Work Order Tracking (Tr)

Find Work Order

| List | Work Order | Plans | Actuals | Activities | Measurements | Axle Configuration | Related Records | Safety Plan | Log | Failure Reporting |

Work Order: 2228139
Classification: MTA \ METRO
Classification Description: MTA - METRO
Asset: 1246507
Alias: PO1A
Location: 229W5SWPO1
Work Location:

- Work Type: PM
- Status: APPR
- Status Date: 01/01/16 08:00:01 AM
- Reported By: MTACRON
- Phone:
- Reported Date: 12/21/15 04:14:56 AM
- On Behalf Of:
- Consent:

Asset Details

Year:
Manufacturer:
Model:
Serial #:
Type: FLEET
Status: OPERATING
Asset Condition:

Address Information

Service Address:
Formatted Address:

City:
State/Province:

http://mtassets/maximo/ui/?event=loadapp&value=plustwo&uisessionid=2423&srftoken=frnuioqkivf18d... 1/1/2016
Switch Inspection Report / Semi Annual

Date: 11/16
Inspection Crew: Greenwood, Hookin, Chase, Nelson

Location: 2

Portal: 1A

Facing: X, Trailing

Rail Points
4 Point to Point: 51.54
5 Point Condition: S Y R
6 Point Throw, nothing less than 4 3/4 inches: N R 5
7 Point Opening: N R 41.30
8 Fit: S Y R
9 General Condition of the Points: S Y R

Gage
10 Heel of Switch:
   a) Main: 30.76
   b) Turnout: 30.76
11 Gage ahead of Bend: 32.58

Must not be less than 56 inches or more than 57 inches for "S"

12 Heel Spread in Inches:
   a) Turnout: 6.78
   b) Main: 6

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

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

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

Using a 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: S Y R
34 Switch Adjustments
   Yes: No
35 Lubrication
   OK: Dry
36 Switch Target / Lamps
   OK: Missing: N/A
37 Latches
   OK: Broken: Missing:
38 Locks
   OK: Broken: Missing:
39 General Condition: S Y R
40 Insulated Joints: S Y R

Remarks on Page 3

JBW/WEM Mod. 09-15-08
Mainline 2

Date: 05/01 Inspection Crew: Greenwalt, Hilt, Chase, Nelson

41 Location Portal
42 Switch I.D. # 1A
43 Facing X Trailing
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 3/4
50 Flangeway Depth 2
Flangeway Depth must not be less than 1 1/2"

Gage
1 Main Track 54 3/4
2 Turnout Track 54 3/4
Gage must not be less than 56" any Class

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

Guard Rail Clamps
57 Main Track S Y R
58 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

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

Tie Plates
60 Lead S Y R
61 Guard Rail Flangeway S Y R N R
Guard Rail Flangeway can be less than 1-1/2"
62 Guard Rail Plates S Y R
63 Frog Plates S Y R

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

Rivets (Huck)
66 Loose N/A
67 Missing N/A
68 Nuts Missing 0 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 Derails S Y R N/A

74 Maximum difference in any 31' in Cross Level on the siding from the Frog Point to 50' beyond last long tie
OK Difference 1/4

75 Condition of Line thru entire turnout S Y R

Remarks on page 3
Date: [Handwritten Date]
Mainline: 2
Switch #: PO-1A
WO #: 2223139

Remarks

14. Stock rail has elbowed down.

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]
Work Order Tracking (Tr)

Find Work Order

List  Work Order  Plans  Actuals  Activities  Measurements  Axle Configuration  Related Records  Safety Plan  Log  Failure Reporting

Work Order: 2223147
Classification: MTA \ METRO
Classification Description: MTA - METRO
Asset: 1247330
Alias: PO3A
Location: 230WSWPO3A

Work Location:
  Work Type: PM
  Status: APPR
  Status Date: 01/01/16 08:08:08 AM
  Reported By: MTACRON
  Reported Date: 12/21/15 04:16:00 AM
  On Behalf Of:

Asset Details

Year:
Manufacturer:
Model:
Serial #:
Type: FLEET
  Fleet Assets
Status: OPERATING
  Operating
Asset Condition:

Address Information

Service Address:
Formatted Address:

City:
State/Province:

http://mtassets/maximo/ui/?event=loadapp&value=plustwo&uisessionid=2423&csrftoken=frnuioqkivf18d...  1/1/2016
Switch Inspection Report / Semi Annual

Mainline 2

Date: 11/7/16  Inspection Crew: [Signature]

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

Rail Points
4 Point to Point: 51 3/8
5 Point Condition: S Y R
6 Point Throw, nothing less than 4 3/4 inches: N 5 7/8
7 Point Opening: N 5 7/8
8 Fit: S Y R
9 General Condition of the Points: S Y R

Sage
10 Heel of Switch:
   a) Main: 30 5/8
   b) Turnout: 30 5/8
11 Gage ahead of Bend: 30 5/8

Must not be less than 56 inches or more than 57 inches for "S"
12 Heel Spread in Inches:
   a) Turnout: 10 1/8
   a) Main: 10 1/8

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

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

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

Remarks on Page 3

JBW/WEM Mod. 09-15-08

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

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

Using a 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: S Y R
34 Switch Adjustments: Yes
35 Lubrication: Dry
36 Switch Target / Lamps: OK
37 Latches: OK
38 Locks: OK
39 General Condition: S Y R
40 Insulated Joints: S Y R

WO# 2223147
Mainline: 2

Date: 10/16

Inspection Crew: Greenwood, Albion, Close, Witten

41 Location  Portal

42 Switch I.D. #  3A

43 Facing  Trailing X

44 Frog Tread  N S Y R R S Y R

45 Frog #

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

Gage

1 Main Track  S X Y R

2 Turnout Track  S X Y R

Gage must not be less than 56" any Class

53 Guard Rail Gage  N  S 3/4" S Y R

54 Back to Back  N  53/16" S Y R

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

55 Condition  S Y R

56 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

Turnout Ties

56 Condition  S Y R

59 Rail Movement  S Y R

The Plates

60 Lead  S Y R

61 Guard Rail Flangeway  S Y R N 1 1/8 R N

Guard Rail Flangeway can be less than 1-1/2"

62 Guard Rail Plates  S Y R

63 Frog Plates  S O R

Bolts

64 Loose  0 N/A

65 Missing  N/A

Rivets (Huck)

66 Loose  N/A

67 Missing  N/A

68 Nuts Missing  0 N/A

69 Cotter Pins Missing  N/A

70 Washers OK Broken  0 Missing

71 Hold Down Devices  S Y R N/A

72 Spring Housing  S Y R N/A

73 Derails  S Y R N/A

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

OK Difference

74 Condition of Line thru entire turnout  S Y R

Remarks on page 3
10.1 Date missing from under frog.

