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<th>Yard</th>
<th>WO # 2391693</th>
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<td>5-5-2016</td>
<td>Inspection Crew</td>
<td>Billard Wilson Lam</td>
<td></td>
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<tr>
<td>1 Location</td>
<td></td>
<td></td>
<td>22 Standard Joints</td>
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<td>2 Switch I.D. #</td>
<td>166</td>
<td>23 Switch Plates</td>
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<tr>
<td>3 Facing</td>
<td>Trailing</td>
<td>24 Adjustable Braces</td>
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<td>26 Non-Adjustable Braces</td>
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<td>Rail Points</td>
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<td>Switch Rods</td>
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<tr>
<td>4 Point to Point</td>
<td>51 Y 2</td>
<td>26 Front Rod</td>
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<tr>
<td>5 Point Condition</td>
<td>3 Y R</td>
<td>27 #1 Rod (Basket Rod)</td>
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<tr>
<td>6 Point Throw</td>
<td>Nothing less than 4&quot; or greater than 8&quot;</td>
<td>28 #2 Rod</td>
<td></td>
<td></td>
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<tr>
<td></td>
<td>Min 3 1/2&quot; on house top point protector</td>
<td>29 #3 Rod</td>
<td></td>
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<td></td>
<td>N 4 3/8 R</td>
<td>30 #4 Rod</td>
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<tr>
<td>7 Point Opening</td>
<td>N 5 R</td>
<td>31 Closure Rail</td>
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<td></td>
<td>32 Surface of Switch</td>
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<td>35 Surface of Switch</td>
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<td>33 Head Block tie</td>
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<td>34 Switch Adjustments</td>
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<td>a) Main</td>
<td>56 1/2</td>
<td>OK Dry</td>
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<td>a) Turnout</td>
<td>56 1/2</td>
<td>36 Switch Target / Lamp</td>
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<td>11 Gage ahead of Band</td>
<td>56 1/2</td>
<td>OK Missing</td>
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<td>Must not be less than 80&quot; or more than 87&quot; for &quot;S&quot;</td>
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<td>37 Latches</td>
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<tr>
<td>Heel Spread in Inches</td>
<td></td>
<td>OK Broken Missing</td>
<td></td>
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<tr>
<td>a) Turnout</td>
<td>6 1/2</td>
<td>38 Locks</td>
<td></td>
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<tr>
<td>a) Main</td>
<td>6 3/8</td>
<td>OK Broken Missing</td>
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<td>Stock Rail</td>
<td></td>
<td>39 General Condition</td>
<td></td>
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<td>13 Bend</td>
<td>3 Y R</td>
<td>3 Y R</td>
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<td>Botts</td>
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<tr>
<td>15 Loose</td>
<td>N/A</td>
<td>38 Lubrication</td>
<td></td>
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<td>16 Missing</td>
<td>N/A</td>
<td>OK Missing</td>
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<td>Rivets (Huck Botts)</td>
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<td>37 Latches</td>
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<tr>
<td>17 Loose</td>
<td>N/A</td>
<td>OK Broken Missing</td>
<td></td>
<td></td>
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<td>18 Missing</td>
<td>N/A</td>
<td>38 Locks</td>
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<td>19 Cotter Pins missing</td>
<td>N/A</td>
<td>OK Broken Missing</td>
<td></td>
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<td>20 Jam Nuts Loose</td>
<td>N/A</td>
<td>39 General Condition</td>
<td></td>
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<td>21 Washers OK Broken Missing</td>
<td></td>
<td>3 Y R</td>
<td></td>
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<td>Remarks on Page 2</td>
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<td>JR/AVWEM Mod. 09-15-08</td>
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- 22 Standard Joints
- 23 Switch Plates
- 24 Adjustable Braces
- 26 Non-Adjustable Braces
- Switch Rods
- 26 Front Rod
- 27 #1 Rod (Basket Rod)
- 28 #2 Rod
- 29 #3 Rod
- 30 #4 Rod
- 31 Closure Rail
- 32 Surface of Switch
- Head Block tie
- 34 Switch Adjustments
- Yes No
- 35 Lubrication
- OK Dry
- 36 Switch Target / Lamp
- OK Missing
- 37 Latches
- OK Broken Missing
- 38 Locks
- OK Broken Missing
- 39 General Condition
- 3 Y R
Mainline 1 2 Yard

Date: ____________________________

Inspection Crew: __________________

1 Location
2 Switch I.D. # 110
3 Facing ________________
44 Frog Tread N S/Y R
   R S/Y R
45 Frog # 8
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 Flangeway Depth 2 3/8
   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 3/8 R 54 3/8
   Guard Rail Gage must be less than 54 3/8"
54 Back to Back N 52 3/8 R 56 1/2
   Back to Back must be less than 53 1/2"

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 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

Remarks on page 3
Switch 166, Date, WO # 2391693

5 Head Black ties deteriorating (9')
2 # 9' switch ties bad

Straight point has wear and slack rail

2 10' ties bad
3 12' ties
1 14'
17 loose screw spikes
1 loose ring bolts

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 Beaver Date: 5/6/110
Switch Inspection Report / Semi-Annual

Mainline 1 2 Yard N/A Inspection Crew Pollard, Nelson, Lam

Date 5-5-2016 WO # 2391691

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

Rail Points
4 Point to Point 51K2
5 Point Condition S Y R
6 Point Throw Nothing less than 4" or greater than 8"
7 Point Opening Min 3 1/2" on house top point protector

General
8 General Condition of the Points S Y R
9 Gage
10 Heel of Switch
a) Main 56 40
b) Turnout 56 40
11 Gage ahead of Bend S Y R
Must not be less than 60" or more than 67" for 8"

Gage Spread in Inches
a) Turnout 6 3Y
b) Main 6 3Y

Stock Rail
13 Bend S Y R
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 Pins missing 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

Surface of Switch S 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

Head Block tie S Y R

Switch Adjustments Yes No

Lubrication OK Dry

Switch Target / Lamps OK Missing N/A

Latches
OK Broken Missing

Locks
OK Broken Missing

General Condition S Y R

Insulated Joints S Y R

Remarks on Page 3
JBW/WEW Mod. 09-15-09
1 Location 1
2 Switch I.D. # 164
3 Facing Trailing
44 Frog Tread N SYR
   R SYR
45 Frog # 
46 Frog Point Condition SYR
47 Condition of Frog SYR
48 Surface of Frog SYR
49 Throat in Track SYR
50 Flangeway Depth Flangeway Depth must not be less than 1 1/2"

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

Guard Rails
3 Guard Rail Gage N 54 9/16 R 54 9/16 Guard Rail Gage must be less than 54 3/8"
54 Back to Back N 52 2/16 R 52 2/16 Back to Back must be less than 53 1/8"
54 Condition SYR
55 Location of Guard Rail (Relation to Point) SYR

Guard Rail Clamps
58 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 Data Y

Turnout Ties
56 Condition SYR
58 Rail Movement SYR
Tie Plates
50 Lead SYR
61 Guard Rail Flangeway SYR
62 Guard Rail Plates SYR
63 Frog Plates SYR

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

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

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

75 Condition of Line thru entire turnout SYR
Straight point has micro fractures

3 9' ties
2 10' ties
2 12' ties
1 13' ties
1 14' ties
2 15' ties

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 Weaver Date: 5/6/16
Switch Inspection Report / Semi-Annual

Date: 5/12/16

Yard: 

Inspection Crew: POLLARD SCHISLER GLAY

WO #: 1392098

1 Location
2 Switch I.D. # 2081A
3 Facing: X Trailing

Rail Points
4 Point to Point 5 1/4

5 Point Condition
S Y R

6 Point Throw: Min 3 1/2" on house top point protector
N 5 3/8 R 4 3/4

7 Point Opening
N 4 3 R 5 3/8

8 Y R

9 General Condition of the Points
S Y R

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 60" or more than 87" for "S"

Heel Spread in Inches
a) Turnout 6 1/4
b) Main 6 1/4

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 Missing

22 Standard Joints
23 Switch Plates
S Y R N/A

24 Adjustable Braces
S Y R N/A

26 Non-Adjustable Braces
S Y R N/A

27 Switch Rode
28 Front Rod
S Y R N/A

29 #2 Rod
S Y R N/A

30 #3 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 ties
S Y R

34 Switch Adjustments
Yes OK

35 Lubrication
OK Dry

36 Switch Target / Lamp
OK Missing N/A

37 Latchets
OK Broken Missing

38 Locks
OK Broken Missing

39 General Condition
S Y R

40 Insulated Joints
S Y R

Remarks on Page 3

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

Mainline 1 2 Yard WO # 228 2098

Date: 5/12/16
Inspection Crew: MPOLLARD TSCHEISER CLAY

1 Location
2 Switch I.D. # 200 1A
3 Facing X Trailing
44 Frog Tread N Y R
R Y Y R
46 Frog Point Condition Y R
47 Condition of Frog Y R
48 Surface of Frog Y R
49 Throat In Inches 3/4
50 Flangeway Depth 7
Flangeway Depth must not be less than 1 1/2"

Gage
51 Main Track 5 6 1/4
52 Turnout Track 5 6 3/4
Gage must not be less than 56" for any Class

Guard Rails
Guard Rail Gage N 5A 1/4 R 54 3/4
Guard Rail Gage must not be less than 54 3/8"
54 Back to Back N 52 1/4 R 52 3/4
Back to Back must not be less than 53 1/8"

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

Guard Rail Clamp
58 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 54" to 57"
More than 57" to 57 1/4" downgrade to

Class 1 and return Y

Remarks on page 3
Switch 2081A  Date 5/12/16  WO # 2392098

BATTERED FROG POINT
LH ST. POINT SHELLER/MICRO CRACKING
LH ST. POINT GAPPED 1/16
#2 ROD MISSING GREASE FITTINGS

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 Reava  Date: 5/13/16
Switch Inspection Report / Semi-Annual

Date: 5/12/16

Yard

Inspection Crew: M. Pollard T. Schiuler G. Lam

WO #: 7342100

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<th>4 Point to Point</th>
<th>5 Point Condition</th>
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<tr>
<td></td>
<td>s1/8</td>
<td>Y R</td>
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<tr>
<th>6 Point Throw</th>
<th>Nothing less than 4&quot; or greater than 8&quot;</th>
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<tbody>
<tr>
<td>Min 3 1/2&quot; on house top point protector</td>
<td></td>
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<tr>
<td>N 4 3/8 R 4 3/8</td>
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<th>7 Point Opening</th>
<th>8 R 5 N</th>
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<th>10 Heel of Switch</th>
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<tr>
<td>Y R</td>
<td>a) Main S6 3/4&quot;</td>
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<tr>
<td></td>
<td>a) Turnout S6 3/4&quot;</td>
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<tr>
<td></td>
<td>11 Gage ahead of Bend S6 3/4&quot;</td>
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Must not be less than 56° or more than 67° for "8"

