on page 3
Switch 7131A  Date 9-8-16  WO # Z562502

No New Defects Noted

All rules comply with the MTA Field Guide for Track Inspections updated April 2006

All rules are class 3 for Mainline track and class 1 for Yard tracks

S All items inspected are in compliance

Y Attention needed

R Immediate attention required or Out of Service

Reviewed by: ____________________________ Date: ____________________
<table>
<thead>
<tr>
<th>Mainline</th>
<th>1</th>
<th>2</th>
<th>Yard</th>
<th>WO # 2562500</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 Location</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2 Switch I.D. #</td>
<td>711-3</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>3 Facing</td>
<td>X Trailing</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Rail Points</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>4 Point to Point</td>
<td>5 1/4</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>5 Point Condition</td>
<td>(Y R)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>6 Point Throw</td>
<td>Nothing less than 4&quot; or greater than 8&quot;</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Min 3 1/2&quot; on house top point protector</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>7 Point Opening</td>
<td>N 4 1/4 R 4 3/8</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>8 FR</td>
<td>(Y R)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>9 General Condition of the Points</td>
<td>(Y R)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>10 Heel of Switch</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>a) Main</td>
<td>5 1/2</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>a) Turnout</td>
<td>5 2/10</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>11 Gauge ahead of Bend</td>
<td>5 1/2</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Must not be less than 56&quot; or more than 67&quot; for &quot;8&quot;</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>12 Heel Spread in inches</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>y) Turnout</td>
<td>0 3/8</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>a) Main</td>
<td>0 3/8</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Stock Rail</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>13 Bend</td>
<td>(Y R)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>14 Condition</td>
<td>(Y R)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Bolts</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>15 Loose</td>
<td>0 N/A</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>16 Missing</td>
<td>0 N/A</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Rivets (Huck Bolts)</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>17 Loose</td>
<td>0 N/A</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>18 Missing</td>
<td>0 N/A</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>19 Cotter Pins missing</td>
<td>0 N/A</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>20 Jam Nuts Loose</td>
<td>0 N/A</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>21 Washers</td>
<td>OK Broken Missing</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Remarks on Page 3</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>JBW/WEM Mod. 09-18-06</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
Frog Inspection Report / Semi-Annual

Mainline 1 2 Yard WO # 7562500

Date 9-8-16 Inspection Crew MPollard TSchisler

1 Location
2 Switch I.D. # 3 Trailing
3 Facing
44 Frog Track N S Y R
45 Frog # 46 Frog Point Condition
47 Condition of Frog
48 Surface of Frog

49 Throat in Inches .73/4
50 Flangeway Depth 2

Flangeway Depth must not be less than 1 1/2"

Gage
51 Main Track 56 1/2
52 Turnout Track 56 1/2

Gage must not be less than 56" for any Class

Guard Rails
53 Guard Rail Gage N 54 1/4 R 54 13/16

Guard Rail Gage must be less than 54 3/8"
4 Back to Back N 54 1/4 R 54 13/16

Back to Back must be less than 53 1/8"

54 Condition
55 Location of Guard Rail (Relation to Point)

Guard Rail Clips
56 Main Track
57 Turnout Track

Class 1 Gage 56" to 57 1/2"
More than 57 1/2 Out of Service
Class 3 Gage 56" to 57"
More than 57" to 57 1/4" downgrade to

Class 2 and Gage of Y

Turnout Tie
58 Condition S Y R
59 Rail Movement S Y R

Tie Plates
60 Lead S Y R
61 Guard Rail Flange Way S Y R

Guard Rail Flange Way not be less 1 1/2"

62 Guard Rail Plates S Y R
63 Flange Plates

Bolts
64 Loose N/A
66 Missing N/A

Rivets (Huck)
66 Loose N/A
67 Missing N/A
68 Nut Missing N/A
69 Cotter Pin Missing N/A
70 Washer Broken Missing

71 Hold Down Devices S Y R N/A
72 Spring Housing S Y R N/A
73 Derails S Y R N/A

74 Maximum difference in any 31" in Cross
Levek on the sliding from the Frog Point to
60F beyond last long tie

OK Difference

75 Condition of Line thru entire turnout S Y R

Remarks on page 3
No New Defects Noted

All rules comply with the MTA Field Guide for Track Inspections updated April 2008

All rules are class 3 for Mainline track and class 1 for Yard tracks

S All items inspected are in compliance

Y Attention needed

R Immediate attention required or Out of Service

Reviewed by: ___________________________ Date: ___________________________
<table>
<thead>
<tr>
<th>Item</th>
<th>Mainline 1</th>
<th>Mainline 2</th>
<th>Yard</th>
<th>WO # 2561978</th>
</tr>
</thead>
<tbody>
<tr>
<td>Date</td>
<td>9-8-16</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Location</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Switch ID</td>
<td>G1814</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Facing</td>
<td>X</td>
<td>Trailing</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Rail Points</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Point to Point</td>
<td>51/4</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Point Opening</td>
<td>N 3/4</td>
<td>R</td>
<td>4 3/4</td>
<td></td>
</tr>
<tr>
<td>Point</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Point Opening</td>
<td>N</td>
<td>5 1/2</td>
<td>R</td>
<td>5 1/2</td>
</tr>
<tr>
<td>FR</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>General Condition of the Points</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Grade</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Heel of Switch</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>a) Main</td>
<td>56 1/4</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>b) Turnout</td>
<td>56 1/4</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>b) Main</td>
<td>56 1/4</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Stock Rail</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Bend</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Condition</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Rivets (Huck Bolts)</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Loose</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Missing</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Cotter Pins</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Loose</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Missing</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Jam Nuts</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Loose</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Washers</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Remarks on Page 3</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Remarks on Page 3

JBW/WEM Mod. 09-15-08
<table>
<thead>
<tr>
<th>Mainline</th>
<th>1</th>
<th>2</th>
<th>Yard</th>
<th>WO #</th>
<th>2-56-1978</th>
</tr>
</thead>
</table>

**Dates:** 9-8-16

**Inspection Crown:** M Pollard

**TSCHISLER GLAY**

<table>
<thead>
<tr>
<th>Frogs</th>
<th>44</th>
<th>frog 1</th>
<th>N</th>
<th>581</th>
<th>60</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>45</td>
<td>frog 2</td>
<td>R</td>
<td>581</td>
<td>60</td>
</tr>
<tr>
<td></td>
<td>46</td>
<td>frog 3</td>
<td>R</td>
<td>581</td>
<td>60</td>
</tr>
</tbody>
</table>

**Frog Tread:**

<table>
<thead>
<tr>
<th>Frog</th>
<th>N</th>
<th>Y</th>
<th>R</th>
<th>Y</th>
<th>R</th>
</tr>
</thead>
<tbody>
<tr>
<td>N</td>
<td>60</td>
<td>60</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Y</td>
<td>60</td>
<td>60</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>R</td>
<td>60</td>
<td>60</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Frog # 10:**

**Frog Point Condition:**

<table>
<thead>
<tr>
<th>Frog</th>
<th>N</th>
<th>Y</th>
<th>R</th>
<th>Y</th>
<th>R</th>
</tr>
</thead>
<tbody>
<tr>
<td>N</td>
<td>60</td>
<td>60</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Y</td>
<td>60</td>
<td>60</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>R</td>
<td>60</td>
<td>60</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Surface of Frog:**

<table>
<thead>
<tr>
<th>Frog</th>
<th>N</th>
<th>Y</th>
<th>R</th>
<th>Y</th>
<th>R</th>
</tr>
</thead>
<tbody>
<tr>
<td>N</td>
<td>60</td>
<td>60</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Y</td>
<td>60</td>
<td>60</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>R</td>
<td>60</td>
<td>60</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Frog Depth:**

<table>
<thead>
<tr>
<th>Frog</th>
<th>N</th>
<th>Y</th>
<th>R</th>
<th>Y</th>
<th>R</th>
</tr>
</thead>
<tbody>
<tr>
<td>N</td>
<td>60</td>
<td>60</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Y</td>
<td>60</td>
<td>60</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>R</td>
<td>60</td>
<td>60</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Throat in Inches:** 3/4

**Flange way Depth:**

Flange way Depth must not be less than 1 1/2"

**Gage:**

<table>
<thead>
<tr>
<th>Gage</th>
<th>Main Track</th>
<th>Turnout Track</th>
</tr>
</thead>
<tbody>
<tr>
<td>N</td>
<td>56 3/8</td>
<td>56 9/16</td>
</tr>
</tbody>
</table>

Gage must not be less than 56" for any Class

**Guard Rails:**

<table>
<thead>
<tr>
<th>Guard Rail Gage</th>
<th>N</th>
<th>Y</th>
<th>R</th>
<th>54 9/16</th>
<th>54 9/16</th>
</tr>
</thead>
</table>

Guard Rail Gage must be less than 54 3/8"

<table>
<thead>
<tr>
<th>Guard Rail Gage</th>
<th>Back to Back</th>
<th>N</th>
<th>Y</th>
<th>R</th>
<th>52 1/16</th>
<th>52 1/16</th>
</tr>
</thead>
</table>

Back to Back must be less than 53 1/8"

**Guard Rail Condition:**

<table>
<thead>
<tr>
<th>Condition</th>
<th>N</th>
<th>Y</th>
<th>R</th>
<th>Y</th>
<th>R</th>
</tr>
</thead>
<tbody>
<tr>
<td>N</td>
<td>60</td>
<td>60</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Y</td>
<td>60</td>
<td>60</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>R</td>
<td>60</td>
<td>60</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Location of Guard Rail (Relation to Point):**

