Work Order Details (Tr)

WO # 3325937  Semi Annual Switch Inspection

1) Groove wore in RH CV St Rail--5' L x 1/8" D
2) 1-loose frog bolt..

<table>
<thead>
<tr>
<th>Alias: 024BWMOWSWW</th>
<th>Track switch,R,8,FACING</th>
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</thead>
<tbody>
<tr>
<td>Asset: 1257767</td>
<td>Location: CMBW1024</td>
</tr>
<tr>
<td>Serial Number:</td>
<td>Manufacturer:</td>
</tr>
<tr>
<td>Service Address:</td>
<td>License:</td>
</tr>
<tr>
<td></td>
<td>Chain Markers BWI, 24BW</td>
</tr>
<tr>
<td></td>
<td>Status: OPERATING</td>
</tr>
<tr>
<td></td>
<td>Type: FLEET</td>
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</table>

Meters:

<table>
<thead>
<tr>
<th>CI:</th>
<th>Description</th>
<th>Unit of Measure</th>
<th>Last Reading Date</th>
<th>Last Reading</th>
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<table>
<thead>
<tr>
<th>CI:</th>
<th>Site: LTRAIL</th>
<th>Priority: 1</th>
<th>Work Type: LOG</th>
<th>Status: WAPPR</th>
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<tbody>
<tr>
<td>Sched Start:</td>
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<tr>
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<tr>
<td>Actual Start:</td>
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<td>Actual Finish:</td>
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<td>Report Date:</td>
<td>3/12/18</td>
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<tr>
<td>Reported By:</td>
<td>JVERAS</td>
<td></td>
<td></td>
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<td>Requestor of Work:</td>
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Specification

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<tbody>
<tr>
<td>LTRAIL_DESCRIPTION</td>
<td>LTRAIL_DESCRIPTION</td>
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plustwoprint.rptdesign  Mar 12, 2018, 2:28 PM
Work Order Details (Tr)

WO # 3325937  Semi Annual Switch Inspection
1) Groove wore in RH CV St Rail--5' L x 1/8" D
2) 1-loose frog bolt..

<table>
<thead>
<tr>
<th>Specification</th>
<th>Attribute</th>
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<th>ALN Value</th>
<th>Numeric Value</th>
<th>Unit of Measure</th>
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</table>

Mar 12, 2018, 2:28 PM
Work Order Details (Tr)

WO # 3325937  Semi Annual Switch Inspection

1) Groove wore in RH CV St Rail--5' L x 1/8'' D
2) 1-loose frog bolt..

<table>
<thead>
<tr>
<th>WO</th>
<th>Description</th>
<th>Class</th>
<th>Status</th>
<th>Relationship</th>
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<tbody>
<tr>
<td>2684822</td>
<td>Semi Annual Switch Inspection</td>
<td>WORKORDER</td>
<td>WAPPR</td>
<td>ORIGINATOR</td>
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Date Completed

Completed By

Supervisor
Mainline | 1 | 2 | Yard | WO # 2684822

<table>
<thead>
<tr>
<th>Date</th>
<th>Inspection Crew</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 Location</td>
<td>ANDOVER</td>
</tr>
<tr>
<td>2 Switch I.D. #</td>
<td>2Y-</td>
</tr>
<tr>
<td>3 Facing</td>
<td>Trailing</td>
</tr>
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</table>

<table>
<thead>
<tr>
<th>Rail Points</th>
</tr>
</thead>
<tbody>
<tr>
<td>4 Point to Point</td>
</tr>
<tr>
<td>5 Point Condition</td>
</tr>
<tr>
<td>6 Point Throw</td>
</tr>
</tbody>
</table>

Min 3 ½" on house top point protector
N A ¾ R BLOCKED

<table>
<thead>
<tr>
<th>Point Opening</th>
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<tbody>
<tr>
<td>N 5 ½ R BLOCKED</td>
</tr>
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<table>
<thead>
<tr>
<th>Fr</th>
</tr>
</thead>
<tbody>
<tr>
<td>8</td>
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</table>

<table>
<thead>
<tr>
<th>General Condition of the Points</th>
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<tbody>
<tr>
<td>Y R</td>
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<table>
<thead>
<tr>
<th>Heel of Switch</th>
</tr>
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<tbody>
<tr>
<td>a) Main</td>
</tr>
<tr>
<td>a) Turnout</td>
</tr>
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</table>

<table>
<thead>
<tr>
<th>Gage ahead of Bend</th>
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</thead>
<tbody>
<tr>
<td>Must not be less than 68&quot; or more than 87&quot; for &quot;S&quot;</td>
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</table>

<table>
<thead>
<tr>
<th>Heel Spread In Inches</th>
</tr>
</thead>
<tbody>
<tr>
<td>a) Turnout</td>
</tr>
<tr>
<td>a) Main</td>
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</table>

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

<table>
<thead>
<tr>
<th>Bolts</th>
</tr>
</thead>
<tbody>
<tr>
<td>15 Loose</td>
</tr>
<tr>
<td>16 Missing</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Rivets (Huck Bolts)</th>
</tr>
</thead>
<tbody>
<tr>
<td>17 Loose</td>
</tr>
<tr>
<td>18 Missing</td>
</tr>
<tr>
<td>19 Cotter Pins missing</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Jam Nuts Loose</th>
</tr>
</thead>
<tbody>
<tr>
<td>20 Loose</td>
</tr>
<tr>
<td>21 Washers OK Broken</td>
</tr>
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</table>

<table>
<thead>
<tr>
<th>Remarks on Page 3</th>
</tr>
</thead>
<tbody>
<tr>
<td>JBW/DEM Mod. 09-15-08</td>
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<tr>
<td>Mainline</td>
</tr>
<tr>
<td>----------</td>
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<tr>
<td>Location</td>
</tr>
<tr>
<td>Switch I.D.</td>
</tr>
<tr>
<td>Facing</td>
</tr>
<tr>
<td>44 Frog Tread</td>
</tr>
<tr>
<td></td>
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<tr>
<td>48 Frog #</td>
</tr>
<tr>
<td>46 Frog Point Condition</td>
</tr>
<tr>
<td>47 Condition of Frog</td>
</tr>
<tr>
<td>48 Surface of Frog</td>
</tr>
<tr>
<td>49 Throat in Inches</td>
</tr>
<tr>
<td>50 Flangeway Depth</td>
</tr>
<tr>
<td>Flangeway Depth must not be less than 1 1/2&quot;</td>
</tr>
<tr>
<td>Gage</td>
</tr>
<tr>
<td>52 Turnout Track</td>
</tr>
<tr>
<td>Gage must not be less than 56&quot; for any Class</td>
</tr>
<tr>
<td>Guard Rail</td>
</tr>
<tr>
<td>Guard Rail Gage must be less than 54 3/8&quot;</td>
</tr>
<tr>
<td>54 Back to Back</td>
</tr>
<tr>
<td>Back to Back must be less than 63 1/2&quot;</td>
</tr>
<tr>
<td>54 Condition</td>
</tr>
<tr>
<td>55 Location of Guard Rail (Relation to Point)</td>
</tr>
<tr>
<td>Guard Rail Clamps</td>
</tr>
<tr>
<td>57 Turnout Track</td>
</tr>
<tr>
<td>Class 1 Gage 56&quot; to 57 1/2&quot;</td>
</tr>
<tr>
<td>More than 57 1/2&quot; Out of Service</td>
</tr>
<tr>
<td>Class 3 Gage 56&quot; to 57&quot;</td>
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<tr>
<td>More than 57&quot; to 57 1/4&quot; down grade to</td>
</tr>
<tr>
<td>Class 2 and gets a Y</td>
</tr>
<tr>
<td>Turnout Ties</td>
</tr>
<tr>
<td>59 Rail Movement</td>
</tr>
<tr>
<td>Tie Plates</td>
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<tr>
<td>61 Guard Rail Flangeway</td>
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<tr>
<td>Guard Rail Flangeway can not be less 1 1/2&quot;</td>
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<tr>
<td>62 Guard Rail Plates</td>
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<tr>
<td>63 Frog Plates</td>
</tr>
<tr>
<td>Bolts</td>
</tr>
<tr>
<td>65 Missing</td>
</tr>
<tr>
<td>Rivets (Huck)</td>
</tr>
<tr>
<td>67 Missing</td>
</tr>
<tr>
<td>68 Nuts Missing</td>
</tr>
<tr>
<td>69 Cotter Pins Missing</td>
</tr>
<tr>
<td>70 Washers OK Broken Missing</td>
</tr>
<tr>
<td>71 Hold Down Devices</td>
</tr>
<tr>
<td>72 Spring Hanger</td>
</tr>
<tr>
<td>73 Derails</td>
</tr>
<tr>
<td>74 Maximum difference in any 36&quot; in Cross</td>
</tr>
<tr>
<td>Level on the siding from the Frog Point to</td>
</tr>
<tr>
<td>50&quot; beyond last long tie</td>
</tr>
<tr>
<td>OK Difference</td>
</tr>
<tr>
<td>75 Condition of Line thru entire turnout</td>
</tr>
</tbody>
</table>

Remarks on page 3
Switch 24  
Date  
WO # 2684827

Groove wore in RH CV STRAIL - 5'L x 3/8"D
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: ___________________________
## Work Order Details (Tr)

Crew ID: null  
WO # 2643699

**Perform per SOP LR.05.03.10.05.00 QAFCT**

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<th>Alias: CIHANOVER</th>
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<tbody>
<tr>
<td>LR Systems, CIH, Andover</td>
<td>Chain Marker BWI, 22, Andover Road Prtctd Xing, 908966D</td>
<td>Type: FLEET</td>
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<tr>
<td>Asset: 1260611</td>
<td>Year:</td>
<td>Manufacturer:</td>
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<td>Serial Number:</td>
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<tr>
<td>Service Address: 1155 344 West North Ave, Baltimore MD</td>
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### Meters:

<table>
<thead>
<tr>
<th>Cl:</th>
<th>Description</th>
<th>Unit of Measure</th>
<th>Last Reading Date</th>
<th>Last Reading</th>
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<tbody>
<tr>
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### Mileage Meter:

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<td>Situation</td>
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<td>Present?</td>
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<td>PM Num:</td>
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### Details:

- **Sched Start:**
- **Sched Finish:**
- **Target Start:** 11/28/16
- **Target Finish:** 11/28/16
- **Actual Start:** 11/28/16
- **Actual Finish:** 11/28/16
- **Report Date:** 11/1/16
- **Reported By:** MTACRON
- **Requestor of Work:**

---

Job Plan:  
Job Desc:  
Supervisor:  
Lead:  
Owner:  
Owner Group:  
Service:  
Service Group:  
Classification:  
Part Failure:

Mar 16, 2018, 10:36 AM

Page 1 / 2
<table>
<thead>
<tr>
<th>Item</th>
<th>Value</th>
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<tr>
<td>Location</td>
<td>ANDOVER</td>
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<tr>
<td>Switch I.D. #</td>
<td>2Y</td>
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</tr>
<tr>
<td>Facing</td>
<td>Trailing</td>
<td></td>
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<tr>
<td>Rail Points</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Point to Point</td>
<td>51 3/16</td>
<td></td>
</tr>
<tr>
<td>Point Condition</td>
<td>Y R</td>
<td></td>
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<tr>
<td>Point Throw</td>
<td>Nothing less than 4&quot; or greater than 5&quot;</td>
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<tr>
<td>Min 3 1/2&quot; on house top point protector</td>
<td>N 4 3/4</td>
<td>R Blocked</td>
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<tr>
<td>Point Opening</td>
<td>N 5/8</td>
<td>R Blocked</td>
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<tr>
<td>General Condition of the Points</td>
<td>Y R</td>
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</tr>
<tr>
<td>Gage</td>
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<tr>
<td>Heel of Switch</td>
<td>Main 5/8</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Turnout 5/8</td>
<td></td>
</tr>
<tr>
<td>Gage ahead of Bend</td>
<td>5/8</td>
<td></td>
</tr>
<tr>
<td>Must not be less than 66&quot; or more than 67&quot; for &quot;8&quot;</td>
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<tr>
<td>Heel Spread in inches</td>
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<tr>
<td>Turnout</td>
<td>6 5/8</td>
<td></td>
</tr>
<tr>
<td>Main</td>
<td>6 5/8</td>
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</tr>
<tr>
<td>Stock Rail</td>
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<td>Y R</td>
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<td>Condition</td>
<td>Y R</td>
<td></td>
</tr>
<tr>
<td>Bolts</td>
<td></td>
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</tr>
<tr>
<td>Loose</td>
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<td></td>
</tr>
<tr>
<td>Missing</td>
<td>N/A</td>
<td></td>
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<tr>
<td>Rivets (Huck Bolts)</td>
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<td></td>
</tr>
<tr>
<td>Loose</td>
<td>N/A</td>
<td></td>
</tr>
<tr>
<td>Missing</td>
<td>N/A</td>
<td></td>
</tr>
<tr>
<td>Cotter Pins missing</td>
<td>N/A</td>
<td></td>
</tr>
<tr>
<td>Jam Nuts Loose</td>
<td>N/A</td>
<td></td>
</tr>
<tr>
<td>Washers OK</td>
<td>Broken</td>
<td>Missing</td>
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<tr>
<td>Remarks on Page 1</td>
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</tr>
<tr>
<td>Insulated Joints</td>
<td>Y R</td>
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</tr>
</tbody>
</table>

Switch Inspection Report / Semi-Annual

Date: [Blank]
Inspection Crew: [Blank]

WO #: 2684822

22 Standard Joints
23 Switch Plates
24 Adjustable Braces
25 Non-Adjustable Braces
26 Front Rod
27 #1 Rod (Basket Rod)
28 #2 Rd
29 #3 Rod
30 #4 Rod
31 Closure Rail
32 Surface of Switch
33 Head Block ties
34 Switch Adjustments
35 Lubrication
36 Switch Target / Lampe
37 Latches
38 Locks
39 General Condition
40 Insulated Joints
Location
2 Switch I.D. #
3 Facing
4 Frog Tread
5 Frog #
6 Frog Point Condition
7 Condition of Frog
8 Surface of Frog
9 Throat in Inches
8 Flange Way Depth
Flange Way 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 Condition
55 Location of Guard Rail (Relation to Point)
56 Main Track
57 Turnout Track
Guard Rail Clamps
58 N/A
59 N/A
60 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" down grade to

Rivets (Huck)
66 Loose
67 Missing
68 Nuts Missing
69 Cotter Pins Missing
70 Washers Broken

Hold Down Devices
71 N/A
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

Condition of Line thru entire turnout
8 Y R

Remarks on page 3
Switch 24

Date

WO # 2684822

Groove worn in RH cur. rail - 5' x \frac{3}{8}' D
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

Mainline 1 2 Yard WO # 2643711

Date ____________________________ Inspection Crew W. Byrsh A. Robecke C. Lam

Location
2 Switch I.D. # 367-1 B
3 Facing __________

Rail Points
4 Point to Point ________________
5 Point Condition ____________
6 Point Throw Nothing less than 4" or greater than 5"
   Min 3 1/2" on house top point protector ________________

7 Point Opening ________________

8 FR ____________________________
9 General Condition of the Points ____________________________

Gage:
10 Heel of Switch ________________
   a) Main ________________
   b) Turnout ________________
11 Gage ahead of Bend ________________
   Must not be less than 56" or more than 58" for "8"

12 Heel Spread in Inches ________________
   a) Turnout ________________
   b) Main ________________

Stock Rail
13 Bend ____________________________
14 Condition ____________________________

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 __________ N/A

Remarks on Page 3

JBW/WWEM Mod, 02-15-08
Frog Inspection Report / Semi-Annual

Mainline 1 2 Yard WO # 264371

Date 11-13-16 Inspection Crew: W. Bryant & L. M. A. Rabette

Location Cmeade Jct.
2 Switch I.D. # 367-1B
3 Facing X Trailing
44 Frog Tread N SYR SYR
45 Frog # 10
46 Frog Point Condition SYR
47 Condition of Frog SYR
48 Surface of Frog SYR
49 Thrust to Inch 3/16
50 Flange Gap Depth Flange Depth must not be less than 1 1/2

Turnout Ties
58 Condition SYR
59 Rail Movement SYR
60 Ten Plates SYR
61 Guard Rail Flange
62 Guard Rail Plates SYR
63 Frog Plates SYR

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 9/16 R 54 9/16
Guard Rail Gage must be less than 54 3/8
Back to Back N 52 3/4 R 52 3/4
Back to Back must be less than 53 1/8

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

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

Notes
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 Pin Missing 0 N/A

70 Washers OK Broken Missing

71 Hold Down Devices SYR N/A
72 Spring Housing SYR N/A
73 Details SYR N/A

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

75 Condition of Line thru entire turnout SYR

Remarks on page 3
Frog point chipped out.
2" long 1 1/8 deep.