Heel Spread in inches
a) Turnout 3 3/8"
a) Main 6 3/8"

Stock Rail

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

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Rivets (Huck Bolts)

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| 19 Cotter Pin missing | N/A |

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<th>20 Jam Nuts Loose</th>
<th>21 Washers</th>
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<tbody>
<tr>
<td>N/A</td>
<td>OK</td>
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<td>Broken</td>
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Switch Rods

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<th>26 Front Rod</th>
<th>27 #1 Rod (Basket Rod)</th>
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<td>Y R N/A</td>
<td>Y R N/A</td>
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<th>28 #2 Rod</th>
<th>29 #3 Rod</th>
<th>30 #4 Rod</th>
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<tbody>
<tr>
<td>Y R N/A</td>
<td>Y R N/A</td>
<td>Y R N/A</td>
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<th>31 Closure Rail</th>
<th>32 Surface of Switch</th>
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</thead>
<tbody>
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<td>Y R N/A</td>
<td>Y R N/A</td>
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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

34 Switch Adjustments

35 Lubrication

OK Dry

36 Switch Target / Lamps

OK Missing

37 Latches

OK Broken Missing

38 Locks

OK Broken Missing

39 General Condition

40 Insulated Joints

(9) Y R

Remarks on Page 2

JBM/WEM Mod. 09-15-06
**Frog Inspection Report / Semi-Annual**

**Date:** 5/12/14  
**Yard:**  
**WO #:** 2392100  
**Inspection Crew:** MRAFORT SCHULZ GLUW

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<th>Frog Tread</th>
<th>Y R</th>
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<tr>
<td>N</td>
<td>Y R</td>
</tr>
<tr>
<td>R</td>
<td>Y R</td>
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<th>Condition of Frog</th>
<th>Y R</th>
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<tr>
<th>Surface of Frog</th>
<th>Y R</th>
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- **Gage**
  - Main Track: 56 1/4
  - Turnout Track: 56 Y B

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

- **Guard Rails**
  - Guard Rail Gage: N 54 3/4 R 54 Y B

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

- **Back to Back:**
  - N 52 3/4 R 52 3/8

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

<table>
<thead>
<tr>
<th>Condition</th>
<th>Y R</th>
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<th>Location of Guard Rail (Relation to Point)</th>
<th>Y R</th>
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<th>Guard Rail Cables</th>
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- **56 Main Track**
  - Y R

- **57 Turnout Track**
  - Y R

- **Class 1 Gage:**
  - 56" to 57 1/2"
  - More than 57 1/2" out of service

- **Class 3 Gage:**
  - 56" to 57"
  - More than 57" to 57 1/4" downgrade to

| Y R |

| Remarks on page 3 |

**Turnout Tie**
- 56 Condition: Y R
- 59 Rail Movement: Y R

**Tie Plates**
- 60 Lead: Y R

**Guard Rail Flange Gage**
- S Y R: L 1/2 R 1 3/8

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

**62 Guard Rail Plates**
- Y R

| 63 Frog Plates | Y R |

| 64 Loose | N/A |

| 65 Missing | N/A |

<table>
<thead>
<tr>
<th>Rivets (Huck)</th>
</tr>
</thead>
</table>

- 66 Loose: N/A
- 67 Missing: N/A

**70 Washers**
- N/A

<table>
<thead>
<tr>
<th>71 Hold Down Devices</th>
<th>Y R N/A</th>
</tr>
</thead>
</table>

| 72 Spring Housing | Y R N/A |

| 73 Derailleurs | Y R N/A |

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

| Difference | Y R |

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

**Purchase**
FROG JUST STARTING TO RATTLE
LH ST. POINT MICRO CRACKING/SWELLING BY #3 ROD
GReaCE Fittings Missing on #2 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: [Signature] Date: 5/13/16
Switch Inspection Report / Semi-Annual

<table>
<thead>
<tr>
<th>Mainline</th>
<th>1</th>
<th>2</th>
<th>Yard</th>
<th>WO # 23.9.20.72</th>
</tr>
</thead>
<tbody>
<tr>
<td>Date</td>
<td>5/12/16</td>
<td>Inspection Crew M. Poulard T. Schuster G. Lay</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

1. Location
2. Switch I.D. #: 208 3B
3. Facing: Trailing

- Rail Points
- 4 Point to Point: 51 3/8
- 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

- 7 Point Opening

- 8 Y R
- 9 General Condition of the Points: Y R

- Gage:
- 10 Heel of Switch:
  a) Main: 56 7/8
  b) Turnout: 65 7/8
- 11 Gage ahead of Bend: 65 7/8 Must not be less than 58" or more than 67" for "8"

- 12 Heel Spread in Inches:
  a) Turnout: 6 3/8
  b) Main: 6 3/4

- 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

- Remarks on Page 3

Jr: NEM 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 Front Rod: Y R N/A
- 27 Rod (Basket Rod): Y R N/A
- 28 Rod: Y R N/A
- 29 Rod: Y R N/A
- 30 Rod: Y R N/A
- 31 Closure Rail: Y R N/A
- 32 Surface of Switch: Y R N/A

- 33 Head Block ties
- Y R
- 34 Switch Adjustments
- Y R

- 35 Lubrication
- OK: Dry
- 36 Switch Target / Lamps
- OK: Missing
- 37 Latches
- OK: Broken, Missing
- 38 Locks
- OK: Broken, Missing
- 39 General Condition
- Y R
- 40 Insulated Joints
- Y R
Frog Inspection Report / Semi-Annual

Mainline 1 2 Yard Inspection Crew: MPOLLARD TSHISLER GLAM

Dates 5/12/16 WO # 2392072

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

49 Throat in inches
50 Flangeway Depth
Flangeway Depth must not be less than 1 1/2"

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

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

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

Guard Rail Clamps
56 Main Track
57 Turnout Track

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
58 Condition
59 Rail Movement
61 Guard Rail Flangeway
Guard Rail Flangeway can not be less 1 1/2"
62 Guard Rail Plates

Bolts
63 Frog Plates

Rivets (Huck)
56 Loose
57 Missing
58 Nuts Missing
59 Cotter Pins Missing
70 Washers OK/Broken Missing

71 Hold Down Devices
72 Spring Housing
73 Derails

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

Remarks on page 3
Switch 20838  Date 5/12/16  WO # 2392072

RH ST POINT MICRO CRACKING/SHELLING BY 3/4 RODS
ST. STOCK RAIL MICRO CRACKING

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

Reviewed by: [Signature]  Date: 5/13/16
Switch Inspection Report / Semi-Annual

Mainline

1. Location
2. Switch I.D. # 209 3a
3. Facing Trailing

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

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

Gage
10. Heel of Switch
   a) Main 56 1/2
   b) Turnout 57 1/2
11. Gage ahead of Bend 56 1/2
    Must not be less than 56" or more than 57" for "8"

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

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

Remarks on Page 3

Yard Inspection Crew M. Pouard, T. Schisler, G. Lam

WO # 2392102

Switch Rods
26. Front Rod Y R N/A
27. #1 Rod (Basket Rod) Y R N/A
28. #2 Rod Y R N/A
29. #3 Rod Y R N/A
30. #4 Rod Y R N/A
31. Closure Rail Y R N/A
32. Surface of Switch Y R N/A
33. Head Block ties Y R
34. Switch Adjustments No
35. Lubrication OK Dry
36. Switch Target / Lamp OK Missing
37. Latches OK Broken Missing
38. Locks OK Broken Missing
39. General Condition Y R
40. Insulated Joints Y R
Frog Inspection Report / Semi-Annual

Mainline: 1 2 Yard: 5/2/16 Inspection Crew: M. Pollard, T. Schuler, G. Lam

1 Location
2 Switch I.D. #: 208.3A
3 Facing: Trailing
44 Frog Tread: N (Y) R, R (Y) R

45 Frog #: 10
46 Frog Point Condition: (Y) R
47 Condition of Frog: (Y) R
48 Surface of Frog: (Y) R
49 Throat in Inches: 3
50 Flangeway Depth: 2

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

Gage
51 Main Track: 56 11/16
52 Turnout Track: 56 1/16
Gage must not be less than 56" for any Class

Guard Rails
- Guard Rail Gage: N 54 3/4 R 54 3/16
Guard Rail Gage must be less than 54 3/8"
- Back to Back: N 52 11/16 R 52 13/16
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 58" to 57"
More than 57" to 57 1/4" downgrade to Class 2 and gate a Y

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

Tie Plates
60 Lead: (Y) R
61 Guard Rail Flangeway: (Y) R N 1 3/8 R 1 7/8"
Guard Rail Flangeway can not be less 1 1/2"

62 Guard Rail Plates: (Y) R
63 Frog Plates: (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: (Y) R N/A
72 Spring Housing: (Y) R N/A
73 Derails: (Y) R N/A

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

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

Bolts

Remarks on page 3
Switch 208 3A Date 5/12/16 WO # 239 2102

RH ST. Point Micro Cracking
Sheep Frog Point
Micro Cracking Mainline Wing Rail to ST. 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: James Lewis Date: 5/12/16
Switch Inspection Report / Semi-Annual