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

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

S All items inspected are in compliance

Y Attention needed

R Immediate attention required or Out of Service

Reviewed by: [Signature]
**Work Order Tracking (Tr)**

<table>
<thead>
<tr>
<th>List</th>
<th>Work Order</th>
<th>Plans</th>
<th>Actuals</th>
<th>Activities</th>
<th>Measurements</th>
<th>Axle Configuration</th>
<th>Related Records</th>
<th>Safety Plan</th>
<th>Log</th>
<th>Failure Reporting</th>
</tr>
</thead>
</table>

**Work Order: 2223155**

**Classification:** MTA / METRO

**Classification Description:** MTA - METRO

- **Asset:** 1247220  
  **Alias:** PO7B
- **Location:** 232WSWPO71  
  **Work Location:** Chain Markers West, PO Interlock, METRO MOW SWITCH 1

**Work Type:** PM  
**Status:** APPR

**Status Date:** 01/01/16 08:00:18 AM  
**Reported By:** MTACRON

**Reported Date:** 12/21/15 04:15:35 AM  
**On Behalf Of:** Consel

### Asset Details

- **Year:**
- **Manufacturer:**
- **Model:**
- **Serial #:**
- **Type:** FLEET  
  **Fleet Assets**
- **Status:** OPERATING  
  **Operating**

### Address Information

- **Service Address:**
- **Formatted Address:**

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1/1/2016
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<tr>
<td>Location</td>
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<td></td>
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<td></td>
<td>Trailing</td>
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<tr>
<td>Rail Points</td>
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<tr>
<td>4 Point to Point</td>
<td>V</td>
<td>51/3</td>
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</tr>
<tr>
<td>5 Point Condition</td>
<td>S</td>
<td>O</td>
<td>R</td>
</tr>
<tr>
<td>6 Point Throw, nothing less than 4 3/4 inches</td>
<td>N</td>
<td>R</td>
<td>5/18</td>
</tr>
<tr>
<td>7 Point Opening</td>
<td>N</td>
<td>R</td>
<td>1/10</td>
</tr>
<tr>
<td>8 Fit</td>
<td>S</td>
<td>Y</td>
<td>R</td>
</tr>
<tr>
<td>9 General Condition of the Points</td>
<td>S</td>
<td>Y</td>
<td>R</td>
</tr>
<tr>
<td>Gage</td>
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<tr>
<td>10 Heel of Switch</td>
<td></td>
<td>a) Main</td>
<td>6/12</td>
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<td></td>
<td>a) Turnout</td>
<td>6/12</td>
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<tr>
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<td></td>
<td>11 Gage ahead of Bend</td>
<td>6/12</td>
</tr>
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<td>Must not be less than 56 inches or more than 57 inches for &quot;S&quot;</td>
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</tr>
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<td>12 Heel Spread in Inches</td>
<td>a) Turnout</td>
<td></td>
<td>6/12</td>
</tr>
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<td></td>
<td></td>
<td>a) Main</td>
<td>6/12</td>
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<tr>
<td>Stock Rail</td>
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</tr>
<tr>
<td>13 Bend</td>
<td>S</td>
<td>Y</td>
<td>R</td>
</tr>
<tr>
<td>14 Condition</td>
<td>S</td>
<td>Y</td>
<td>R</td>
</tr>
<tr>
<td>Bolts</td>
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<tr>
<td>15 Loose</td>
<td>O</td>
<td>N/A</td>
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</tr>
<tr>
<td>16 Missing</td>
<td>O</td>
<td>N/A</td>
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<tr>
<td>Rivets (Huck Bolts)</td>
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</tr>
<tr>
<td>17 Loose</td>
<td>O</td>
<td>N/A</td>
<td></td>
</tr>
<tr>
<td>18 Missing</td>
<td>O</td>
<td>N/A</td>
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<td>19 Cotter Pins missing</td>
<td>O</td>
<td>N/A</td>
<td></td>
</tr>
<tr>
<td>20 Jam Nuts Loose</td>
<td>O</td>
<td>N/A</td>
<td></td>
</tr>
<tr>
<td>21 Washers</td>
<td>OK</td>
<td>Broken</td>
<td>Missing</td>
</tr>
<tr>
<td>Remarks on Page 3</td>
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<tr>
<td>JBW/WEM Mod. 09-15-08</td>
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</tr>
</tbody>
</table>
Frog Inspection Report / Semi Annual

Mainline 2

Date: ____________________ Inspection Crew: Greenwood, Nelson

41 Location: Portal
42 Switch I.D. #: 7B
43 Facing: X Trailing
44 Frog Tread: N SYR R SYR

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

49 Throat in Inches: 5 1/8
50 Flangeway Depth: SYR
Flangeway Depth must not be less than 1 1/2"

Gage
"1 Main Track 51 3/8"
2 Turnout Track: 51 3/8
Gage must not be less than 56" 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 9/16 R 52 9/16
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
56 Main Track: SYR
57 Turnout Track: SYR

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: SYR
59 Rail Movement: SYR

Tie Plates
60 Lead: SYR
61 Guard Rail Flangeway: SYR N R 1 1/4"
Guard Rail Flangeway can be less than 1-1/2"
62 Guard Rail Plates: SYR
63 Frog Plates: SYR