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>235 2442</th>
</tr>
</thead>
<tbody>
<tr>
<td>Date:</td>
<td>4/16/16</td>
<td>Inspection Crew: Maynard T. Shugler (A Bobetti)</td>
<td></td>
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</table>

<table>
<thead>
<tr>
<th>1 Location</th>
<th>126</th>
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<tbody>
<tr>
<td>2 Switch I.D. #</td>
<td>126</td>
</tr>
<tr>
<td>3 Facing</td>
<td>Trailing</td>
</tr>
</tbody>
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**Rail Points**

<table>
<thead>
<tr>
<th>4 Point to Point</th>
<th>57 3/8</th>
</tr>
</thead>
<tbody>
<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>Min 3 1/2&quot; on house top point protector</td>
<td>N</td>
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<table>
<thead>
<tr>
<th>7 Point Opening</th>
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<tbody>
<tr>
<td>N</td>
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<table>
<thead>
<tr>
<th>8 Gage</th>
<th>Y R</th>
</tr>
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<tbody>
<tr>
<td>9 General Condition of the Points</td>
<td>Y R</td>
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**Gage**

<table>
<thead>
<tr>
<th>10 Heel of Switch</th>
</tr>
</thead>
<tbody>
<tr>
<td>a) Main</td>
</tr>
<tr>
<td>a) Turnout</td>
</tr>
<tr>
<td>11 Gage ahead of Bend</td>
</tr>
<tr>
<td>Must not be less than 56&quot; or more than 67&quot; for &quot;S&quot;</td>
</tr>
<tr>
<td>- Heel Spread in Inches</td>
</tr>
<tr>
<td>a) Turnout</td>
</tr>
<tr>
<td>a) Main</td>
</tr>
</tbody>
</table>

**Stock Rail**

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

**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 | Broken | Missing |

**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 |

**Surface of Switch**

| 32 | 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 | 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 3**

JWEM Mod: 08-15-08
<table>
<thead>
<tr>
<th>Mainline</th>
<th>1</th>
<th>2</th>
<th>Yard</th>
<th>WO # 235 244-2</th>
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<tbody>
<tr>
<td>Date:</td>
<td>4/16/16</td>
<td>Inspection Crew: MPOLLARD T.SCHIEBER GLAN A.RABETTE</td>
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| 1 Location | 12 |
| 2 Switch I.D. # | YR |
| 3 Facing | TREADING |
| 44 Frog Tread | N YR |
| 45 Frog # | Y |
| 46 Frog Point Condition | YR |
| 47 Condition of Frog | YR |
| 48 Surface of Frog | YR |
| 49 Throat in Inches | 3 1/2 |
| 50 Flangeway Depth | 2 |
| **Flangeway Depth must not be less than 1 1/2** |

**Gage**

| 51 Main Track | 57 1/2 |
| 52 Turnout Track | 57 1/2 |

*Gage must not be less than 56" for any Class*

**Guard Rails**

| 53 Guard Rail Gage N | 54 1/2 R | 54 1/2 |
| Guard Rail Gage must be less than 54 3/8" |

| 54 Back to Back | N 52 9/16 R | 52 9/16 |

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

| 55 Condition | YR |
| 56 Location of Guard Rail (Relation to Point) | YR |

**Guard Rail Clamps**

| 58 Main Track | N/A |
| 59 Turnout Track | N/A |

**Class 1 Gage 58" 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" down grade to**

**Class 2 and gets a Y**

**Remarks on page 3**
Switch 124
Date 4/6/16
WO # 235 2442

MICRO CRACKING STA CLOSURE
MICRO CRACKING STA STOCK RAIL
MICRO CRACKING SHELLING FROG PT + THROAT

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: James Lee Date: 4/7/16
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<td>Rail Points</td>
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<td>51/2</td>
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<td>Point Condition</td>
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<tr>
<td>Point Throw</td>
<td>Nothing less than 4&quot; or greater than 5&quot; Min 3 1/2&quot; on house top point protector</td>
<td>N 4 1/2 R 4 1/2</td>
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<td>10 Heel of Switch</td>
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<tr>
<td>a) Main</td>
<td>50 1/2</td>
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<td>b) Turnout</td>
<td>50 3/8</td>
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<tr>
<td>11 Gage ahead of Bend</td>
<td>50 3/8</td>
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<tr>
<td>Must not be less than 58&quot; or more than 57&quot; for &quot;S&quot;</td>
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<td>a) Turnout</td>
<td>1/4</td>
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<td>b) Main</td>
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<tr>
<td>13 Bend</td>
<td>S Y R</td>
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<td>14 Condition</td>
<td>S Y R</td>
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<td>Bolts</td>
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<tr>
<td>15 Loose</td>
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<tr>
<td>16 Missing</td>
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<td>Rivets (Huck Bolts)</td>
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<td>17 Loose</td>
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<td>18 Missing</td>
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<td>19 Cotter Pins missing</td>
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<td>20 Jam Nuts Loose</td>
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<tr>
<td>21 Washers</td>
<td>OK</td>
<td>Broken</td>
<td>Missing</td>
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<tr>
<td>Remarks on Page 3</td>
<td></td>
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**Date:** 4/6/6
**Inspection Crew:** A. E. REDDIN

<table>
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<th>Item</th>
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<td>3 Facing</td>
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<td>Trail</td>
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<tr>
<td>44 Frog Tread</td>
<td>N</td>
<td>3 Y R</td>
</tr>
<tr>
<td></td>
<td>R</td>
<td>3 Y R</td>
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<tr>
<td>45 Frog #</td>
<td>10</td>
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<tr>
<td>46 Frog Point Condition</td>
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<td>3 Y R</td>
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<tr>
<td>47 Condition of Frog</td>
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<td>3 Y R</td>
</tr>
<tr>
<td>48 Surface of Frog</td>
<td></td>
<td>3 Y R</td>
</tr>
<tr>
<td>49 Throat in Inches</td>
<td></td>
<td>3 3/6</td>
</tr>
<tr>
<td>50 Flangeeway Depth</td>
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<td>3</td>
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<td></td>
<td>Flangeeway Depth must not be less than 1 1/2&quot;</td>
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<tr>
<td>52 Turnout Track</td>
<td></td>
<td>5 3/4</td>
</tr>
<tr>
<td></td>
<td>Gage must not be less than 66&quot; for any Class</td>
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<tr>
<td>54 Back to Back</td>
<td></td>
<td>5 2 3/4</td>
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<td>Back to Back must be less than 63 1/2&quot;</td>
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<td>55 Location of Guard Rail (Relation to Point)</td>
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<td>56 Main Track</td>
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<td>57 Turnout Track</td>
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<td>58 Condition</td>
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<td>3 Y R</td>
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<td>59 Rail Movement</td>
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<td>61 Guard Rail Flangeeway</td>
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<td>3 Y R</td>
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<td>62 Guard Rail Flangeeway can not be less than 1 1/2&quot;</td>
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<td>64 Locom</td>
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<td>69 Cotter Pin Missing</td>
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</tr>
<tr>
<td>70 Washers</td>
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<td>OK Broken</td>
</tr>
<tr>
<td>71 Hold Down Devices</td>
<td></td>
<td>3 Y R</td>
</tr>
<tr>
<td>72 Spring Housing</td>
<td></td>
<td>3 Y R</td>
</tr>
<tr>
<td>73 Derails</td>
<td></td>
<td>3 Y R</td>
</tr>
<tr>
<td>74 Maximum difference in any 31' in Cross</td>
<td></td>
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</tr>
<tr>
<td></td>
<td>Level on the siding from the Frog Point to</td>
<td></td>
</tr>
<tr>
<td></td>
<td>50' beyond last long tie</td>
<td>OK Difference</td>
</tr>
<tr>
<td>75 Condition of Line thru entire turnout</td>
<td></td>
<td>3 Y R</td>
</tr>
</tbody>
</table>

**Class 2 and gate Y**

**Remarks on page 3**
Switch: 20718  Date: 4/6/16  WO #: 2351990

PH STL. Point  Micro Cracking/Sheeling By #3 & #4 Rods
LH STL. Stall Rail By Heel - Small Spot
Frog Pt Starting To Micro Crack

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: [Signature]  Date: 4/7/16
Switch Inspection Report / Semi-Annual

Mainline 1 2  Yard
Date: 4/1/16
Location
2 Switch I.D. # 30 38
3 Facing: X Trailing

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

8 Y R
9 General Condition of the Points 3 Y R

Gage
10 Heel of Switch
a) Main .56 3/8
b) Turnout .56
11 Gage ahead of Bend .6 3/4
Must not be less than 66" or more than 67" for "R"

Heel Spread in inches
a) Turnout (0 3/4)
b) Main (1 3/4)

Stock Rail
13 Bend 3 Y R
14 Condition 3 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
20 Jam Nuts Loose 0 N/A
21 Washers (OK) Broken 0 Missing

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

Surface of Switch
32 Using a 32" 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 3 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 3 Y R
40 Insulated Joints 3 Y R

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

**Mainline** 1 2  
**Yard**  
**WO #** 2351884  
**Date:** 4/2/19  
**Inspection Crew:** Schuster, Holland, Lam, Rabe, Nelson  

| Location | Switch I.D. # | Facing | Frog Tread | 45 Frog # | 46 Frog Point Condition | 47 Condition of Frog | 48 Surface of Frog | 49 Throat in inches | 50 Flangeway Depth | 51 Main Track | 52 Turnout Track | 54 Back to Back | 54 Condition | 55 Location of Guard Rail (Relation to Point) | Guard Rail Clamps | 56 Main Track | 57 Turnout Track | 58 Condition | 59 Rail Movement | 60 Lead | 61 Guard Rail Flangeway | 62 Guard Rail Plates | 63 Flanges | 64 Nut | 65 Washer | 66 Spring Housing | 67 Derail | 68 Cotter Pin | 69 Washer | 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 |
|-----------|---------------|--------|------------|-----------|--------------------------|---------------------|---------------------|---------------------|-------------------|---------------|---------------|----------------|-------------|-----------------------------------------------|---------------------|---------------|---------------|-------------|----------------|--------|--------------------------|-------------------|--------------|---------------|-----------------|----------------|----------------|-----------------|----------------|-----------------|----------------------|----------------|----------------|-----------------------|----------------|----------------|-------------------|
| 1         | 30 3B         | T      | N          | 3          | **56 1/4**               | **56 1/4**          | **56 1/4**         | **56 1/4**         | **56 1/4**        | **56 1/4**     | **56 1/4**     | **56 1/4**     | **56 1/4**     | **56 1/4**                     | **56 1/4**          | **56 1/4**     | **56 1/4**     | **56 1/4**   | **56 1/4**        | **56 1/4** | **56 1/4**               | **56 1/4**          | **56 1/4**   | **56 1/4**     | **56 1/4**   | **56 1/4**        | **56 1/4** | **56 1/4**               | **56 1/4**          | **56 1/4**   | **56 1/4**     | **56 1/4**   | **56 1/4**        | **56 1/4** | **56 1/4**               |
| 2         |               |        | R          | 3          | **56 1/4**               | **56 1/4**          | **56 1/4**         | **56 1/4**         | **56 1/4**        | **56 1/4**     | **56 1/4**     | **56 1/4**     | **56 1/4**     | **56 1/4**                     | **56 1/4**          | **56 1/4**     | **56 1/4**     | **56 1/4**   | **56 1/4**        | **56 1/4** | **56 1/4**               | **56 1/4**          | **56 1/4**   | **56 1/4**     | **56 1/4**   | **56 1/4**        | **56 1/4** | **56 1/4**               | **56 1/4**          | **56 1/4**   | **56 1/4**     | **56 1/4**   | **56 1/4**        | **56 1/4** | **56 1/4**               |

**Class 1 Flange 56" to 57 1/2"**  
**More than 57 1/2" Out of Service**  
**Class 2 Flange 56" to 57"**  
**More than 57" to 57 1/4" down grade to**  

**Class 2 and gets a Y**  

**Remarks on page 3**
Switch: 30 3B  Date: 4/22/16  WO #: 2351884

1. MACHINE TIMBER ROTTED
2. 9' ROTTED
3. 10' ROTTED

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: Jamm Reason  Date: 4/22/16
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<td>2 Switch I.D. #</td>
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<td>3 Facing</td>
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<table>
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<tr>
<th>Rail Points</th>
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<tbody>
<tr>
<td>4 Point to Point</td>
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<tr>
<td>5 Point Condition</td>
</tr>
<tr>
<td>6 Point Throw</td>
</tr>
<tr>
<td>Min 3 1/2&quot; on house top point protector</td>
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<thead>
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<th>Switch Rods</th>
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<tbody>
<tr>
<td>26 Front Rod</td>
</tr>
<tr>
<td>27 #1 Rod (Basket Rod)</td>
</tr>
<tr>
<td>28 #2 Rod</td>
</tr>
<tr>
<td>29 #3 Rod</td>
</tr>
<tr>
<td>30 #4 Rod</td>
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<table>
<thead>
<tr>
<th>General Condition of the Points</th>
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<tbody>
<tr>
<td>S Y R</td>
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<table>
<thead>
<tr>
<th>Gauge</th>
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<tr>
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</tr>
<tr>
<td>a) Main</td>
</tr>
<tr>
<td>b) Turnout</td>
</tr>
<tr>
<td>11 Gauge ahead of Band</td>
</tr>
<tr>
<td>Must not be less than 56&quot; or more than 67&quot; for &quot;S&quot;</td>
</tr>
<tr>
<td>13&quot; Heel Spread in Inches</td>
</tr>
<tr>
<td>a) Main</td>
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<table>
<thead>
<tr>
<th>Stock Rail</th>
</tr>
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<tbody>
<tr>
<td>13 Bend</td>
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<tr>
<td>14 Condition</td>
</tr>
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<table>
<thead>
<tr>
<th>Bolts</th>
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<tbody>
<tr>
<td>15 Loose</td>
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<td>16 Missing</td>
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</table>

<table>
<thead>
<tr>
<th>Rivets (Huck Bolts)</th>
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<tbody>
<tr>
<td>17 Loose</td>
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<tr>
<td>18 Missing</td>
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<tr>
<td>19 Cotter Pins Missing</td>
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<table>
<thead>
<tr>
<th>Jam Nuts</th>
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<tr>
<td>Loose</td>
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<td>20 Washers</td>
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<tr>
<td>JEW/WEM Mod. 09-15-09</td>
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<th>Switch Inspection Report / Semi-Annual</th>
</tr>
</thead>
<tbody>
<tr>
<td>Date</td>
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</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 |

<table>
<thead>
<tr>
<th>Switch Rods</th>
</tr>
</thead>
<tbody>
<tr>
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</tr>
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</table>

<table>
<thead>
<tr>
<th>General Condition of the Points</th>
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</thead>
<tbody>
<tr>
<td>S Y R</td>
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<table>
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</tr>
<tr>
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<td>13&quot; Heel Spread in Inches</td>
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<table>
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</tr>
</thead>
<tbody>
<tr>
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</tr>
<tr>
<td>14 Condition</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
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</tr>
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<tbody>
<tr>
<td>15 Loose</td>
</tr>
<tr>
<td>16 Missing</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Rivets (Huck Bolts)</th>
</tr>
</thead>
<tbody>
<tr>
<td>17 Loose</td>
</tr>
<tr>
<td>18 Missing</td>
</tr>
<tr>
<td>19 Cotter Pins Missing</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Jam Nuts</th>
</tr>
</thead>
<tbody>
<tr>
<td>Loose</td>
</tr>
<tr>
<td>20 Washers</td>
</tr>
<tr>
<td>OK</td>
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<tbody>
<tr>
<td>JEW/WEM Mod. 09-15-09</td>
</tr>
<tr>
<td>Mainline</td>
</tr>
<tr>
<td>----------</td>
</tr>
<tr>
<td>Dates</td>
</tr>
</tbody>
</table>

### 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
  - N/A
  - S Y R
  - R
  - Guard Rail Flangeway can not be less 1 1/2" |
- 62 Guard Rail Plates
  - S Y R

### Rails
- 64 Loose
  - N/A
- 65 Missing
  - 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

### Hold Down Devices
- 71 SY R N/A

### Spring Housing
- 72 SY R N/A

### Derailleurs
- 73 SY R N/A
  - not usable

### Maximum difference in any 31° in Cross Level on the siding from the Frog Point to 60° beyond last long tie
- OK
  - Difference

### Condition of Line thru entire turnout
- S Y R

### Gage
- 58 Main Track
  - 3 1/4
- 59 Turnout Track
  - 3 1/4
  - N/A

### Guard Rail Geage
- 60 Guard Rail Geage
  - N
  - 3 1/4
  - S Y R
  - 3 1/4
  - 3 1/4
  - 3 1/4

### Back to Back
- 61 Back to Back
  - N
  - 3 1/4
  - R
  - 3 1/4

### Condition
- 62 SY R

### Location of Guard Rail (Relation to Point)
- 63 SY R

### Guard Rail Clamps
- 64 SY R
  - N/A
- 65 SY R
  - N/A

### Class 1 Gage 56" 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 goes to Y

### Remarks on page 3
Switch: 769
Date: 9/14/14
WO #: 25721364

2 rotted 16 foot Timbers
1 rotted 15
2 rotted 14
1 rotted 13
2 rotted 12
1 rotted 12 foot machine Timber

Left hand curved stock rail is grooved on the rail head.