Location: 51816  
Yard:  
Inspection Crew:  
WO #: 2391728

<table>
<thead>
<tr>
<th>Item</th>
<th>Description</th>
<th>Status</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 Location</td>
<td></td>
<td></td>
</tr>
<tr>
<td>2 Switch I.D. #</td>
<td>269 3A</td>
<td>Y R N/A</td>
</tr>
<tr>
<td>3 Facing</td>
<td></td>
<td>Trailing</td>
</tr>
<tr>
<td>Rail Points</td>
<td></td>
<td></td>
</tr>
<tr>
<td>4 Point to Point</td>
<td>51 76</td>
<td></td>
</tr>
<tr>
<td>5 Point Condition</td>
<td></td>
<td>Y R</td>
</tr>
<tr>
<td>6 Point Throw</td>
<td>Nothing less than 4&quot; or greater than 6&quot;</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Min 3 1/2&quot; on house top point protector</td>
<td></td>
</tr>
<tr>
<td></td>
<td>N 4 1/2 R 4 1/2</td>
<td></td>
</tr>
<tr>
<td>7 Point Opening</td>
<td></td>
<td>S R S</td>
</tr>
<tr>
<td>Gage</td>
<td></td>
<td></td>
</tr>
<tr>
<td>10 Heel of Switch</td>
<td>a) Main 50 1/2</td>
<td></td>
</tr>
<tr>
<td></td>
<td>a) Turnout 50 1/2</td>
<td></td>
</tr>
<tr>
<td></td>
<td>11 Gage ahead of Bend 50 1/2</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Must not be less than 50° or more than 60° for S6</td>
<td></td>
</tr>
<tr>
<td></td>
<td>12 Heel Spread in Inches</td>
<td></td>
</tr>
<tr>
<td></td>
<td>a) Turnout 6 9 1/16</td>
<td></td>
</tr>
<tr>
<td></td>
<td>a) Main 6 9 1/16</td>
<td></td>
</tr>
<tr>
<td>Stock Rail</td>
<td></td>
<td></td>
</tr>
<tr>
<td>13 Bend</td>
<td></td>
<td>Y R</td>
</tr>
<tr>
<td>14 Condition</td>
<td></td>
<td>Y R</td>
</tr>
<tr>
<td>Bolts</td>
<td>15 Loose 0 N/A</td>
<td></td>
</tr>
<tr>
<td></td>
<td>16 Missing 0 N/A</td>
<td></td>
</tr>
<tr>
<td>Rivets (Huck Bolts)</td>
<td>17 Loose 0 N/A</td>
<td></td>
</tr>
<tr>
<td></td>
<td>18 Missing 0 N/A</td>
<td></td>
</tr>
<tr>
<td></td>
<td>19 Cotter Pine missing N/A</td>
<td></td>
</tr>
<tr>
<td></td>
<td>20 Jam Nuts Loose N/A</td>
<td></td>
</tr>
<tr>
<td></td>
<td>21 Washers OK Broken Missing</td>
<td></td>
</tr>
<tr>
<td>Remarks on Page 3</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Switch Rods
28 Front Rod
29 #1 Rod (Basket Rod)
30 #2 Rod
31 #3 Rod
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

Note: All measurements are in inches and degrees.
**Frog Inspection Report / Semi-Annual**

**Mainline**

<table>
<thead>
<tr>
<th>1</th>
<th>2</th>
</tr>
</thead>
<tbody>
<tr>
<td>Location</td>
<td>51816</td>
</tr>
<tr>
<td>Switch I.D.</td>
<td>2169 38</td>
</tr>
<tr>
<td>Facing</td>
<td>Trailing</td>
</tr>
<tr>
<td>Frog Track</td>
<td>N S Y R</td>
</tr>
<tr>
<td>R</td>
<td>S Y R</td>
</tr>
<tr>
<td>Frog #</td>
<td>10</td>
</tr>
<tr>
<td>Frog Point Condition</td>
<td>S Y R</td>
</tr>
<tr>
<td>Condition of Frog</td>
<td>S Y R</td>
</tr>
<tr>
<td>Surface of Frog</td>
<td>S Y R</td>
</tr>
<tr>
<td>Throat in Inches</td>
<td>3 1/8</td>
</tr>
<tr>
<td>Flangeway Depth</td>
<td>2</td>
</tr>
</tbody>
</table>

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

**Gage**

- Main Track: S 6 3/8
- Turnout Track: S 6 1/2

- Gage must not be less than 66" for any Class.

**Guard Rail Gage**

- S 4 1/2 N
- S 4 5/8 R

- Guard Rail Gage must be less than 84 1/8".

**Back to Back**

- N 52 1/8 R 52 5/8

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

**Condition**

- S Y R

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

- S Y R

**Guard Rail Clamp**

- S Y R

**Class 1 Gage**

- 56" to 57 1/2"

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

**Class 3 Gage**

- 56" to 57"

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

**Class 2 and gets a Y**

**Remarks on page 3**
Switch: 269 3A  Date: 5/18/16  WO #: 239 1728

9" back from point, cracked 3" L - surface crack, pitted throat area

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: 5/19/16
<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>239 1697</th>
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<tbody>
<tr>
<td><strong>Inspection Crew</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Poudrier T. Schuler R. Nelson G. Lam</td>
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<tr>
<td><strong>1 Location</strong></td>
<td></td>
<td></td>
<td></td>
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<td></td>
</tr>
<tr>
<td><strong>2 Switch I.D. #</strong></td>
<td>Z691A</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>3 Facing</strong></td>
<td>X</td>
<td></td>
<td></td>
<td></td>
<td>Trailing</td>
</tr>
<tr>
<td><strong>Rail Points</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>4 Point to Point</strong></td>
<td>5'7&quot;</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>5 Point Condition</strong></td>
<td>Y R</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>6 Point Throw</strong></td>
<td>Nothing less than 4&quot; or greater than 6&quot;</td>
<td></td>
<td></td>
<td></td>
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<tr>
<td><strong>7 Point Opening</strong></td>
<td>N</td>
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</tr>
<tr>
<td><strong>8 FR</strong></td>
<td>Y R</td>
<td></td>
<td></td>
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<td></td>
</tr>
<tr>
<td><strong>9 General Condition of the Points</strong></td>
<td>Y R</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>10 Heel of Switch</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>a) Main</td>
<td>56%</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>a) Turnout</td>
<td>36½</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>11 Gage ahead of Bend</td>
<td>56%</td>
<td>4½</td>
<td></td>
<td></td>
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<tr>
<td>Just not less than 56&quot; or more than 67&quot; for &quot;S&quot;</td>
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<td>12 Heel Spread In inches</td>
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<td></td>
</tr>
<tr>
<td>a) Turnout</td>
<td>6 ¼</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>a) Main</td>
<td>6 ½</td>
<td></td>
<td></td>
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<td></td>
</tr>
<tr>
<td><strong>Stock Rail</strong></td>
<td></td>
<td></td>
<td></td>
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<td></td>
</tr>
<tr>
<td><strong>13 Bend</strong></td>
<td>Y R</td>
<td></td>
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<tr>
<td><strong>14 Condition</strong></td>
<td>Y R</td>
<td></td>
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<td></td>
</tr>
<tr>
<td><strong>Bolts</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>15 Loose</strong></td>
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</tr>
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<td><strong>16 Missing</strong></td>
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</tr>
<tr>
<td><strong>Rivets (Huck Bolts)</strong></td>
<td></td>
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<td><strong>17 Loose</strong></td>
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</tr>
<tr>
<td><strong>18 Missing</strong></td>
<td>N/A</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>19 Cotter Pin Missing</strong></td>
<td>N/A</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>20 Jam Nuts Loose</strong></td>
<td>N/A</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>21 Washers</strong></td>
<td>OK</td>
<td>Broken</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**F works on Page 3**

Jbr/WEM Mod. 09-15-08
Frog Inspection Report / Semi-Annual

Mainline 1 2 Yard ------------ WO # 2391697
Date: 5/18/16 Inspection Crew: MPOLLARD T.SCHURLE RNELSON GLAM

1 Location
2 Switch I.D. # 269 1A
3 Facing X Trailing
44 Frog Tread N R Y R R Y R
45 Frog # 10
46 Frog Point Condition Y R
47 Condition of Frog Y R
48 Surface of Frog Y R

49 Throat in Inches 3 3/16
50 Flangeway Depth 1
Flangeway Depth must not be less than 1 1/2

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

Guard Rails
53 Guard Rail Gage N 54 9/16 R 56 5/8
Guard Rail Gage must be less than 54 3/8
54 Back to Back N 52 3/16 R 52 3/16
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 Ties
58 Condition Y R
59 Rail Movement Y R

Tie Plates
60 Lead Y R

Guard Rail Flangeway
61 Guard Rail Flangeway Y R N 1 7/16 R 1 7/6
Guard Rail Flangeway can not be less 1 1/2

62 Guard Rail Plates Y R

63 Frog Plates Y R

Bolts
64 Looes N/A
65 Missing N/A

Rivets (Hucks)
66 Looes N/A
67 Missing N/A
68 Nuts Missing N/A
69 Cotter Pin Missing N/A
70 Washers OK Broken Missing

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

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

75 Condition of Line thru entire turnout Y R

Remarks on page 3
Switch  269  IA  Date  5/18/16  WO #  239 8697

2 - 9’ Rotted
Rotted 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:  5/19/16
Switch Inspection Report / Semi-Annual

Mainline 1 2 Yard
W O # 239169

Inspection Crew MPOLLARD TSCISLE RNELSON GLAY

1 Location 51816
2 Switch I.D. # 2691B
3 Facing Y Trailing

Rail Points
4 Point to Point 51916
5 Point Condition
6 Point Throw Nothing less than 4" or greater than 6"
Min 3 1/2" on house top point protector

7 Point Opening
N 4 9/16 R 4 9/16

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

Gage
10 Heel of Switch
a) Main 5 1/4
b) Turnout 5 1/4

11 Gage ahead of Bend 5 3/16
Must not be less than 50" or more than 57" for "B"

12 Heel Spread in Inches
a) Turnout 2 1/4
b) Main 2 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 N/A

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

Remarks on Page 3
WEM Mod. 06-15-08

22 Standard Joints
23 Switch Plate
24 Adjustable Braces
25 Non-Adjustable Braces

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

28 #2 Rod Y R N/A
29 #3 Rod Y R N/A
30 #4 Rod Y R N/A
31 Closure Rail Y R N/A

32 Surface of Switch Y R N/A
Using a 1/2" 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 Dry
36 Switch Target / Lamps OK Missing N/A
37 Latchs OK Broken Missing
38 Locks OK Broken Missing
39 General Condition Y R

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

WO # 2391699

Inspector N. S. Schiller, R. Nelson & J. Lay

1 Location
2 Switch I.D. # 2691B
3 Facing X 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 Flange Way Depth 2
Flange Way Depth must not be less than 1 1/2".