<table>
<thead>
<tr>
<th>Location of Guard Rail</th>
<th>N</th>
<th>Y</th>
<th>R</th>
<th>Y</th>
<th>R</th>
</tr>
</thead>
<tbody>
<tr>
<td>N</td>
<td>60</td>
<td>60</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Y</td>
<td>60</td>
<td>60</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>R</td>
<td>60</td>
<td>60</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Guard Rail Clamps:**

<table>
<thead>
<tr>
<th>Clamp</th>
<th>Main Track</th>
<th>Turnout Track</th>
</tr>
</thead>
<tbody>
<tr>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
</tr>
</tbody>
</table>

**Class 1 Gage:** 58" to 57 1/2"

**More than 57 1/2" Out of Service**

**Class 2 Gage:** 56" to 57"

**More than 57" to 57 1/4" downgrade to**

**Remarks on page 3**
NO NEW DEFECTS NOTED

All rules comply with the MTA Field Guide for Track Inspections updated April 2006

All rules are class 3 for Mainline track and class 1 for Yard tracks

9 All items inspected are in compliance

Y Attention needed

R Immediate attention required or Out of Service

Reviewed by: ___________________________ Date: __________________
<table>
<thead>
<tr>
<th><strong>Mainline</strong></th>
<th><strong>1</strong></th>
<th><strong>2</strong></th>
<th><strong>Yard</strong></th>
<th><strong>Inspection Crew</strong></th>
<th><strong>WO #</strong></th>
<th><strong>8561982</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Date</strong></td>
<td><strong>9-14</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

22. **Standard Joints**
   - **S Y R** N/A

23. **Switch Plates**
   - **S Y R** N/A

24. **Adjustable Braces**
   - **S Y R** N/A

25. **Non-Adjustable Braces**
   - **S Y R** N/A

26. **Switch Rods**
   - **29 Front Rod**
     - **S Y R** N/A
   - **27 #1 Rod (Basket Rod)**
     - **S Y R** N/A

28. **28 Rod**
   - **S Y R** N/A

29. **28 Rod**
   - **S Y R** N/A

30. **34 Rod**
   - **S Y R** N/A

31. **Closure Rail**
   - **S Y R** N/A

32. **Surface of Switch**
   - **S Y R** N/A
   - Using a 60' cord
   - **S** = Up to 1" Max allowed Speed
   - **Y** = 1" to 1 1/2" 40 MPH
   - **R** = 1 1/2" to 1 3/4" 12 MPH
   - Greater than 1 3/4" = Out of Service

33. **Head Block ties**
   - **S Y R**

34. **Switch Adjustments**
   - **Yes**
   - **No**

35. **Lubrication**
   - **OK** Dry

36. **Switch Target / Lamps**
   - **OK**
   - **Missing** N/A

37. **Latchee**
   - **OK**
   - **Broken** Missing

38. **Locka**
   - **OK**
   - **Broken** Missing

39. **General Condition**
   - **S Y R**

40. **Insulated Joints**
    - **S Y R**

### Remarks on Page 3

- **JBW/HEM Mod. 09-15-06**
Mainline 1 2 Yard

Dates 9-14-2016 Inspection Crown

WO # 256 1982

1 Location
2 Switch I.D. # S Y R
3 Facing Trailing
44 Frog Tread N S Y R
56 S Y R
48 Frog # a
48 Frog Point Condition S Y R
47 Condition of Frog S Y R
48 Surface of Frog S Y R
49 Throat in Inches 3 1/4

Frog Gage Depth 3 1/2
Frog Gage Depth must not be less than 1 1/2

Gage
51 Main Track 5 6 1/2
52 Turnout Track 5 6 5/8
Gage must not be less than 56" for any Class

Guard Rails
53 Guard Rail Gage N 5 4 5/8 R 5 4 5/8
Guard Rail Gage must be less than 54 3/8
54 Back to Back N 5 2 8/8 R 5 8/8
Back to Back must be less than 53 1/8

54 Condition S Y R
55 Location of Guard Rail (Relation to Point) S Y R

Guard Rail Clamps
56 Main Track N/A
57 Turnout Track S Y R N/A

Class 1 Gage 56" to 57 1/2"
More than 57 1/2" Out of Service
Class 3 Gage 56" to 57"
More than 57" to 57 1/4" downgrade to Class 7 and gets a Y

Remarks on page 3

Turnout Ties
58 Condition S Y R
59 Rail Movement S Y R

Tie Plates
60 Lead S Y R

61 Guard Rail Flangeway S Y R.
Guard Rail Flangeway can not be less 1 1/2"

62 Guard Rail Plates S Y R
63 Frog Plates S Y R

Rivets (Huck)
64 Loose 0 N/A
65 Missing


66 Loose N/A
68 Nut Missing 0 N/A
69 Cotter Pins Missing N/A
70 Washers OK/Broken Missing

Hold Down Devices
71 S Y R N/A

72 Spring Housing S Y R N/A
73 Derails S Y R N/A

74 Maximum difference in any 31" in Cross
Level on the siding from the Frog Point to 56" beyond last long tie
OK Difference 4 1/4

75 Condition of Line thru entire turnout S Y R 1 1/8 inch Alignment.
Switch 658-36  Date 9-14-2016  WO # 256-1982

Straight switch point has minor defects.

Switch inspection complete.

All rules comply with the MTA Field Guide for Track Inspections updated April 2008.

All rules are class 3 for Mainline track and class 1 for Yard tracks.

S All items inspected are in compliance.

Y Attention needed.

R Immediate attention required or Out of Service.

Reviewed by: _______________________________  Date: _______________________________
Switch Inspection Report / Semi-Annual

Date: 9-14-2016
Inspection Crew: Ballard, Lam, Rabette

| Mainline | Yard | WO # | 1 Location | 2 Switch I.D. # | 3 Facing. | 4 Rail Points | 5 Point to Point | 6 Point Condition | 7 Point Opening | 8 FT | 9 General Condition of the Points | 10 Heel of Switch | 11 Gage ahead of Bend | 12 Surface of Switch | 13 Bend | 14 Condition | 15 Roke | 16 Missing | 17 Rivets (Huck Rokes) | 18 Missing | 19 Cotter Pins missing | 20 Jam Nuts Loose | 21 Washers | 22 Standard Joints | 23 Switch Plates | 24 Adjustable Braces | 25 Non-Adjustable Braces | 26 Switch Rods | 27 #1 Rod (Basket Rod) | 28 #2 Rod | 29 #3 Rod | 30 #4 Rod | 31 Closure Rail | 32 Head Block tie | 33 Switch Adjustments | 34 Lubrication | 35 Switch Target / Lampe | 36 Latches | 37 Locks | 38 General Condition | 39 Insulated Joints |
|----------|------|------|------------|---------------|----------|--------------|----------------|------------------|----------------|-----|-----------------|-----------------|-------------------|-----------------|---------|-------------|----------|---------|-----------------|----------|-----------------|-------------|---------|-------------|---------------|------------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|
|          |      |      |            | 4514          |          |              |                |                  |                |      |                 |                 |                   |                 |         |              |          |         |                |          |                |              |         |              |               |                  |                 |                 |                 |                 |                 |                 |                |                |              |              |              |
|          |      |      |            |               |          |              |                |                  |                |      |                 |                 |                   |                 |         |              |          |         |                |          |                |              |         |              |               |                  |                 |                 |                 |                 |                 |                 |                |                |              |              |              |
|          |      |      |            |               |          |              |                |                  |                |      |                 |                 |                   |                 |         |              |          |         |                |          |                |              |         |              |               |                  |                 |                 |                 |                 |                 |                 |                |                |              |              |              |
|          |      |      |            |               |          |              |                |                  |                |      |                 |                 |                   |                 |         |              |          |         |                |          |                |              |         |              |               |                  |                 |                 |                 |                 |                 |                 |                |                |              |              |              |
|          |      |      |            |               |          |              |                |                  |                |      |                 |                 |                   |                 |         |              |          |         |                |          |                |              |         |              |               |                  |                 |                 |                 |                 |                 |                 |                |                |              |              |              |
|          |      |      |            |               |          |              |                |                  |                |      |                 |                 |                   |                 |         |              |          |         |                |          |                |              |         |              |               |                  |                 |                 |                 |                 |                 |                 |                |                |              |              |              |
|          |      |      |            |               |          |              |                |                  |                |      |                 |                 |                   |                 |         |              |          |         |                |          |                |              |         |              |               |                  |                 |                 |                 |                 |                 |                 |                |                |              |              |              |

Remarks on Page 3

JEW/WE4M Mod. 09-15-08
Frog Inspection Report / Semi-Annual

Mainline: 1 2

Yard: [Name]

Dates: 9-14-2006

Inspection Crews: [Names]

WO #: 2561980

1 Location
2 Switch I.D. #: 658-3A
3 Facing: Trailing
44 Frog Tread: N SYR

R SYR
45 Frog #: O
46 Frog Point Condition: SYR
47 Condition of Frog: SYR
48 Surface of Frog: SYR

49 Thrust in Inches: 3, 1/2

50 Flangeeway Depth: 2

Flangeeway Depth must not be less than 1 1/2".