Derail Target not visible.

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>No</th>
<th>Item</th>
<th>Description</th>
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<tr>
<td>1</td>
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</tr>
<tr>
<td>2</td>
<td>Switch I.D. #</td>
<td>8 317</td>
</tr>
<tr>
<td>3</td>
<td>Facing</td>
<td>Trailing</td>
</tr>
<tr>
<td>4</td>
<td>Rail Points</td>
<td></td>
</tr>
<tr>
<td>5</td>
<td>4 Point to Point</td>
<td>5 170</td>
</tr>
<tr>
<td>6</td>
<td>5 Point Condition</td>
<td>SYR</td>
</tr>
<tr>
<td>7</td>
<td>6 Point Throw Nothing less than 4&quot; or greater than 6&quot;</td>
<td>Min 3 1/2&quot; on house top point protector</td>
</tr>
<tr>
<td>8</td>
<td>8 Point Opening</td>
<td>R 2</td>
</tr>
<tr>
<td>9</td>
<td>General Condition of the Points</td>
<td>SYR</td>
</tr>
<tr>
<td>10</td>
<td>Heel of Switch</td>
<td></td>
</tr>
<tr>
<td>11</td>
<td>11 Gage ahead of Bend</td>
<td>Must not be less than 36&quot; or more than 57&quot; for &quot;S&quot;</td>
</tr>
<tr>
<td>12</td>
<td>Heel Spread in Inches</td>
<td></td>
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<tr>
<td>13</td>
<td>Stock Rail</td>
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</tr>
<tr>
<td>14</td>
<td>13 Bend</td>
<td>SYR</td>
</tr>
<tr>
<td>15</td>
<td>14 Condition</td>
<td>SYR</td>
</tr>
<tr>
<td>16</td>
<td>Bolts</td>
<td></td>
</tr>
<tr>
<td>17</td>
<td>15 Loose</td>
<td>N/A</td>
</tr>
<tr>
<td>18</td>
<td>16 Missing</td>
<td>N/A</td>
</tr>
<tr>
<td>19</td>
<td>Rivets (Huck Bolts)</td>
<td></td>
</tr>
<tr>
<td>20</td>
<td>17 Loose</td>
<td>N/A</td>
</tr>
<tr>
<td>21</td>
<td>18 Missing</td>
<td>N/A</td>
</tr>
<tr>
<td>22</td>
<td>19 Cotter Pins missing</td>
<td>N/A</td>
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<tr>
<td>23</td>
<td>20 Jam Nuts Loose</td>
<td>N/A</td>
</tr>
<tr>
<td>24</td>
<td>21 Washers</td>
<td>OK Broken Missing</td>
</tr>
<tr>
<td>25</td>
<td>Remarks on Page 3</td>
<td></td>
</tr>
<tr>
<td>26</td>
<td>WO #</td>
<td>2561974</td>
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<tr>
<td>27</td>
<td>Switch Inspection Report Semi-Annual</td>
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</table>
Frog Inspection Report / Semi-Annual

Mainline 1 2 Yard  WO # 8561974

Date 9/4/94 Inspection Crew: Lambo Rob, Nelson

Location
2 Switch I.D. #
3 Facing
44 Frog Track N R  S Y R
45 Frog #
48 Frog Point Condition S Y R
47 Condition of Frog S Y R
48 Surface of Frog S Y R
49 Thrust in Inches 3/4
50 Flangeway Depth
Flangeway Depth must not be less than 1 1/2"

Gage
51 Main Track 10
52 Turnout Track 10
Gage must not be less than 86" for any Class

Guard Rails
53 Guard Rail Gage: N 64 3/4" R 54 3/4"
Guard Rail-Gage must be less than 54 3/8" 3/4"
4 Back to Back: N 54 3/8" R 54 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 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 56" to 57"
More than 57" to 57 1/4" downgrade to

Class 2 and over a "Y"

Remarks on page 3

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

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

Bolts
64 Loose N/A
65 Missing N/A

Rivets (Husk)
66 Loose N/A
67 Missing N/A
68 Nut Missing N/A
69 Cotter Pin Missing 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 5" beyond last long tie
OK Difference 1/4

75 Condition of Line thru entire turnout S Y R
1. Right hand switch point is suppose to be a curve VT, but is a straight VT.
2. 3/4" gap on Joint on curve closure rail.
3. 3/8" gap on Joint on straight closure rail.

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 ____________ WO # 256256

Location
2 Switch I.D. # 770
3 Facing  X Trailing

Rail Points
4 Point to Point 51.5
5 Point Condition S Y R

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

N R 43.5

7 Point Opening N R 5

8 S Y R

9 General Condition of the Points S Y R

Gage
10 Heel of Switch
a) Main 6.5
b) Turnout 10.5

11 Gage ahead of Bend Must not be less than 80" or more than 67" for "B"

12 Heel Spread in Inches
a) Turnout 10
b) Main 6.5

Stock Rail
13 Bend S Y R
14 Condition S 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

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

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

33 Head Block tie S 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 S Y R

40 Insulated Joints S Y R

Remarks on Page 3

JEB/WEM Mod. 06-15-09
<table>
<thead>
<tr>
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<th>2</th>
<th>Yard</th>
<th>WO #</th>
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<th>Inspection Crew</th>
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<td>710</td>
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<tr>
<td>2 Switch I.D. #</td>
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<td></td>
<td></td>
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<tr>
<td>3 Facing X</td>
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<tr>
<td>44 Frog Tread</td>
<td>N</td>
<td>S Y R</td>
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<td>45 Frog</td>
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<td>46 Frog Point Condition</td>
<td>S Y R</td>
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<tr>
<td>47 Condition of Frog</td>
<td>S Y R</td>
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<td>48 Surface of Frog</td>
<td>S Y R</td>
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<tr>
<td>49 Throat in Inches</td>
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<tr>
<td>50 Flangeway Depth</td>
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</table>

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

**Gage**
- 51 Main Track: 59/16
- 52 Turnout Track: 59/16
  - Gage must not be less than 59" for any Class

**Guard Rail**
- 53 Guard Rail Gage: N 54/16 R 54/5
  - Guard Rail Gage must be less than 54 3/8"
- 54 Back to Back: N 54/16 R 54/5
  - Back to Back must be less than 53 1/8"
- 55 Location of Guard Rail (Relation to Point): S Y R
- 56 Guard Rail Clamps: S Y R
- 57 Main Track: N/A
- 58 Turnout Track: 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 Ties**
- 59 Condition: S Y R
- 59 Rail Movement: S Y R

**Tie Plates**
- 60 Lead: S Y R
- 61 Guard Rail Flange
  - Guard Rail Flange can not be less 1 1/2"
- 62 Guard Rail Plates: S Y R
- 63 Frog Plates: S Y R

**Bolts**
- 64 Loco: 8 N/A
- 65 Missing: 8 N/A

**Rivets (Hulk)**
- 66 Loco: 8 N/A
- 67 Missing: 8 N/A
- 68 Nut Missing: 8 N/A
- 69 Cotter Pins Missing: 8 N/A
- 70 Washers: OK Broken: Missing

**71 Hold Down Devices**
- 72 Spring Housing: S Y R N/A
- 73 Deraile: S Y R N/A

**74 Maximum difference in any 31" in Cross**
- Level on the siding from the Frog Point to 5F beyond last long tie
  - OK Difference: 4

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

**Remarks on page 3**
Switch 770  Date 6/9/16  WO # 2568866

1. Right hand curved stock rail has a groove on the rail head.
2. Derail target not visible.

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>Location</th>
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<tbody>
<tr>
<td>2 Switch L.D. #</td>
</tr>
<tr>
<td>3 Facing</td>
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**Rail Points**

<table>
<thead>
<tr>
<th>4 Point to Point</th>
<th>5 $1/2$</th>
</tr>
</thead>
</table>

**Point Condition**

<table>
<thead>
<tr>
<th>5 Point Condition</th>
<th>S Y R</th>
</tr>
</thead>
</table>

**Point Throw**

Min 3 1/2" on house top point protector

**Point Opening**

N 1 1/2 R

**General Condition of the Points**

S Y R

**Heel of Switch**

<table>
<thead>
<tr>
<th>a) Main</th>
<th>b) Turnout</th>
<th>c) Main</th>
</tr>
</thead>
</table>

<table>
<thead>
<tr>
<th>d) Heel Spread in Inches</th>
<th>e) Turnout</th>
<th>f) Main</th>
</tr>
</thead>
</table>

**Stock Rail**

<table>
<thead>
<tr>
<th>13 Bend</th>
<th>14 Condition</th>
</tr>
</thead>
<tbody>
<tr>
<td>S Y R</td>
<td>S Y R</td>
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</tbody>
</table>

**Bolts**

<table>
<thead>
<tr>
<th>15 Loose</th>
<th>16 Missing</th>
</tr>
</thead>
<tbody>
<tr>
<td>0 N/A</td>
<td>0 N/A</td>
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</table>

**Rivets (Huck Bolts)**

<table>
<thead>
<tr>
<th>17 Loose</th>
<th>18 Missing</th>
<th>19 Cotter Pins missing</th>
</tr>
</thead>
<tbody>
<tr>
<td>0 N/A</td>
<td>0 N/A</td>
<td>0 N/A</td>
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</table>

**Jam Nuts Loose**

<table>
<thead>
<tr>
<th>20 Jam Nuts Loose</th>
<th>21 Washears</th>
</tr>
</thead>
<tbody>
<tr>
<td>N/A</td>
<td>OK</td>
</tr>
</tbody>
</table>

**Switch Rods**

<table>
<thead>
<tr>
<th>28 Front Rod</th>
<th>29 #3 Rod</th>
</tr>
</thead>
<tbody>
<tr>
<td>0 S Y R N/A</td>
<td>0 S Y R N/A</td>
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</tbody>
</table>

**Surface of Switch**

<table>
<thead>
<tr>
<th>32 Using a 62 cord</th>
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<table>
<thead>
<tr>
<th>33 Head Block ties</th>
<th>34 Switch Adjustments</th>
</tr>
</thead>
<tbody>
<tr>
<td>0 S Y R</td>
<td>Yes No</td>
</tr>
</tbody>
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**Lubrication**

<table>
<thead>
<tr>
<th>35 Locks</th>
<th>36 Switch Target / Lamp</th>
</tr>
</thead>
<tbody>
<tr>
<td>0 OK</td>
<td>N/A</td>
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</tbody>
</table>

**Latches**

<table>
<thead>
<tr>
<th>37 Latches</th>
<th>38 Cotter Pins missing</th>
</tr>
</thead>
<tbody>
<tr>
<td>OK Broken</td>
<td>Missing</td>
</tr>
</tbody>
</table>

**Insulated Joints**

<table>
<thead>
<tr>
<th>39 General Condition</th>
<th>40 Insulated Joints</th>
</tr>
</thead>
<tbody>
<tr>
<td>S Y R</td>
<td></td>
</tr>
</tbody>
</table>

**Remarks on Page 3**

JBW/WEM Mod. 08-15-08
<table>
<thead>
<tr>
<th>Mainline</th>
<th>Yard</th>
<th>WO #</th>
<th>Location</th>
<th>Switch ID</th>
<th>Facing</th>
<th>Frog Track</th>
<th>Frog Point Condition</th>
<th>Condition of Frog</th>
<th>Surface of Frog</th>
<th>Thrust in Inches</th>
<th>Flangeeway Depth</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>N / S Y R</td>
<td>R / S Y R</td>
<td>S Y R</td>
<td>S Y R</td>
<td>23/4</td>
<td></td>
</tr>
<tr>
<td>2</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
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<td></td>
</tr>
</tbody>
</table>

**Turnout Tie**
- 58 Condition: S Y R
- 59 Rail Movement: S Y R
- 60 Lead: S Y R
- 61 Guard Rail Flangeeway:
  - S Y R: N / A
  - R: 1 1/2
  - Guard Rail Flangeeway cannot be less than 1 1/2
- 62 Guard Rail Plates: S Y R
- 63 Frog Plates: S Y R

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

**Rivets ( Huck)**
- 66 Loose: N/A
- 67 Missing: N/A
- 68 Nut Missing: N/A
- 69 Cotter Pin Missing: N/A
- 70 Washers: OK, Broken: Missing

**Guard Rail Clamps**
- 53 Guard Rail Geage: N / A
- 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
- 57 Turnout Track: S Y R

**Class 1 Geage**
- 56' to 57 1/2
- More than 57 1/2 Out of Service

**Class 3 Geage**
- 56' to 57
- More than 57' to 57 1/4 down grade to

**Class 2 and gets a Y**

Remarks on page 3
Switch 877  Date 9/4/11  WO # 3561922

One rotted 10 foot Timber
One rotted 12 foot 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

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>
</tr>
</thead>
<tbody>
<tr>
<td>Date</td>
<td>1-9-416</td>
<td>Inspection Crew</td>
<td>Pollard, Bob and Nelson</td>
<td></td>
</tr>
</tbody>
</table>

| Location    | Cold Springs |
| Switch I.D. # | 3.C. |
| Facing       | Trailing |

<table>
<thead>
<tr>
<th>Rail Points</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>4 Point to Point</td>
<td>5 1/16</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&quot; or greater than 5&quot;</td>
</tr>
<tr>
<td></td>
<td>Min 3 1/2&quot; on house top point protector</td>
</tr>
<tr>
<td>N</td>
<td>R</td>
</tr>
<tr>
<td>7 Point Opening</td>
<td>4 1/16</td>
</tr>
<tr>
<td>8 Ft</td>
<td>S Y R</td>
</tr>
<tr>
<td>9 General Condition of the Points</td>
<td>S Y R</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Heel of Switch</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>a) Main</td>
<td>5 1/4</td>
</tr>
<tr>
<td>b) Turnout</td>
<td>5 1/2</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Heel Spread in Inches</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>a) Turnout</td>
<td>5 1/2</td>
</tr>
<tr>
<td>b) Main</td>
<td>5 1/2</td>
</tr>
</tbody>
</table>