Gage
51 Main Track 56 3/16
52 Turnout Track 56 7/8
Gage must not be less than 56" for any Class

Guard Rails
53 Guard Rail Gage N 54 3/4 R 54 3/16
Guard Rail Gage must be less than 54 3/8".
54 Back to Back N 52 13/16 R 52 1/4
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 55" to 57"
More than 57" to 57 1/4" downgrade to

Class 2 and get a Y

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

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

63 Frog Plates S Y R

Bolts
64 Loos N/A
68 Missing N/A

Rivets (Hudc)
66 Loos N/A
67 Missing N/A
68 Nuts Missing N/A
69 Cotter Pins Missing N/A
70 Washers OK Broken Missing

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

Remarks on page 3
Switch: 269 1B  Date: 5/18/16  WO #: 2391499

BATTERED + PITTA FROG POINT
MICRO CRACKING THROAT AREA
STR. CLOSURE MICRO CRACKING
STR. POINT MICRO CRACKING/SHELLING

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: 5/18/16
Switch Inspection Report / Semi-Annual

<table>
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<th>Swtch</th>
<th>1</th>
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<td>TSCHISLER MPOLARD R NELSON GLAM</td>
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| 1 Location | 22 Standard Joints |
| 2 Switch I.D. # | 23 Switch Plate |
| 3 Facing | 24 Adjustable Braces |
| | 25 Non-Adjustable Braces |
| | 26 Switch Rods |
| | 27 571 Rod (Basket Rods) |
| | 28 572 Rod |
| | 29 573 Rod |
| | 30 574 Rod |
| | 31 Closure Rail |
| | 32 Surface of Switch |
| | 33 Head Block ties |
| | 34 Switch Adjustments |
| | 35 Lubrication |
| | 36 Switch Target / Limpa |
| | 37 Latches |
| | 38 Locks |
| | 39 General Condition |
| | 40 Insulated Joints |

### Rail Points

| 4 Point to Point | 51 3/4 |
| 5 Point Condition | N 4 7/8 |
| 6 Point Throw | N 4 3/4 |
| 7 Point Opening | N 4 3/4 |
| 8 Y R |
| 9 General Condition of the Points | N 4 3/4 |

### Heel of Switch

| a) Main | 56 7/16 |
| a) Turnout | 56 3/16 |

### Gage ahead of Bend

| 11 Gage ahead of Bend | 56 3/16 |

### Heel Spread in Inches

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

### Stock Rail

| 13 Bend | S 4 1/8 |
| 14 Condition | S 4 3/16 |

### 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 |

### Remarks on Page 3

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

Mainline: 1 2
Yard: 5/18/10
Inspection Crew: MPOLLARD T SCHISLER RAKINSON GLAY

WO #: 2391730

1 Location
2 Switch I.D. # 21A 3B
3 Facing Trailing X
44 Frog Tread N SYR SYR
45 Frog #: 10
46 Frog Point Condition SYR
47 Condition of Frog SYR
48 Surf of Frog SYR

49 Throat in Inch 3/4
50 Flangeway Depth
Flangeway Depth must be not less than 1 1/2"

Gage
51 Main Track 56 3/8
52 Turnout Track 56 1/2
Gage must not be less than 56" for any Class

Guard Rails
3 Guard Rail Gage: N 54 3/8 R 54 3/4
Guard Rail Gage must be less than 54 3/8
54 Back to Back: N 52 1/2 R 52 7/8
Back to Back must be less than 53 1/8"

54 Condition SYR
55 Location of Guard Rail (Relation to Point) SYR
Guard Rail Clamps
56 Main Track N/A
57 Turnout Track 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

Turnout Ties
58 Condition SYR
59 Rail Movement SYR

Tie Plates
60 Lead SYR
61 Guard Rail Flangeway
SYR N 1 13/4
Guard Rail Flangeway can not be less 1 1/2"
62 Guard Rail Plates SYR

63 Frog Plates SYR

Bolts
64 Loose N/A
65 Missing N/A

66 Loose N/A
67 Missing N/A
68 Nuts Missing N/A
69 Cotter Pins Missing N/A
70 Washers OK Broken Missing

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

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

75 Condition of Line thru entire turnout SYR

Remarks on page 3
Switch 249 3B  Date 5/18/16  WO # 2391730

Str. Point Micro Cracking
1-13' Rotted
7 Loose Screw Spikes

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: 5/18/16
Switch Inspection Report / Semi-Annual

Page 1 of 3

Location 1 2 Yard 
Inspection Crew M Pollard T Schuster R Nelson G Lay

1 Location
2 Switch I.D. # 367 3 A
3 Facing Trailing X

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

Gage
10 Heel of Switch
   a) Main 5 1/4
   a) Turnout 5 1/4
11 Gage ahead of Bend 5 1/4
   Must not be less than 50" or more than 57" for "S"

12 Heel Spread In inches
   a) Turnout 6 1/2
   e) Main 6 7/8

Stock Rail
13 Bend Y R
14 Condition Y R

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

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

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

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

26 Front Rod
27 #1 Rod (Basket Rod)
28 #2 Rod
29 #3 Rod
30 #4 Rod
31 Closure Rod
32 Surface of Switch Y R N/A
   Using a 82 cord
   S= Up to 1" Max allowed Speed
   Y= 1" to 1 1/2" 40 MPH
   R= 1 1/2" to 1 3/4" 12 MPH
   Greater than 1 3/4" = Out of Service

33 Head Block tie 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 Y R

40 Insulated Joints Y R

Remarks on Page 3

WEM Mod. 09-15-08
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Inspection Crew: MPOLLARD TSCHISLER RNELSON GLAY

1 Location
2 Switch I.D. # 367 3A
3 Facing Trailing
44 Frog Tread N 8 Y R
   R 3 Y R
45 Frog # 10
46 Frog Point Condition 8 Y R
47 Condition of Frog 8 Y R
48 Surface of Frog 8 Y R
49 Throat in Inches 3 3/8
50 Flangeway Depth 2
   Flangeway Depth must not be less than 1 1/2”

Gage
51 Main Track 3 5/8
52 Turnout Track 3 3/4
   Gage must not be less than 56” for any Class

Guard Rails
3 Guard Rail Gage N 54 3/4 8 R 54 1/8
   Guard Rail Gage must be less than 54 3/6”
54 Back to Back N 52 3/4 R 52 5/6
   Back to Back must be less than 53 1/3”
54 Condition 8 Y R
56 Location of Guard Rail (Relation to Point) 8 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 56” to 57”
More than 57” to 57 1/4” downgrade to

Class 2 and gets a Y

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 4 3/8 R
   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)
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 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
   85’ beyond last long tie
   OK Difference

75 Condition of Line thru entire turnout 8 Y R
PH STR BULT EXTREME SHELLING
RISOR JUST STARTING TO GET BATTERED

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: Jannett  Date: 5/20/16
Switch Inspection Report / Semi-Annual

Mainline: 1 2 Yard:

Inspection Crew: [Names]

Date: 5/4/16

WO #: 2391730

1 Location
2 Switch I.D. #: 367 3B
3 Facing: Trailing

Rail Points
4 Point to Point: 51
5 Point Condition:
6 Point Throw: Nothing less than 4º or greater than 8º
Min 3 1/2” on house top point protector
7 Point Opening

8
9 General Condition of the Points
10 Heel of Switch
   a) Main: 50º
   b) Turnout: 50º
11 Gage ahead of Bend: 50º
   Must not be less than 56º or more than 57º for “B”
12 Heel Spread in Inches
   a) Turnout: 0.75
   a) Main: 0.75

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

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

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

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

Remarks on Page 3

[Signatures]

[Notes: WEM Mod. 08-15-08]
Frog Inspection Report / Semi-Annual

Mainline 1 2  Yard 
Inspection Crew: M. Pollard T. Schisler R. Nelson G. Lam

1 Location
2 Switch I.D. # 367-3B
3 Facing Trailing
44 Frog Tread N Y R R Y R
45 Frog # 10
46 Frog Point Condition Y R Y R
47 Condition of Frog Y R Y R
48 Surface of Frog Y R

49 Throat In Inches 3 1/4
50 Flangeway Depth Y
Flangeway Depth must not be less than 1 1/2"

Gages
51 Main Track 50 1/2
52 Turnout Track 50 3/8
Gage must not be less than 50" 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 1/16 R 52 9/16
Back to Back must be less than 53 1/8"

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

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

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

Class 2 and gets a Y

Remarks on page 3

Turnout Tie
58 Condition Y R
58 Rail Movement Y R

Tie Plates
60 Lead Y R

61 Guard Rail Flangeway Y R: N 1 1/8 R 1 7/16
Guard Rail Flangeway can not be less 1 1/2"

62 Guard Rail Plates Y R

63 Frog Plates 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 Y R N/A
72 Spring Housing Y R N/A
73 Derailes 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 Y R
ST: STOCK RAIL MICRO CRACKING

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

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

S All items inspected are in compliance

Y Attention needed

R Immediate attention required or Out of Service

Reviewed by: James Lewis  Date: 5/20/16
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<tr>
<td>3 Facing</td>
<td>Trailing</td>
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### Rail Points

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<td>4 Point to Point</td>
<td>51 3/16</td>
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<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></td>
</tr>
<tr>
<td>N</td>
<td>4 3/16</td>
</tr>
<tr>
<td>7 Point Opening</td>
<td>N</td>
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### Gage

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<td>10 Heel of Switch</td>
<td>Main</td>
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<tr>
<td>Turnout</td>
<td>50 3/16</td>
</tr>
<tr>
<td>11 Gage ahead of Bend</td>
<td>56 1/2</td>
</tr>
<tr>
<td>Must not be less than 56&quot; or more than 67&quot; for &quot;S&quot;</td>
<td></td>
</tr>
<tr>
<td>12 Heel Spread in Inches</td>
<td>Turnout</td>
</tr>
<tr>
<td>Main</td>
<td>0 1/4</td>
</tr>
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### Stock Rail

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<td>14 Condition</td>
<td>Y R</td>
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### Bolts

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<td>16</td>
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### Rivets (Huck Bolts)

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<td>18</td>
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<td>19 Cotter Pin Missing</td>
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### Jam Nuts

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### Washers

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### Switch Rods

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<tr>
<td>26 Front Rod</td>
<td>Y R N/A</td>
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<tr>
<td>27 #1 Rod (Basket Rod)</td>
<td>Y R N/A</td>
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### General Condition

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<td>28 #2 Rod</td>
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<td>29 #3 Rod</td>
</tr>
<tr>
<td>30 #4 Rod</td>
</tr>
<tr>
<td>31 Closure Rail</td>
</tr>
<tr>
<td>32 Surface of Switch</td>
</tr>
<tr>
<td>Using a 12&quot; cord</td>
</tr>
<tr>
<td>S</td>
</tr>
<tr>
<td>Y</td>
</tr>
<tr>
<td>R</td>
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<td>Greater than 1 3/4&quot; = Out of Service</td>
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### Head Block Ties

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### Switch Adjustments

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### Lubrication

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### Switch Target / Lamps

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### Latches

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<td>38 Locks</td>
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### General Condition

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### Insulated Joints

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<td>40 Insulated Joints</td>
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Mainline 1 2 Yard ____________________________ WO # 2391734

Date: 5/19/16 Inspection Crew: MPOLLARD TSCHISLER R NELSON GM

1 Location
2 Switch I.D. # 3637 18
3 Facing X Trailing
44 Frog Track N Y R Y R
R Y R
45 Frog # 10
46 Frog Point Condition Y R
47 Condition of Frog Y R
48 Surface of Frog Y R

49 Throat in Inches 3 7/8
50 Flangeway Depth 2
Flangeway Depth must not be less than 1 1/2"

Gage
51 Main Track 5 3/4
52 Turnout Track 5 7/8
Gage must not be less than 56" for any Class

Guard Rails
3 Guard Rail Gage N 54 1/2 R 54 5/8
Guard Rail Gage must be less than 54 3/8"
54 Back to Back N 52 5/8 R 52 5/8
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