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

Rivets (Huck)
66 Loose: 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
50' beyond last long tie
OK Difference: 1/4

75 Condition of Line thru entire turnout: SYR

Remarks on page 3
One broken bolt in standard joint on fog wing.
Work Order Tracking (Tr)

Work Order: 2223134
Classification: MTA \ METRO
Classification Description: MTA - METRO
Asset: 1247355
Alias: POSB
Location: 227WSWPO51
  Chain Markers West, PO Interlock, METRO MOW SWITCH I
Work Location: 
+ Work Type: PM
Status: APRR
Status Date: 12/30/15 03:07:00 PM
Reported By: MTACRON
Phone: 
Reported Date: 12/21/15 04:14:53 AM
On Behalf Of: 
Constat: 

Asset Details
Year: 
Manufacturer: 
Model: 
Serial #: 
Type: FLEET Fleet Assets
Status: OPERATING Operating
Asset Condition: 

Address Information
Service Address: 
Formatted Address: 
City: 
State/Province: 

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Switch Inspection Report / Semi Annual

Mainline 2

Date: 11/16

1 Location
2 Switch I.D. # 5B
3 Facing Trailing

Rail Points
4 Point to Point 5134
5 Point Condition Y R
6 Point Throw, nothing less than 4 3/4 inches N R 4 1/2
7 Point Opening N R 5 1/2
8 Fit Y R
9 General Condition of the Points Y R

Gage
10 Heel of Switch
a) Main
b) Turnout
11 Gage ahead of Bend
Must not be less than 56 inches or more than 57 inches for "S"
12 Heel Spread in Inches
a) Turnout
b) Main

Stock Rail
13 Bend
14 Condition Y R

Bolts
15 Loose N/A
16 Missing N/A

Rivets (Huck Bolts)
17 Loose N/A
18 Missing N/A
19 Cotter Pins missing N/A
20 Jam Nuts Loose N/A
21 Washers OK Broken 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 Yes No
35 Lubrication 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
JBW/WEM Mod. 08-15-08
Frog Inspection Report / Semi Annual

Mainline 2

Date: 1/6/16 Inspection Crew: Greenwood, Albury, Chase, Nelson

WO # 2223134

41 Location Portal
42 Switch I.D. # 5B
43 Facing Trailing X
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 1/4
50 Flangeway Depth 2 1/8

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

Gage
1 Main Track 56 3/8
2 Turnout Track 50 3/4
Gage must not be less than 56" any Class

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

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

Guard Rail Clamps
56 Main Track S Y R
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

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

Tie Plates
60 Lead S Y R
61 Guard Rail Flangeway S Y R N 1 1/2 R 1 1/2
Guard Rail Flangeway can be less than 1-1/2" 1
62 Guard Rail Plates S Y R
63 Frog Plates S Y R

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

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

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

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

75 Condition of Line thru entire turnout S O R

Remarks on page 3

[Signature]
9. Left hand straight switch point has 6 wheel burns.

14. Stock rails have wheel burns.

36. Straight closure rail has 6 wheel burns.

71. 4 hold downs are missing.

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:
Work Order Tracking (Tr)

Find Work Order

List

Work Order: 2240579
Classification: MTA/METRO
Classification Description: MTA - METRO
Asset: 1248388
Alias: OC1A
Location: 525WSWOC1
Work Location:
Status: APPR
Status Date: 01/09/16 09:01:58 AM
Reported By: MTACRON
Phone:
Reported Date: 01/04/16 04:14:02 AM
On Behalf Of:
Cons:at:

Asset Details

Year:
Manufacturer:
Model:
Serial #:
Type: FLEET
Status: OPERATING

Address Information

Service Address:
Formatted Address:

http://mtassets/maximo/ui/?event=loadapp&value=plustwo&uisessionid=3076&csrftoken=vg25hjkgu799s... 1/9/2016
Date: 1/9/16  Inspection Crew: Alchin, Chase, Nelson  

1 Location: Old Court  
2 Switch I.D. #: 1A  
3 Facing: X (Trailing)  

**Rail Points**

4 Point to Point: 5/13/8  
5 Point Condition: S Y R  
6 Point Throw, nothing less than 4 3/4 inches: N R 4/7/8  
7 Point Opening: N R 4/7/8  
8 Fit: S Y R  
9 General Condition of the Points: S Y R  

**Gage**

10 Heel of Switch:  
   a) Main: S 6/3/8  
   a) Turnout: S 6/3/8  
11 Gage ahead of Bend: S 6/3/8  
   Must not be less than 56 inches or more than 57 inches for "S"  
12 Heel Spread in Inches:  
   a) Turnout: 6/1/4  
   a) 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  

**Switch Rods**

22 Standard Joints:  
   c) Y R N/A  
23 Switch Plates: S Y R N/A  
24 Adjustable Braces: S Y R N/A  
25 Non-Adjustable Braces: S Y R N/A  
26 Front Rod: S Y R N/A  
27 #1 Rod (Basket Rod): S Y R N/A  
28 #2 Rod: S Y R N/A  
29 #3 Rod: S Y R N/A  
30 #4 Rod: S Y R N/A  
31 Closure Rail: S Y R N/A  
32 Surface of Switch: S Y R N/A  
   Using a 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: S Y R  
34 Switch Adjustments: Yes No  
35 Lubrication:  
   OK Dry  
36 Switch Target / Lamps: OK Missing N/A  
37 Latches:  
   OK Broken Missing  
38 Locks:  
   OK Broken Missing  
39 General Condition: S Y R  
40 Insulated Joints: S Y R  

**Remarks on Page 3**

JBW/WEM Mod. 09-15-08
Mainline: 2

Date: 01/09/16  
Inspection Crew: Alchin, Chase, Nelson

41 Location: Old Court
42 Switch I.D.: 1A
43 Facing: X  
44 Frog Tread: N R  
45 Frog #: 8
46 Frog Point Condition: S Y R chipped
47 Condition of Frog: S Y R
48 Surface of Frog: S Y R

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

Gage
1 Main Track: 6 1/2
2 Turnout Track: 6 1/2
Gage must not be less than 66" any Class

Guard Rails
53 Guard Rail Gage: N 5 1/4 R 5 1/4
Guard Rail Gage must be less than 54 3/8"
54 Back to Back: N 2 9/16 R 2 9/16
Back to Back must be less than 53 1/8"

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

Guard Rail 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

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

Tie Plates
60 Lead: S Y R
61 Guard Rail Flangeway: S Y R N
Guard Rail Flangeway can be less than 1-1/2"
62 Guard Rail Plates: S Y R
63 Frog Plates: S Y R

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

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

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

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

75 Condition of Line thru entire turnout: S Y R

Remarks on page 3
5. Right hand straight switch point is chipped 1" back from front of point.