51 Gage
52 Turnout Track: 56, 3 1/4

Gage must not be less than 56" for any Class

53 Guard Rail Gage: N SYR 54 3/4

Guard Rail Gage must be less than 54 2/3".
54 Back to Back: N SYR 52 1/8

Back to Back must be less than 53 1/8".

54 Condition: SYR
55 Location of Guard Rail (Relation to Point): SYR

Guard Rail Clamps
56 Main Track: N/A
57 Turnout Track: SYR

Class 1 Gage 56" to 57 1/2"

More than 57 1/3" Out of Service

Class 3 Gage 56" to 57"

More than 57" to 57 1/4" downgrade to

Class 2 and gets a Y

Remarke on page 3

Turnout Ties
58 Condition: SYR

59 Rail Movement: SYR

Tie Plates
60 Lead: SYR

61 Guard Rail Flangeeway: N SYR

Guard Rail Flangeeway can not be less 1 1/2"

62 Guard Rail Plates: SYR

Flangeeway

Bolts
64 Loose: O N/A
65 Missing: O N/A

Rivets (Huck)
66 Loose: N/A
67 Missing: N/A

68 Nuts Missing: N/A

69 Cotter Pins Missing: N/A

70 Washers: OK Broken: Missing

71 Hold Down Devices: SYR N/A

72 Spring Housing: SYR N/A

73 Derailia: SYR N/A

74 Maximum difference in any 31" in Cross

Level on the siding from the Frog Point to

56" beyond last long tie

OK Difference

75 Condition of Line thru entire turnout: SYR
Switch 6583A  Date 9-14-2006  WO # 2561980

Front 5 punching ties in front of switch
Weld in front of switch by Hand East Rail

Switch inspection complete

All rules comply with the MTA Field Guide for Track Inspections updated April 2006

All rules are class 3 for Mainline track and class 1 for Yard tracks

S All items inspected are in compliance

Y Attention needed

R Immediate attention required or Out of Service

Reviewed by: ___________________________ Date: ___________________________
Mainline: 1  2  Yard: 9-14-2011  WO #: 2515811  Inspection Crew: Ballard, Lora, Raballo

1. Location
2. Switch I.D. # 18-1B
3. Facing: Trailing

Rail Point:
4. Point to Point: 5 1/4
5. Point Condition: Y R
6. Point Throw: Nothing less than 4" or greater than 8" Min 3 1/2" on house top point protector

7. Point Opening: N 43/4 R 3/4
8. General Condition of the Points: Y R

10. Heel of Switch:
   a) Main: 5 6 1/2
   b) Turnout: 5 6 1/2

11. Gage ahead of Bend:
    Must not be less than 56° or more than 57° for "B"
   a) Turnout: 6 1/2
   a) Main: 6 1/2

Stock Rail:
13. Bend: Y R
14. Condition: Y R

Bolts:
15. Loose: N/A
16. Missing: N/A

Rivets (Huck Bolts):
17. Loose: N/A
18. Missing: N/A
19. Cotter Pin missing: N/A
20. Jam Nuts Loose: N/A
21. Washers: OK Broken Missing

Switch Rods:
22. Standard Joints:
   a) Y R N/A
23. Switch Plates:
   a) Y R N/A
24. Adjustable Braces:
   a) Y R N/A
25. Non-Adjustable Braces:
   a) Y R N/A

Switch Locks:
26. 32 Rod:
   a) Y R N/A
27. #1 Rod (Basket Rod):

28. #2 Rod:
   a) Y R N/A
29. #3 Rod:
   a) Y R N/A
30. #4 Rod:
   a) Y R N/A
31. Closure Rail:
   a) Y R N/A
32. Surface of Switch:
   a) Y R N/A

Using a 62" cord:
S = Up to 1" Max allowed Speed
Y = 1" to 1 1/2" 40 MPH
R = 1 1/2" to 1 3/4" 12 MPH
Greater than 1 3/4" = Out of Service

33. Head Block Fies:
   a) Y R
34. Switch Adjustments:
   a) Yes No
35. Lubrication:
   a) OK Dry
36. Switch Target / Lamp:
   a) OK Missing N/A
37. Latches:
   a) OK Broken Missing
38. Locks:
   a) OK Broken Missing
39. General Condition:
   a) Y R
40. Insulated Joints:
   a) Y R

Remarks on Page 3

JBMWEM Mod. 09-15-09
<table>
<thead>
<tr>
<th>Mainline</th>
<th>1</th>
<th>2</th>
<th>Yard</th>
<th>WO # 2515811</th>
</tr>
</thead>
<tbody>
<tr>
<td>Date</td>
<td>9-14-2006</td>
<td>Inspection Crown</td>
<td>Pollard Lam, Rabe/40</td>
<td></td>
</tr>
</tbody>
</table>

| 1 Location | G3-1B |
| 2 Switch I.D. | Trailing |
| 3 Facing | |
| 44 Frog Track | N Y R |
| 45 Frog | R |
| 46 Frog Point Condition | Y R |
| 47 Condition of Frog | Y R |
| 48 Surface of Frog | Y R |
| 49 Throat in Inches | 3 1/4 |

| Turnout Ties |
| 50 Condition | Y R |
| 51 Rail Movement | Y R |
| Tie Plates | |
| 55 Lead | Y R |
| 56 Guard Rail Flangeway | Y R |
| 57 Guard Rail Flangeway can not be less 1 1/2 |
| 58 Guard Rail Plates | Y R |
| 59 Flangeway Plates | Y R |
| 60 Backs | N/A |
| 61 Missing | N/A |
| 62 Cotter Pins Missing | N/A |
| 63 Washers OK Broken Missing | |
| 64 Hold Down Devices | Y R N/A |
| 65 Spring Housing | Y R N/A |
| 66 Derailia | Y R N/A |
| 67 Maximum difference in any 3" in cross | |
| 68 Level on the slinging from the Frog Point to | |
| 69 beyond last long tie | OK |
| 70 Condition of Line thru entire turnout | Y R |

**Class I Gage 56" to 57 1/2"**
*More than 57 1/3" Out of Service*

**Class II Gage 56" to 57"**
*More than 57" to 57 1/4" downgrade to Class I and get a Y*
Switch: C-58-1B
Date: 9-14-2016
WO #: 2515811

Straight point chelled

1/2" Linie + surface

Switch inspection
complete

All rules comply with the MTA Field Guide for Track Inspections updated April 2006
All rules are class 3 for Mainline track and class 1 for Yard tracks
S All items inspected are in compliance
Y Attention needed
R Immediate attention required or Out of Service

Reviewed by: ___________________________ Date: ________________
Switch Inspection Report / Semi-Annual

Date: 9-14-2016

Inspection Crew: Bollard

Location: 638-14

Switch I.D. #: 638-14

Facing: Trailing

Rail Points:
4. Point to Point: 51 3/8
5. Point Condition: S Y R
6. Point Throw: Nothing less than 4° or greater than 6°
Min 3 1/2" on house top point protector
N 4 1/2 R
QV2
7. Point Opening: N 8 V R 5 1/2

Switch Rods:
26. Front Rod: S Y R N/A
27. Front Rod: S Y R N/A

Gages:
10. Heel of Switch:
   a. Main: 56 2/8
   b. Turnout: 56 2/8
11. Gage ahead of Bend: 56 2/8

Stock Rail:
13. Bend: S Y R
14. Condition: S Y R

Bolts:
16. Loose: N/A
18. Missing: N/A

Rivets (Huck Bolts):
17. Loose: N/A
18. Missing: N/A
19. Cotter Pins missing: N/A

20. Jam Nuts Loose: N/A
21. Washers: OK Broken: 0 Missing: 0

Remarks on Page 3
JBW/NEM Mod. 08-15-09
Frog Inspection Report / Semi-Annual

Malainie 1 2 Yard WO # 256 1984

Dates 9-14-2016 Inspection Crown billboard lam rabette

1 Location
2 Switch I.D. # 6-38-14
3 Facing Trailing
44 Frog Track N S Y R R S Y R
48 Frog # 10
48 Frog Point Condition S Y R
47 Condition of Frog S Y R
49 Surface of Frog S Y R

46 Throat in Inches 3 1/4
50 Flangeway Depth 2

Gage
51 Main Track 5 6 3/4
52 Turnout Track 5 1/4
Gage must not be less than 58" for any Class

Guard Rails
63 Guard Rail Gage N 5 4 5/16 3/4 R 5 3/4
Guard Rail Gage must be less than 54 3/8"
54 Back to Back N 5 2 5/8 R 5 2 1/8
Back to Back must be less than 53 1/8"

54 Condition S Y R
55 Location of Guard Rail (Relation to Point) S Y R

Guard Rail Clamps
56 Main Track S Y R N/A
57 Turnout Track S Y R N/A

Class 1 Gage 56" to 57 1/2"
More than 57 1/2" Out of Service
Class 3 Gage 56" to 57"
More than 57" to 57 1/4" downgrade to

Class 2 and Class Y

Remarks on page 3
Switch: 658-1A  Date: 9-14-2016  WO #: 256 1994

Crack in Freq point 5" long

Switch inspection complete

All rules comply with the MTA Field Guide for Track Inspections updated April 2006

