Mainline: 1 2 3 4 5 6 7 8 9 10 11
Yard: 12

Inspection Crew: MPollard TSchisler GJuk ABarrett

Switch Inspection Report / Semi-Annual

WO # 235 2006

1 Location
2 Switch I.D. # 70-3
3 Facing: X Trailing

4 Point to Point 5 1/2
5 Point Condition 9 Y R

6 Point Throw Nothing less than 4" or greater than 8"
Min 3 1/2" on house top point protector
N 4 7/16 R 4 7/16

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

8 Y R

9 General Condition of the Points 9 Y R

10 Heel of Switch
a) Main 36 9/16
b) Turnout 32
11 Gage ahead of Bend 5 7/16
Must not be less than 6" or more than 8" for "8"

12 Heel Spread in Inches
a) Turnout 8 3/4
b) Main 9 1/8

Stock Rail
13 Bend 9 Y R
14 Condition 9 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 Pins missing N/A
20 Jam Nuts Loose O N/A
21 Washers OK Broken Missing

Switch Rods
26 Front Rod 9 Y R N/A
27 #1 Rod (Basket Rod)

Closure Rail
31 Closure Rail 9 Y R N/A

32 Surface of Switch 9 Y R N/A
Using a 12" 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 9 Y R

34 Switch Adjustments
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

40 Insulated Joints
9 Y R
Frog Inspection Report / Semi-Annual

Mainline 1 2 Yard  WO # 235 2006

Date: 4/20/16  Inspection Crew: M. POURARI, T. SINKER, G. LAWRENCE RAFFETTE

1 Location
2 Switch I.D. # 70-9
3 Facing T N Y R  R Y R
44 Frog Tread N Y R
45 Frog # 0
46 Frog Point Condition 8 Y R
47 Condition of Frog 8 Y R
48 Surface of Frog 8 Y R
49 Throat in Inches 2.12
50 Flangeway Depth 1/8
Flangeway Depth must not be less than 1 1/2"

Gage
51 Main Track 56 1/2
52 Turnout Track 56 1/8

Gage must not be less than 56" for any Class

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

54 Back to Back N 52 1/8 R 52 1/8
Back to Back must be less than 53 1/8"

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

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

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

Class 2 and gets a Y

Turnout Tee
59 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 1/2, R 1 3/4
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 8 N/A
66 Missing 8 N/A

Rivets (Husk)
68 Loose 8 N/A
66 Missing 8 N/A
69 Nut Missing 8 N/A
69 Cotter Pins Missing 8 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 Derails 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
8 Difference

75 Condition of Line thru entire turnout 8 Y R

Remarks on page 3
Switch: 70-3  Date: 4/20/14  WO #: 2352006

3 - 8'-6" Rotted
1 - 22' Rotted
2 - 14' Rotted
3 - 13' Rotted
Riser has 1/8" wear
Shall chip out of 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: [Signature]  Date: 4/21/16
Switch Inspection Report / Semi-Annual

Mainline 1 2 Yard  WO # 2351841

Inspection Crew M Pollard J Schisler G Clark A Pabette

1 Location
2 Switch I.D. # 70 18
3 Facing X Trailing

Rail Points
4 Point to Point 52
5 Point Condition 3 Y R
6 Point Throw Nothing less than 4" or greater than 8"
   Min 3 1/2 on house top point protector
   N 4 7/16 R 4 7/16
7 Point Opening
   N 4 3/8 R 4 3/8

8 Y R
9 General Condition of the Points 2 Y R

Gage
10 Heel of Switch
   a) Main 5 6/12
   a) Turnout 5 6/12
11 Gage ahead of Bend 5 6/12
   Must not be less than 86° or more than 87° for "S"
12 Heel Spread in inches
   a) Turnout 8 3/8
   a) Main 8 1/2

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 Missing

Switch Rods
22 Standard Joints 3 Y R N/A
23 Switch Plates 3 Y R N/A
24 Adjustable Braces 3 Y R N/A
25 Non-Adjustable Braces 3 Y R N/A