14. Right hand straight track rail has a humblemorn.

31. Straight closure rail has a 1/4" deep chip at heel block.

58. Frog point has a 1/2" long x 1/4" wide x 1/2" deep chip missing in the frog point. Also has a 1/2" crack in the point running surface.

63. One frog plate loose under toe of frog head.

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]
Work Order Tracking (Tr)

Find Work Order ▼ ▼ Select Action

List  Work Order  Plans  Actuals  Activities  Measurements  Axle Configuration  Related Records  Safety Plan  Log  Failure Reporting

Work Order: 2223143  METRO MOW SEMI-ANNUAL SWITCH INSPECTION

Classification: MTA \ METRO

Classification Description: MTA - METRO

Asset: 1247011  METRO MOW SWITCH PO1B CHAIN MARK = 230W+80

Alias: PO1B

Location: 230WSWPO11  Chain Markers West, PO Interlock, METRO MOW SWITCH 1

Work Location:

Work Type: PM

Status: APPR

Status Date: 01/01/16 08:07:32 AM

Reported By: MTACRON

Phone:

Reported Date: 12/21/15 04:14:56 AM

On Behalf Of:

Consist:

Asset Details

Year:

Manufacturer:

Model:

Serial #:

Type: FLEET  Fleet Assets

Status: OPERATING  Operating

Asset Condition:

Address Information

Service Address:

Formatted Address:

City:

State/Province:

http://mtassets/maximo/ui/?event=loadapp&value=plustwo&uisessionid=2423&csrftoken=fmuioqkivf18d... 1/1/2016
Switch Inspection Report / Semi Annual

Date: 1/9/06
Inspection Crew: [Signature]

Location: 1
Portal:

Switch I.D. #: 1B
Facing: X
Trailing:

Rail Points:
4. Point to Point: 5 1/2
5. Point Condition: S Y R
6. Point Throw, nothing less than 4 3/4 inches: N R 5/16
7. Point Opening: N R 5 1/8
8. Fit: S Y R
9. General Condition of the Points: S Y R

Gage:
10. Heel of Switch:
   a) Main: 5 1/2
   b) Turnout: 5 1/8
11. Gage ahead of Bend: Must not be less than 56 inches or more than 57 inches for "S"
12. Heel Spread in Inches:
   a) Turnout: 1/16
   a) Main:

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

Switch Rods:
26. Front Rod:
27. #1 Rod (Basket Rod):
28. #2 Rod:
29. #3 Rod:
30. #4 Rod:
31. Closure Rail: S Y R N/A
32. 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
33. Head Block ties: S Y R
34. Switch Adjustments:
   Yes, No
35. Lubrication:
   OK, Dry
36. Switch Target / Lamps:
   OK, Missing, N/A
37. Latches:
   OK, Broken, Missing
38. Locks:
   OK, Broken, Missing
39. General Condition:
   S Y R
40. Insulated Joints:

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

Mainline  1  

Date: 1/19/16  Inspection Crew: ________________

41 Location  Portal  

42 Switch I.D. #  1B

43 Facing  X  Trailing  

44 Frog Tread  N  S  Y  R  R  S  Y  R

45 Frog #  B

46 Frog Point Condition  S  Y  R

47 Condition of Frog  S  Y  R

48 Surface of Frog  S  Y  R

49 Throat in Inches  3  Y  1/4

50 Flangeway Depth

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

Gage

"1 Main Track  54  3/4"

"2 Turnout Track  54  3/4"

Gage must not be less than 56" any Class

Guard Rails

53 Guard Rail Gage  N  54  3/4  R  S  Y  R

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

54 Back to Back  N  54  3/8  R  S  Y  R

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

54 Condition  S  Y  R

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

Guard Rail Clamps

56 Main Track  S  Y  R

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

Turnout Ties

58 Condition  S  Y  R

59 Rail Movement  S  Y  R

60 Lead  S  Y  R

61 Guard Rail Flangeway  S  Y  R  N  1 1/2  R  N  A

Guard Rail Flangeway can be less than 1-1/2"

62 Guard Rail Plates  S  Y  R

63 Frog Plates  S  Y  R

Bolts

64 Loose  N/A

65 Missing  N/A

Rivets (Huck)

66 Loose  N/A

67 Missing  N/A

68 Nuts Missing  N/A

69 Cotter Pins Missing  N/A

70 Washers  OK  Broken  N/A

71 Hold Down Devices  S  Y  R  N/A

72 Spring Housing  S  Y  R  N/A

73 Derails  S  Y  R  N/A

74 Maximum difference in any 31' in Cross

Level on the siding from the Frog Point to

50' beyond last long tie

OK  Difference  1/4

75 Condition of Line thru entire turnout  S  Y  R

Remarks on page 3
5. Left hand straight switch point is ground down 7/8" from top of stock rail. Point is 1/4" in width at front of point.