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

<table>
<thead>
<tr>
<th>Bolts</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>15 Loose</td>
<td>0 N/A</td>
</tr>
<tr>
<td>16 Missing</td>
<td>0 N/A</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Rivets (Huck Bolts)</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>17 Loose</td>
<td>N/A</td>
</tr>
<tr>
<td>18 Missing</td>
<td>N/A</td>
</tr>
<tr>
<td>19 Cotter Pin missing</td>
<td>N/A</td>
</tr>
</tbody>
</table>

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

**Switch Rods**
- 28 Front Rod
- 27 1# Rod (Basket Rod)
- 26 8# Rod
- 25 8# Rod
- 31 Closure Rail
- 32 Surface of Switch
- 33 heel Block ties
- 34 Switch Adjustments
- 35 Lubrication
- 36 Switch Target/Lampe
- 37 Latches
- 38 Locks
- 39 General Condition
- 40 Insulated Joints

**Remarks on Page 1**

JBW/WWEM Mod. 09-18-08
Frog Inspection Report / Semi-Annual

Mainline | Yard | WO #
---|---|---
| | | A6024498

**Dates**: 18-4-16

**Location**: Cold Spring

**Frog Tread**: N S Y R R S Y R

**Frog #**: 48

**Frog Point Condition**: S Y R

**Condition of Frog**: S Y R

**Surface of Frog**: S Y R

**Throat in inches**: 3/8

**Flangeway Depth**: Flangeway Depth must be less than 1 1/2".

**Gage**:

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

**Guard Rails**:

- **Guard Rail Gage**: N 5 1/8 R 5 1/8

- **Back to Back**: N 5 1/8 R 5 1/8

**Condition**: S Y R

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

**Guard Rail Clamps**: N/A

**Main Track**: S Y R

**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 3 and gets a Y**

**Turnout Tee**:

- **58 Condition**: S Y R

- **59 Rail Movement**: S Y R

**Tie Plates**:

- **60 Lead**: S Y R

**Guard Rail Flangeway**: S Y R. N 1/3. R 1/3

- **Guard Rail Flangeway can not be less 1 1/2"**

**Guard Rail Plates**: S Y R

**Flange Plates**: S Y R

**Rivets (Huck)**:

- **66 Loose**: N/A

- **67 Missing**: N/A

**Nut**: 68 Missing N/A

**Collar**: 69 Missing N/A

**Washer**: 70 Missing N/A

**71 Hold Down Devices**: S Y R N/A

**72 Spring Housing**: S Y R N/A

**73 Details**: S Y R N/A

**74 Maximum difference in any 31" in Cross**: OK

**Level on the siding from the Frog Point to**

**56" beyond last long tie**: OK

**Difference**: 1/4

**75 Condition of Line thru entire turnout**: S Y R

**Remarks on page 3**
Switch 236  Date 10-4-16  WO # 2608448

1. Left hand curve stock rail has a groove 12 feet in length and .3 inch in depth on head.

2. Derail target is rusted, not visible.

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>260 1960</th>
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</thead>
<tbody>
<tr>
<td>Date</td>
<td>10-4-66</td>
<td>Inspection Crew</td>
<td>Pollard, Robert, Nelson</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Location</td>
<td>207</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Switch L.D. #</td>
<td>1B</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Facing</td>
<td>Trailing</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Rail Points</td>
<td></td>
<td></td>
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<td></td>
<td></td>
</tr>
<tr>
<td>4 Point to Point</td>
<td>511A</td>
<td></td>
<td></td>
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<td></td>
</tr>
<tr>
<td>5 Point Condition</td>
<td>S Y R</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 8&quot;</td>
<td>Min 3 1/4&quot; on house top point protector</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>7 Point Opening</td>
<td></td>
<td>N R 4 1/16</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>8 FT</td>
<td>S Y R</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>9 General Condition of the Points</td>
<td>S Y R</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>10 Heel of Switch</td>
<td>Gage</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>a) Main</td>
<td>511B</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>a) Turnout</td>
<td>511C</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>11 Gage ahead of Bend</td>
<td>511D</td>
<td></td>
<td></td>
<td></td>
<td></td>
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<tr>
<td>Must not be less than 58&quot; or more than 57&quot; for &quot;S&quot;</td>
<td></td>
<td></td>
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<td>12 Heel Spread in Inches</td>
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<td>1/2&quot;</td>
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<td></td>
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</tr>
<tr>
<td>a) Main</td>
<td>1/2&quot;</td>
<td></td>
<td></td>
<td></td>
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</tr>
<tr>
<td>Stock Rail</td>
<td></td>
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<td></td>
<td></td>
</tr>
<tr>
<td>13 Bend</td>
<td>S Y R</td>
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<td></td>
</tr>
<tr>
<td>14 Condition</td>
<td>S Y R</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Rivets (Huck Bolts)</td>
<td></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>
<td></td>
</tr>
<tr>
<td>18 Missing</td>
<td>0 N/A</td>
<td></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>
<td></td>
</tr>
<tr>
<td>20 Jam Nuts Loose</td>
<td>0 N/A</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>21 Washers</td>
<td>OK</td>
<td>Broken</td>
<td>Missing</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Switch Rods</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>26 Front Rod</td>
<td>S Y R N/A</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>27 #1 Rod (Gasket Rod)</td>
<td>S Y R N/A</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>28 #2 Rod</td>
<td>S Y R N/A</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>29 #3 Rod</td>
<td>S Y R N/A</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>30 #4 Rod</td>
<td>S Y R N/A</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>31 Closure Rail</td>
<td>S Y R N/A</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>32 Surface of Switch</td>
<td>S Y R N/A</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Using a 6&quot; cord</td>
<td></td>
<td></td>
<td></td>
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</tr>
<tr>
<td>S= Up to 1&quot; Max allowed Speed</td>
<td>40 MPH</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Y= 1&quot; to 1 1/2&quot; 40 MPH</td>
<td></td>
<td></td>
<td></td>
<td></td>
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</tr>
<tr>
<td>R= 1 1/2&quot; to 1 3/4&quot; 40 MPH</td>
<td></td>
<td></td>
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</tr>
<tr>
<td>Greater than 1 3/4&quot; = Out of Service</td>
<td></td>
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<tr>
<td>33 Head Block ties</td>
<td>S Y R</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>34 Switch Adjustments</td>
<td>Yes/No</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>35 Lubrication</td>
<td>OK / Dry</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>36 Switch Target / Lamps</td>
<td>OK</td>
<td>Missing</td>
<td>N/A</td>
<td></td>
<td></td>
</tr>
<tr>
<td>37 Latches</td>
<td>OK</td>
<td>Broken</td>
<td>Missing</td>
<td></td>
<td></td>
</tr>
<tr>
<td>38 Locks</td>
<td>OK</td>
<td>Broken</td>
<td>Missing</td>
<td></td>
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</tr>
<tr>
<td>39 General Condition</td>
<td>S Y R</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>40 Insulated Joints</td>
<td>S Y R</td>
<td></td>
<td></td>
<td></td>
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</tr>
</tbody>
</table>

Remarks on Page 1

JBW/WEM Mod. 08-15-06
Mainline 1 2 Yard

Date 08-14-16 Inspection Crew

Location 207

1 Switch I.D. # 1R
3 Facing Trailing X

44 Frog Tread N S Y R R S Y R

45 Frog # 10
46 Frog Point Condition S Y R
47 Condition of Frog S Y R
48 Surface of Frog S Y R

49 Throat in Inches 3/4
50 Flange way Depth

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

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

Guard Rails
53 Guard Rail Gage N 54.76 R 54.46
Guard Rail Gage: Back to Back 53.14 R 53.16
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 Clamp
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 2 Gage 56° to 57°
More than 57° to 57 1/4° downgrade to

Remarks on page 3

Remarks on page 3
1. Right hand straight switch point has micro cracking 8 foot in length in 3rd yard area.

2. Left hand straight stack rail has a head surface defect at the heel block area. Defect is the size of a dime.

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 #</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>2601968</td>
</tr>
<tr>
<td>Date</td>
<td>10-4-16</td>
<td>Inspection Crew</td>
<td>Pollard, Rabette, Nelson</td>
<td></td>
</tr>
</tbody>
</table>

| Location | 207 |
| Numbered Switch I.D. | 3A |
| Facing | Trailing |

| Rail Points | Point to Point | 3 1/2 |
| Point Condition | S Y R |
| Point Throw | Nothing less than 4" or greater than 6" |
| Min 3 1/2" on house top point protector | N R 8 4/98 |

| Switch Rods | 28 Front Rod | S Y R N/A |
| #1 Rod (Basket Rod) | S Y R N/A |
| #2 Rod | S Y R N/A |
| #3 Rod | S Y R N/A |
| #4 Rod | S Y R N/A |
| #5 Rod | S Y R N/A |

| General Condition of the Points | S Y R |

| Gage | 10 Heel of Switch | 11 Gage ahead of Bend |
| a) Main | 8 1/2 |
| a) Turnout | 5 1/2 |
| Gage ahead of Bend | 3 1/4 |

| Surface of Switch | S Y R N/A |

| Stock Rail | 13 Band | S Y R |
| Condition | S Y R |

| Bolts | 15 Loose | N/A |
| Missing | N/A |

| Rivets (Huck Bolts) | 17 Loose | N/A |
| Missing | N/A |
| Cotter Pin missing | N/A |

| Jam Nuts Loose | 20 N/A |
| Washers | 21 OK |

<p>| Remarks on Page 3 |  |
| JBW/NEM | 09-15-00 |</p>
<table>
<thead>
<tr>
<th>Mainline</th>
<th>1</th>
<th>2</th>
<th>Yard</th>
<th></th>
<th>WO # 240 1968</th>
</tr>
</thead>
<tbody>
<tr>
<td>Location</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2 Switch I.D. #</td>
<td>307</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>3 Facing</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>44 Frog Tract</td>
<td>N</td>
<td>Y R</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>45 Frog Tract</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>46 Frog Point Condition</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>47 Condition of Frog</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>48 Surface of Frog</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>49 Throat in Inches</td>
<td>3 1/4</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>50 Flange Way Depth</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Remarks on Page 3**
1. Frog point has crack 1 inch in length.  
Linch down running from the point back.

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>
<th>Page 1 of 3</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Mainline</strong> 1</td>
<td><strong>Yard</strong></td>
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<tr>
<td><strong>Date</strong> 4-11-10</td>
<td><strong>Inspection Crew</strong> Pollard, Rabette, Nelson</td>
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<tr>
<td><strong>Location</strong> 207</td>
<td><strong>Switch ID #</strong> 313</td>
</tr>
<tr>
<td><strong>Facing</strong> Trailing</td>
<td><strong>Face Condition</strong> SYR</td>
</tr>
<tr>
<td><strong>Point Condition</strong> SYR</td>
<td><strong>Point Throw</strong> Nothing less than 4&quot; or greater than 6&quot;</td>
</tr>
<tr>
<td><strong>Point Opening</strong> 5/2</td>
<td><strong>General Condition of the Points</strong> SYR</td>
</tr>
<tr>
<td><strong>Heel of Switch</strong> a) Main 3/16</td>
<td><strong>Surface of Switch</strong> SYR</td>
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<tr>
<td>b) Turnout 3/16</td>
<td><strong>Heel Spread in Inches</strong> a) Turnout 1/2</td>
</tr>
<tr>
<td><strong>Stock Rail</strong> SYR</td>
<td><strong>Condition</strong> SYR</td>
</tr>
<tr>
<td><strong>Boots</strong></td>
<td><strong>Loose</strong> N/A</td>
</tr>
<tr>
<td><strong>15 Missing</strong> N/A</td>
<td><strong>15 Missing</strong> N/A</td>
</tr>
<tr>
<td><strong>37 Latches</strong> OK Broken Missing</td>
<td><strong>37 Latches</strong> OK Broken Missing</td>
</tr>
<tr>
<td><strong>20 Jam Nut Loose</strong> N/A</td>
<td><strong>20 Jam Nut Loose</strong> N/A</td>
</tr>
<tr>
<td><strong>21 Washers</strong> OK Broken Missing</td>
<td><strong>20 Jam Nut Loose</strong> N/A</td>
</tr>
<tr>
<td><strong>Remarks on Page 1</strong></td>
<td><strong>JBW/WEM Mod. 09-15-08</strong></td>
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<tr>
<td>Location</td>
<td>207</td>
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<tr>
<td>Switch I.D.</td>
<td>3B</td>
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<tr>
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<td>Trailing</td>
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<td>Frog Trayd</td>
<td>N</td>
</tr>
<tr>
<td>R</td>
<td>S Y R</td>
</tr>
<tr>
<td>R</td>
<td>S Y R</td>
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<td>Frog #</td>
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<tr>
<td>Frog Point Condition</td>
<td>S Y R</td>
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<tr>
<td>Condition of Frog</td>
<td>S Y R</td>
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<tr>
<td>Surface of Frog</td>
<td>S Y R</td>
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<tr>
<td>Throat in Inches</td>
<td>3 1/4</td>
</tr>
<tr>
<td>Flange Way Depth</td>
<td>S Y R</td>
</tr>
<tr>
<td>Flange Way Depth must not be less than 1 1/2&quot;</td>
<td></td>
</tr>
</tbody>
</table>

**Gage**
- 51 Main Track: 5/16
- 52 Turnout Track: 5/16
- Gage must not be less than 5/16" for any Class

**Guard Rails**
- 53 Guard Rail Gage: N 5/16 R 5/16

**Guard Rail Clamp**
- Back to Back: N 5/16 R 5/16
- Back to Back must be less than 53 1/16"

**Condition**
- S Y R

**Location of Guard Rail (Relation to Point)**
- S 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 56" to 57"**
- More than 57" to 57 1/4" downgrade to

**Remarks on page 3**
Switch 207-3B Date 10-4-16 WO # 860 1970

1. Right hand straight switch point has micro cracks, chipping and surface cracks.
2. Egg point has ainch crack from the front of point running back, the deep.
3. Main side riser has corrosion

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>
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<th>1</th>
<th>2</th>
<th>Yard</th>
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<td>Facing</td>
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<td>Rail Points</td>
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<td>4 Point to Point</td>
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<td>5 Point Condition</td>
<td>6</td>
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<tr>
<td>6 Point Throw</td>
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<td>Min 3 1/2&quot; on house top point protector</td>
<td>5</td>
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<td>7 Point Opening</td>
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<td>8 Foot</td>
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<td>9 General Condition of the Points</td>
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<td>10 Heel of Switch</td>
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</tr>
<tr>
<td>a) Main</td>
<td>2 2/8</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>b) Turnout</td>
<td>1 3/8</td>
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<tr>
<td>11 Gage ahead of Bend</td>
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<td>12 Heel Spread in Inches</td>
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<tr>
<td>a) Turnout</td>
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<td>b) Main</td>
<td>1 3/8</td>
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<td>Switch Rods</td>
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</tr>
<tr>
<td>26 Front Rod</td>
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<tr>
<td>27 #1 Rod (Basket Rod)</td>
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<tr>
<td>28 #2 Rod</td>
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</tr>
<tr>
<td>29 #3 Rod</td>
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</tr>
<tr>
<td>30 #4 Rod</td>
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<td>31 Closure Rail</td>
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<tr>
<td>32 Surface of Switch</td>
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<tr>
<td>33 Heel Block ties</td>
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<td>34 Switch Adjustments</td>
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<tr>
<td>35 Lubrication</td>
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<td>36 Switch Target/Lampe</td>
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<td>37 Latch</td>
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<td>39 General Condition</td>
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<td>40 Insulated Joints</td>
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Remarks on Page 3

JBVWWEM Mod. 09-18-08
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<td>19-4-11</td>
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<td>2608412</td>
<td>Pollard, Rabette, Nelson</td>
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</table>

| Location   | 201    |            |                 |
| 2 Switch I.D. # | 1A     |            |                 |
| 3 Facing    |        |            |                 |
| 44 Frog Tread | N, Y/R | R, Y/R     |                 |
| 48 Frog #   | 10     |            |                 |
| 49 Frog Point Condition | Y/R  |            |                 |
| 50 Condition | Y/R    |            |                 |
| 47 Condition of Frog | Y/R   |            |                 |
| 48 Surface of Frog | Y/R  |            |                 |
| 49 Throat in Inches | 3 1/4 |            |                 |
| 50 Flangeway Depth | R     |            |                 |