All rules are class 3 for Mainline track and class 1 for Yard tracks

S  All items inspected are in compliance

Y  Attention needed

R  Immediate attention required or Out of Service

Reviewed by: ___________________________ Date: __________________
<table>
<thead>
<tr>
<th>Mainline</th>
<th>0</th>
<th>2</th>
<th>Yard</th>
<th>WO # 85602118</th>
</tr>
</thead>
<tbody>
<tr>
<td>Dates</td>
<td>9-15-16</td>
<td>Inspection Crew</td>
<td>Nelson, Ballard, Lam</td>
<td></td>
</tr>
<tr>
<td>Location</td>
<td>538</td>
<td>Switch I.D. #</td>
<td>1-5</td>
<td></td>
</tr>
<tr>
<td>Facing</td>
<td>Trailing</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Rail Points</td>
<td></td>
<td>Point to Point</td>
<td>51/18</td>
<td></td>
</tr>
<tr>
<td>4 Point Condition</td>
<td>S/Y/R</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>5 Point Throw</td>
<td>Nothing less than 4&quot; or greater than 6&quot; Min 3 1/2&quot; on house top point protector</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>6 Point Opening</td>
<td>N</td>
<td>R</td>
<td>2 3/4</td>
<td></td>
</tr>
<tr>
<td>S/P</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>General Condition of the Points</td>
<td>S/Y/R</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>10 Heel of Switch</td>
<td>a) Main 3-16</td>
<td>a) Turnout 3 3/4</td>
<td></td>
<td></td>
</tr>
<tr>
<td>11 Gage ahead of Bend</td>
<td>Must not be less than 88&quot; or more than 67&quot; for &quot;8&quot;</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Heel Spread In inches</td>
<td>a) Turnout 6 1/4</td>
<td>a) Main 6 1/4</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Stock Rail</td>
<td>13 Bend</td>
<td>S/Y/R</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Condition</td>
<td>S/Y/R</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Rivets (Huck Rivets)</td>
<td>17 Loose</td>
<td>O</td>
<td>N/A</td>
<td></td>
</tr>
<tr>
<td>18 Missing</td>
<td>O</td>
<td>N/A</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Cotter Pin missing</td>
<td>0</td>
<td>N/A</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Jam Nut Loose</td>
<td>0</td>
<td>N/A</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Washer</td>
<td>OK</td>
<td>Broken</td>
<td>Missing</td>
<td></td>
</tr>
</tbody>
</table>

Switch Type:
- Standard Joints: S/Y/R N/A
- Switch Plates: S/Y/R N/A
- Adjustable Braces: S/Y/R N/A
- Non-Adjustable Braces: S/Y/R N/A

Switch Rods:
- 20 Rods: S/Y/R N/A
- 27 #1 Rod (Basket Rod): S/V/N/A
- 28 #2 Rod: S/Y/R N/A
- 29 #3 Rod: S/Y/R N/A
- 30 #4 Rod: S/Y/R N/A
- 31 Closure Rail: S/Y/R N/A
- 32 Surface of Switch: S/Y/R N/A

Gage:
- Using a 63' cord
- S: Up to 1" Max allowed Speed
- Y: 1" to 1 1/2" 40 MPH
- R: 1 1/2" to 1 3/4" 12 MPH
- Greater than 1 3/4" = Out of Service

33 Head Block ties: S/Y/R
34 Switch Adjustments: Yes (No)
35 Lubrication: OK (Dry)
36 Switch Target / Lamps: OK Missing N/A
37 Latches: OK Broken Missing
38 Locks: OK Broken Missing
39 General Condition: S/Y/R
40 Insulated Joints: S/Y/R

Remarks on Page 3:
JBW/WEEM Mod. 09-15-08
<table>
<thead>
<tr>
<th>Mainline</th>
<th>1</th>
<th>2</th>
<th>Yard</th>
<th>WO #</th>
<th>Inspection Crown</th>
</tr>
</thead>
<tbody>
<tr>
<td>Dates</td>
<td>9-15-94</td>
<td></td>
<td></td>
<td></td>
<td>Nelson 1705 4.6 AM</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Item</th>
<th>Location</th>
<th>Switch I.D.</th>
<th>Facing</th>
<th>Frog Tread</th>
<th>Frog Point Condition</th>
<th>Condition of Frog</th>
<th>Surface of Frog</th>
<th>Throat in Inches</th>
<th>Flangeway Depth</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>535</td>
<td></td>
<td></td>
<td>N</td>
<td>Y R</td>
<td>S Y R</td>
<td>S Y R</td>
<td>3/8</td>
<td></td>
</tr>
<tr>
<td>2</td>
<td></td>
<td></td>
<td></td>
<td>R</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Item</th>
<th>Turnout Tie</th>
<th>Guard Rail Flangeway</th>
</tr>
</thead>
<tbody>
<tr>
<td>50</td>
<td>B R</td>
<td>S Y R</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Item</th>
<th>Guard Rail Plates</th>
</tr>
</thead>
<tbody>
<tr>
<td>62</td>
<td>S Y R</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Item</th>
<th>Bolta</th>
</tr>
</thead>
<tbody>
<tr>
<td>64</td>
<td>O</td>
</tr>
<tr>
<td>66</td>
<td>N/A</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Item</th>
<th>Rivets (Huck)</th>
</tr>
</thead>
<tbody>
<tr>
<td>66</td>
<td>N/A</td>
</tr>
<tr>
<td>67</td>
<td>N/A</td>
</tr>
<tr>
<td>68</td>
<td>N/A</td>
</tr>
<tr>
<td>69</td>
<td>N/A</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Item</th>
<th>Washers, OK, Broken</th>
</tr>
</thead>
<tbody>
<tr>
<td>70</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Item</th>
<th>Hold Down Devices</th>
</tr>
</thead>
<tbody>
<tr>
<td>69</td>
<td>N/A</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Item</th>
<th>72 Spring Housing</th>
</tr>
</thead>
<tbody>
<tr>
<td>73</td>
<td>N/A</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Item</th>
<th>74 Maximum difference in any 31&quot; in Cross Level on the siding from the Frog Point to 5° beyond last long tie</th>
</tr>
</thead>
<tbody>
<tr>
<td>75</td>
<td>Class 2 and note a Y</td>
</tr>
</tbody>
</table>

**Class 1 Gage 56° to 57 1/2"**

**More than 57 1/3" Out of Service**

**Class 3 Gage 56° to 57"**

**More than 57° to 57 1/4" downgrade to Class 2 and note a Y**

**Remarks on page 3**
Switch 535-1A  Date 9-15-11 WO # 8562118

All rules comply with the MTA Field Guide for Track Inspections updated April 2006
All rules are class 3 for Mainline track and class 1 for Yard tracks
S All items inspected are in compliance
Y Attention needed
R Immediate attention required or Out of Service

Reviewed by: ___________________________________ Date: ___________________
Switch Inspection Report / Semi-Annual

Date: 9-15-16  
Inspection Crew: Nelson, Pollard, Lam

Mainline 1  
2  
Yard

Location 53\text{a}
Switch I.D. # 3\text{B}
Facing: Trailing

Rail Points
4 Point to Point 51\text{36}
5 Point Condition 8\text{Y R}
6 Point Throw Nothing less than 4" or greater than 8"
Min 3 1/2" on house top point protector

7 Point Opening

8\text{Y R}
9 General Condition of the Points

Gear
10 Heel of Switch
a) Main 3\text{39}
b) Turnout

11 Gauge ahead of Bend
Must not be less than 56° or more than 57° for "8"

Heel Spread in Inches
a) Turnout
b) Main

Stock Rail

13 Bend

14 Condition

Bolts
18 Loose 8 N/A
19 Missing 8 N/A

Rivets (Huck Bolts)
17 Loose 8 N/A
18 Missing 8 N/A
19 Cotter Pins missing 8 N/A
20 Jam Nuts Loose 8 N/A
21 Washers OK Broken 8 N/A

Switch Rode
22 Standard Joints
9 \text{Y R N/A}
23 Switch Plates
9 \text{Y R N/A}
24 Adjustable Braces
9 \text{Y R N/A}
25 Non-Adjustable Braces
9 \text{Y R N/A}

Switch Roda
26 Front Rod
9 \text{Y R N/A}
27 #1 Rod (Basket Rod)
9 \text{Y R N/A}
28 #2 Rod
9 \text{Y R N/A}
29 #3 Rod
9 \text{Y R N/A}
30 #4 Rod
9 \text{Y R N/A}
31 Closure Rail
9 \text{Y R N/A}

32 Surface of Switch
9 \text{Y R N/A}

33 Head Block ties
9 \text{Y R}

34 Switch Adjustments

35 Lubrication
OK (Dry)

36 Switch Target / Lamps
OK Missing N/A

37 Latches
OK Broken Missing

38 Locks
OK Broken Missing

39 General Condition

40 Insulated Joints
9 \text{Y R}

Remarks on Page 3

N\text{E\text{W}} N\text{E\text{M} Mod. 09-15-00}
Frog Inspection Report / Semi-Annual

Date: 9-15-11

Yard

WO # 2362124

Inspection Crew: Nelson, Pollard, Lam

1 Location 635
2 Switch I.D. # 318

3 Facing

44 Frog Tread N S Y R

R S Y R

45 Frog #

46 Frog Point Condition

8 Y R

47 Condition of Frog

8 Y R

48 Surface of Frog

8 Y R

49 Tread in Inches 3/4

50 Flange Way Depth

Flange Way Depth must not be less than 1 1/2"