14. Right hand straight stock rail has wheel burns.

31. Straight closure rail is battered at heel block and has 2 wheel burns.

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:
Work Order Tracking (Tr)

Find Work Order

List | Work Order

Work Order: 2240601
Classification: MTA \ METRO
Classification Description: MTA - METRO
Asset: 1267285
Atlas: OCSA
Location: CMWABYAR
     Chain Marker Wabash Yard
Work Location:

• Work Type: PM

Status: APPR
Status Date: 01/09/16 09:10:59 AM
Reported By: MTACRON

Phone:

Reported Date: 01/04/16 04:14:16 AM
On Behalf Of:
Conist:

Asset Details

Year:
Manufacturer:
Model:
Serial #:
Type: FLEET
Fleet Assets
Status: OPERATING
Operating
Asset Condition:

Address Information

Service Address:

Formatted Address:

City:

State/Province:

http://mtassets/maximo/ui/?event=loadapp&value=plustwo&uisessionid=3076&csrftoken=vg25hjkgu799s... 1/9/2016
Mainline 1

Date: 1/9/16

Inspection Crew

WO# 2240601

Alchin, Chase, Nelson

1 Location Old Court

2 Switch I.D. # 5A

3 Facing Trailing X

Rail Points

4 Point to Point 5/18

5 Point Condition S Y R

6 Point Throw, nothing less than 4 3/4 inches N R 4 7/8

7 Point Opening N R 4 1/2

8 Fit S Y R

9 General Condition of the Points S Y R

Gage

10 Heel of Switch
   a) Main 5/6/4
   a) Turnout 5/6/4

11 Gage ahead of Bend 5/6/8

Must not be less than 56 inches or more than 57 inches for "S"

12 Heel Spread in Inches
   a) Turnout 5/8
   a) Main 5/12

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

0 Jam Nuts Loose N/A

1 Washers OK Broken N/A

Switch Rods

26 Front Rod S Y R N/A

27 #1 Rod (Basket Rod) S Y R N/A

28 #2 Rod S Y R N/A

29 #3 Rod S Y R N/A

30 #4 Rod S Y R N/A

31 Closure Rail S Y R N/A

32 Surface of Switch S Y R N/A

Using a 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 S Y R

34 Switch Adjustments Yes No

35 Lubrication OK Dry

36 Switch Target / Lamps OK Missing N/A

37 Latches OK Broken N/A

38 Locks OK Broken N/A

39 General Condition S Y R

40 Insulated Joints S Y R

Remarks on Page 3

JBW/WEM Mod. 09-15-08
Mainline 1

Date: 01/09/16  Inspection Crew: Alchin, Chase, Nelson

WO # 2240601

41 Location Old Court
42 Switch I.D. # 5A
43 Facing Trailing X
44 Frog Tread N S Y R S Y R
45 Frog # 5" 1/2"
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" 1/2"
50 Flangeway Depth 2"

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

Gage
- 1 Main Track 56 1/8"
- 2 Turnout Track 56 3/8"

Gage must not be less than 56" any Class

Guard Rails
53 Guard Rail Gage N 54 3/8" 54 1/8"

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

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

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

Guard Rail Clamps
56 Main Track S Y R
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

Turnout Ties
58 Condition S Y R
59 Rail Movement S Y R
61 Guard Rail Flangeway S Y R N 13/4" R 1 1/4"

Guard Rail Flangeway can be less than 1 1/2"
62 Guard Rail Plates S Y R
63 Frog Plates S Y R

Bolts
64 Loose 1 N/A
65 Missing 0 N/A

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

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

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

75 Condition of Line thru entire turnout S Y R
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:
Work Order Tracking (Tr)

Work Order: 2223151  METRO MOW SEMI-ANNUAL SWITCH INSPECTION

Classification: MTA / METRO
Classification Description: MTA - METRO
Asset: 1246918  METRO MOW SWITCH PO3B CHAIN MARK = 229W+10
Alias: PO3B
Location: 229W8WPO3I  Chain Markers West, PO Interlock, METRO MOW SWITCH I
Work Location:

Work Type: PM

Status: APPR
Status Date: 01/01/15 08:08:53 AM
Reported By: MTACRON
Phone:
Reported Date: 12/21/15 04:15:03 AM
On Behalf Of:
Consist:

Asset Details

Year:
Manufacturer:
Model:
Serial #:
Type: FLEET  Fleet Assets
Status: OPERATING  Operating

Asset Condition:

Address Information

Service Address:
Formatted Address:

City:
State/Province:

http://mtassets/maximo/ui/?event=loadapp&value=plustwo&uisessionid=2423&csrftoken=frmuioqkivf18d... 1/1/2016
<table>
<thead>
<tr>
<th>1 Location</th>
<th>Portal</th>
</tr>
</thead>
<tbody>
<tr>
<td>2 Switch I.D. #</td>
<td>3B</td>
</tr>
<tr>
<td>3 Facing</td>
<td>Trailing</td>
</tr>
</tbody>
</table>

### Rail Points

<table>
<thead>
<tr>
<th>4 Point to Point</th>
<th>5/16</th>
</tr>
</thead>
<tbody>
<tr>
<td>5 Point Condition</td>
<td>S Y R</td>
</tr>
<tr>
<td>6 Point Throw, nothing less than 4 3/4 inches</td>
<td>N R 5/8</td>
</tr>
<tr>
<td>7 Point Opening</td>
<td>N R 5/8</td>
</tr>
<tr>
<td>8 Fit</td>
<td>S Y R</td>
</tr>
<tr>
<td>9 General Condition of the Points</td>
<td>S Y R</td>
</tr>
</tbody>
</table>

### Gage

<table>
<thead>
<tr>
<th>10 Heel of Switch</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>a) Main</td>
<td></td>
</tr>
<tr>
<td>b) Turnout</td>
<td>5/32</td>
</tr>
<tr>
<td>11 Gage ahead of Bend</td>
<td></td>
</tr>
</tbody>
</table>

**Must not be less than 56 inches or more than 57 inches for "S"**

<table>
<thead>
<tr>
<th>12 Heel Spread in Inches</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>a) Turnout</td>
<td></td>
</tr>
<tr>
<td>a) Main</td>
<td></td>
</tr>
</tbody>
</table>