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
32 Surface of Switch 3 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 tie
   3 Y R N/A
34 Switch Adjustments
   Yes
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
   3 Y R

Remarks on Page 3

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

Mainline 1 2 Yard WO # 235 1841

Date: 4/20/16 Inspection Crew: MP GUARD T. SCHLIER GLAM ARABETTE

1 Location
2 Switch I.D. # Y N
3 Facing X Trailing
44 Frog Track N Y R
70 18
4 R Y R
45 Frog # E
46 Frog Point Condition Y R
47 Condition of Frog Y R
48 Surface of Frog Y R
49 Throat in inches 3 1/8
50 Flangeway Depth L
Flangeway Depth must not be less than 1 1/2"

Gage
51 Main Track 3 1/2
52 Turnout Track 3 1/2
Gage must not be less than 56" for any Class

Guard Rails
53 Guard Rail Gage N 4 9/16 R 5 7/8
Guard Rail Gage must be less than 54 3/8"
54 Back to Back N 5 2 3/16 R 5 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 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 1/2" 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 Tie
58 Condition Y R
59 Rail Movement Y R

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

Bolts
63 Frog Plates Y R
64 Loose
65 Missing

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

71 Hold Down Devices 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 side from the Frog Point to
60' beyond last long tie
OK Difference

75 Condition of Line thru entire turnout Y R

Remarks on page 3
Switch 701B  Date 4/20/16  WO # 2351891

Frog point starting to get baked
Riser's 3/16" low

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: Juan Herr Date: 4/21/16
1 Location
2 Switch I.D. # 20 IA
3 Facing: Trailing

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

8 FK
9 General Condition of the Points S Y R

Gage
10 Heel of Switch
   a) Main 56 3/4
   b) Turnout 56 3/4
11 Gage ahead of Bend 52 7/8
   Must not be less than 56" or more than 57" for "S"

2 Heel Spread in Inches
   a) Turnout 8 3/4
   b) Main 9

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 0 N/A
21 Washers OK Broken 0 Missing

Switch Rods
22 Standard Joints
   S Y R N/A
23 Switch Plate
   S Y 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 92" 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

WEM Mod. 09-15-08
### Frog Inspection Report / Semi-Annual Page 2 of 3

**Mainline** | **1** | **2** | **Yard** | **2351839**
---|---|---|---|---
**Inspection Crew:** | | | | 
| | | | **M Pollard** | **Schieler** | **C Lam** | **A Pabete** 

<table>
<thead>
<tr>
<th>1 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>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
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<td></td>
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</table>

**Turnout Tie**

<table>
<thead>
<tr>
<th>58 Condition</th>
<th>59 Rail Movement</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Tie Plates**

<table>
<thead>
<tr>
<th>60 Lead</th>
<th>61 Guard Rail Flangeway</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Guard Rail Flangeway cannot be less than 1 1/2"

<table>
<thead>
<tr>
<th>62 Guard Rail Plates</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>63 Frog Plates</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
</tr>
</tbody>
</table>

**Bolts**

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

**Rivets (Huck)**

<table>
<thead>
<tr>
<th>66 Loose</th>
<th>67 Missing</th>
<th>68 Nuts Missing</th>
<th>69 Cotter Pins Missing</th>
<th>70 Washers</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Guard Rails**

<table>
<thead>
<tr>
<th>53 Guard Rail Gage: N</th>
<th>54 Back to Back</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Guard Rail Gage must be less than 64 3/8" 
Back to Back must be less than 63 1/8"

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

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

<table>
<thead>
<tr>
<th>Class 2 and gets a U</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
</tr>
</tbody>
</table>

**Remarks on page 3**

---

**Class:**

<table>
<thead>
<tr>
<th>71 Hold Down Devices</th>
<th>72 Spring Housing</th>
<th>73 Derail</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Class 2**

<table>
<thead>
<tr>
<th>74 Maximum difference in any 31&quot; in Cross</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
</tr>
</tbody>
</table>