Gage

51 Main Track 5 1/2

52 Turnout Track 5 1/4

Gage must not be less than 56" for any Class

Guard Rails

53 Guard Rail Gage N 54 7/8 R 54 3/8

Guard Rail Gage must be less than 84 3/8"

54 Back to Back N 52 1/4 R 52 3/4

Back to Back must be less than 53 1/8"

54 Condition

8 Y R

55 Location of Guard Rail (Relation to Point)

8 Y R

Guard Rail Clamps

56 Main Track N/A

57 Turnout Track N/A

Class 1 Gage 56" to 57 1/2"

More than 57 1/2" Out of Service

Class 3 Gage 54" to 57"

More than 57" to 57 1/4" downgrade to

Class 2 and GCFA Y

Turnout Tie

58 Condition

8 Y R

59 Rail Movement

8 Y R

Tie Plate

60 Lead

8 Y R

61 Guard Rail Flange Way

8 Y R

Guard Rail Flange Way can not be less 1 1/2"

62 Guard Rail Plate

8 Y R

63 Frog Plate

8 Y R

 Bolt

64 Loose

65 Missing

Rivet (Hook)

66 Loose

67 Missing

68 Nut Missing

69 Cotter Pins Missing

70 Washers OK, Broken Missing

71 Hold Down Devices

8 Y R N/A

72 Spring Hazing

8 Y R N/A

73 Derail

8 Y R N/A

74 Maximum difference in any 31" in Cross

Level on the siding from the Frog Point to

50' beyond last long tie

OK Difference 0/4

75 Condition of Line thru entire turnout

8 Y R

Remarks on page 3
1. Left hand straight point has micro cracks, shelling & chipped back on the 3rd & 4th rods.
2. Micro cracking on frog point 6" in length

All rules comply with the MTA Field Guide for Track Inspections updated April 2006
All rules are class 3 for Mainline track and class 1 for Yard tracks
S All items inspected are in compliance
Y Attention needed
R Immediate attention required or Out of Service

Reviewed by: ___________________________ Date: ___________________________
<table>
<thead>
<tr>
<th>Item</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Location</td>
</tr>
<tr>
<td>2</td>
<td>Switch I.D. #</td>
</tr>
<tr>
<td>3</td>
<td>Facing</td>
</tr>
<tr>
<td>4</td>
<td>Rail Points</td>
</tr>
<tr>
<td>5</td>
<td>Point to Point</td>
</tr>
<tr>
<td>6</td>
<td>Point Condition</td>
</tr>
<tr>
<td>7</td>
<td>Point Opening</td>
</tr>
<tr>
<td>8</td>
<td>General Condition of the Points</td>
</tr>
<tr>
<td>9</td>
<td>Heel of Switch</td>
</tr>
<tr>
<td>10</td>
<td>Gauges ahead of Bend</td>
</tr>
<tr>
<td>11</td>
<td>Heel Spread in Inches</td>
</tr>
<tr>
<td>12</td>
<td>Stock Rail</td>
</tr>
<tr>
<td>13</td>
<td>Bend</td>
</tr>
<tr>
<td>14</td>
<td>Condition</td>
</tr>
<tr>
<td>15</td>
<td>Bolt</td>
</tr>
<tr>
<td>16</td>
<td>Loose</td>
</tr>
<tr>
<td>17</td>
<td>Rivets (Huck Bolts)</td>
</tr>
<tr>
<td>18</td>
<td>Loose</td>
</tr>
<tr>
<td>19</td>
<td>Cotter Pin missing</td>
</tr>
<tr>
<td>20</td>
<td>Jam Nut Loose</td>
</tr>
<tr>
<td>21</td>
<td>Washer</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Remarks on Page 3</th>
</tr>
</thead>
<tbody>
<tr>
<td>JBW/WEM Mod. 09-15-09</td>
</tr>
<tr>
<td></td>
</tr>
<tr>
<td>------------</td>
</tr>
<tr>
<td><strong>Location</strong></td>
</tr>
<tr>
<td><strong>Frog Tread</strong></td>
</tr>
<tr>
<td><strong>Frog Point Condition</strong></td>
</tr>
<tr>
<td><strong>Surface of Frog</strong></td>
</tr>
<tr>
<td><strong>Gage</strong></td>
</tr>
<tr>
<td><strong>Gage must not be less than 56&quot; for any Class</strong></td>
</tr>
<tr>
<td><strong>Guard Rails</strong></td>
</tr>
<tr>
<td><strong>Guard Rail Gage must be less than 54 3/8&quot;</strong></td>
</tr>
<tr>
<td><strong>Back to Back</strong></td>
</tr>
<tr>
<td><strong>Guard Rail Clamp</strong></td>
</tr>
<tr>
<td><strong>Main Track</strong></td>
</tr>
<tr>
<td><strong>Turnout Track</strong></td>
</tr>
<tr>
<td><strong>Class 1 Gage 56&quot; to 57 1/2&quot;</strong></td>
</tr>
<tr>
<td><strong>More than 57 1/2&quot; Out of Service</strong></td>
</tr>
<tr>
<td><strong>Class 2 Gage 56&quot; to 57&quot;</strong></td>
</tr>
<tr>
<td><strong>More than 57&quot; to 57 1/4&quot; downgrade to</strong></td>
</tr>
</tbody>
</table>

**Remarks on page 3**
All rules comply with the MTA Field Guide for Track Inspections updated April 2006

All rules are class 3 for Mainline track and class 1 for Yard tracks

S All items inspected are in compliance

Y Attention needed

R Immediate attention required or Out of Service

Reviewed by: ___________________________ Date: ___________________
<table>
<thead>
<tr>
<th>Item</th>
<th>Details</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 Location</td>
<td>S3</td>
</tr>
<tr>
<td>2 Switch I.D.</td>
<td>3-9</td>
</tr>
<tr>
<td>3 Facing</td>
<td>X Trailing</td>
</tr>
<tr>
<td>4 Point to Point</td>
<td>5/16</td>
</tr>
<tr>
<td>5 Point Condition</td>
<td>S Y R</td>
</tr>
<tr>
<td>6 Point Throw</td>
<td>Nothing less than 4° or greater than 8°</td>
</tr>
<tr>
<td></td>
<td>Min 3 1/2&quot; on houses top point protector</td>
</tr>
<tr>
<td>7 Point Opening</td>
<td>N R 5/16</td>
</tr>
<tr>
<td>8 General Condition of the Points</td>
<td>S Y R</td>
</tr>
<tr>
<td>9 Heel of Switch</td>
<td>a) Main 5/8</td>
</tr>
<tr>
<td></td>
<td>a) Turnout 5/8</td>
</tr>
<tr>
<td></td>
<td>11 Gage ahead of Bend</td>
</tr>
<tr>
<td></td>
<td>Heel Spaced In Inches</td>
</tr>
<tr>
<td></td>
<td>a) Main 5/4</td>
</tr>
<tr>
<td>Stock Rail</td>
<td>S Y R</td>
</tr>
<tr>
<td>14 Condition</td>
<td>S Y R</td>
</tr>
<tr>
<td>Rivets (Huck Bolts)</td>
<td>17 Loose O N/A</td>
</tr>
<tr>
<td></td>
<td>18 Missing O N/A</td>
</tr>
<tr>
<td></td>
<td>19 Cotter Pin missing O N/A</td>
</tr>
<tr>
<td></td>
<td>20 Jam Nuts Loose OK</td>
</tr>
<tr>
<td></td>
<td>21 Washer OK Brokenn Missing</td>
</tr>
<tr>
<td>Remarks on Page 3</td>
<td></td>
</tr>
</tbody>
</table>

SBWWEM Mod. 08-15-08
Date: 9-15-16

Location: 635
2 Switch I.D. #: 3A
3 Facing: X Trailing
44 Frog Tread: N S Y R, R S Y R
48 Frog #: 10
49 Frog Point Condition: S Y R
50 Condition of Frog: S Y R, R S Y R
51 Surface of Frog: S Y R

52 Threat in Inches: 3 1/4
53 Flangeway Depth: 2
Flangeway Depth must not be less than 1 1/2"

54 Turnout Track: 56 3/8
55 Gage must not be less than 56" for any Class

56 Guard Rail Gage: N 54 1/4 R 54 3/8
Guard Rail Gage must be less than 54 3/8"
57 Back to Back: N 52 1/4 R 52 1/4
Back to Back must be less than 53 1/8"

58 Condition: S Y R
59 Location of Guard Rail (Relation to Point): S Y R

60 Guard Rail Clamps
61 Main Track: S Y R, N/A
62 Turnout Track: S Y R, N/A

Class 1 Gage 56" to 57 1/2"
More than 57 1/3" Out of Service
Class 3 Gage 56" to 57"
More than 57" to 57 1/4" downgrade to

Class 2 and above:

Remarks on page 3
1. Frog point pitted and micro cracking
2. Left hand straight point has micro cracking and spalling at the 3rd 4th rods

All rules comply with the MTA Field Guide for Track Inspections updated April 2006