Remarks

Turnout Tie
58 Condition Y R
59 Rail Movement Y R

Tie Plates
60 Lead Y R
61 Guard Rail Flangeway Y R

Guard Rail Flangeway cannot be less than 1 1/2"
62 Guard Rail Plates Y R

63 Frog Plates Y R

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

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

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

OK Difference

75 Condition of Line thru entire turnout Y R

Remarks on Page 3
6 1/2" BACK FROM POINT, 2 7/8" x 1 1/4" x 7/16" A - CHIP
BATTERED 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 Lewis Date: 5/20/16
<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>Inspect Crew</td>
<td>M. Boudreau, T. Scherer, R. Nelson</td>
</tr>
</tbody>
</table>

1 Location  
2 Switch L.D. # | 367 18  
3 Facing: | X | Trailing |

### Rail Points
4 Point to Point | 5 1/4 |
5 Point Condition  
- Y R  
- Min 3 1/2" on house top point protector  
  N | 4 3/4 | R | 4 3/4 |
6 Point Opening  
- N | 5 1/8 | R | 5 1/8 |
7 Point Opening  
- N | 5 1/8 | R | 5 1/8 |
8 FR  
- Y R  
9 General Condition of the Points  
- Y R  

### Gage
10 Heel of Switch  
a) Main | 56 1/4  
b) Turnout | 56 1/4 |
11 Gage ahead of Bend | 56 1/4 |
Must not be less than 86° or more than 97° for 8° |

### Heel Spread in Inches  
a) Turnout | 6 1/4  
a) Main | 6 3/4 |

### 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 |

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

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

**Remarks on Page 3**

*WEM Mod. 09-15-08*
<table>
<thead>
<tr>
<th>1 Location</th>
<th>44 Frog Tread</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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<tbody>
<tr>
<td>2 Switch I.D. #</td>
<td>Trailing</td>
<td></td>
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</tr>
<tr>
<td>3 Facing</td>
<td>4</td>
<td>5</td>
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<td>76</td>
<td>77</td>
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</tr>
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</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 gets a Y**

**Remarks on page 3**
SHELLED POINT - 48" BACK
8" BACK FROM POINT 1 1/2" L X 8" W X 1/8" D
BATTRED POINT
MAIN RISER 3/8" WORN AT END
CH ST. PAINT SHELLER

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: 5/20/16
<table>
<thead>
<tr>
<th>Switch Inspection Report / Semi-Annual</th>
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<tr>
<td><strong>Date:</strong></td>
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<tr>
<td><strong>Location</strong></td>
</tr>
<tr>
<td><strong>Switch I.D. #</strong></td>
</tr>
<tr>
<td><strong>Facing:</strong></td>
</tr>
<tr>
<td><strong>Rail Points</strong></td>
</tr>
<tr>
<td><strong>Point to Point</strong></td>
</tr>
<tr>
<td><strong>Point Condition</strong></td>
</tr>
<tr>
<td><strong>Point Throw</strong></td>
</tr>
<tr>
<td>Min 3 1/2&quot; on house top point protector</td>
</tr>
<tr>
<td>N</td>
</tr>
<tr>
<td><strong>Point Opening</strong></td>
</tr>
<tr>
<td><strong>General Condition of the Points</strong></td>
</tr>
<tr>
<td><strong>Heel of Switch</strong></td>
</tr>
<tr>
<td>a) Main</td>
</tr>
<tr>
<td>a) Turnout</td>
</tr>
<tr>
<td>b) Main</td>
</tr>
<tr>
<td><strong>Gage ahead of Bend</strong></td>
</tr>
<tr>
<td><strong>Must not be less than 56&quot; or more than 57&quot; for &quot;5&quot;</strong></td>
</tr>
<tr>
<td><strong>Heel Spread in Inches</strong></td>
</tr>
<tr>
<td>a) Turnout</td>
</tr>
<tr>
<td>a) Main</td>
</tr>
<tr>
<td><strong>Stock Rail</strong></td>
</tr>
<tr>
<td><strong>Bend</strong></td>
</tr>
<tr>
<td><strong>Condition</strong></td>
</tr>
<tr>
<td><strong>Bolts</strong></td>
</tr>
<tr>
<td><strong>Loose</strong></td>
</tr>
<tr>
<td><strong>Missing</strong></td>
</tr>
<tr>
<td><strong>Rivets (Huck Bolts)</strong></td>
</tr>
<tr>
<td><strong>Loose</strong></td>
</tr>
<tr>
<td><strong>Missing</strong></td>
</tr>
<tr>
<td><strong>Cotter Pine missing</strong></td>
</tr>
<tr>
<td><strong>20 Jam Nuts Loose</strong></td>
</tr>
<tr>
<td><strong>Washers</strong></td>
</tr>
</tbody>
</table>

**Switch Rods**

| 26 Front Rod | Y, R | N/A |
| 27 #1 Rod (Basket Rod) | Y, R | N/A |

**Surface of Switch**

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

**Head Block tie**

| 33 Head Block tie | Y, R | |

**Switch Adjustments**

| 34 Switch Adjustments | Yes | No |

**Lubrication**

| 35 Lubrication | OK | Dry |

**Switch Target / Lamps**

| 36 Switch Target / Lamps | OK | Missing |

**Latches**

| 37 Latches | OK | Broken | Missing |

**Locks**

| 38 Locks | OK | Broken | Missing |

**General Condition**

| 39 General Condition | Y, R | |

**Insulated Joints**

| 40 Insulated Joints | Y, R | |

**Remarks on Page 3**

<p>| WEM Mod. 09-15-08 |</p>
<table>
<thead>
<tr>
<th>Item</th>
<th>Value</th>
<th>Notes</th>
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</tr>
<tr>
<td>Yard</td>
<td></td>
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<tr>
<td>Date</td>
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</tr>
<tr>
<td></td>
<td></td>
<td>M Pollard T Schisler R Nelson Glan A Barlette</td>
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<tr>
<td>Location</td>
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<td></td>
</tr>
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<td>Switch I.D. #</td>
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<tr>
<td>Facing</td>
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<tr>
<td>Frog Tread</td>
<td>R Y R</td>
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<td>Frog #</td>
<td>10</td>
<td></td>
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<td>Frog Point Condition</td>
<td>R Y R</td>
<td></td>
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<tr>
<td>Condition of Frog</td>
<td>R Y R</td>
<td></td>
</tr>
<tr>
<td>Surface of Frog</td>
<td>R Y R</td>
<td></td>
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<tr>
<td>Throat in inches</td>
<td>3.24</td>
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<tr>
<td>Flangeway Depth</td>
<td>2</td>
<td>Flangeway Depth must not be less than 1 1/2&quot;</td>
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<tr>
<td>Gage</td>
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<td>Main Track</td>
<td>S 1/16</td>
<td>Gage must not be less than 68&quot; for any Class</td>
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<td>Guard Rail Gage</td>
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<td>Guard Rail Gage</td>
<td>S 13/8</td>
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<tr>
<td>Back to Back</td>
<td>S 2 3/4</td>
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<tr>
<td>Condition</td>
<td>R Y R</td>
<td></td>
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<tr>
<td>Location of Guard Rail (Relation to Point)</td>
<td>R Y R</td>
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<tr>
<td>Guard Rail Clamps</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Main Track</td>
<td>N/A</td>
<td></td>
</tr>
<tr>
<td>Turnout Track</td>
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<tr>
<td>Class 1 Gage 56° to 57 1/2°</td>
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<td>More than 57 1/2° Out of Service</td>
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<tr>
<td>Class 2 Gage 56° to 57°</td>
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<tr>
<td>More than 57° to 57 1/4° downgrade to</td>
<td>Class 3 and data a Y</td>
<td></td>
</tr>
<tr>
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</tr>
<tr>
<td>Turnout Ties</td>
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<tr>
<td>58 Condition</td>
<td>R Y R</td>
<td></td>
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<tr>
<td>59 Rail Movement</td>
<td>R Y R</td>
<td></td>
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<tr>
<td>Tie Plates</td>
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<tr>
<td>60 Lead</td>
<td>R Y R</td>
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<tr>
<td>61 Guard Rail Flangeway</td>
<td></td>
<td>Guard Rail Flangeway can not be less 1 1/2&quot;</td>
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<tr>
<td>62 Guard Rail Plates</td>
<td>R Y R</td>
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<tr>
<td>63 Frog Plates</td>
<td>R Y R</td>
<td></td>
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<tr>
<td>Bolts</td>
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<tr>
<td>64 Loose</td>
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<td>Rivets (Huck)</td>
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<td>69 Cotter Pin Missing</td>
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<td>70 Washers OK Broken</td>
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<tr>
<td>71 Hold Down Devices</td>
<td>R Y R N/A</td>
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<tr>
<td>72 Spring Housing</td>
<td>R Y R N/A</td>
<td></td>
</tr>
<tr>
<td>73 Derail</td>
<td>R Y R N/A</td>
<td></td>
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<tr>
<td>74 Maximum difference in any 31' in Cross Level on the siding from the Frog Point to 50' beyond last long tie</td>
<td>OK Difference</td>
<td></td>
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<tr>
<td>75 Condition of Line thru entire turnout</td>
<td>R Y R</td>
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</tbody>
</table>
Switch 373-3  Date 5/24/16  WO # 2391709

1 ROTTED MACHINE TIMBER
5 ROTTED 9'

MICRO CRACKING CURVE CLOSURE
18 LOOSE SCREW SPIKES

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: 5/25/16
<table>
<thead>
<tr>
<th>Location</th>
<th>Switch I.D.</th>
<th>Facing</th>
<th>Rail Points</th>
<th>Point to Point</th>
<th>Point Condition</th>
<th>Y R</th>
<th>Point Throw</th>
<th>Min 3 1/2&quot; on house top point protector</th>
<th>N</th>
<th>R</th>
<th>4 3/4</th>
<th>4 3/4</th>
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<tbody>
<tr>
<td></td>
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<td>N</td>
<td>R</td>
<td>5 1/4</td>
<td>5 1/4</td>
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<td></td>
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<td>Y R</td>
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<td>N</td>
<td>R</td>
<td>5 1/4</td>
<td>5 1/4</td>
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**Switch Rods**
28. Front Rod
29. R3 Rod
30. R4 Rod
31. Closure Rail
32. Surface of Switch
33. Head Block tie
34. Switch Adjustments
35. Lubrication
36. Switch Target / Lamps
37. Latches
38. Locks
39. General Condition
40. Insulated Joints