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

<table>
<thead>
<tr>
<th>Gage</th>
<th>51 Main Track</th>
<th>52 Turnout Track</th>
<th></th>
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<tbody>
<tr>
<td></td>
<td>2&quot;</td>
<td>2&quot;</td>
<td>Gage must not be less than 56&quot; for any Class</td>
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</tbody>
</table>

**Guard Rails**

| 53 Guard Rail Gage | N, 54 Y/R, 54 Y/R |                |
|                   |                   | Guard Rail Gage must be less than 54 3/8" |
|                   |                   | Back to Back Gage 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 | Y/R | N/A |
| 57 Turnout Track | 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 get a Y

**Turnout Ties**

| 58 Condition | Y/R |            |                 |
| 59 Rail Movement | Y/R |            |                 |
| 60 Lead       | Y/R |            |                 |
| 61 Guard Rail Flangeway | Y/R, Y/R |            | Guard Rail Flangeway cannot be less 1 1/2" |
| 62 Guard Rail Plates | Y/R |            |                 |
| 63 Frog Plates | Y/R |            |                 |

**Bolts**

| 64 Loose | N/A |
| 66 Missing | N/A |

**Rivets (Huck)**

| 66 Loose | N/A |
| 67 Missing | N/A |
| 69 Nut Missing | N/A |
| 70 Cotter Pin Missing | N/A |

**Washers OK Broken Missing**

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

| 74 Maximum difference in any 31' In Cross Level on the sideing from the Frog Point to 60' beyond last long tie | OK Difference 14 |

| 75 Condition of Line thru entire turnout | Y/R |

**Remarks on page 3**
No 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>
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<td>Inspection Crew</td>
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<td>WBRYANT</td>
<td>ARABETE</td>
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<thead>
<tr>
<th>Location</th>
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<th>22 Standard Joints</th>
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<tr>
<td>2</td>
<td>91-1</td>
<td>V. Trailing</td>
<td>3 Y R N/A</td>
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<table>
<thead>
<tr>
<th>Rail Points</th>
<th>4 Point to Point</th>
<th>5 Point Condition</th>
<th>23 Switch Plates</th>
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<tbody>
<tr>
<td></td>
<td>51 1/2</td>
<td>S Y R</td>
<td>3 Y R N/A</td>
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<table>
<thead>
<tr>
<th>Point Throw</th>
<th>Nothing less than 4&quot; or greater than 8&quot;</th>
<th>24 Adjustable Braces</th>
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</thead>
<tbody>
<tr>
<td>Min 3 1/2&quot; on house top point protector</td>
<td>N 4 3/8 R 4 3/8</td>
<td>3 Y R N/A</td>
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<table>
<thead>
<tr>
<th>7 Point Opening</th>
<th>8 FR</th>
<th>25 Non-Adjustable Braces</th>
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<tbody>
<tr>
<td>N S R 5</td>
<td>S Y R</td>
<td>3 Y R N/A</td>
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<table>
<thead>
<tr>
<th>General Condition of the Points</th>
<th>9</th>
<th>26 Switch Rods</th>
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<tbody>
<tr>
<td>S Y R</td>
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<td>28 Front Rod</td>
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<table>
<thead>
<tr>
<th>Heel of Switch</th>
<th>10</th>
<th>29 #3 Rod</th>
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<tbody>
<tr>
<td>a) Main</td>
<td>51 1/2</td>
<td>S Y R</td>
</tr>
<tr>
<td>a) Turnout</td>
<td>56 1/2</td>
<td>S Y R</td>
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<thead>
<tr>
<th>11</th>
<th>Gage ahead of Bend</th>
<th>30 #4 Rod</th>
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<td>Must not be less than 55&quot; or more than 57&quot; for &quot;A&quot;</td>
<td>S Y R</td>
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<thead>
<tr>
<th>12</th>
<th>Heel Spread in Inches</th>
<th>31 Closure Rail</th>
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<tbody>
<tr>
<td>V) Turnout</td>
<td>6 3/8</td>
<td>S Y R</td>
</tr>
<tr>
<td>4) Main</td>
<td>6 1/2</td>
<td>S Y R</td>
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<thead>
<tr>
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<th>13</th>
<th>32 Surface of Switch</th>
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<tbody>
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<td>S Y R</td>
<td></td>
<td>S Y R N/A</td>
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<thead>
<tr>
<th>Bolts</th>
<th>15</th>
<th>33 Head Block ties</th>
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<tbody>
<tr>
<td>18 Loose</td>
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<td>S Y R</td>
</tr>
<tr>
<td>18 Missing</td>
<td>0</td>
<td>S Y R</td>
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<table>
<thead>
<tr>
<th>Rivets (Huck Bolts)</th>
<th>17</th>
<th>34 Switch Adjustments</th>
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<tbody>
<tr>
<td>17 Loose</td>
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</tr>
<tr>
<td>17 Missing</td>
<td>0</td>
<td>- (Y)</td>
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<table>
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<tr>
<th>Cotter Pins missing</th>
<th>19</th>
<th>35 Lubrication</th>
</tr>
</thead>
<tbody>
<tr>
<td>19 Cotter Pins Missing</td>
<td>0</td>
<td>- (Y)</td>
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<thead>
<tr>
<th>Jam Nuts Loose</th>
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<th>36 Switch Target / Lamp</th>
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<tbody>
<tr>
<td>20 Jam Nuts Loose</td>
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<td>- (Y)</td>
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<table>
<thead>
<tr>
<th>Washers</th>
<th>21</th>
<th>37 Latches</th>
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<tr>
<td>21 Washers OK Broken Missing</td>
<td>-</td>
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<table>
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<th>Remarks on Page 3</th>
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<td>JBW/NEM Mod. 09-15-08</td>
</tr>
</tbody>
</table>

| 22 Standard Joints | 23 Switch Plates | 24 Adjustable Braces | 25 Non-Adjustable Braces | 26 Switch Rods | 27 #1 Rod (Gasket Rod) | 28 #2 Rod | 29 #3 Rod | 30 #4 Rod | 31 Closure Rail | 32 Surface of Switch | 33 Head Block ties | 34 Switch Adjustments | 35 Lubrication | 36 Switch Target / Lamp | 37 Latches | 38 Locks | 39 General Condition | 40 Insulated Joints |
Mainline 1 2 Yard WO # 2602000

Location
2 Switch I.D. # 91-1
3 Facing Y Trailing
44 Frog Tread N SYR
SYR
45 Frog # 6
46 Frog Point Condition
SYR
47 Condition of Frog
SYR
48 Surface of Frog
SYR
49 Throat in Inches 3 3/8
50 Flangeway Depth
Flangeway Depth must not be less than 1 1/2"

Gage
51 Main Track 36 1/4
52 Turnout Track 30 7/8
Gage must not be less than 58" for any Class

Guard Rails
53 Guard Rail Gage N S4 1/2 R S5
Guard Rail Gage must be less than 54 3/8"
1 Back to Back N S2 1/2 R S2 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 Claims
56 Main Track SYR N/A
57 Turnout Track SYR 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 3 sets a Y

Remarks on page 3

Turnout Ties
58 Condition SYR
59 Rail Movement SYR

Tie Plates
60 Lead SYR

61 Guard Rail Flangeway
SYR: N 1 1/8 R 1 3/16
Guard Rail Flangeway can not be less 1 1/2"

62 Guard Rail Plates SYR

63 Frog Plates SYR

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 (Broken) Missing

71 Hold Down Devices SYR N/A
72 Spring Housing SYR N/A
73 Derails SYR N/A

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 entire turnout SYR
1. Rotted Machine Timber
   THROU HANDLE BENT
   RH CV PT - SIDEWEAR - SHARP EDGE
   1'-10'
   1'-11'
   3'-13'
   2'-14'

   Froc - Sidewear, Battera, Microcracking, Pitted Throat Apix/Battera

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>Location</th>
<th>2 Switch I.D. #</th>
<th>Trailing</th>
<th>22 Standard Joints</th>
<th>9 Y R N/A</th>
<th>23 Switch Plates</th>
<th>9 Y R N/A</th>
<th>24 Adjustable Braces</th>
<th>9 Y R N/A</th>
<th>25 Non-Adjustable Braces</th>
<th>9 Y R N/A</th>
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<td>4 Point to Point</td>
<td>51 58</td>
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<td>7 Point Opening</td>
<td>N R 4 1/2</td>
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<td>9 Y R</td>
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<td>50 14</td>
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<td>54 8</td>
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<td>Must not be less than 58° or more than 67° for &quot;S&quot;</td>
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<td>a) Turnout</td>
<td>6 9/14</td>
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<td>6 7/14</td>
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<tr>
<td></td>
<td>20 Jam Nuts Loose</td>
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<td>21 Washers OK Broken Missing</td>
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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>
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<tbody>
<tr>
<td>Dates</td>
<td>1982</td>
<td>Inspection Crew: Edward Sedlar, Robert C. Poole</td>
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<table>
<thead>
<tr>
<th>Location</th>
<th>2 Switch I.D.</th>
<th>3 Facing</th>
<th>44 Frog Tread</th>
<th>45 Frog #</th>
<th>46 Frog Point Condition</th>
<th>47 Condition of Frog</th>
<th>48 Surface of Frog</th>
<th>49 Throat in Inches</th>
<th>50 Flangeway Depth</th>
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</thead>
<tbody>
<tr>
<td></td>
<td>28-1</td>
<td>Trailing</td>
<td>S Y R</td>
<td></td>
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<td>S Y R</td>
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</table>

**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 1/2 R. 54 3/4
- Back to Back: N. 50 1/2 R. 52 1/2

*Guard Rail-Gage must be less than 54 3/8*  
*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: 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 Class Y*

**Turnout Ties**
- 58 Condition: S Y R
- 59 Rail Movement: S Y R

**The Plates**
- 60 Lead: S Y R

**61 Guard Rail Flangeway**
- S Y R: N. 52 R. 1 1/4

*Guard Rail Flangeway can not be less than 1 1/2"*

**62 Guard Rail Plates**
- S Y R

**63 Frog Plates**
- S Y R

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

**71 Hold Down Devices**
- S Y R: N/A

**72 Spring Housing**
- S Y R: N/A

**73 Derail**
- 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 tire
- OK: Difference: 1/4

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

**Remarks on page 3**
L Wiper cracking on righthand straight switch point. 3 feet in length around the 3rd and 4th rail area.

2. Two 9 foot timbers rotted
   Two 10 foot timbers rotted
   Two 14 foot timbers rotted
   Two 15 foot timbers rotted
   Two 16 foot timbers rotted

3. Frog point chipped and battered

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>Location</th>
<th>Date</th>
<th>Yard</th>
<th>WO #</th>
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<tr>
<td>7 Point Opening</td>
<td></td>
<td>R 43/16</td>
<td></td>
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</tr>
<tr>
<td>8 E R</td>
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<tr>
<td>9 General Condition of the Points</td>
<td></td>
<td>S Y R</td>
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<tr>
<td>10 Heel of Switch</td>
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</tr>
<tr>
<td>11 Gage ahead of Bend</td>
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<tr>
<td>12 Heel Spread in Inches</td>
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</tr>
<tr>
<td>13 Bend</td>
<td></td>
<td>S Y R</td>
<td></td>
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<tr>
<td>14 Condition</td>
<td></td>
<td>S Y R</td>
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</tr>
<tr>
<td>15 Loose</td>
<td>O</td>
<td>N/A</td>
<td></td>
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</tr>
<tr>
<td>16 Missing</td>
<td>O</td>
<td>N/A</td>
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<tr>
<td>17 Loose</td>
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<tr>
<td>18 Missing</td>
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<td></td>
</tr>
<tr>
<td>19 Cotter Pins missing</td>
<td></td>
<td>N/A</td>
<td></td>
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<tr>
<td>20 Jam Nuts Loose</td>
<td></td>
<td>N/A</td>
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</tr>
<tr>
<td>21 Washers</td>
<td>OK</td>
<td>Broken</td>
<td>Missing</td>
<td></td>
</tr>
</tbody>
</table>

Switch Rods:
- 20 Front Rod
- 27 #1 Rod (Gasket Rod)
- 28 #2 Rod
- 29 #3 Rod
- 30 #4 Rod
- 31 Closure Rail
- 32 Surface of Switch
- Using a 42" 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
- OK - Wet

36 Switch Target / Lamp
- OK - Missing

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/WEH Mod. 09-15-08
**Frog Inspection Report / Semi-Annual**

**Mainline**

<table>
<thead>
<tr>
<th>Location</th>
<th>1</th>
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<tr>
<td>1 Location</td>
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<td>Frog Tread</td>
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<td>S Y R</td>
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**Inspection Crew**

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**Class 1 Gage**

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<tbody>
<tr>
<td>58 Condition</td>
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<tr>
<td>59 Rail Movement</td>
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<tr>
<td>60 Lead</td>
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<tr>
<td>61 Guard Rail Flangeway</td>
</tr>
<tr>
<td>Guard Rail Flangeway can not be less 1 1/2&quot;</td>
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<table>
<thead>
<tr>
<th>Turnout Plates</th>
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<tbody>
<tr>
<td>62 Guard Rail Plates</td>
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<tr>
<td>63 Frog Plates</td>
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<table>
<thead>
<tr>
<th>Bolts</th>
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</thead>
<tbody>
<tr>
<td>64 Loco</td>
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<tr>
<td>65 Mising</td>
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<table>
<thead>
<tr>
<th>Rivets (Huck)</th>
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<tbody>
<tr>
<td>66 Loco</td>
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<td>67 Mising</td>
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<tr>
<td>68 Nuts Mising</td>
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<tr>
<td>69 Cotter Pins Mising</td>
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<tr>
<td>70 Washers OK Broken Mising</td>
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<table>
<thead>
<tr>
<th>Hold Down Devices</th>
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<tbody>
<tr>
<td>71 Hold Down Devices</td>
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<tr>
<td>72 Spring Housing</td>
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**Guard Rail Clampa**

<table>
<thead>
<tr>
<th>57 Turnout Track</th>
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<tbody>
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**Class 2 and others**

**Remarks on page 3**

<table>
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<tr>
<th>55 Location of Guard Rail (Relation to Point)</th>
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**Guard Rail Clampa**

<table>
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**14 Maximum difference in any 31" in Cross**

<table>
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<tr>
<th>74 Maximum difference in any 31&quot; in Cross</th>
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<tbody>
<tr>
<td>Level on the siding from the Frog Point to 60&quot; beyond last long tie</td>
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<tr>
<td>OK Difference</td>
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<table>
<thead>
<tr>
<th>75 Condition of Line thru entire turnout</th>
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</thead>
<tbody>
<tr>
<td>S Y R</td>
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</tbody>
</table>
1. Five in-a-row 9 foot head block ties rotted
   Four 9 foot Timbers rotted
   Three 10 foot Timbers rotted

2. 8 Switch plates and sandrels corroded
   8 adjustable braces corroded
   Both closure rail bases corroded at crosswalk
   Both stock rail bases corroded at crosswalk

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: James Biggs                      Date: 10/14/16
Switch Inspection Report / Semi-Annual

Mainline 1 2 Yard WO # 2601972

Date 10/13/72 Inspection Crew Rolland Schiller, Nelson, Bobette Bryant

Location
1 Switch L.D. # 38-3
2 Facing Trailing X

Rail Points
4 Point to Point 5134
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 R 2438
7 Point Opening
N R 4 1/2
8 FL

S Y R
9 General Condition of the Points S Y R

Gage
10 Heel of Switch
a) Main
b) Turnout
11 Gage ahead of Bend
Must not be less than 58" or more than 67" for "S"