All rules are class 3 for Mainline track and class 1 for Yard tracks

S All items inspected are in compliance

Y Attention needed

R Immediate attention required or Out of Service

Reviewed by: ___________________________ Date: ___________________________
<table>
<thead>
<tr>
<th>Mainline</th>
<th>1</th>
<th>2</th>
<th>Yard</th>
<th>WO # 2562116</th>
</tr>
</thead>
<tbody>
<tr>
<td>Dates</td>
<td>9-15-16</td>
<td>Inspection Crew</td>
<td>Nelson, Ballard, Lem</td>
<td></td>
</tr>
</tbody>
</table>

| 1 Location | 608 |
| 2 Switch I.D. # | 608 |
| 3 Facing | Trailing |

**Rail Points**

| 4 Point to Point | 5176 |
| 5 Point Condition | SYR N/A |

6 Point Throw: Nothing less than 4" or greater than 5" Min 3 1/2" on house top point protector

<table>
<thead>
<tr>
<th>N</th>
<th>R</th>
<th>491</th>
</tr>
</thead>
</table>

7 Point Opening: N | R | 491 |

8 Pl | SYR |

9 General Condition of the Points: SYR

10 Heel of Switch: a) Main | 36/16 |

11 Gage ahead of Bend: 36/16 Must not be less than 58" or more than 67" for "8"

12 Heel Spread in Inches: a) Turnout | 0/16 |

13 Stock Rail: SYR |

14 Condition: SYR |

**Bolts**

| 15 Loose | 0 | N/A |
| 16 Missing | 0 | N/A |

**Rivets (Huck Bolts)**

| 17 Loose | 0 | N/A |
| 18 Missing | 0 | N/A |
| 19 Cotter Pins missing | 0 | N/A |
| 20 Jam Nuts Loose | 0 | N/A |
| 21 Washers | OK Broken | Missing |

**Switch Rods**

| 22 Standard Joints | SYR N/A |
| 23 Switch Plates | SYR N/A |
| 24 Adjustable Braces | SYR N/A |
| 25 Non-Adjustable Braces | SYR N/A |
| 26 Rods | SYR N/A |

27 91 Rod (Basket Rod) | SYR N/A |

28 82 Rod | SYR N/A |

29 83 Rod | SYR N/A |

30 74 Rod | SYR N/A |

31 Closure Rail | SYR N/A |

32 Surface of Switch | SYR N/A |

Using a 63 cord:

S = Up to 1" Max allowed Speed
Y = 1/" to 1 1/2" 40 MPH
R = 1 1/2" to 1 3/4" 13 MPH

Greater than 1 3/4" = Out of Service

33 Head Block ties | SYR |

34 Switch Adjustments: Yes, No |

35 Lubrication: OK Dry |

36 Switch Target / Lamps: OK Missing | N/A |

37 Latches | OK Broken | Missing |

38 Locks | OK Broken | Missing |

39 General Condition: SYR |

40 Insulated Joints: SYR |

**Remarks on Page 3**

JBW/WEM Mod. 09-18-09
Frog Inspection Report / Semi-Annual

Mainline | 1 | 2 | Yard | WO # 8562116
---|---|---|---|---

Date: 9-15-16
Inspection Crew: Nelson, Pollard, Lam

<table>
<thead>
<tr>
<th>Location</th>
<th>60E</th>
</tr>
</thead>
<tbody>
<tr>
<td>Switch I.D. #</td>
<td>608</td>
</tr>
<tr>
<td>Facing</td>
<td>608 Trailing X</td>
</tr>
<tr>
<td>Frog Tract</td>
<td>N S Y R</td>
</tr>
<tr>
<td>Frog #</td>
<td>48</td>
</tr>
<tr>
<td>Frog Point Condition</td>
<td>S Y R</td>
</tr>
<tr>
<td>Condition of Frog</td>
<td>S Y R</td>
</tr>
<tr>
<td>Surface of Frog</td>
<td>S Y R</td>
</tr>
<tr>
<td>Threat in Inches</td>
<td>33/8</td>
</tr>
<tr>
<td>Flangeway Depth</td>
<td>S Y R</td>
</tr>
</tbody>
</table>

Flangeway Depth must not be less than 1 1/2".

Gage:
- 51 Main Track 5 1/2
- 52 Turnout Track 5 1/2
  - Gage must not be less than 56" for any Class

Guard Rails:
- 53 Guard Rail Gage: N 54 3/4 R 54 3/4
  - Guard Rail Gage must be less than 54 3/8"
- 54 Back to Back: N 52 1/4 R 12 1/2
  - Back to Back must be less than 53 1/8"

Gage Condition: S Y R

- 55 Location of Guard Rail (Relation to Point): S Y R

Guard Rail Clamps:
- 56 Main Track S Y R
- 57 Turnout Track S Y R

Class 1 Gage 56" to 57 1/2"
More than 57 1/2" Out of Service
Class 3 Gage 56" to 57"
More than 57" to 57 1/4" downgrade to

Class 7 and data not Y

<table>
<thead>
<tr>
<th>Turnout Tie</th>
</tr>
</thead>
<tbody>
<tr>
<td>58 Condition: S Y R</td>
</tr>
<tr>
<td>59 Rail Movement: S Y R</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Tie Plates</th>
</tr>
</thead>
<tbody>
<tr>
<td>60 Lead: S Y R</td>
</tr>
<tr>
<td>61 Guard Rail Flangeway: S Y R N 2 R</td>
</tr>
</tbody>
</table>
  - Guard Rail Flangeway cannot be less 1 1/2"
| 62 Guard Rail Plates: S Y R |

<table>
<thead>
<tr>
<th>Bolts</th>
</tr>
</thead>
<tbody>
<tr>
<td>64 Loose: 3</td>
</tr>
<tr>
<td>65 Missing: N/A</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Rivets (Huck)</th>
</tr>
</thead>
<tbody>
<tr>
<td>66 Loose: N/A</td>
</tr>
<tr>
<td>67 Missing: N/A</td>
</tr>
<tr>
<td>68 Nut Missing: N/A</td>
</tr>
<tr>
<td>69 Cotter Pin Missing: N/A</td>
</tr>
<tr>
<td>70 Washers: OK, Broken: Missing</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Hold Down Devices</th>
</tr>
</thead>
<tbody>
<tr>
<td>71 Hold Down Devices: S Y R N/A</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Spring Housing</th>
</tr>
</thead>
<tbody>
<tr>
<td>72 Spring Housing: S Y R N/A</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Derail</th>
</tr>
</thead>
<tbody>
<tr>
<td>73 Derail: S Y R N/A</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Maximum difference in any 31&quot; in Cross</th>
</tr>
</thead>
<tbody>
<tr>
<td>74 Level on the siding from the Frog Point to</td>
</tr>
<tr>
<td>56&quot; beyond last long tie</td>
</tr>
<tr>
<td>OK: Difference: Y 1</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Condition of Line thru entire turnout</th>
</tr>
</thead>
<tbody>
<tr>
<td>75 Condition of Line thru entire turnout: S Y R</td>
</tr>
</tbody>
</table>

Remarks on page 3
Switch 1003  Date 9-25-16  WO # 2016-2116

Guard rail bolts loose on main lineside
14 loose screw spikes in frog area.
One deteriorated machine timber 1.3 footer.
Reverse hatch is loose (bad timber)

All rules comply with the MTA Field Guide for Track Inspections updated April 2006
All rules are class 3 for Mainline track and class 1 for Yard tracks
All items inspected are in compliance
Attention needed
Immediate attention required or Out of Service

Reviewed by: _____________________________ Date: _____________________________
<p>| | | | | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Mainline</strong></td>
<td></td>
<td></td>
<td><strong>Switch Inspection Report / Semi-Annual</strong></td>
<td><strong>Yard</strong></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Inspection Crew</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Date</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Location</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Switch I.D. #</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Facing</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Rail Points</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>4 Point to Point</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>5 Point Condition</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>6 Point Throw</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>7 Point Opening</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>8 PR</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>9 General Condition of the Points</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>10 Heel of Switch</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Stock Rail</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>13 Bend</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>14 Condition</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Bolts</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>15 Loose</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>16 Missing</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Rivets (Huck Bolts)</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>17 Loose</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>18 Missing</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>19 Cotter Pins missing</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>20 Jam Nuts Loose</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>21 Washers</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Remarks on Page 3</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**JBWWEM Mod. 08-15-08**
1 Location
2 Switch I.D. #: 347 1B
3 Facing: Trailing
44 Frog Tread: N Y R
   Y R
48 Frog #: 10
48 Frog Point Condition: Y R
47 Condition of Frog: Y R
49 Surface of Frog: Y R
49 Thrust in inches: 3/8
50 Flangeway Depth: 2
   Flangeway Depth must not be less than 1 1/2"

Class
51 Main Track: 56.4
52 Turnout Track: 56.4
   Gage must not be less than 56" for any Class

Guard Rails
53 Guard Rail Gage: N 54 3/4 R 54 3/4
   Guard Rail Gage must be less than 54 3/8"
54 Back to Back: N 52 3/4 R 53
   Back to Back must be less than 53 1/8"
54 Condition: Y R
55 Location of Guard Rail (Relation to Point): Y R

Guard Rail Clamps
56 Main Track: N/A
57 Turnout Track: N/A

Class 1 Gage: 56" to 57 1/2"
More than 57 1/2" Out of Service
Class 2 Gage: 56" to 57"
More than 57" to 57 1/4" downgrade to

Class 2 and 3 Gage: Y

Turnout Ties
58 Condition: Y R
59 Rail Movement: Y R

Tie Plates
60 Lead: Y R
61 Guard Rail Flangeway: Y R: N 1.75" R 1.75" / 7"
   Guard Rail Flangeway can not be less than 1 1/2"
62 Guard Rail Plates: Y R
63 Flange Plates: Y R