**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**
JBW/WWM Mod. 09-15-08
<table>
<thead>
<tr>
<th>Item</th>
<th>Notes</th>
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<td>Poulard, T. Schisler, R. Nelson, Glen A. Rabidge</td>
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<tr>
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<td>Y R</td>
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<td>Y R</td>
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<td>Y R</td>
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<td>Back to Back</td>
<td>52 3/4</td>
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<td>Condition</td>
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<td>Location of Guard Rail (Relation to Point)</td>
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<td>Class 1 Gage</td>
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<tr>
<td>More than 57 1/2'' Out of Service</td>
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<td>Class 3 Gage</td>
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<td>More than 57'' to 57 1/4'' downgrade to</td>
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<tr>
<td>Class 2 and grade a Y</td>
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<tr>
<td>Turnout Tie</td>
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<td>58 Condition</td>
<td>Y R</td>
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<tr>
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</tr>
<tr>
<td>Guard Rail Flangeway can not be less 1 1/2''</td>
<td></td>
</tr>
<tr>
<td>62 Guard Rail Plates</td>
<td>Y R</td>
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<tr>
<td>63 Frog Plates</td>
<td>Y R</td>
</tr>
<tr>
<td>Bolts</td>
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<tr>
<td>64 Loose</td>
<td>N/A</td>
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<tr>
<td>65 Missing</td>
<td>N/A</td>
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<tr>
<td>Rivets (Huck)</td>
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</tr>
<tr>
<td>66 Loose</td>
<td>N/A</td>
</tr>
<tr>
<td>67 Missing</td>
<td>N/A</td>
</tr>
<tr>
<td>68 Nuts Missing</td>
<td>N/A</td>
</tr>
<tr>
<td>69 Cotter Pins Missing</td>
<td>N/A</td>
</tr>
<tr>
<td>70 Washers</td>
<td>Broken</td>
</tr>
<tr>
<td>71 Hold Down Devices</td>
<td></td>
</tr>
<tr>
<td>72 Spring Housing</td>
<td>N/A</td>
</tr>
<tr>
<td>73 Derails</td>
<td>N/A</td>
</tr>
<tr>
<td>74 Maximum difference in any 31'' in Cross</td>
<td></td>
</tr>
<tr>
<td>Level on the siding from the Frog Point to</td>
<td></td>
</tr>
<tr>
<td>56'' beyond last long tie</td>
<td>OK</td>
</tr>
<tr>
<td>75 Condition of Line thru entire turnout</td>
<td>Y R</td>
</tr>
</tbody>
</table>

Remarks on page 3
Switch 4841A  Date 5/24/16  WO # 2391864

II LOOSE SCREW SPIKES
INSULATION BREAKING DOWN ON RH CV POINT FRONT ROD
MICRO CRACKING RH CV POINT
BENT #4 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: [Signature]  Date: 5/25/16
Switch Inspection Report / Semi-Annual

Mainline 1  2  Yard  WO #  2392104
Rate 5/24/16  Inspection Crew  M. P. ROBERT SCHILLER R. NELSON G. LAY A. BARETT

1 Location
2 Switch I.D. # 464 1B
3 Facing  Trailing

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

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

Gage
10 Heel of Switch
a) Main 3 1/2
b) Turnout 3 1/2
11 Gage ahead of Bend 3 1/2
Must not be less than 56" or more than 67" for "A"

Heel Spread in Inches
a) Turnout 6 1/4
b) Main 6 1/4

Stock Rail
13 Bend  8 Y R
14 Condition  8 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

22 Standard Joints
23 Switch Plates
24 Adjustable Braces  8 Y R N/A
25 Non-Adjustable Braces  8 Y R N/A

Switch Rods
26 Front Rod  8 Y R N/A
27 #1 Rod (Basket Rod)  8 Y R N/A
28 #2 Rod  8 Y R N/A
29 #3 Rod  8 Y R N/A
30 #4 Rod  8 Y R N/A
31 Closure Rail  8 Y R N/A

32 Surface of Switch  8 Y R N/A
Using a 60' cord
S= Up to 1" Max allowed Speed
Y= 1" to 1 1/2" 40 MPH
R= 1 1/2" to 1 3/4" 12 MPH
Greater than 1 3/4" = Out of Service

33 Head Block ties  8 Y R
34 Switch Adjustments
Yes  No
35 Lubrication  OK  Dry
36 Switch Target / Lamp
OK  Missing
37 Latches
OK  Broken  Missing
38 Locks
OK  Broken  Missing
39 General Condition  8 Y R
40 Insulated Joints  8 Y R

Remarks on Page 3
JBWWNEM Mod. 09-18-09
Frog Inspection Report / Semi-Annual

Mainline 1 2 Yard \[5/24/16\] Inspection Crew: M. Schriever & Nelson, S. A. Rabeith

WO # 2392104

1 Location
2 Switch I.D. # 48415
3 Facing Trailing x
44 Frog Tread N SR
R SR
45 Frog # 1
46 Frog Point Condition 9 Y R
47 Condition of Frog 9 Y R
48 Surface of Frog 9 Y R

49 Thrust in inches 3 1/4
50 Flangeway Depth 2
Flangeway Depth must not be less than 1 1/2"

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

Guard Rails
1 Guard Rail Gage N 54 5/6 R 54 3/4
Guard Rail Gage must be less than 54 3/8"
54 Back to Back N 52 5/8 R 52 3/4
Back to Back must be less than 53 1/8"

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

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

Remarks on page 3

Turnout Ties
58 Condition 9 Y R
59 Rail Movement 9 Y R

Tie Plates
60 Lead 9 Y R
61 Guard Rail Flangeay 9 Y R
Guard Rail Flangeay can not be less 1 1/2"
62 Guard Rail Plates 9 Y R

63 Frog Plates 9 Y R

Bolts
64 Loose 0 9 Y R
65 Missing N/A

Rivets (Huck)
66 Loose 0 9 Y R
67 Missing N/A
68 Nut Missing 0 9 Y R
69 Cotter Pins Missing 0 N/A
70 Washers OK Broken Missing

71 Hold Down Devices 9 Y R N/A
72 Spring Housing 9 Y R N/A
73 Derails 9 Y R N/A

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

75 Condition of Line thru entire turnout 9 Y R
Switch: ABA 1B
Date: 5/24/16
WO #: 2392104

17 Loose Screw Spacers
1 Loose ear. plate

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: 5/25/16
<table>
<thead>
<tr>
<th>Mainline</th>
<th>1</th>
<th>2</th>
<th>Yard</th>
<th>WO #</th>
<th>2391740</th>
</tr>
</thead>
</table>

| 1 Location | | | | | |
| 2 Switch I.D. # | 373-1 | | | | |
| 3 Facing | X | | | | |

| Rail Points | | | | | |
| 4 Point to Point | 51 3/4 | | | | |
| 5 Point Condition | Y R | | | | |
| 6 Point Throw | Nothing less than 4" or greater than 8" | | | | |
| | Min 3 1/2" on house top point protector | | | | |
| N | A-1/2 | R | A-1/2 | | |
| 7 Point Opening | | | | | |
| N | A-13/16 | R | A-13/16 | | |

| Switch Rods | | | | | |
| 26 Front Rod | | | | | |
| 27 #1 Rod (Basket Rod) | | | | | |
| 28 #2 Rod | | | | | |
| 29 #3 Rod | | | | | |
| 30 #4 Rod | | | | | |
| 31 Closure Rail | | | | | |

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

| Gage | | | | | |
| 10 Heel of Switch | | | | | |
| a) Main | 56 1/4 | | | | |
| a) Turnout | 56 1/4 | | | | |
| 11 Gage ahead of Bend | 60 | | | | |

- Heel Spread in Inches
  - a) Turnout | 3 7/16 | | | | |
  - a) Main | 3 7/16 | | | | |

| 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 | | | | |

| Remarks on Page 2 | | | | | |
| 20 Jam Nuts Loose | N/A | | | | |
| 21 Washers OK | Broken | Missing | | | |

Switch Inspection Report / Semi-Annual

JBW/MEM Mod. 09-15-08
**Mainline** | **Yard** | **WO #** | **2-391740**
---|---|---|---
Date: 5/24/16 | Inspect Crew: M. POLLARD T. SCHULSER R. WELCH A. RABEGGE

<table>
<thead>
<tr>
<th>1 Location</th>
<th>2 Switch I.D. # 373-1</th>
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<tr>
<td>3 Facing</td>
<td>Trailing</td>
</tr>
<tr>
<td>44 Frog Tread N</td>
<td>SYR SYR</td>
</tr>
<tr>
<td>48 Frog #</td>
<td>15</td>
</tr>
<tr>
<td>46 Frog Point Condition</td>
<td>SYR</td>
</tr>
<tr>
<td>47 Condition of Frog</td>
<td>SYR</td>
</tr>
<tr>
<td>49 Surface of Frog</td>
<td>SYR</td>
</tr>
</tbody>
</table>

| 49 Thrust in inches | 2 |
| 50 Flangeway Depth | 2 |
| Flangeway Depth must not be less than 1 1/2 |

**Gage**

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

**Guard Rails**

| 54 Guard Rail Gage | N SYR SYR |
| 54 Back to Back | N SYR SYR |

**Washers**

| 70 Washer | OK N/A |

**Bolts**

<table>
<thead>
<tr>
<th>64 Loose</th>
<th>65 Missing</th>
</tr>
</thead>
</table>

**Factors (Huck)**

<table>
<thead>
<tr>
<th>66 Loose</th>
<th>67 Missing</th>
</tr>
</thead>
</table>

**Cotter Pins Missing**

| 69 Cotter Pins Missing | N/A |

**Other**

| 72 Spring Housing | N/A |
| 73 Derails | N/A |

**Maximum Difference in any 31' in Cross**

Level on the side from the Frog Point to 89 beyond last long tie

| 74 Maximum Difference in any 31' in Cross | 8 |

**Condition of Line thru entire turnout**

| 75 Condition of Line thru entire turnout | SYR |

**Remarks on page 3**
Pitted & Battered Throat
Pitted & Battered Frog Point
Micro Cracking, Cracked Clews
Groove in Frog due to Track Brake Dragging
RH Curved Point Micro Cracking
Gapped Point RH CV Adjule 1/8" 11 Rotted 9" 1/2" 12 Screw Spikes

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 Doe Date: 5/25/16
Switch Inspection Report / Semi-Annual

<table>
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</tr>
</thead>
<tbody>
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<td></td>
</tr>
<tr>
<td>2</td>
<td></td>
<td></td>
</tr>
<tr>
<td>3</td>
<td></td>
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</table>

Inspection Crew

<table>
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<tr>
<th>Mainline</th>
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<th>Yard</th>
<th>WO #</th>
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</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

5/25/16

22 Standard Joints
23 Switch Plate
24 Adjustable Braces
25 Non-Adjustable Braces

Switch Rods
26 Front Rod
27 #1 Rod (Basket Rod)
28 #2 Rod
29 #3 Rod
30 #4 Rod
31 Closure Rail
32 Surface of Switch