### Stock Rail

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

### Bolts

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

### Rivets (Huck Bolts)

<table>
<thead>
<tr>
<th>17 Loose</th>
<th>N/A</th>
</tr>
</thead>
<tbody>
<tr>
<td>18 Missing</td>
<td>N/A</td>
</tr>
<tr>
<td>19 Cotter Pins missing</td>
<td>N/A</td>
</tr>
<tr>
<td>20 Jam Nuts Loose</td>
<td>N/A</td>
</tr>
<tr>
<td>21 Washers</td>
<td>OK</td>
</tr>
</tbody>
</table>

### Remarks on Page 3

JBW/WEM Mod. 09-15-08

22 Standard Joints
   S Y R N/A

23 Switch Plates
   S Y R N/A

24 Adjustable Braces
   S Y R N/A

25 Non-Adjustable Braces
   S Y R N/A

### Switch Rods

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

**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

<table>
<thead>
<tr>
<th>33 Head Block ties</th>
<th>S Y R</th>
</tr>
</thead>
<tbody>
<tr>
<td>34 Switch Adjustments</td>
<td>Yes No</td>
</tr>
<tr>
<td>35 Lubrication</td>
<td>OK Dry</td>
</tr>
<tr>
<td>36 Switch Target / Lamps</td>
<td>OK Missing N/A</td>
</tr>
<tr>
<td>37 Latches</td>
<td>OK Broken Missing</td>
</tr>
<tr>
<td>38 Locks</td>
<td>OK Broken Missing</td>
</tr>
<tr>
<td>39 General Condition</td>
<td>S Y R</td>
</tr>
<tr>
<td>40 Insulated Joints</td>
<td>S Y R</td>
</tr>
</tbody>
</table>
Frog Inspection Report / Semi Annual

Mainline: 1

Date: 1/9/16
Inspection Crew: Atkin, Chase, Nelson

WO # 2223161

41 Location Portal
42 Switch I.D. # 3B
43 Facing Trailing X
44 Frog Tread N Y R
R S Y R
45 Frog # B
46 Frog Point Condition S Y R
47 Condition of Frog S Y R
48 Surface of Frog S Y R

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

Gage
1 Main Track 56 1/2
2 Turnout Track 51 1/2
Gage must not be less than 66" any Class

Guard Rails
53 Guard Rail Gage N 54 3/8
Guard Rail Gage must be less than 54 3/8"
54 Back to Back N 22 1/2
Back to Back must be less than 53 1/8"

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

Guard Rail Clamps
57 Main Track S Y R
58 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

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

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

Guard Rail Flangeway can be less than 1-1/2"
62 Guard Rail Plates G Y R
63 Frog Plates S Y R

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

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

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

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

75 Condition of Line thru entire turnout S Y R
Date: 11/15/2005
Mainline: 1
Switch #: PO-3B
WO #: 2223151

14. Stock rail has 5 wheel burns.
15. Straight closure rail has 2 wheel burns.
16. Right hand straight switch point has 7 wheel burns.

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:
Work Order Tracking (Tr)

Find Work Order

- Work Order: 2240137  
  Classification: MTA \ METRO
  Classification Description: MTA - METRO
  Asset: 1243451  
  Alias: OMTA
  Location: 704WSWOM7.  
  Work Location:
  Status: APPR
  Status Date: 01/10/16 07:37:36 AM
  Reported By: MTACRON
  Phone:
  Reported Date: 01/12/16 04:14:29 AM
  On Behalf Of:
  Consist:

Asset Details

Year:
Manufacturer:
Model:
Serial #:
Type: FLEET
Fleet Assets
Status: OPERATING
Operating
Asset Condition:

Address Information

Service Address:

Formatted Address:

City:
State/Province:

http://mtassets/maximo/ui/?event=loadapp&value=plustwo&cursessionid=3800&csrftoken=bc3jb0m87v98... 1/16/2016
Switch Inspection Report / Semi Annual

Date: 1/16/16

Inspector Crew Alchin, Chase, Nelson

Mainline 2

Location Ownings Mills

Switch I.D. # 7A

Facing Trailing

Rail Points

4 Point to Point 58 38

5 Point Condition Y R

6 Point Throw, nothing less than 4 3/4 inches

N R 4 3/4

7 Point Opening

N R 4 1/4

8 Fit Y R

9 General Condition of the Points Y R

Gage

10 Heel of Switch

1) Main 58 18

a) Turnout 36 18

11 Gage ahead of Bend 47 36

Must not be less than 56 inches or more than 57 inches for "S"

12 Heel Spread in Inches

a) Turnout 6

a) Main 16 14

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

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 Yes No

35 Lubrication 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

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

Mainline

Date: 01/16/16 Inspection Crew: Alchin, Chase, Nelson

41 Location Ownings Mills

42 Switch I.D. # 7A

43 Facing Trailing

44 Frog Tread N (S/Y R) R (S/Y R)

45 Frog # 10

46 Frog Point Condition (S/Y R)

47 Condition of Frog (S/Y R)

48 Surface of Frog (S/Y R)

49 Throat in Inches 2 1/4

50 Flangeway Depth 1 3/8

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

Gage

1 Main Track 57

2 Turnout Track 57/4

Gage must not be less than 56" any Class

Guard Rails

53 Guard Rail Gage N (N) R (N) Guard Rail Gage must be less than 54 3/8"

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

54 Condition (S/Y R)

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

Guard Rail Clamps

56 Main Track (S/Y R)

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

Turnout Ties

58 Condition (S/Y R)

59 Rail Movement (S/Y R)

Tie Plates

60 Lead (S/Y R)

61 Guard Rail Flangeway (S/Y R) (N) (R) (N) Guard Rail Flangeway can be less than 1-1/2"

62 Guard Rail Plates (S/Y R)

63 Frog Plates (S/Y R)

Bolts

64 Loose N/A

65 Missing N/A

Rivets (Huck)

66 Loose N/A

67 Missing N/A

68 Nuts Missing N/A

69 Cotter Pins Missing N/A

70 Washers (c) Broken Missing

71 Hold Down Devices S Y R N/A

72 Spring Housing S Y R N/A

73 Derails S Y R N/A

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

(c) Difference

75 Condition of Line thru entire turnout (S/Y R)
Right hand switch point has side wear.
14. Right hand straight stock rail has ¾ side wear.
33. Head block tie severely deteriorated.