Bolts
64 Loose: 0 N/A
65 Missing: 0 N/A

Rivets (Hook)
66 Loose: 0 N/A
67 Missing: 0 N/A
68 Nuts Missing: 0 N/A
69 Cotter Pins Missing: 0 N/A
70 Washers: OK Broken: Missing

71 Hold Down Devices: Y R N/A
72 Spring Housing: Y R N/A
73 Derails: Y R N/A

74 Maximum difference in any 31' in Cross:
   Level on the sidewalk from the Frog Point to
   OK Difference:
75 Condition of Line thru entire turnout: Y R
Switch  342 18  Date  9-20-16  WO #  2562207

FROG Point Micro Cracking

All rules comply with the MTA Field Guide for Track Inspections updated April 2008

All rules are class 3 for Mainline track and class 1 for Yard tracks

S All items inspected are in compliance

Y Attention needed

R Immediate attention required or Out of Service

Reviewed by:  ___________________________  Date:  ___________________________
<p>| | | | | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Mainline</strong></td>
<td><strong>Yard</strong></td>
<td><strong>WO #</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>2562126</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Data**
- Location: E115 RD
- Switch I.D. #: 342-1A
- Facing: Trailing

**Rail Points**
- Point to Point: 5 1/2
- Point Condition: Y R
- Point Throw: Nothing less than 4" or greater than 8" Min 3 1/2" on house top point protector

**Switch Rods**
- Front Rod: Y R N/A
- #1 Rod (Basket Rod): Y R N/A
- #2 Rod: Y R N/A
- #3 Rod: Y R N/A

**General Condition of the Points**
- Y R

**Screw**
- Head of Switch:
  - Main: 5 1/2
  - Turnout: 5 1/2

**Gage ahead of Bend**
- Must not be less than 85° or more than 87° for "S"

**Stock Rail**
- Bend: Y R
- Condition: Y R

**Bolts**
- Loose: N/A
- Missing: N/A

**Latches**
- Loose: N/A
- Missing: N/A
- Cotter Pins: N/A
- Jam Nuts: N/A
- Washers: OK

**Switch Inspection Report / Semi-Annual**

**Remarks on Page 3**

JEWIVEM Mod. 09-15-08
Mainline  | 1 | 2 | Yard | WO #  | 2562176
---|---|---|---|---|---
Date | 9-20-16 | Inspection Crew | H. SCHWISER, GLAN A. RAPETTE

1 Location
2 Switch I.D. # | 3421A
3 Facing | Trailing
44 Frog Tract | N | Y R
45 Frog Tract | R | Y R
45 Frog # | 10
46 Frog Point Condition | Y R
47 Condition of Frog | Y R
48 Surface of Frog | Y R
49 Throat in Inches | 33/8
50 Flangeway Depth | 2
Flangeway Depth must not be less than 1 1/2

Gage
51 Main Track | 51/16
52 Turnout Track | 55/16
Gage must not be less than 56 for any Class

Guard Rails
53 Guard Rail Gage: N | 54 1/16 | R | 54 3/4
Guard Rail Gage must be less than 54 3/8
54 Back to Back | N | 53 3/4 | R | 52 1/8
Back to Back must be less than 53 1/8

54 Condition | Y R
55 Location of Guard Rail (Relation to Point) | Y R

Guard Rail Clamps
56 Main Tract | Y R | N/A
57 Turnout Track | Y R | N/A

Class 1 Gage 56" to 57 1/2"
More than 57 1/4" Out of Service
Class 3 Gage 56" to 57"
More than 57" to 57 1/4" downgrade to

Class 2 and note a Y

Turnout Tie:
58 Condition | Y R
59 Rail Movement | Y R

Tie Plates:
60 Lead | Y R

61 Guard Rail Flangeway:
Guard Rail Flangeway can not be less 1 1/2

62 Guard Rail Plates | Y R
63 Frog Plates | Y R

Boots
64 Loose | 0 | N/A
65 Missing | 0 | N/A

Rivets (Huck)
66 Loose | 0 | N/A
67 Missing | 0 | N/A
68 Nut Missing | 0 | N/A
69 Cotter Pins Missing | 0 | N/A
70 Washers: OK | Broken | Missing

71 Hold Down Devices | Y R | N/A
72 Spring Housing | Y R | N/A

73 Derails | Y R | N/A

74 Maximum difference in any 31" in Cross
Level on the siding from the Frog Point to
6" beyond last long tie | OK | Difference

75 Condition of Line thru entire turnout | Y R

Remarks on page 3
Switch 342 IA  Date 9-20-16  WO # 2562126

RH 5T Point  Micro Cracking
Rubbing Hard on Wingoff Mainline Side
1 Loose Frog Bolt

All rules comply with the MTA Field Guide for Track Inspections updated April 2006

All rules are class 3 for Mainline track and class 1 for Yard tracks

S All items inspected are in compliance

Y Attention needed

R Immediate attention required or Out of Service

Reviewed by: _________________________________ Date: _________________________________
### Switch Inspection Report / Semi-Annual

**WO # 256 2132**

**Inspection Crew:** M.B. SCHISLER C.L. A. RAPETTE

<table>
<thead>
<tr>
<th>Item</th>
<th>Description</th>
<th>Standard Joints</th>
<th>Switch Plates</th>
<th>Adjustable Braces</th>
<th>Non-Adjustable Braces</th>
<th>Switch Rods</th>
<th>Bolts</th>
<th>Rivets (Huck Bolts)</th>
<th>Jam Nut</th>
<th>Washers</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Location</td>
<td>Falls Rd</td>
<td>Y R N/A</td>
<td>Y R N/A</td>
<td>Y R N/A</td>
<td>Y R N/A</td>
<td>Y R N/A</td>
<td>Y R N/A</td>
<td>Y R N/A</td>
<td>N/A</td>
<td></td>
</tr>
<tr>
<td>2. Switch I.D. #</td>
<td>542-32</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>3. Facing</td>
<td>Trailing</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>4. Point to Point</td>
<td>5'1/4</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>5. Point Condition</td>
<td>Y R</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>6. Point Throw</td>
<td>Nothing less than 4&quot; or greater than 6&quot;</td>
<td>Min 3 1/2&quot; on house top point protector</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>7. Point Opening</td>
<td>N 4 3/4 R 4 3/4</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>8. PR</td>
<td>Y R</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>9. General Condition of the Points</td>
<td>Y R</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>10. heel of Switch</td>
<td>a) Main: 52 3/8 b) Turnout: 52 3/8</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>11. Gage ahead of Bend</td>
<td>52 3/8</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>12. heel spread in inches</td>
<td>a) Turnout: 6 3/4 b) Main: 6 3/4</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>13. Bend</td>
<td>Y R</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>14. Condition</td>
<td>Y R</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>15. Loose</td>
<td>N/A</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>16. Missing</td>
<td>N/A</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>17. Loose</td>
<td>N/A</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>18. Missing</td>
<td>N/A</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>19. Cotter Pin missing</td>
<td>N/A</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>20. Jam Nut Loose</td>
<td>N/A</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>21. Washers</td>
<td>OK Broken Missing</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Remarks on Page 1**

JW/WWEM Mod. 08-15-08
1 Location
2 Switch I.D. #
3 Facing [X] Trail
44 Frog Track
46 Frog # 10
48 Frog Point Condition
47 Condition of Frog
48 Surface of Frog
49 Throat in Inches
3 1/4
50 Flangeway Depth
2
Flangeway Depth must not be less than 1 1/2".

Gage
51 Main Track
52 Turnout Track
Gage must not be less than 56" for any Class

Guard Rails
53 Guard Rail Gage: N 54 1/16 R 54 1/16
Guard Rail Gage must be less than 54 3/8"
54 Back to Back
52 3/4 R 52 3/4
Back to Back must be less than 53 1/8"

54 Condition
55 Location of Guard Rail (Relation to Point)
56 Main Track
57 Turnout Track

Guard Rail Clamps
56 Main Track
57 Turnout Track

Class 1 Gage 56" to 57 1/2"
More than 57 1/3" Out of Service
Class 2 Gage 56" to 57"
More than 57" to 57 1/4" downgrade to

Class 2 and above "Y"

Turnout Tie
58 Condition
59 Rail Movement
60 Lead
61 Guard Rail Flangeway
62 Guard Rail Plates
63 Flange Plates

Bolts
64 Loose
65 Missing

Rivets (Huck)
66 Loose
67 Missing
68 Nuts Missing
69 Cotter Pins Missing
70 Washers/Bolts/Screws

71 Hold Down Devices
72 Spring Housing
73 Derails

74 Maximum difference in any 31" in Cross
Level on the sliding from the Frog Point to
50" beyond last long tie

75 Condition of Line thru thee entire turnout

Remarks on page 3
Switch: 342 3A
Date: 9-20-16
WO #: 2562131

Battered Throat Area
Last Point, Micro Cracking + showline

All rules comply with the MTA Field Guide for Track Inspections updated April 2006
All rules are class 3 for Mainline track and class 1 for Yard tracks
S All items inspected are in compliance
Y Attention needed
R Immediate attention required or Out of Service