Stock Rail
33 Head Block tie
34 Switch Adjustments
35 Lubrication
36 Switch Target / Lamps
37 Latches
38 Locks
39 General Condition
40 Insulated Joints

Remarks on Page 3

<table>
<thead>
<tr>
<th>1</th>
<th>2</th>
<th>3</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

- Location
- Switch I.D. #
- Facing

Point to Point
- Min 3 1/2" on house top point protector

Point Opening
- N
- R

General Condition of the Points
- Y

Heel Spread in inches
- a) Turnout
- a) Main

Bolts
- Loose
- Missing

Rivets (Huck Bolts)
- Loose
- Missing

20 Jam Nuts
- Loose
- Broken

21 Washers
- Broken
- Missing

Note: Using a 60 cord
S = Up to 1" Max allowed Speed
Y = 1" to 1 1/2" 40 MPH
R = 1 1/2" to 1 3/4" 12 MPH
Greater than 1 3/4" = Out of Service
<table>
<thead>
<tr>
<th>Location</th>
<th>Switch ID. #</th>
<th>Facing</th>
<th>Frog Tread</th>
<th>Frog #</th>
<th>Frog Point Condition</th>
<th>Condition of Frog</th>
<th>Surface of Frog</th>
<th>Throat in Inches</th>
<th>Flangeway Depth</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td></td>
<td>484 35</td>
<td>Y</td>
<td>E</td>
<td>S Y R</td>
<td>S Y R</td>
<td>S Y R</td>
<td>3 7/8</td>
<td>2</td>
</tr>
</tbody>
</table>

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

**Gage**

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

Gage must not be less than 56" for any Class

**Guard Rails**

<table>
<thead>
<tr>
<th>Guard Rail Gage</th>
<th>Guard Rail Gage must be less than 54 3/8&quot;</th>
</tr>
</thead>
<tbody>
<tr>
<td>N 54 3/4 R</td>
<td></td>
</tr>
</tbody>
</table>

**Back to Back**

<table>
<thead>
<tr>
<th>Back to Back Gage</th>
<th>Back to Back must be less than 53 1/8&quot;</th>
</tr>
</thead>
<tbody>
<tr>
<td>N 52 3/4 R</td>
<td></td>
</tr>
</tbody>
</table>

**Condition**

| S Y R |

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

| S Y R |

**Guard Rail Clamps**

<table>
<thead>
<tr>
<th>Main Track</th>
<th>Turnout Track</th>
</tr>
</thead>
<tbody>
<tr>
<td>S Y R</td>
<td>N/A</td>
</tr>
<tr>
<td>N/A</td>
<td></td>
</tr>
</tbody>
</table>

**Class 1 Gage**

66" to 67 1/2"

More than 67 1/2" Out of Service

**Class 3 Gage**

66" to 57"

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

**Class 2 and Geta a Y**

**Remarks on page 3**
6 loose screw spikes
4" Crack in 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: 5/26/16
| Rail Points | 4 Point to Point | 5 Point Condition | 6 Point Throw | 7 Point Opening | 9 General Condition of the Points | 10 Heel of Switch | 11 Gage ahead of Bend | 12 Surface of Switch | 13 Bend | 14 Condition | 15 Bolts | 16 Rivets (Huck Bolts) | 17 Retaining Nuts Loose | 20 Jam Nuts Loose | 21 Washers | 22 Standard Joints | 23 Switch Plates | 24 Adjustable Braces | 25 Non-Adjustable Braces | 26 Switch Rods | 27 #1 Rod (Basket Rod) | 28 #2 Rod | 29 #3 Rod | 30 #4 Rod | 31 Closure Rail | 32 Head Block tie | 33 Switch Adjustments | 34 Lubrication | 35 Switch Target / Lamp | 36 Latches | 37 Locks | 38 General Condition | 39 Insulated Joints |
|-------------|------------------|-------------------|--------------|----------------|-------------------------------|------------------|---------------------|---------------------|---------|-------------|---------|----------------------|---------------------|----------------------|-------------|---------|---------------------|----------------------|----------------------------|------------------|------------------|----------------------|----------------------|-------------------|---------------------|-------------------|------------------|----------------------|---------------------|-------------------|
| 1 Location  |                  |                   |              |                |                               |                  |                     |                     | Y R     | Y R         | Y R     | Y R                  | Y R                  | Y R                  | Y R          | Y R    | Y R                  | Y R                  | Y R               | Y R          | Y R    | Y R                  | Y R                  | Y R               |
| 2 Switch I.D. # | 494 88     |                   |              |                |                               |                  |                     |                     | Y R     | Y R         | Y R     | Y R                  | Y R                  | Y R                  | Y R          | Y R    | Y R                  | Y R                  | Y R               | Y R          | Y R    | Y R                  | Y R                  | Y R               |
| 3 Facing   | X Trailing      |                   |              |                |                               |                  |                     |                     | Y R     | Y R         | Y R     | Y R                  | Y R                  | Y R                  | Y R          | Y R    | Y R                  | Y R                  | Y R               | Y R          | Y R    | Y R                  | Y R                  | Y R               |
| 23 Switch Plates |                  |                   |              |                |                               |                  |                     |                     | Y R     | Y R         | Y R     | Y R                  | Y R                  | Y R                  | Y R          | Y R    | Y R                  | Y R                  | Y R               | Y R          | Y R    | Y R                  | Y R                  | Y R               |
| 26 Switch Rods |                  |                   |              |                |                               |                  |                     |                     | Y R     | Y R         | Y R     | Y R                  | Y R                  | Y R                  | Y R          | Y R    | Y R                  | Y R                  | Y R               | Y R          | Y R    | Y R                  | Y R                  | Y R               |
| 27 #1 Rod (Basket Rod) |                  |                   |              |                |                               |                  |                     |                     | Y R     | Y R         | Y R     | Y R                  | Y R                  | Y R                  | Y R          | Y R    | Y R                  | Y R                  | Y R               | Y R          | Y R    | Y R                  | Y R                  | Y R               |
| 28 #2 Rod |                  |                   |              |                |                               |                  |                     |                     | Y R     | Y R         | Y R     | Y R                  | Y R                  | Y R                  | Y R          | Y R    | Y R                  | Y R                  | Y R               | Y R          | Y R    | Y R                  | Y R                  | Y R               |
| 29 #3 Rod |                  |                   |              |                |                               |                  |                     |                     | Y R     | Y R         | Y R     | Y R                  | Y R                  | Y R                  | Y R          | Y R    | Y R                  | Y R                  | Y R               | Y R          | Y R    | Y R                  | Y R                  | Y R               |
| 30 #4 Rod |                  |                   |              |                |                               |                  |                     |                     | Y R     | Y R         | Y R     | Y R                  | Y R                  | Y R                  | Y R          | Y R    | Y R                  | Y R                  | Y R               | Y R          | Y R    | Y R                  | Y R                  | Y R               |
| 31 Closure Rail |                  |                   |              |                |                               |                  |                     |                     | Y R     | Y R         | Y R     | Y R                  | Y R                  | Y R                  | Y R          | Y R    | Y R                  | Y R                  | Y R               | Y R          | Y R    | Y R                  | Y R                  | Y R               |
| 32 Head Block tie |                  |                   |              |                |                               |                  |                     |                     | Y R     | Y R         | Y R     | Y R                  | Y R                  | Y R                  | Y R          | Y R    | Y R                  | Y R                  | Y R               | Y R          | Y R    | Y R                  | Y R                  | Y R               |
| 33 Switch Adjustments |                  |                   |              |                |                               |                  |                     |                     | Y R     | Y R         | Y R     | Y R                  | Y R                  | Y R                  | Y R          | Y R    | Y R                  | Y R                  | Y R               | Y R          | Y R    | Y R                  | Y R                  | Y R               |
| 34 Lubrication |                  |                   |              |                |                               |                  |                     |                     | Y R     | Y R         | Y R     | Y R                  | Y R                  | Y R                  | Y R          | Y R    | Y R                  | Y R                  | Y R               | Y R          | Y R    | Y R                  | Y R                  | Y R               |
| 35 Switch Target / Lamp |                  |                   |              |                |                               |                  |                     |                     | Y R     | Y R         | Y R     | Y R                  | Y R                  | Y R                  | Y R          | Y R    | Y R                  | Y R                  | Y R               | Y R          | Y R    | Y R                  | Y R                  | Y R               |
| 36 Latches |                  |                   |              |                |                               |                  |                     |                     | Y R     | Y R         | Y R     | Y R                  | Y R                  | Y R                  | Y R          | Y R    | Y R                  | Y R                  | Y R               | Y R          | Y R    | Y R                  | Y R                  | Y R               |
| 37 Locks |                  |                   |              |                |                               |                  |                     |                     | Y R     | Y R         | Y R     | Y R                  | Y R                  | Y R                  | Y R          | Y R    | Y R                  | Y R                  | Y R               | Y R          | Y R    | Y R                  | Y R                  | Y R               |
| 38 General Condition |                  |                   |              |                |                               |                  |                     |                     | Y R     | Y R         | Y R     | Y R                  | Y R                  | Y R                  | Y R          | Y R    | Y R                  | Y R                  | Y R               | Y R          | Y R    | Y R                  | Y R                  | Y R               |