34. Line adjustable brace plate loose on right hand stock (a)
51. Tight gage 56 on main side of frog.
52. Wide gage 57¾ on turnout side of frog.
58. 15 timbers deteriorated thru out switch 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:
Work Order Tracking (Tr)

Find Work Order  Select Action

List | Work Order Plans Actuals Activities Measurements Axle Configuration Related Records Safety Plan Log Failure Reporting

Work Order: 2240561

Classification: MTA \ METRO

Classification Description: MTA - METRO

Asset: 1246740

Alias: OC3B

Location: 532WSWOC3B

Chain Markers West, Old Court Interlock, METRO MOW SW

Work Location:

Work Type: PM

Status: APPR

Status Date: 01/16/16 07:21:53 AM

Reported By: MTACRON

Phone:

Reported Date: 01/04/16 04:14:10 AM

On Behalf Of:

Consist:

Asset Details

Year:

Manufacturer:

Model:

Serial #:

Type: FLEET

Fleet Assets

Status: OPERATING

Operating

Asset Condition:

Address Information

Service Address:

Formatted Address:

City:

State/Province:

http://mtassets/maximo/ui/?event=loadapp&value=plustwo&uisessionid=3800&csrftoken=bc3jb0m87v98... 1/16/2016
Mainline | 1 |
---|---|
Date: | 1/16/16 |
Inspection Crew: | |
WO# | 2240591 |

1 Location | Old Court |
2 Switch I.D. # | 3B |
3 Facing | Trailing |

Rail Points |
4 Point to Point | 5 1/36 |
5 Point Condition | 3 Y R |
6 Point Throw, nothing less than 4 3/4 inches | N 5 1/8 R |
7 Point Opening | N 5 1/8 R |
8 Fit | 3 Y R |
9 General Condition of the Points | 3 Y R |

Gage |
10 Heel of Switch |
a) Main | 5 3/8 |
a) Turnout | 5 1/2 |
11 Gage ahead of Bend | 5 3/8 |
Must not be less than 56 inches or more than 57 inches for "S" |
12 Heel Spread in Inches |
a) Turnout | 1 1/4 |
a) Main | 1 |

Stock Rail |
13 Bend | 3 Y R |
14 Condition | 3 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 | 9 N/A |
20 Jam Nuts Loose | 0 N/A |
21 Washers | OK Broken N/A |

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

Date: 01/16/16  Inspection Crew: Alchin, Chase, Nelson  WO # 2240591

41 Location: Old Court
42 Switch I.D. #: 3B
43 Facing: Trailing X
44 Frog Tread: N Y R R Y R
45 Frog #: 8
46 Frog Point Condition: Y R
47 Condition of Frog: Y R
48 Surface of Frog: Y R

49 Throat in Inches: 3 1/2
50 Flangeway Depth: 2

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

Gage
51 Main Track: (Not visible)
52 Turnout Track: 50 3/4

Gage must not be less than 56" any Class

Guard Rails
53 Guard Rail Gage: N 54 Y R 54 3/4

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

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
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
Class 2 and gets a Y

Remarks on page 3

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

Tie Plates
60 Lead: Y R
61 Guard Rail Flangeway: Y R N 2 R 2
Guard Rail Flangeway can be less than 1-1/2"
62 Guard Rail Plates: Y R
63 Frog Plates: Y R

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

Rivets (Huck)
66 Loose: O N/A
67 Missing: O N/A
69 Cotter Pins, 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

Maximum difference in any 31' in Cross
Level on the siding from the Frog Point to
50' beyond last long tie
OK Difference: 3/8

75 Condition of Line thru entire turnout: Y R
5. Right hand straight switch point has 2 wheel burns and 1/4" side wear.

24. 3 adjustable braces are loose on righthand stock rail.

31. Straight closure rail has 1/4" side wear.

38. 22 switch timbers are deteriorated in switch.

59. Right hand heel block pumping 3/8" and 1/8" pikes out.

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]
Switch Inspection Report / Semi Annual

Date: 1/16/16

Inspection Crew: Alchin, Chase, Nelson

WO# 2249122

1 Location: Ownings Mills

2 Switch I.D. #: 5A

3 Facing: Trailing

Rail Points

4 Point to Point

5 Point Condition: S Y R

6 Point Throw, nothing less than 4 3/4 inches: N R 4 3/4

7 Point Opening: N R 4 3/4

8 Fit: S Y R

9 General Condition of the Points: S Y R

Gage

10 Heel of Switch

a) Main 16 7/8

b) Turnout 16 7/8

11 Gage ahead of Bend 57/8

Must not be less than 56 inches or more than 57 inches for "S"

12 Heel Spread in Inches

a) Turnout 57/8

b) Main 51 7/8

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

32 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

33 Head Block ties S Y R

34 Switch Adjustments: Yes No

35 Lubrication: OK Dry

36 Switch Target / Lamps: OK Missing N/A

37 Latches: OK Broken Missing

38 Locks: OK Broken Missing

39 General Condition: S Y R

40 Insulated Joints S Y R

Remarks on Page 3

JBW/WEM Mod. 09-15-08
Mainline: Ownings Mills

Date: 01/16/16  Inspection Crew: Aichin, Chase, Nelson

41 Location: Ownings Mills
42 Switch I.D. #: 5A
43 Facing: Trailing
44 Frog Tread: S Y R
45 Frog #:
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: 9 4/16
50 Flangeway Depth: 9 7/16

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

Gage
1 Main Track: 56 1/2
2 Turnout Track: 53

Gage must not be less than 56" any Class

Guard Rails
53 Guard Rail Gage: N 9/16 R 9/16
Guard Rail Gage must be less than 64 3/8"
54 Back to Back: N 9/16 R 9/16
Back to Back must be less than 53 1/8"

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

Guard Rail 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

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

Tie Plates
60 Lead: S Y R
61 Guard Rail Flangeway: S Y R
62 Guard Rail Plates: S Y R
63 Frog Plates: S Y R