Level on the siding from the Frog Point to 55" beyond last long tie

<table>
<thead>
<tr>
<th>OK Difference</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>75 Condition of Line thru entire turnout</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
</tr>
</tbody>
</table>
Switch #: 70 1A  Date: 4/20/16  WO #: 2351839

Point Chipped Back: 23"
Point Razor Edge
3 - 8'-6" Rotted
2 Machine Timbers
6 - 9' Rotted
2 - 10' Rotted
1 - 11' Rotted
2 - 12' Rotted
2 - 13' Rotted
3 - 15' Rotted

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: [Signature] Date: 4/21/16
<table>
<thead>
<tr>
<th>Mainline</th>
<th>1</th>
<th>2</th>
<th>Yard</th>
<th>WO # 2352421</th>
</tr>
</thead>
<tbody>
<tr>
<td>Location</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Switch I.D. #</td>
<td>9418</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Facing</td>
<td>Trailing</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### Rail Points

<table>
<thead>
<tr>
<th>4 Point to Point</th>
<th>51%</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 5&quot;</td>
</tr>
<tr>
<td>Min 3 1/2&quot; on house top point protector</td>
<td></td>
</tr>
<tr>
<td>N</td>
<td>43%</td>
</tr>
</tbody>
</table>

### 7 Point Opening

| 8 FR | Y R |

### General Condition of the Points

| 9 | Y R |

### Gage

10 Heel of Switch

- a) Main | 56 3/4 |
- a) Turnout | 56 1/8 |
11 Gage ahead of Bend | 56 5/8 |
12 Heel Spread in Inches

- a) Turnout | 6 1/4 |
- a) Main | 6 3/8 |

### 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 |

### Jam Nuts

20 Loose | N/A |
21 Washers

### Switch Rods

28 Front Rod | Y R N/A |
27 No Rod | Y R N/A |

### Surface of Switch

32 Using a 63" cord
33 Head Block tie | Y R |
34 Switch Adjustments
35 Lubrication
36 Switch Target / Lamps |
37 Latches
38 Locks |
39 General Condition |
40 Insulated Joints | Y R |
<table>
<thead>
<tr>
<th>Mainline</th>
<th>1</th>
<th>2</th>
<th>Yard</th>
<th></th>
<th></th>
<th>WO #</th>
<th>2352421</th>
</tr>
</thead>
<tbody>
<tr>
<td>Date:</td>
<td>4/20/16</td>
<td>Inspection Crew:</td>
<td>M Pollara, T Schuster, S Clark, A Rabette</td>
<td></td>
<td></td>
<td></td>
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</tbody>
</table>

<table>
<thead>
<tr>
<th>1 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>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>94 1B</td>
<td></td>
<td>N 9 Y R</td>
<td></td>
<td></td>
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<td>L</td>
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</table>

<table>
<thead>
<tr>
<th>Turnout Ties</th>
<th>58 Condition</th>
<th>59 Rail Movement</th>
<th>60 Lead</th>
<th>61 Guard Rail Flange Way</th>
<th>62 Guard Rail Plates</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>8 Y R</td>
<td>8 Y R</td>
<td>8 Y R</td>
<td>8 Y R</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>63 Guard Rail Flange Way</th>
</tr>
</thead>
<tbody>
<tr>
<td>Guard Rail Flange Way can 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>35 1/4</td>
<td>35 1/4</td>
</tr>
</tbody>
</table>

| 53 Guard Rail Gage 54 Back to Back |
|---|---|
| | 34 3/4 | 52 1/4 |

<table>
<thead>
<tr>
<th>54 Condition</th>
<th>55 Location of Guard Rail (Relation to Point)</th>
<th>56 Main Track</th>
<th>57 Turnout Track</th>
</tr>
</thead>
<tbody>
<tr>
<td>8 Y R</td>
<td>8 Y R</td>
<td>8 Y R</td>
<td>8 Y R</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Guard Rail Clamps</th>
<th>Class 1 Gage 55&quot; to 57 1/2&quot;</th>
<th>More than 57 1/2&quot; Out of Service</th>
<th>Class 3 Gage 56&quot; to 57&quot;</th>
<th>More than 57&quot; to 57 1/4&quot; downgrade to</th>
</tr>
</thead>
<tbody>
<tr>
<td>Main Track</td>
<td>8 Y R</td>
<td>N/A</td>
<td>8 Y R</td>
<td>N/A</td>
</tr>
</tbody>
</table>