Reviewed by: ___________________________ Date: ___________________________
<table>
<thead>
<tr>
<th>Switch Inspection Report / Semi-Annual</th>
</tr>
</thead>
<tbody>
<tr>
<td>WO # 2562134</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Mainline</th>
<th>1</th>
<th>2</th>
<th>Yard</th>
<th>WO # 2562134</th>
</tr>
</thead>
<tbody>
<tr>
<td>Location</td>
<td>Falls Rd</td>
<td>242-23</td>
<td>Switch I.D.</td>
<td>2562134</td>
</tr>
<tr>
<td>Facing</td>
<td></td>
<td>Trailing</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### Rail Points

<table>
<thead>
<tr>
<th>No.</th>
<th>Point to Point</th>
<th>Point Condition</th>
<th>Point Throw</th>
<th>Min 3 1/2” on house top point protector</th>
</tr>
</thead>
<tbody>
<tr>
<td>4</td>
<td>5 1/4”</td>
<td>Y R</td>
<td></td>
<td></td>
</tr>
<tr>
<td>5</td>
<td>R 4 3/8”</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### Point Opening

<table>
<thead>
<tr>
<th>No.</th>
<th>3 1/4”</th>
<th>5 3/4”</th>
</tr>
</thead>
<tbody>
<tr>
<td>R</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### Other

<table>
<thead>
<tr>
<th>No.</th>
<th>Heel Spread in Inches</th>
<th>Stock Rail</th>
</tr>
</thead>
<tbody>
<tr>
<td>10</td>
<td></td>
<td>13 Bend</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### General Condition of the Points

<table>
<thead>
<tr>
<th>No.</th>
<th>Stock Rail</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td></td>
</tr>
</tbody>
</table>

### Gage

<table>
<thead>
<tr>
<th>No.</th>
<th>Heel of Switch</th>
</tr>
</thead>
<tbody>
<tr>
<td>10</td>
<td>Main</td>
</tr>
<tr>
<td></td>
<td>Turnout</td>
</tr>
</tbody>
</table>

### Surface of Switch

<table>
<thead>
<tr>
<th>No.</th>
<th>Using a 6” cord</th>
</tr>
</thead>
<tbody>
<tr>
<td>33</td>
<td></td>
</tr>
</tbody>
</table>

### Head Block free

<table>
<thead>
<tr>
<th>No.</th>
<th>Switch Target / Lamp</th>
</tr>
</thead>
<tbody>
<tr>
<td>36</td>
<td></td>
</tr>
</tbody>
</table>

### Lubrication

<table>
<thead>
<tr>
<th>No.</th>
<th>Latches</th>
</tr>
</thead>
<tbody>
<tr>
<td>37</td>
<td>OK</td>
</tr>
</tbody>
</table>

### Switch Inspection Report / Semi-Annual

<table>
<thead>
<tr>
<th>No.</th>
<th>Jam Nuts</th>
<th>Washers</th>
</tr>
</thead>
<tbody>
<tr>
<td>20</td>
<td></td>
<td></td>
</tr>
<tr>
<td>21</td>
<td>OK</td>
<td></td>
</tr>
</tbody>
</table>

### Remarks on Page 3

<table>
<thead>
<tr>
<th>No.</th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>36</td>
<td>Insulated Joints</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
Frog Inspection Report / Semi-Annual

Page 2 of 3

Mainline 1 2 Yard WO # 25 C 2134

Date 9-20-16 Inspection Crews M Polceat T Schisler B A Rabette

1 Location
2 Switch I.D. #: 3422 B
3 Facing: X Trailing
44 Frog Track N R Y R
46 Frog #: 10
48 Frog Point Condition S Y R Y R
47 Condition of Frog S Y R
48 Surface of Frog S Y R

49 Thrust in Inches: 3 3/8
50 Flangeway Depth: 2
Flangeway Depth must not be less than 1 1/2"

Gage
51 Main Track 56 7/16
52 Turnout Track 56 9/16
Gage must not be less than 56" for any Class

Guard Rails
53 Guard Rail Gage: N 54 3/4 R 54 5/8
Guard Rail Gage must be less than 54 3/8"
54 Back to Back: N 52 3/4 R 52 3/4
Back to Back must be less than 53 1/8"

54 Condition S Y R
55 Location of Guard Rail (Relation to Point) S Y R

Guard Rail Clamps
56 Main Track S Y R N/A
57 Turnout Track S Y R N/A

Class 1 Gage: 56" to 57 1/2"
More than 57 1/2" Out of Service
Class 3 Gage: 56" to 57"
More than 57" to 57 1/4" downgrade to

Class 2 and get a Y

Remarks on page 3

Turnout Ties
58 Condition S Y R
59 Rail Movement S Y R

Tie Plates
60 Lead S Y R

Guard Rail Flangeway
61 Guard Rail Flangeway: S Y R: N 1/4 R 1 7/8
Guard Rail Flangeway can not be less than 1 1/2"
62 Guard Rail Plates S Y R

Bolts
64 Loose 0 N/A
65 Missing 0 N/A

 Rivets (Huck)
66 Loose 0 N/A
67 Missing 0 N/A
68 Nuts Missing 0 N/A
69 Cotter Pins Missing 0 N/A
70 Washers: OK Broken Missing

71 Hold Down Devices S Y R N/A
72 Spring Housing S Y R N/A
73 Derails S Y R N/A

74 Maximum difference in any 31" in Cross
Level on the siding from the Frog Point to
60' beyond last long tie

Difference

75 Condition of Line thru entire turnout S Y R
Switch  342 3B  Date  9-20-16  WO #  2562134

LH ST PT MICRO CRACKING
DETECTOR ROD COVER MISSED
COPPER CRACK PLATES

All rules comply with the MTA Field Guide for Track Inspections updated April 2006

All rules are class 3 for Mainline track and class 1 for Yard tracks

S All items inspected are in compliance

Y Attention needed

R Immediate attention required or Out of Service

Reviewed by: _______________________________ Date: __________________________
Switch Inspection Report / Semi-Annual

Mainline 1 2 Yard 2562504

Inspection Crew

1 Location 22 Standard Joints
2 Switch I.D. # 699-3 G Y R N/A
3 Facing: Trailing X

Rail Points
4 Point to Point 57

5 Point Condition
SYR

6 Point Throw Nothing less than 4" or greater than 8"
Min 3 1/2" on house top point protector

7 Point Opening
N 5 3/4 R 5 3/8

8 PR

9 General Condition of the Points
SYR

10 Heel of Switch
a) Main 5 3/4
a) Turnout 5 3/4

11 Gage ahead of Bend
Must not be less than 58" or more than 67" for "R"

1 Heel Spread in Inches
a) Turnout 5/4
a) Main 5/4

Stock Rail
13 Bend
S Y R

14 Condition
S Y R

Bolts
16 Loose 0 N/A
18 Missing 0 N/A

Rivets (Huck Bolts)
17 Loose 0 N/A
19 Missing 0 N/A
19 Cotter Pins missing 0 N/A

20 Jam Nuts Loose 0 N/A
21 Washers OK Broken Missing

Remarks on Page 3

JEWMEM Mod. 09-15-09
| 1 Location | 2 Switch I.D. | 3 Facing | 44 Frog Track | 45 Frog # | 46 Frog Point Condition | 47 Condition of Frog | 48 Surface of Frog | 49 Throat in inches | 50 Flange Way Depth | 51 Main Track | 52 Turnout Track | 53 Guard Rail Gage | 54 Back to Back | 55 Location of Guard Rail (Relation to Point) | 56 Main Track | 57 Turnout Track | Street | 64 Loose | 65 Missing | 66 Loose | 67 Missing | 68 Nut Missing | 69 Cotter Pin Missing | 70 Washer | 71 Hold Down Devices | 72 Spring Housing | 73 Derail | 74 Maximum difference in any 31' in Cross | 75 Condition of Line thru entire turnout |
|------------|--------------|----------|---------------|-----------|------------------------|---------------------|------------------|-------------------|-------------------|---------------|----------------|----------------|---------------|-----------------------------|-------------|----------------|--------|----------------|--------------|----------------|---------------|----------------|---------------|----------------|----------------|----------------|----------------|----------------|------------------|----------------|
|            |              |          | N              |           |                        |                     |                  | 2 3/4             | -                 |               |               |                 |               |                            |             |                |        |                  |              |                |               |                  |              |               |                 |               |                |                  |                  |                  |                  |                  |                  |
| Class 1 Gage 56" to 57 1/2" | More than 57 1/3" Out of Service | Class 3 Gage 56" to 67" | More than 57" to 57 1/4" downgrade to |

### Turnout Ties

- 58 Condition
- 59 Rail Movement
- 60 Lead
- 61 Guard Rail Flange Way
- 62 Guard Rail Plates
- 63 Pin Plate
- 64 Rods
- 65 Missing
- 66 Rods
- 67 Missing
- 68 Nut Missing
- 69 Cotter Pin Missing
- 70 Washer
- 71 Hold Down Devices
- 72 Spring Housing
- 73 Derail
- 74 Maximum difference in any 31" in Cross
- 75 Condition of Line thru entire turnout

### Remarks on page 3
Switch: 699-3  Date: 9-20-16  WO #: 2562504

RH CV PT Micro Cracking
1H ST PT Micro Cracking

All rules comply with the MTA Field Guide for Track Inspections updated April 2006

All rules are class 3 for Mainline track and class 1 for Yard tracks

S All items inspected are in compliance

Y Attention needed

R Immediate attention required or Out of Service

Reviewed by: ___________________________  Date: ___________________________