12 Heel Spread in Inches
a) Main
Stock Rail
13 Bend
14 Condition S Y R

Bolts
15 Loose N/A
16 Missing N/A

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

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

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

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

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

JBWWEM Mod. 09-15-08
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<thead>
<tr>
<th>Location</th>
<th>Yard</th>
<th>WO #</th>
</tr>
</thead>
<tbody>
<tr>
<td>2 Switch I.D. #</td>
<td>24-3</td>
<td>2601972</td>
</tr>
<tr>
<td>3 Facing</td>
<td></td>
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</tr>
</tbody>
</table>

| Inspection Crew | | |
|------------------|------------------|
| Roland Schick | Helen Robbitt, Bryant |

<table>
<thead>
<tr>
<th>Turnout Tag</th>
<th>58 Condition</th>
<th>6YR</th>
</tr>
</thead>
<tbody>
<tr>
<td>60 Rail Movement</td>
<td>6YR</td>
<td></td>
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<table>
<thead>
<tr>
<th>Tie Plates</th>
</tr>
</thead>
<tbody>
<tr>
<td>62 Lead</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Guard Rail Flangeway</th>
</tr>
</thead>
<tbody>
<tr>
<td>Guard Rail Flangeway can not be less 1 1/2&quot;</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Gage</th>
</tr>
</thead>
<tbody>
<tr>
<td>51 Main Track</td>
</tr>
<tr>
<td>52 Turnout Track</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Flangeway Depth</th>
</tr>
</thead>
<tbody>
<tr>
<td>Flangeway Depth must not be less than 1 1/2&quot;</td>
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</table>

<table>
<thead>
<tr>
<th>Bolt</th>
</tr>
</thead>
<tbody>
<tr>
<td>54 Loose</td>
</tr>
<tr>
<td>55 Missing</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Rivets (Huck)</th>
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</thead>
<tbody>
<tr>
<td>66 Loose</td>
</tr>
<tr>
<td>67 Missing</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Guard Rail Gage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Guard Rail Gage must be less than 54 3/8&quot;</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>3 Back to Back</th>
</tr>
</thead>
<tbody>
<tr>
<td>52 Back to Back must be less than 59 1/8&quot;</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Condition</th>
</tr>
</thead>
<tbody>
<tr>
<td>6YR</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>58 Location of Guard Rail (Relation to Point)</th>
</tr>
</thead>
<tbody>
<tr>
<td>6YR</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Guard Rail Clamps</th>
</tr>
</thead>
<tbody>
<tr>
<td>58 Main Track</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Turnout Track</th>
</tr>
</thead>
<tbody>
<tr>
<td>57 Turnout Track</td>
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</tbody>
</table>

<table>
<thead>
<tr>
<th>56&quot; to 57 1/2&quot;</th>
</tr>
</thead>
<tbody>
<tr>
<td>More than 57 1/2&quot; Out of Service</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Class 3 Gage 56&quot; to 57&quot;</th>
</tr>
</thead>
<tbody>
<tr>
<td>More than 57&quot; to 57 1/4&quot; downgrade to</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Class 2 and 3</th>
</tr>
</thead>
</table>

**Remarks on page 3**
1. Left hand curve switch point has wear
2. 10 adjustable places corroded
3. 3 switch plates corroded

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>Location</th>
<th>West Pont</th>
<th>22. Standard Joints</th>
<th>B Y R N/A</th>
</tr>
</thead>
<tbody>
<tr>
<td>2 Switch L.D. #</td>
<td>115 - 1A</td>
<td>23. Switch Plates</td>
<td>B Y R N/A</td>
</tr>
<tr>
<td>3 Facing</td>
<td>X Trailing</td>
<td>24. Adjustable Braces</td>
<td>B Y R N/A</td>
</tr>
<tr>
<td>6 Point Throw</td>
<td>Nothing less than 4&quot; or greater than 8&quot;</td>
<td>25. Non-Adjustable Braces</td>
<td>B Y R N/A</td>
</tr>
<tr>
<td>7 Point Opening</td>
<td>N 51/2 R 51/2</td>
<td>26. Switch Rods</td>
<td></td>
</tr>
<tr>
<td>9 General Condition of the Points</td>
<td>2 Y R</td>
<td>28. Front Rod</td>
<td>B Y R N/A</td>
</tr>
<tr>
<td>10 Heel of Switch</td>
<td></td>
<td>27. #1 Rod (Basket Rod)</td>
<td>B Y R N/A</td>
</tr>
<tr>
<td>a) Main</td>
<td>5 1/2</td>
<td>29. #2 Rod</td>
<td>B Y R N/A</td>
</tr>
<tr>
<td>a) Tumout</td>
<td>5 1/2</td>
<td>30. #4 Rod</td>
<td>B Y R N/A</td>
</tr>
<tr>
<td>11 Gage ahead of Bend</td>
<td>5 1/2</td>
<td>31. Closure Rail</td>
<td>B Y R N/A</td>
</tr>
<tr>
<td>12 Heel Spread in Inches</td>
<td></td>
<td>32. Surface of Switch</td>
<td>B Y R N/A</td>
</tr>
<tr>
<td>a) Tumout</td>
<td>6 1/4</td>
<td>Using a 62&quot; cord</td>
<td></td>
</tr>
<tr>
<td>a) Main</td>
<td>6 1/8</td>
<td>S = Up to 1&quot; Max allowed Speed</td>
<td></td>
</tr>
<tr>
<td>Stock Rail</td>
<td></td>
<td>Y = 1&quot; to 1 1/2&quot; 40 MPH</td>
<td></td>
</tr>
<tr>
<td>13 Bend</td>
<td>B Y R</td>
<td>R = 1 1/2&quot; to 1 3/4&quot; 12 MPH</td>
<td></td>
</tr>
<tr>
<td>14 Condition</td>
<td>B Y R</td>
<td>Greater than 1 3/4&quot; = Out of Service</td>
<td></td>
</tr>
<tr>
<td>Bolt</td>
<td></td>
<td>33. Head Block ties</td>
<td>B Y R</td>
</tr>
<tr>
<td>Loose</td>
<td>0 N/A</td>
<td>34. Switch Adjustments</td>
<td>Yes (N)</td>
</tr>
<tr>
<td>Missing</td>
<td>0 N/A</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Rivets (Huck Bolts)</td>
<td></td>
<td>36. Lubrication</td>
<td>Dry</td>
</tr>
<tr>
<td>Loose</td>
<td>0 N/A</td>
<td>38. Switch Target / Lamp</td>
<td>OK (N/A)</td>
</tr>
<tr>
<td>Missing</td>
<td>0 N/A</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Cotter Pin missing</td>
<td>0 N/A</td>
<td>37. Latches</td>
<td>OK Broken Missing</td>
</tr>
<tr>
<td>Jam Nuts Loose</td>
<td>0 N/A</td>
<td>38. Locks</td>
<td>OK Broken Missing</td>
</tr>
<tr>
<td>Washer</td>
<td>OK Broken Missing</td>
<td>39. General Condition</td>
<td>B Y R</td>
</tr>
<tr>
<td>40 Insulated Joints</td>
<td>0 8 Y R }</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
Frog Inspection Report / Semi-Annual

Mainline 1 2 Yard ____________________ WO # 260 24 46

Dates 10-28-16 Inspection Crew: W.J. Bryant, G. Lam A. Rasset

1 Location
2 Switch I.D. # 115-1A
3 Facing X Trailing
44 Frog Track: N S Y R
45 Frog # 5
46 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 3/8
50 Flange Way Depth: ——
Flange Way Depth must not be less than 1 1/2"

Gage
51 Main Track 57 3/4
52 Turnout Track 56 3/4
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"
44 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: 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: 56" to 57"
More than 57" to 57 1/4" downgrade to

Class 2 and Out a Y

Remarks on page 3

Turnout Tie:
58 Condition: S Y R
59 Rail Movement: S Y R
60 Lead: S Y R
61 Guard Rail Flange Way: S Y R: 15"
Guard Rail Flange Way can not be less 1 1/2"
62 Guard Rail Plate: S Y R
63 Frog Plate: S Y R

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

Rivets (Husky)
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 5/8" beyond last long tie
OK Difference:

75 Condition of Line thru entire turnout: S Y R
SWITCH 115-1A  DATE 10-31-16  WO# 2602446

RITTED FROG POINT - 4" LONG

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 WO 2601882

Date 03-16 Inspection Crew W. Byrant C. Lam A. Rairette

Location
2 Switch I.D. # 4551-55
3 Facing Y Trailing

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

8 FYR
9 General Condition of the Points Y Y R

10 Heel of Switch
a) Main 56 4/12
b) Turnout 56 4/12
11 Gage ahead of Bend 56 4/12
Must not be less than 56" or more than 57" for "B"

12 Heel Spread in Inches
a) Turnout 6 1/14
b) Main 6 1/14

Stock Rail
13 Bend Y R
14 Condition Y R

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

Rivets (Huck Bolts)
17 Loose O N/A
18 Missing O N/A
19 Cotter Pin missing Y N/A

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

Switch Rods
20 Front Rod Y R N/A
27 #1 Rod (Socket 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 2" cord
5= 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 Heel Block tie Y R
34 Switch Adjustments No
35 Lubrication Dry
36 Switch Target / Lamp OK 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 3

JBWWEM Mod. 09-15-08
<table>
<thead>
<tr>
<th>Mainline</th>
<th>1</th>
<th>2</th>
<th>Yard</th>
<th>WO #</th>
</tr>
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<tbody>
<tr>
<td>Date</td>
<td>10-31-16</td>
<td>Inspection Crew</td>
<td>W. Badger, C. Lam. A. Rabele</td>
<td></td>
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<table>
<thead>
<tr>
<th>Location</th>
<th>1</th>
<th>SSY-3B</th>
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<tbody>
<tr>
<td>Facing</td>
<td>Y Trailing</td>
<td></td>
</tr>
<tr>
<td>Frog #</td>
<td>R S Y R</td>
<td></td>
</tr>
<tr>
<td>Frog Point Condition</td>
<td>S Y R</td>
<td>S Y R</td>
</tr>
<tr>
<td>Condition of Frog</td>
<td>S Y R</td>
<td></td>
</tr>
<tr>
<td>Surface of Frog</td>
<td>S Y R</td>
<td></td>
</tr>
<tr>
<td>Throat in inches</td>
<td>3 1/4</td>
<td></td>
</tr>
<tr>
<td>Flangeway Depth</td>
<td>S Y R</td>
<td>Flangeway Depth must not be less than 1 1/2&quot;</td>
</tr>
</tbody>
</table>

**Gage**
- Gage must not be less than 60" for any class

**Guard Rails**
- Guard Rail Gage: N 54 7/8 R 54 15/16
- Back to Back: N 52 3/8 R 52 17/16

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

**Guard Rail Clamps**
- Main Track | S Y R |
- Turnout Track | 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 G

**Turnout Ties**
- 58 Condition | S Y R |
- 59 Rail Movement | S Y R |
- 60 Lead | S Y R |
- 61 Guard Rail Flangeway | S Y R |
  - Guard Rail Flangeway must not be less than 1 1/2" |
- 62 Guard Rail Plates | S Y R |
- 63 Frog Plates | S Y R |

**Bolts**
- 64 Loose | 0 |
- 65 Missing | 0 |

**Rivets (Hickory)**
- 66 Loose | 0 |
- 67 Missing | 0 |
- 68 Nuts Missing | 0 |
- 69 Cotter Pins Missing | 0 |
- 70 Washers | OK |

**71 Hold Down Devices**
- 72 Spring Housing | S Y R |
- 73 Endale | S Y R |

**74 Maximum difference in any 31" in Cross**
- Level on the side from the Frog Point to 80" beyond last long tie | Ok |

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

**Remarks on page 3**
Switch 484-318  Date 10-31-16  WO # 2601882

Pitted frog 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: ______________________
Switch Inspection Report / Semi-Annual

Mainline 1 2 Yard WO # 2643692

Date 11-01-16 Inspection Crew M. POLLARD, S. SHISLER, W. BRYANT, G. LAWRENCE, R. ABETTE

Location
2 Switch I.D. # 115-2A
3 Facing ........... Trailing

Rail Points
4 Point to Point 51 1/4
5 Point Condition ❌ Y R
6 Point Throw Nothing less than 4" or greater than 8"
N 4 7/8 R 4 7/8
Min 3 1/2" on house top point protector

7 Point Opening N 5 R 5
8 Fl R Y R
9 General Condition of the Points ❌ Y R

Gage
10 Heel of Switch
a) Main 56 5/8
b) Turnout 51 2/4

11 Gage ahead of Bend 56 5/6
Must not be less than 58° or more than 57° for "R"

12 Heel Spread in Inches
a) Turnout 6 3/4
b) Main 6 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

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

Switch Rodes
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

32 Surface of Switch ❌ Y R N/A
Using a 32 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 / Lamps OK Missing N/A

37 Latches
OK Broken Missing
38 Locks
OK Broken Missing

39 General Condition
40 Insulated Joints ❌ Y R
Mainline 1 2 Yard WO #

Dates 11-1-74 Inspection Crew M. P. OLIVER T. SCHISLER W. B. ROYAL H. A. REBEIN

1 Location
2 Switch I.D. # US39
3 Facing Trailing X

44 Frog Track N S Y R R S Y R

45 Frog # B

46 Frog Point Condition S Y R

47 Condition of Frog S Y R

48 Surface of Frog S Y R

49 Throat in Inches 2 1/4

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 7/16

Gage must not be less than 60" for any Class

Guard Rails
53 Guard Rail Gage: N 54 7/8 R 52 7/8
Guard Rail Gage must be less than 54 3/8"

Back to Back N 52 7/8 R 52 7/8
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 2 Gage 55" to 57"

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

Class 2 and notify Y

Turnout Tea
58 Condition S Y R

59 Rail Movement S Y R

60 Lead S Y R

61 Guard Rail Flangeway S Y R: N 1 1/4 R 1 7/16

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

62 Guard Rail Plates S Y R

63 Rope Plates S Y R

Rope
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

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 56" beyond last long tie

75 Condition of Line thru entire turnout S Y R

Remarks on page 3
Switch 115 3A
Date 11-1-16
WO # 26473692

14'-6" MICROCRACKING / SHELLING RH ST PT
MICROCRACKING / SHELLING LH ST STOCK RAIL
LOOSE NAIL NUT BASKET ROD

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: 11-01-10
Inspection Crew: MBULLARD TSCHISLER WROUGHT GLAY ARABETE

Location: West Don
Switch I.D. #: 11S-3B
Facing: Trailing

Rail Points:
4 Point to Point: 51 1/4
5 Point Condition: Y R
6 Point Throw: Nothing less than 4" or greater than 5"
Min 3 1/2" on house top point protector
N: 4 1/16 R: 4 1/16
7 Point Opening: N 5 R 5
8 PR: Y R
9 General Condition of the Points: Y R

Gages:
10 Heel of Switch:
   a) Main: 50 1/2
   b) Turnout: 55 1/2
11 Gage ahead of Bend: 56 1/2
Must not be less than 56" or more than 57" for "S"

12 Heel Spread In Inches:
   a) Main: 1 2/3
   b) Turnout: 1 1/4

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 Missing

Remarks on Page 3
JBWINEM Mod. 09-15-08

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

Switch Rods:
26 #1 Rod (Basket Rod):
   @ Y R Y R
27 #2 Rod:
   @ Y R N/A
28 #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 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:
   @ 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
Mainline | Yard | WO #
---|---|---
1 | 2 | 264 3665

Date: 11-1-16

Inspection Crew: MOWERS SCHISLER WARBANT GLAH ARBAZIE

1 Location
2 Switch I.D. #: 115 3B
3 Facing: Trailing
44 Frog Tread: N Y Y R R Y Y R
45 Frog #: 0
46 Frog Point Condition: Y R
47 Condition of Frog: Y
48 Surface of Frog: Y R
49 Throat in Inches: 3 3/4
50 Flange Way Depth: 2
Flange Way Depth must not be less than 1 1/2".