**Remarks on page 3**
Switch 9418  Date 4/20/16  WO # 2352421

3-9' Rotten
Batteed Frog Point
Pitted Point
Pitted Throat
Side Wear 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: [Signature]  Date: 4/20/16
Switch Inspection Report / Semi-Annual

Date: 4/21/16

Yard:

WO #: 235 2014

Inspection Crew: M. Pollard, J. Swisler, R. Misenon, G. Lah, A. Parlette

1 Location
2 Switch I.D. #: 16 IA
3 Facing: X Trailing

Rail Points
4 Point to Point: 51.74
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 3/8 R 4 3/8

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

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

Gage:
10 Heel of Switch
a) Main: 5 3/8
b) Turnout: 5 3/8

11 Gage ahead of Bend: 5 3/8 Must not be less than 56" or more than 57" for "S"

- Heel Spread in Inches
  a) Turnout: 6 3/8
  b) Main: 5 3/8

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: 0 N/A
21 Washers: OK Broken: 0 Missing: 0

Remarks on Page 3

JP: *WE*M Mod. 09-15-08
Frog Inspection Report / Semi-Annual

Mainline 1 2 Yard ____________ WO # 235 2014

Date: 4/2/14 Inspection Crew: M POLLARD T SCHISLER R NELSON C AM A Rabette

1 Location
2 Switch I.D. # 16 1A
3 Facing X Trailing
44 Frog Tread N 3 Y R
R 3 Y R
48 Frog # 0
48 Frog Point Condition 3 Y R
47 Condition of Frog 3 Y R
49 Surface of Frog 3 Y R

48 Throat in Inches 7/8
50 Flangeway Depth 1 1/16
Flangeway Depth must not be less than 1 1/2"

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

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

54 Condition 3 Y R
55 Location of Guard Rail (Relation to Point) 3 Y R

Guard Rail Clamps
56 Main Track 3 Y R N/A
57 Turnout Track 3 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 end gets a Y

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

60 Tie Plates
61 Guard Rail Flangeway 3 Y R N 1 3/4 R 1 3/4
Guard Rail Flangeway can not be less 1 1/2"
62 Guard Rail Plates 3 Y R

63 Frog Plates 3 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 0 N/A
70 Washers OK Broken Missing

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

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

75 Condition of Line thru entire turnout 3 Y R

Remarks on page 3
2 - 8’6" Rotten

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: 4/22/16
Switch Inspection Report / Semi-Annual

Mainline 1 2 Yard  
Date 4/21/16  Inspection Crew M. Houda, T. Schisler, R. Nelson, G. Adams

0 WO # 235 2016

1 Location
2 Switch I.D. # 163
3 Facing  
Trailing

Rail Points
4 Point to Point 51 3/4
5 Point Condition
S Y R

6 Point Throw
Nothing less than 4° or greater than 6°
Min 3 1/2" on house top point protector
N 4 5/8 R 4 5/8

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

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

Gage
10 Heel of Switch
a) Main 57 1/4
b) Turnout 56 1/4
11 Gage ahead of Band 56 7/8
Must not be less than 86° or more than 97° for "S"

12 Heel Spread in Inches
a) Turnout 6 3/8
b) Main 6 3/8

Stock Rail
13 Bend
S 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 Pin missing 0 N/A