**Remarks on Page 2**

J5W/WEM Mod. 05-15-06
Frog Inspection Report / Semi-Annual

<table>
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<tr>
<th>Mainline</th>
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<th>WO #</th>
<th>2391874</th>
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<tr>
<td>Date</td>
<td>5/25/16</td>
<td>Inspection Crews</td>
<td>M Pollard</td>
<td>T. Schuler</td>
<td>G. A. Rabette</td>
</tr>
</tbody>
</table>

| Item | 1 Location | 2 Switch ID # | 3 Facing | 44 Frog Track | 45 Frog # | 46 Frog Point Condition | 47 Condition of Frog | 48 Surface of Frog | 49 Thrust in inches | 50 Flange Depth | 51 Main Track | 52 Turnout Track | Goal | 53 Guard Rails | 54 Condition | 55 Location of Guard Rail (Relation to Point) | 56 Main Track | 57 Turnout Track | Class 1 Gage 56" to 57 1/2" | More than 57 1/2" Out of Service | Class 3 Gage 56" to 57" | More than 57" to 57 1/4" Downgrade to Class 2 and Rate A Y |
|------|-------------|---------------|----------|----------------|------------|--------------------------|----------------------|--------------------|-------------------|----------------|-------------|----------------|------|---------------|-------------|------------------------------------------------|---------------|----------------|---------------------------------|---------------------------------|----------------|---------------------------------|---------------------------|
|      |             |               |          |                |            |                          |                      |                    |                   |                |             |                |      |               |             |                                                 |               |               |                                  |                                  |               |                                  |                          |
| 1    |             |               |          |                | 484 3b     |                          |                      |                    |                   |                |             |                |      |               |             | 8 Y R                                      |               |               |                                  |                                  |               |                                  |                          |
| 2    |             |               |          |                |            |                          |                      |                    |                   |                |             |                |      |               |             | 8 Y R                                      |               |               |                                  |                                  |               |                                  |                          |
| 3    |             |               |          |                |            |                          |                      |                    |                   |                |             |                |      |               |             | 8 Y R                                      |               |               |                                  |                                  |               |                                  |                          |
| 44   | N            | 8 Y R         |          |                |            |                          |                      |                    |                   |                |             |                |      |               |             | 8 Y R                                      |               |               |                                  |                                  |               |                                  |                          |
| 45   | P            |               |          |                |            |                          |                      |                    |                   |                |             |                |      |               |             | 8 Y R                                      |               |               |                                  |                                  |               |                                  |                          |
| 46   |              | 8 Y R         |          |                |            |                          |                      |                    |                   |                |             |                |      |               |             | 8 Y R                                      |               |               |                                  |                                  |               |                                  |                          |
| 47   |              | 8 Y R         |          |                |            |                          |                      |                    |                   |                |             |                |      |               |             | 8 Y R                                      |               |               |                                  |                                  |               |                                  |                          |
| 48   |              | 8 Y R         |          |                |            |                          |                      |                    |                   |                |             |                |      |               |             | 8 Y R                                      |               |               |                                  |                                  |               |                                  |                          |
| 49   |              | 5/2            |          |                |            |                          |                      |                    |                   |                |             |                |      |               |             | 8 Y R                                      |               |               |                                  |                                  |               |                                  |                          |
| 50   |              | 1"            |          |                |            |                          |                      |                    |                   |                |             |                |      |               |             | 8 Y R                                      |               |               |                                  |                                  |               |                                  |                          |
| 51   |              | 5 6 3/4"       |          |                |            |                          |                      |                    |                   |                |             |                |      |               |             | 8 Y R                                      |               |               |                                  |                                  |               |                                  |                          |
| 52   |              | 57 1/2"       |          |                |            |                          |                      |                    |                   |                |             |                |      |               |             | 8 Y R                                      |               |               |                                  |                                  |               |                                  |                          |
| 53   |              | 8 Y R         |          |                |            |                          |                      |                    |                   |                |             |                |      |               |             | 8 Y R                                      |               |               |                                  |                                  |               |                                  |                          |
| 54   |              | 52 3/8" R     |          |                |            |                          |                      |                    |                   |                |             |                |      |               |             | 8 Y R                                      |               |               |                                  |                                  |               |                                  |                          |

**Turnout Tie:**
- 58 Condition
  - 8 Y R
- 59 Rail Movement
  - 8 Y R
- 61 Guard Rail Flangeay
  - 8 Y R
- Guard Rail Flangeay 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
- 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 Washer: OK, Broken

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

**Maximum difference in any 31" in Cross Level on the siding from the Frog Point to 80" beyond last long tie:**
- 74 Maximum difference in any 31" in Cross Level on the siding from the Frog Point to 80" beyond last long tie
  - OK Difficulty

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

**Remarks on page 3**
Switch 484 3B  Date 5/25/16  WO # 239 1874

½" GAP LH av Pivot

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: 5/26/16
Switch Inspection Report / Semi-Annual

Mainline 1 2 Yard _______________ WO # 2392106

Date 5/25/16 Inspection Crew M. Pogrund T. Schuler G. Lau A. Rabette

1 Location
2 Switch I.D. # 426-1
3 Facing Trailing

Rail Points
4 Point to Point 50 3/4
5 Point Condition SYR
6 Point Throw Nothing less than 4" or greater than 8"
Min 3 1/2" on house top point protector
N 4 1/4 R 4 9/16
7 Point Opening
N 5/2 R 5 1/2
8 FR SYR
9 General Condition of the Points SYR

Gage
10 Heel of Switch
a) Main 50 5/8
b) Turnout 50 9/16
11 Gage ahead of Bend 50 3/16
Must not be less than 56" or more than 57" for "B"
12 Heel Spread in Inches
a) Turnout 6 3/16
b) Main 6 1/4

Stock Rail
13 Bend 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 Pins missing N/A

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

Remarks on Page 3
WEM Mod. 05-10-06

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

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

33 Heel Block ties
34 Switch Adjustments Yes No
35 Lubrication OK Dry
36 Switch Target / Lamps OK Missing N/A
37 Latches OK Broken Missing
38 Locks OK Broken Missing
39 General Condition SYR
40 Insulated Joints SYR
**Frog Inspection Report / Semi-Annual**

**Mainline**

<table>
<thead>
<tr>
<th>Location</th>
<th>1</th>
<th>2</th>
<th>Yard</th>
<th>WO #</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 Location</td>
<td>5125/16</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2 Switch I.D. #</td>
<td>N</td>
<td>R</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Facing**

<table>
<thead>
<tr>
<th>44 Frog Tread</th>
<th>N</th>
<th>R</th>
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<tbody>
<tr>
<td>45 Frog #</td>
<td>6</td>
<td></td>
</tr>
<tr>
<td>46 Frog Point Condition</td>
<td>N</td>
<td></td>
</tr>
</tbody>
</table>

**Condition of Frog**

| 47 | R |

**Surface of Frog**

| 48 | R |

**Turnout Tee**

- **58 Condition**
  - N
- **59 Rail Movement**
  - N

**Tie Plates**

- **60 Lead**
  - N
- **61 Guard Rail Flangeway**
  - N

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

- **62 Guard Rail Plates**
  - N

**Frog Plates**

- **63 Frog Plates**
  - N

**Bolts**

- **64 Loose**
  - 0
- **65 Missing**
  - 0

**Rivets (Huck)**

- **66 Loose**
  - 0
- **67 Missing**
  - 0
- **68 Nut Missing**
  - 0
- **69 Cotter Pin Missing**
  - 0
- **70 Washer OK Broken Missing**

**Hold Down Devices**

- **71 Hold Down Devices**
  - 0

**Spring Housing**

- **72 Spring Housing**
  - 0

**Deraile**

- **73 Deraile**
  - 0

**Maximum difference in any 31° in Cross**

Level on the siding from the Frog Point to 60° beyond last long tie

- **74 Maximum difference in any 31° in Cross**
  - 0

**Condition of Line thru entire turnout**

- **75 Condition of Line thru entire turnout**
  - 0

**Remarks on page 3**

---

**Gage**

- **51 Main Track**
  - 56 9/16
- **52 Turnout Track**
  - 56 9/16

Gage must not be less than 56" for any Class

**Guard Rails**

- **53 Guard Rail Gage N**
  - 54 9/16 R
- **54 Back to Back**
  - 52 9/16 R

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

Back to Back must be less than 53 1/2"

**Condition**

- **55 Condition**
  - N
- **56 Location of Guard Rail (Relation to Point)**
  - N

**Guard Rail Clamps**

- **57 Main Track**
  - N
- **58 Turnout Track**
  - N

**Class 1 Gage 56" to 57 1/2"**

More than 57 1/3" Out of Service

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

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

Class 2 and next a Y

---

**Remarks on page 3**
Switch: 488-1  Date: 5/25/16  WO #: 2392106

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: 5/27/16
Switch Inspection Report / Semi-Annual

<table>
<thead>
<tr>
<th>Mainline</th>
<th>1</th>
<th>2</th>
<th>Yard</th>
<th>WO #</th>
<th>239-2108</th>
</tr>
</thead>
<tbody>
<tr>
<td>Date</td>
<td>5/25/16</td>
<td>Inspection Crew: M. Pollard, T. Schisler, G. Lam, A. Rabette</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

1. Location
2. Switch ID #: 408-3
3. Facing: Trailing

<table>
<thead>
<tr>
<th>Rail Points</th>
<th>4. Point to Point</th>
<th>5. Point Condition</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>51%</td>
<td>Y R</td>
</tr>
</tbody>
</table>

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

7. Point Opening
   N: 4 7/16 R: 4 9/16

8. E
   Y R

9. General Condition of the Points
   Y R

10. Heel of Switch
    a. Main: 5 6/16
    b. Turnout: 5 3/4

11. Gauge ahead of Bend: 5/6 9/16
    Must not be less than 86° or more than 87° for "A"

12. Heel Spread in inches
    a. Turnout: 6 1/8
    a. Main: 6 1/8

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

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

34. Switch Adjustments
   Yes ( )
   No ( )

35. Lubrication
   OK Dry

36. Switch Target / Lamp
   OK Missing: N/A

37. Latches
   OK Broken: Missing

38. Locks
   OK Broken: Missing

39. General Condition
   Y R

40. Insulated Joints
   Y R

Remarks on Page 3

WEM Mod. 09-15-08
Mainline: 1 2 Yard: 525.16 Inspection Crew: M. POLLARD T. SCHISLER G. A. RABETTE

1 Location
2 Switch L.D. #: 400-3
3 Facing: Trailing X
44 Frog Tread N S Y R
5 R S Y R
45 Frog #:
46 Frog Point Condition: Y R
47 Condition of Frog: Y R
49 Surface of Frog: Y R

49 Throat in Inches: 3 1/2
50 Flangeway Depth: 7
Flangeway Depth must not be less than 1 1/2"

Gage:
51 Main Track: 56 3/4
52 Turnout Track: 56 1/2
Gage must not be less than 56" for any Class

Guard Rails:
5 Guard Rail Gage: N 54 1/2, R 54 5/16
Guard Rail Gage must be less than 54 3/8"
54 Back to Back: N 52 3/8, R 52 3/8
Back to Back must be less than 53 1/8"

54 Condition: Y R
56 Location of Guard Rail (Relation to Point): Y R

Guard Rail Ciampa:
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"

Class 2 and Greater: 57"

Remarks on page 3

Turnout Tie:
58 Condition:
59 Rail Movement:
60 Lead:
61 Guard Rail Flangeway:
Guard Rail Flangeway can not be less 1 1/2"
62 Guard Rail Plates:

63 Frog Plates:

Bolts:
64 Loose:
65 Missing:

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

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

74 Maximum difference in any 31" in Cross Level on the side from the Frog Point to 56" beyond last long tie:

75 Condition of Line thru entire turnout:

Page 2 of 3

2392708
Switch 488-3  Date  5/25/16  WO # 239 2108

BENT BASKET ROD
His Hatch Both Heel Block Points
Throat Area Getting Struck Hard
Trash in Switch

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 Lewis  Date: 5/27/16