Gage
51 Main Track: 50 7/16
52 Turnout Track: 50 7/16
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".
4 Back to Back: N 52 7/8 R 52 7/8
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 Clamp
56 Main Track: N/A
57 Turnout Track: N/A

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

Class 2 and down a Y

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>Location</th>
<th>2 Switch I.D. #</th>
<th>3 Facing</th>
<th>22 Standard Joints</th>
<th>SYR (N/A)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Rail Points</td>
<td>4 Point to Point</td>
<td>5 Point Condition</td>
<td>23 Switch Plates</td>
<td>SYR (N/A)</td>
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<td></td>
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<td></td>
<td>24 Adjustable Braces</td>
<td>SYR (N/A)</td>
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<td>25 Non-Adjustable Braces</td>
<td>SYR (N/A)</td>
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<td>26 Switch Rods</td>
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<td>28 Front Rod</td>
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<td></td>
<td></td>
<td>27 #1 Rod (Basket Rod)</td>
<td>SYR (N/A)</td>
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<td></td>
<td></td>
<td>29 #2 Rod</td>
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<td>30 #4 Rod</td>
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<td></td>
<td>31 Closure Rail</td>
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<td></td>
<td>32 Surface of Switch</td>
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<td></td>
<td>33 Head Block ties</td>
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<td></td>
<td>34 Switch Adjustments</td>
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<td>35 Lubrication</td>
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<td></td>
<td>36 Switch Target / Lamp</td>
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<td>37 Latches</td>
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<td>39 General Condition</td>
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<tr>
<td></td>
<td></td>
<td></td>
<td>40 Insulated Joints</td>
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</tr>
</tbody>
</table>

**Mainline** 1 2  Yard WO # 2648713

**Dates** 11-13-16 Inspection Crew W. Bryant G. Lam A. Rebette

**Point to Point** 51

**Point Condition** SYR

**Point Throw** Nothing less than 4" or greater than 6"

**Point Opening** N 5 1/2 R 5 1/4

**General Condition of the Points** SYR

**Heel of Switch**
- Main 57 1/2
- Turnout 57 1/2

**Gage ahead of Bend** Must not be less than 56° or more than 67° for "8"

**Heel Spread in Inches**
- Turnout 10 7/16
- Main 10 7/16

**Stock Rail**
- 13 Band SYR
- 14 Condition SYR

**Bolts**
- 15 Loose N/A
- 16 Missing N/A

**Rivets (Huck Bolts)**
- 17 Loose N/A
- 18 Missing N/A
- 19 Cotter Piece missing N/A

**Jaw Nuts**
- 20 Loose N/A
- 21 Washer OK Broken Missing

**Remarks on Page 3**

JEW/NEM Mod. 09-15-06
Frog Inspection Report / Semi-Annual

Mainline 1 2 Yard  WO # 264 3718

Date: 11-13-16  Inspection Crew: W. B. B.  C. L. A. R.  B. E.

Location
2 Switch I.D. # 3 6 7-3a
3 Facing  Trailing
44 Frog Track  N S Y R  R S Y R
45 Frog # 10
46 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
50 Flangeeway Depth 2
Flangeeway Depth must not be less than 1 1/2".

Gage
51 Main Track 5 6 7 8
52 Turnout Track 5 6 7/2
Gage must not be less than 56" for any Class

Guard Rails
53 Guard Rail Gage: N 5 4 3 4 R S 4 1/4
Guard Rail Gage must be less than 54 3/8"
1 Back to Back: N 5 2 3 R 5 2 3/8
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 Clampa
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 2 Gage 56" to 57"
More than 57" to 57 1/4" downgrade to

Class 2 and refer to Y

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

Tie Plates
60 Lead
S Y R
61 Guard Rail Flangeaway
S Y R, N R, R.
Guard Flangeaway can not be less 1 1/2"
62 Guard Rail Plate
S Y R
63 Frog Plate
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 Nut Missing
0 N/A
69 Cotter Pin Missing
N/A
70 Washer
OK, Broken
Missing

71 Hold Down Devices
S Y R N/A
72 Spring Housing
S Y R N/A
73 Derail
S 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 1 3/8

75 Condition of Line thru entire turnout
S Y R

Remarks on page 3
Switch 367-3A  Date 11-13-16  WO # 2643713

8. Michele Chacks, St 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: _________________________
### Switch Inspection Report / Semi-Annual

**Mainline**: 1 2  
**Yard**: WO # 2043715

**Date**: 11-13-16  
**Inspection Crew**: W. Bryant, G. Lam, A. Rabette

<table>
<thead>
<tr>
<th>Location</th>
<th>2 Switch I.D. #</th>
<th>3 Facing: Trailing</th>
</tr>
</thead>
</table>

#### Rail Points
- **4 Point to Point**: 50 1/2
- **5 Point Condition**: SYR
- **6 Point Throw**: Nothing less than 4" or greater than 5" Min 3 1/2" on house top point protector
- **7 Point Opening**: N S R 6
- **8 FR**: SYR

### General Condition of the Points
**SYR**

#### Case
- **10 Heel of Switch**
  - a) Main 50 1/2
  - b) Turnout 50 1/2
- **11 Gauge ahead of Bend**: SYR 1/2
  - Must not be less than 56° or more than 67° for "8"

#### Heel Spread in Inches
  - **Turnout**: 6 1/2
  - **Main**: 6 1/2

### Stock Rail
- **12 Bend**: SYR
- **13 Condition**: SYR

### 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 Miss

### Remarks on Page 3

**JBW/WEEM Mod. 09-15-08**
Location
2 Switch I.D. # 367-3B
3 Facing Trailing
44 Frog Track N S Y R
R S Y R
45 Frog # 10
46 Frog Point Condition S Y R
47 Condition of Frog S Y R
48 Surfice of Frog S Y R
49 Throat in Inches 3 1/4
50 Flangeway Depth 1 1/8
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 5/8 R 54 5/8
Guard Rail Gage must be less than 64 3/8"
Back to Back N 52 3/4 R 52 3/4
Back to Back must be less than 63 1/8"
54 Condition S Y R
55 Location of Guard Rail (Relation to Point) S Y R

Guard Rail Cleamce
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 Ota Y

Remarks on page 3
Switch 367-3B  Date 11-13-16  WO # 2643715

60 micro crack in 5t steel rail

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  

Dates 11-13-16 Inspection Crew W. Bryan, G. Lam, A. Rubeff

Location Camp Meade Jet

2 Switch I.D. 
3 Facing

Rail Points
4 Point to Point 51 1/4
5 Point Condition G Y R
6 Point Throw Nothing less than 4" or greater than 8"
7 Point Opening N 1 9/16 R 1 9/16
8 R
9 General Condition of the Points G Y R

Gage
10 Heel of Switch
a) Main 56 1/2
b) Turnout 56 1/2

11 Gage ahead of Bend 5 1/2

Must not be less than 56" or more than 57" for "8"

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

Stock Rail
13 Bend G Y R
14 Condition G 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 N/A

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

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

26 Switch Rod
27 1/4 Rod (Basket Rod) 9 Y R N/A
28 3/8 Rod 9 Y R N/A
29 5/8 Rod 9 Y R N/A
30 7/8 Rod 9 Y R N/A
31 Closure Rail 9 Y R N/A
32 Surface of Switch 9 Y R N/A

33 Head Block Tie 9 Y R
34 Switch Adjustments Yes No
35 Lubrication OK Dry
36 Switch Target / Lever OK Missing N/A

37 Latches OK Broken Missing
38 Locks OK Broken Missing

39 General Condition 9 Y R

40 Insulated Joints 9 Y R

Remarks on Page 3
JBWWEM Mod. 09-15-06
### Frog Inspection Report / Semi-Annual

**Location**: Camp Meade Jet

**2 Switch I.D. #**: 373-1

**3 Facing**: Trailing

**44 Frog Tread**: N SYR, R SYR

**45 Frog #**: 15

**46 Frog Point Condition**: Y R

**47 Condition of Frog**: Y R

**48 Surface of Frog**: Y R

**49 Throat in Inches**: 2.74

**50 Flangeway Depth**:

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

**Gage**:

- **51 Main Track**: 63 3/4
- **52 Turnout Track**: 56 1/4

- Gage must not be less than 66" 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 3/4"

- Back to Back: N 52 3/4 R 52 3/4

- 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

**58 Condition**: Y R

**59 Rail Movement**: Y R

**60 Lead**: Y R

**61 Guard rail Flangeway**: N 6 5/8 R 7 5/8

- Guard Rail Flangeway can not be less 1 1/2"

**62 Guard Rail Plates**: Y R

**63 Frog Rail Plates**: Y R

**64 Loose**: 0 N/A

**65 Missing**: 0 N/A

**66 Loose**: 0 N/A

**67 Missing**: 0 N/A

**68 Nut Missing**: 0 N/A

**69 Cotter Pin Missing**: 0 N/A

**70 Washer/Plugs Broken/Missing**: N/A

**71 Hold Down Devices**: Y R N/A

**72 Spring Housing**: Y R N/A

**73 Derail**: 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

**75 Condition of Line thru entire turnout**: Y R

### Class 2 and other

**Remarks on Page 3**
Switch 373-1  Date 11-13-16  WO # 2643717

- Battered Flag Point
- Pitted Flag Point
- Micro Cracks, Curved Closure
- Crapped Point ZH - 3/16 - Y

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: ___________________________
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<thead>
<tr>
<th>Date(s)</th>
<th>11-13-16</th>
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<tbody>
<tr>
<td>Location</td>
<td>CAMP MEADE OCT</td>
</tr>
<tr>
<td>2 Switch I.D. #</td>
<td>273-3</td>
</tr>
<tr>
<td>3 Facing</td>
<td>Trailing</td>
</tr>
<tr>
<td>Rail Points</td>
<td></td>
</tr>
<tr>
<td>4 Point to Point</td>
<td>5 1/4</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&quot; or greater than 5&quot;</td>
</tr>
<tr>
<td>Min 3 1/4&quot; on house top point protector</td>
<td></td>
</tr>
<tr>
<td>7 Point Opening</td>
<td>N 4 7/16 R 4 7/16</td>
</tr>
<tr>
<td>8 ER</td>
<td>S Y R</td>
</tr>
<tr>
<td>9 General Condition of the Points</td>
<td>S Y R</td>
</tr>
<tr>
<td>Gage</td>
<td></td>
</tr>
<tr>
<td>10 Heel of Switch</td>
<td></td>
</tr>
<tr>
<td>a) Main</td>
<td>5 3/4</td>
</tr>
<tr>
<td>a) Turnout</td>
<td>6 1/2</td>
</tr>
<tr>
<td>11 Gage ahead of Bend</td>
<td>5 1/4</td>
</tr>
<tr>
<td>Must not be less than 56&quot; or more than 67&quot; for &quot;S&quot;</td>
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</tr>
<tr>
<td>12 Heel Spread</td>
<td></td>
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<tr>
<td>in inches</td>
<td></td>
</tr>
<tr>
<td>a) Turnout</td>
<td>1 1/4</td>
</tr>
<tr>
<td>a) Main</td>
<td>1 1/2</td>
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<tr>
<td>Stock Rail</td>
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<tr>
<td>13-Bend</td>
<td>S Y R</td>
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<td>14 Condition</td>
<td>S Y R</td>
</tr>
<tr>
<td>Bolts</td>
<td></td>
</tr>
<tr>
<td>15 Loose</td>
<td>0 N/A</td>
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<tr>
<td>16 Missing</td>
<td>0 N/A</td>
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<tr>
<td>Rivets (Huck Bolts)</td>
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<tr>
<td>17 Loose</td>
<td>0 N/A</td>
</tr>
<tr>
<td>18 Missing</td>
<td>0 N/A</td>
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<tr>
<td>19 Cotter Pins missing</td>
<td>0 N/A</td>
</tr>
<tr>
<td>20 Jam Nuts Loose</td>
<td>0 N/A</td>
</tr>
<tr>
<td>21 Washers</td>
<td>OK * Broken 0 Missing</td>
</tr>
<tr>
<td>Remarks on Page 3</td>
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</table>

JBW/WEW Mod. 03-15-09
Date: 11-13-91  Inspection Crew: W. 13/24 y.o. + C. Ham A. Rabette

Mainline 1 2 Yard  WO # 2643685

<table>
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<th>Location</th>
<th>2 Switch I.D. #</th>
<th>3 Facing</th>
<th>44 Frog Tread N</th>
<th>44 Frog Tread R</th>
<th>48 Frog #</th>
<th>48 Frog Point Condition</th>
<th>47 Condition of Frog</th>
<th>49 Surface of Frog</th>
<th>49 Throat in inches</th>
<th>50 Flangeway Depth</th>
<th>50 Flangeway Depth must not be less than 1 1/2&quot;</th>
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<tbody>
<tr>
<td></td>
<td>373-3</td>
<td></td>
<td>S Y R</td>
<td>R S Y R</td>
<td>10</td>
<td>B Y R</td>
<td>B Y R</td>
<td>S Y R</td>
<td>3 1/4</td>
<td></td>
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<table>
<thead>
<tr>
<th>Gage</th>
<th>51 Main Track</th>
<th>52 Turnout Track</th>
<th>56 3/4</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>56 3/4</td>
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</table>

Gage must not be less than 56" for any Class

<table>
<thead>
<tr>
<th>Guard Rail</th>
<th>53 Guard Rail Gage N</th>
<th>54 7/8 R 54 7/8</th>
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</thead>
<tbody>
<tr>
<td></td>
<td>Back to Back N</td>
<td>52 4&quot; R 52 1/4&quot;</td>
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</table>

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

<table>
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<tr>
<th>Condition</th>
<th>54 B Y R</th>
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<tbody>
<tr>
<td>Location of Guard Rail (Relation to Point)</td>
<td>55 B Y R</td>
</tr>
<tr>
<td>Guard Rail Clamps</td>
<td>56 Main Track N/A</td>
</tr>
<tr>
<td></td>
<td>57 Turnout Track N/A</td>
</tr>
</tbody>
</table>

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

Turnout Ties
58 Condition (B Y R)
59 Rail Movement (B Y R)
Tie Plates
60 Lead (B Y R)
61 Guard Rail Flangeout (B Y R N 1/2 R 1 3/4"
Guard Rail Flangeout can not be less 1 1/2"
62 Guard Rail Plates (B Y R)
63 Frog Plates (B 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 (B Y R N/A)
72 Spring Housing (B Y R N/A)
73 Derails (B 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

75 Condition of Line thru entire turnout (B Y R)

Remainder on page 3
Switch 373-3  Date 11-13-16  WO # 2648685

Switch Inspection Completed

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: ___________________________
### Switch Inspection Report / Semi-Annual

**Date:** 11/13/16  |  **Inspection Crew:** W. Blythe & G. Lam A. Rabette

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<th>Mainline</th>
<th>1</th>
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<th>Yard</th>
<th>WO #</th>
<th>2643708</th>
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<td>2 Switch I.D. #</td>
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<td>G-37-1A</td>
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<tr>
<td>3 Facing</td>
<td></td>
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<td></td>
</tr>
</tbody>
</table>

#### Rails Points
- **4 Point to Point:** 51 1/8
- **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
- **7 Point Opening:** N 9/16 R 5 1/8

#### General Condition of the Points
- **8 General Condition:** G Y R

#### Gage:
- **10 Heel of Switch:**
  - a) Main: 56 3/4
  - b) Turnout: 56 3/4
- **11 Gage ahead of Bend:** 56 3/4

#### Heel Spread in Inches
- **12 (Turnout):** 64 1/8
- **13 (Main):** 64 1/8

#### Stock Rail
- **13 Bend:** G Y R
- **14 Condition:** G 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

#### Jam Nuts
- **20 Loose:** 0 N/A
- **21 Washers:** OK Broken: 0 N/A

#### Switch Rods
- **20 Front Rod:** G Y R N/A
- **21 1/4 Rod (Basket Rod):** G Y R N/A
- **22 1/4 Rod:** G Y R N/A
- **23 3 Rod:** G Y R N/A
- **24 1/4 Rod:** G Y R N/A
- **25 Closure Rail:** G Y R N/A

#### Surface of Switch
- **26 Surface of Switch:** G Y R N/A
- **Using a 6" 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