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

Remarks on Page 3

J: WEM Mod. 09-16-06
<table>
<thead>
<tr>
<th>Location</th>
<th>1 2</th>
<th>Year</th>
<th>YW</th>
<th>WO #</th>
<th>235 2016</th>
</tr>
</thead>
<tbody>
<tr>
<td>Date</td>
<td>4/21/16</td>
<td>Inspection Crew: M. Pollard, T. Wisler, R. Nelson, G. A. Rabette</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

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

### Tie Plates
- **60 Lead:** Y R
- **61 Guard Rail Flangeway:**
  - Guard Rail Flangeway must not be less than 1 1/2"
- **62 Guard Rail Plates:** Y R

### Frog Plates
- **63 Frog Plates:** Y R

### Bolts
- **64 Loose:** 1 N/A
- **65 Missing:** N/A

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

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

### Derailleurs
- **73 Derailleurs:** Y R N/A

### Maximum Difference in any 31" in Cross Level on the siding from the Frog Point to 65' beyond last long tie

### Condition of Line thru entire turnout

### Remarks on page 3
2 8'-6" Rotted
1 9' Rotted
Bent Basket Rail
Side Wear LH CV Point
1 - 10' Rotted
2.500 by Normal Geited Rubber Rails
1 - 15' Rotted
1 - 6' 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: John Leary Date: 4/22/16
### Mainline

<table>
<thead>
<tr>
<th>No.</th>
<th>Location</th>
<th>Inspection Crew</th>
<th>WO #</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td></td>
<td></td>
<td>2351880</td>
</tr>
<tr>
<td>2</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>3</td>
<td></td>
<td></td>
<td></td>
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</tbody>
</table>

#### Rail Points

<table>
<thead>
<tr>
<th>No.</th>
<th>Point to Point</th>
<th>Condition</th>
</tr>
</thead>
<tbody>
<tr>
<td>4</td>
<td>52 3/8</td>
<td></td>
</tr>
<tr>
<td>5</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

#### Switch Rods

<table>
<thead>
<tr>
<th>No.</th>
<th>Rod Type</th>
<th>Condition</th>
</tr>
</thead>
<tbody>
<tr>
<td>28</td>
<td>Front Rod</td>
<td>Y R N/A</td>
</tr>
<tr>
<td>29</td>
<td>#2 Rod</td>
<td>Y R N/A</td>
</tr>
<tr>
<td>30</td>
<td>#4 Rod</td>
<td>Y R N/A</td>
</tr>
<tr>
<td>31</td>
<td>Closure Rail</td>
<td>Y R N/A</td>
</tr>
</tbody>
</table>

#### Surface of Switch

- 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

#### Head Block ties

- Y R

#### Switch Adjustments

- Yes (Y)

#### Lubrication

- OK (Dry)

#### Switch Target / Lamp

- OK (Missing: N/A)

#### Latches

- OK (Broken: Missing)

#### Locks

- OK (Broken: Missing)

#### General Condition

- Y R

### Stock Rail

<table>
<thead>
<tr>
<th>No.</th>
<th>Bend</th>
<th>Condition</th>
</tr>
</thead>
<tbody>
<tr>
<td>13</td>
<td>Y R</td>
<td></td>
</tr>
<tr>
<td>14</td>
<td>Y R</td>
<td></td>
</tr>
</tbody>
</table>

#### Bolts

<table>
<thead>
<tr>
<th>No.</th>
<th>Loose</th>
<th>Missing</th>
<th>Condition</th>
</tr>
</thead>
<tbody>
<tr>
<td>15</td>
<td>N/A</td>
<td>N/A</td>
<td></td>
</tr>
<tr>
<td>16</td>
<td>N/A</td>
<td>N/A</td>
<td></td>
</tr>
</tbody>
</table>

#### Rivets (Huck Bolts)

<table>
<thead>
<tr>
<th>No.</th>
<th>Loose</th>
<th>Missing</th>
<th>Condition</th>
</tr>
</thead>
<tbody>
<tr>
<td>17</td>
<td>N/A</td>
<td>N/A</td>
<td></td>
</tr>
<tr>
<td>18</td>
<td>N/A</td>
<td>N/A</td>
<td></td>
</tr>
<tr>
<td>19</td>
<td>N/A</td>
<td>N/A</td>
<td></td>
</tr>
</tbody>
</table>