#### 34 Switch Adjustments
- **35 Lubrication:** OK Dry
- **36 Switch Target / Lamp:** OK Missing: N/A

#### 37 Latchers
- **OK Broken:** Missing

#### 38 Locks
- **OK Broken:** Missing

#### General Condition
- **39 General Condition:** G Y R

#### Insulated Joints
- **40 Insulated Joints:** G Y R

---

**Remarks on Page 3**

**JW/WWM Mod. 09-15-89**
<table>
<thead>
<tr>
<th>Location</th>
<th>2 Switch I.D. #</th>
<th>3 Facing</th>
<th>44 Frog Tread</th>
<th>46 Frog #</th>
<th>46 Frog Point Condition</th>
<th>47 Condition of Frog</th>
<th>48 Surface of Frog</th>
<th>49 Throat in inches</th>
<th>50 Flangeway Depth</th>
<th>Flangeway Depth must not be less than 1 1/2&quot;</th>
</tr>
</thead>
<tbody>
<tr>
<td>Camp-DeMeade</td>
<td>267-1A</td>
<td>Trailing</td>
<td>GY R</td>
<td>10 GY R</td>
<td>GY R</td>
<td>GY R</td>
<td>GY R</td>
<td>3/4</td>
<td>2</td>
<td>Flangeway Depth must not be less than 1 1/2&quot;</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Gage</th>
<th>51 Main Track</th>
<th>52 Turnout Track</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>56/13</td>
<td>56/8</td>
</tr>
</tbody>
</table>

Gage must not be less than 56" for any Class

Guard Rails
<table>
<thead>
<tr>
<th>53 Guard Rail Gage</th>
<th>54 Condition</th>
</tr>
</thead>
<tbody>
<tr>
<td>N 54 5/8 R 54 1/2</td>
<td>Y R</td>
</tr>
</tbody>
</table>

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

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

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

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

Remarks on page 3

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

Tie Plates
60 Lead
8 Y R
61 Guard Rail Flangeway
8 Y R N 1/8 R 2
Guard Rail Flangeway can not be less 1 1/2"
62 Guard Rail Plates
8 Y R
63 Frog Plates
8 Y R

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

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

71 Hold Down Devices
8 Y R N/A
72 Spring Housing
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 56" beyond last long tie
OK Difference

75 Condition of Line thru entire turnout
8 Y R

Class 2 and note Y
Frog - Chipped / Pitted - (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: ____________________________
Switch Inspection Report / Semi-Annual

<table>
<thead>
<tr>
<th>Date</th>
<th>11-16-2016</th>
<th>Inspection Crew</th>
<th>B/Lored Lam, R. Seboe</th>
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<tr>
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</tr>
<tr>
<td>2 Switch I.D. #</td>
<td>Blu</td>
<td></td>
<td></td>
</tr>
<tr>
<td>3 Facing</td>
<td>Trailing</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Rail Points</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>4 Point to Point</td>
<td>5 1/2</td>
<td></td>
<td></td>
</tr>
<tr>
<td>5 Point Condition</td>
<td>SYR</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>
</tr>
<tr>
<td></td>
<td>Min 3 1/2&quot; on house top point protector</td>
<td></td>
<td></td>
</tr>
<tr>
<td>7 Point Opening</td>
<td>N</td>
<td>58</td>
<td></td>
</tr>
<tr>
<td>8 FR</td>
<td>SYR</td>
<td></td>
<td></td>
</tr>
<tr>
<td>9 General Condition of the Points</td>
<td>SYR</td>
<td></td>
<td></td>
</tr>
<tr>
<td>10 Heel of Switch</td>
<td>SYR</td>
<td></td>
<td></td>
</tr>
<tr>
<td>a) Main line</td>
<td>21</td>
<td></td>
<td></td>
</tr>
<tr>
<td>b) Turnout</td>
<td>80</td>
<td></td>
<td></td>
</tr>
<tr>
<td>11 Gage ahead of Bend</td>
<td>5 1/2</td>
<td></td>
<td></td>
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<tr>
<td>Must not be less than 56&quot; or more than 57&quot; for &quot;8&quot;</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>12 Heel Spread in Inches</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>a) Turnout</td>
<td>6 1/4</td>
<td></td>
<td></td>
</tr>
<tr>
<td>13 Bend</td>
<td>SYR</td>
<td></td>
<td></td>
</tr>
<tr>
<td>14 Condition</td>
<td>SYR</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Stock Rail</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>15 Loose</td>
<td>0</td>
<td>N/A</td>
<td></td>
</tr>
<tr>
<td>16 Missing</td>
<td></td>
<td>N/A</td>
<td></td>
</tr>
<tr>
<td>Bolts</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>17 Loose</td>
<td></td>
<td>N/A</td>
<td></td>
</tr>
<tr>
<td>18 Missing</td>
<td></td>
<td>N/A</td>
<td></td>
</tr>
<tr>
<td>19 Cotter Pin</td>
<td>0</td>
<td>N/A</td>
<td></td>
</tr>
<tr>
<td>Rivets (Huck Bolts)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>20 Jam Nuts Loose</td>
<td>0</td>
<td>N/A</td>
<td></td>
</tr>
<tr>
<td>21 Washers</td>
<td>OK</td>
<td>Broken N/A</td>
<td>Missing N/A</td>
</tr>
</tbody>
</table>

Switch Rods

- 28 Front Rod: SYR N/A
- 27 #1 Rod (Basket Rod): SYR N/A
- 30 #2 Rod: SYR N/A
- 31 Closure Rail: SYR N/A
- 32 Surface of Switch: SYR N/A
- Using a 6" cord
  - B = 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

Head Block Ties: SYR

Switch Adjustments: Yes No

Lubrication: OK Dry

Switch Target / Lampe: OK Missing N/A

Latches: OK Broken Missing

Locks: OK Broken Missing

General Condition: SYR

Insulated Joints: SYR

Remarks on Page 3

JBW/WEH Mod. 09-15-08
<table>
<thead>
<tr>
<th>Location</th>
<th>Turnout Ties</th>
</tr>
</thead>
<tbody>
<tr>
<td>2 Switch I.D. #</td>
<td>58 Condition</td>
</tr>
<tr>
<td>3 Facing</td>
<td>59 Rail Movement</td>
</tr>
<tr>
<td>44 Frog Tread</td>
<td>59 Rail Movement</td>
</tr>
<tr>
<td>45 Frog #</td>
<td>59 Rail Movement</td>
</tr>
<tr>
<td>46 Frog Point Condition</td>
<td>60 Lead</td>
</tr>
<tr>
<td>47 Condition of Frog</td>
<td>61 Guard Rail Flangeway</td>
</tr>
<tr>
<td>48 Surface of Frog</td>
<td>62 Guard Rail Plate</td>
</tr>
<tr>
<td>49 Throat in Inches</td>
<td>63 Frog Plates</td>
</tr>
<tr>
<td>60 Flangeway Depth</td>
<td>64 Loose</td>
</tr>
<tr>
<td><strong>Flangeway Depth must not be less than 1 1/2&quot;</strong></td>
<td>65 Missing</td>
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</table>

<table>
<thead>
<tr>
<th>Gage</th>
<th>Rivets (Huck)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 Main Track</td>
<td>66 Loose</td>
</tr>
<tr>
<td>2 Turnout Track</td>
<td>67 Missing</td>
</tr>
<tr>
<td><strong>Gage must not be less than 56&quot; for any Class</strong></td>
<td>68 Nuts Missing</td>
</tr>
<tr>
<td>69 Cotter Pins Missing</td>
<td>70 Washers</td>
</tr>
<tr>
<td>53 Guard Rail Gage</td>
<td>71 Hold Down Devices</td>
</tr>
<tr>
<td>54 Condition</td>
<td>72 Spring Housing</td>
</tr>
<tr>
<td>55 Location of Guard Rail (Relation to Point)</td>
<td>73 Derails</td>
</tr>
<tr>
<td><strong>Guard Rail Clamps</strong></td>
<td>74 Maximum difference in any 31&quot; in Cross</td>
</tr>
<tr>
<td>56 Main Track</td>
<td>Level on the siding from the Frog Point to</td>
</tr>
<tr>
<td><strong>N/A</strong></td>
<td>60° beyond last long tie</td>
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<tr>
<td>57 Turnout Track</td>
<td><strong>OK</strong> Difference</td>
</tr>
<tr>
<td><strong>N/A</strong></td>
<td><strong>Condition of Line thru entire turnout</strong></td>
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</table>

**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**

**Remarks on page 3**
Switch 8WJ15 Date 11-16-2016 WO # 2643698

Myers Fasteners in slack rail
Please screw spikes

Frog point work east side
2 robbed 14' ties

Switch inspection on plot

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>
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<th>Mainline</th>
<th>1</th>
<th>2</th>
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<th>WO #</th>
<th>2644073</th>
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<th>3</th>
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<th>Tailing</th>
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<tr>
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<table>
<thead>
<tr>
<th>6</th>
<th>Point Throw</th>
<th>Nothing less than 4&quot; or greater than 5&quot;</th>
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<table>
<thead>
<tr>
<th>Min 3 1/2&quot; on house top point protector</th>
<th>4 1/2</th>
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<table>
<thead>
<tr>
<th>7</th>
<th>Point Opening</th>
<th>9 1/8</th>
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<table>
<thead>
<tr>
<th>8</th>
<th>FR</th>
<th>Y R</th>
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<th>General Condition of the Points</th>
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<table>
<thead>
<tr>
<th>Gear</th>
<th>10</th>
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<table>
<thead>
<tr>
<th>a</th>
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<table>
<thead>
<tr>
<th>a</th>
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<th>56 1/2</th>
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<table>
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<tr>
<th>11</th>
<th>Gauge ahead of Bend</th>
<th>Must not be less than 56&quot; or more than 67&quot; for &quot;s&quot;</th>
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<table>
<thead>
<tr>
<th>12</th>
<th>Heel Spread in Inches</th>
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<th>1</th>
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<th>0</th>
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<table>
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<th>4</th>
<th>Main</th>
<th>0</th>
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<th>Y R</th>
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<table>
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<th>14</th>
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<table>
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<th>Bolts</th>
<th>15</th>
<th>Loose</th>
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<table>
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<table>
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<th>18</th>
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<table>
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<tr>
<th>19</th>
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<table>
<thead>
<tr>
<th>20</th>
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<th>N/A</th>
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<table>
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<tr>
<th>21</th>
<th>Washers</th>
<th>OK</th>
<th>Broken</th>
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<tr>
<th>Remarks on Page 3</th>
<th>JBW/WEW Mod. 09-15-08</th>
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<table>
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<th>22</th>
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<table>
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<tr>
<th>23</th>
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<table>
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<tr>
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<table>
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<tr>
<th>25</th>
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<tr>
<th>Switch Rods</th>
<th>26</th>
<th>Front Rod</th>
<th>Y R</th>
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<table>
<thead>
<tr>
<th>27</th>
<th>#1 Rod (Basket Rod)</th>
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</table>

<table>
<thead>
<tr>
<th>28</th>
<th>#2 Rod</th>
<th>Y R</th>
<th>N/A</th>
</tr>
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<table>
<thead>
<tr>
<th>29</th>
<th>#3 Rod</th>
<th>Y R</th>
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<table>
<thead>
<tr>
<th>30</th>
<th>#4 Rod</th>
<th>Y R</th>
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<table>
<thead>
<tr>
<th>31</th>
<th>Closure Rail</th>
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<table>
<thead>
<tr>
<th>32</th>
<th>Surface of Switch</th>
<th>Y R</th>
<th>N/A</th>
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<table>
<thead>
<tr>
<th>Using a 60' cord</th>
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<table>
<thead>
<tr>
<th>S= Up to 4&quot; Max allowed Speed</th>
<th>Y= 1&quot; to 1 1/2&quot; 40 MPH</th>
</tr>
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</table>

<table>
<thead>
<tr>
<th>Re= 1 1/2&quot; to 1 3/4&quot; 12 MPH</th>
<th>Greater than 1 3/4&quot; = Out of Service</th>
</tr>
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</table>

<table>
<thead>
<tr>
<th>33</th>
<th>Head Block ties</th>
<th>Y R</th>
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<table>
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<tr>
<th>34</th>
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<table>
<thead>
<tr>
<th>35</th>
<th>Lubrication</th>
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<th>Dry</th>
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<table>
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<tr>
<th>36</th>
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<th>Missing</th>
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<th>37</th>
<th>Latches</th>
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<tr>
<th>38</th>
<th>Locks</th>
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<tr>
<th>39</th>
<th>General Condition</th>
<th>Y R</th>
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<tr>
<th>40</th>
<th>Insulated Joints</th>
<th>Y R</th>
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</thead>
<tbody>
<tr>
<td>Mainline</td>
<td>1</td>
<td>2</td>
</tr>
<tr>
<td>----------</td>
<td>----</td>
<td>----</td>
</tr>
<tr>
<td>1</td>
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<td></td>
</tr>
</tbody>
</table>

**Location**
- 2 Switch I.D. #: 488-5
- 3 Facing: Trailing
- 44 Frog Tread: N 6 6
- 48 Frog #: 6
- 48 Frog Point Condition: 6 6
- 47 Condition of Frog: 6 6
- 48 Surface of Frog: 6 6
- 49 Thrust in Inches: 3 1/2
- 50 Flange Way Depth: 6

**Gage**
- 51 Main Track: 6 6
- 52 Turnout Track: 6 6

Gage must not be less than 66” for any Class

**Guard Rails**
- 53 Guard Rail Gage: N 6 6
- Back to Back Gage: N 6 6

Guard Rail Gage must be less than 64 3/8”

**54 Condition**
- 55 Location of Guard Rail (Relation to Point): 6 6

**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 56” to 57”
More than 57” to 57 1/4” downgrade to

**Remarks on page 3**
Switch 48D-3

Date 11-16-2016

WO # 2644073

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>Date</th>
<th>Inspection Crew</th>
<th>Mainline</th>
<th>Yard</th>
<th>WO #</th>
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<tr>
<td>11-16-2016</td>
<td>F014 &amp; Lam Kabe &amp; 0</td>
<td>1</td>
<td>2</td>
<td>2644071</td>
</tr>
</tbody>
</table>

**Location**
- Switch I.D. #: #217
- Facing: Trailing

**Rail Points**
- Point to Point: 5 1/4
- Point Condition: S Y R
- Point Throw: Nothing less than 4" or greater than 6" Min 3 1/2" on house top point protector
- Point Opening: 5

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

**Gage**
- Heel of Switch
  - a) Main: 36
  - b) Turnout: 26
- Gage ahead of Bend: 56
- Must not be less than 58" or more than 67" for "A"
- Heel Spread in Inches
  - Turnout: 6
  - Main: 6

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

**Bolts**
- Loose: 0
- Missing: 0

**Rivets (Huck Bolts)**
- Loose: 0
- Missing: 0

**Remarks on Page 1**

JBWW/MEM, 09-15-09
Frog Inspection Report / Semi-Annual

Mainline 1 2 Yard WO # 264907

Date 11-16-2023 Inspection Crew: P.J. Kamble

Location
2 Switch I.D. # 77 T
3 Facing Trailing
44 Frog Tread N S Y R
R S Y R
45 Frog # 6
46 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 3/16
50 Flangeeway Depth
Flangeeway Depth must not be less than 1 1/2"

Gage
51 Main Track 56 3/4
52 Turnout Track 55. 3/4
Gage must not be less than 56" for any Class

Guard Rails
53 Guard Rail Gage N 54 S Y 58 R 54 S Y 58
Guard Rail Gage must be less than 54 3/8"
1 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 gets a Y

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

Tie Plates
60 Lead S Y R
61 Guard Rail Flangeeway S Y R N 128 R
Guard Rail Flangeeway can not be less 1 1/2"
62 Guard Rail Plates S Y R
63 Frog Plates S Y R

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

Rivets (Huck)
66 Loose N/A
67 Missing N/A
68 Nut Missing 0 N/A
69 Cotter Pins Missing N/A
70 Washers OK Broken N/A 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
50" beyond last long tie
OK Difference

75 Condition of Line thru entire turnout S Y R

Remarks on page 3
Switch 485-1  Date 11-16-2016  WO # 2644071

2 Machine Black ties fixed
2 9' tiesسوف

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: ___________________________