#### Cotter Pin missing

<table>
<thead>
<tr>
<th>No.</th>
<th>Condition</th>
</tr>
</thead>
<tbody>
<tr>
<td>20</td>
<td>N/A</td>
</tr>
<tr>
<td>21</td>
<td></td>
</tr>
</tbody>
</table>

#### Jam Nuts Loose

<table>
<thead>
<tr>
<th>No.</th>
<th>Condition</th>
</tr>
</thead>
<tbody>
<tr>
<td>22</td>
<td>N/A</td>
</tr>
<tr>
<td>23</td>
<td></td>
</tr>
</tbody>
</table>

#### Washers

- OK (Broken: Missing)

---

**Remarks on Page 3**

- J Y WEM Mod. 09-15-08
<table>
<thead>
<tr>
<th><strong>Mainline</strong></th>
<th>1</th>
<th>2</th>
<th><strong>Yard</strong></th>
<th><strong>WO #</strong></th>
<th>2351880</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Dates</strong></td>
<td>4/24/16</td>
<td>4/24/16</td>
<td><strong>Inspection Crew:</strong></td>
<td>M Pollard</td>
<td>T Schuster</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th><strong>1 Location</strong></th>
<th><strong>2 Switch I.D. #</strong></th>
<th><strong>3 Facing</strong></th>
<th><strong>44 Frog Tread</strong></th>
<th><strong>45 Frog #</strong></th>
<th><strong>46 Frog Point Condition</strong></th>
<th><strong>47 Condition of Frog</strong></th>
<th><strong>48 Surface of Frog</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td><strong>N</strong></td>
<td><strong>10</strong></td>
<td><strong>Y R</strong></td>
<td><strong>Y R</strong></td>
<td><strong>Y R</strong></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th><strong>49 Throat in Inches</strong></th>
<th><strong>50 Flangeway Depth</strong></th>
<th><strong>Flangeway Depth must not be less than 1 1/2&quot;</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th><strong>Gage</strong></th>
<th><strong>51 Main Track</strong></th>
<th><strong>52 Turnout Track</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td><strong>56 3/4&quot;</strong></td>
<td><strong>56 3/4&quot;</strong></td>
</tr>
</tbody>
</table>

Gage must not be less than 56" for any Class

<table>
<thead>
<tr>
<th><strong>Guard Rail</strong></th>
<th><strong>Guard Rail Gage - N</strong></th>
<th><strong>Guard Rail Gage must be less than 54 3/8&quot;</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td><strong>54 Back to Back</strong></td>
<td><strong>54 Back to Back must be less than 53 1/8&quot;</strong></td>
</tr>
</tbody>
</table>

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

<table>
<thead>
<tr>
<th><strong>56 Main Track</strong></th>
<th><strong>57 Turnout Track</strong></th>
<th><strong>Class 1 Gage 56&quot; to 57 1/2&quot;</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Y R</strong></td>
<td><strong>Y R</strong></td>
<td>More than 57 1/3&quot; Out of Service</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th><strong>58 Maximum difference in any 31&quot; in Cross</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td>Level on the siding from the Frog Point to</td>
</tr>
<tr>
<td><strong>OK</strong> Difference</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th><strong>75 Condition of Line thru entire turnout</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Y R</strong></td>
</tr>
</tbody>
</table>
WORN RH S12T STOCK RAIL
WORN POINT, SHARP RH QV POINT
BETWEEN SP 3 & #4 SHELLING.
LH CV POINT GETTING RUBBED ON BACKSIDE
1 - 1/16" ROTTED
1 - 1/4" ROTTED
3 - 1/8" ROTTED
WEAR ON RISER 1/8" NORMAL SIDE

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 Avery Date: 4/22/16