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

Rivets (Huck)
66 Loose: 0 N/A
67 Missing: 0 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 Derails: S Y R N/A

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

75 Condition of Line thru entire turnout: S Y R
5. Left hand switch point has 3/8" side wear.
14. Left hand straight stock rail has 5/16" side wear.
24. One adjustable brace loose on left hand stock rail.
31. Curve closure rail has 3/8" side wear.
58. 14 timbers deteriorated thru switch 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:
Work Order Tracking (Tr)

Find Work Order

List  Work Order

Work Order: 2256794

METRO MOW SEMI-ANNUAL SWITCH INSPECTION

Classification: MTA \ METRO

Classification Description: MTA - METRO

Asset: 1243445  MOW Switch
Alias: OM1A

Location: 682W  Chain Markers West, Owings Mills Interlock, 682W

Work Location:

Work Type: PM
Status: APPR
Status Date: 01/21/16 08:22:16 AM

Reported By: MTACRON
Phone:

Reported Date: 01/18/16 04:13:57 AM
On Behalf Of:

Consist:

Asset Details

Year:
Manufacturer:
Model:
Serial #:
Type: FLEET  Fleet Assets
Status: OPERATING  Operating

Asset Condition:

Address Information

Service Address:

Formatted Address:

City:
State/Province:
Switch Inspection Report / Semi Annual

Mainline 2

Date: 1/31/16

Inspection Crew

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

Rail Points
4 Point to Point ¾
5 Point Condition Y R
6 Point Throw, nothing less than 4 3/4 inches N R 3/8
7 Point Opening N R 3/1
8 Fit Y R
9 General Condition of the Points Y R

Gage
10 Heel of Switch a) Main ¼ b) Turnout
11 Gage ahead of Bend X ¼

Must not be less than 56 inches or more than 57 inches for "S"

12 Heel Spread in Inches a) Turnout ¾ b) Main

Stock Rail
13 Bend Y R
14 Condition Y R

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

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

Switch Rods
22 Standard Joints
23 Switch Plates
24 Adjustable Braces
25 Non-Adjustable Braces

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

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
34 Switch Adjustments
35 Lubrication
36 Switch Target / Lamps
37 Latches
38 Locks
39 General Condition
40 Insulated Joints

Remarks on Page 3

JBW/WEM Mod. 09-15-08

WO# 2255794
### Mainline

<table>
<thead>
<tr>
<th>Number</th>
<th>Location</th>
<th>Switch I.D.</th>
<th>Facing</th>
<th>Frog Tread</th>
<th>Frog #</th>
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<td>Ownings Mills</td>
<td>1A</td>
<td>Trailing</td>
<td>N</td>
<td>55</td>
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</table>

### Inspection Crew:

Greenwood, Jefferson, Nelson

### WO # 2255794

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

#### Tie Plates
- 60 Lead: Y R
- 61 Guard Rail Flange: Y R N L
- 62 Guard Rail Flange must be less than 1-1/2"
- 63 Guard Rail Plates: Y R
- 64 Frog Plates: Y R

#### Gage
- 51 Main Track: 56
- 52 Turnout Track: 56

Gage must not be less than 56" any Class

#### Guard Rails
- 53 Guard Rail Gage: N 54 R
- 54 Back to Back Gage: N 53 R

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

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

#### Guard Rail Clamps
- 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 Class 2 and gets a Y

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

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

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

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

Difference: N/A

#### Condition of Line thru entire turnout

Y R

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

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

S All items inspected are in compliance

Y Attention needed

R Immediate attention required or Out of Service

Reviewed by
Work Order Tracking (Tr)

Find Work Order

List  Work Order

Select Action

- Plan
- Actuals
- Activities
- Measurements
- Axle Configuration
- Related Records
- Safety Plan
- Log
- Failure Reporting

Work Order: 2255798

Classification: MTA | METRO

Classification Description: MTA - METRO

Asset: 1243448  MOW Switch
Alias: OM1B
Location: 682W  Chain Markers West, Owings Mills Interlock, 682W

Work Type: PM

Status: APPR
Status Date: 01/21/16 08:25:45 AM

Reported By: MTACRON

Phone:

Reported Date: 01/18/16 04:13:59 AM

On Behalf Of:

Consort:

Asset Details

Year:

Manufacturer:

Model:

Serial #:

Type: FLEET

Fleet Assets

Status: OPERATING

Operating

Asset Condition:

Address Information

Service Address:

Formatted Address:

City:

State/Province:

http://mtassets/maximo/ui/?event=loadapp&value=plustwo&uisessionid=401&csrftoken=6jb3qdcf6elb...  1/21/2016
Switch Inspection Report / Semi Annual

Date: 12/31/19
Inspection Crew: Greenwood, Jefferson, Nelson

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

Rail Points
4 Point to Point: 51/4
5 Point Condition: Y R
6 Point Throw, nothing less than 4 3/4 inches: N R 51/8
7 Point Opening: N R 41/4
8 Fit: Y R
9 General Condition of the Points: Y R

Gage
10 Heel of Switch: Main 51/4 Turnout 51/4
11 Gage ahead of Bend: 51/4
Must not be less than 56 inches or more than 57 inches for "S"

12 Heel Spread in Inches
   a) Turnout: 61/4
   a) Main: 61/4

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

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: S 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: Yes No
35 Lubrication: Dry
36 Switch Target / Lamps: OK Missing N/A
37 Latches
38 Locks: OK Broken Missing
39 General Condition: Y R
40 Insulated Joints: Y R

Remarks on Page 3
JBW/WEM Mod. 09-15-08
Mainline 1

Date: 1/27/16
Inspection Crew: Greenwood, Jefferson, Nelson

41 Location Ownings Mills
42 Switch I.D. # 1B
43 Facing Trailing X
44 Frog Tread N SYR SYR
45 Frog # 15
46 Frog Point Condition
47 Condition of Frog SYR
48 Surface of Frog SYR
49 Throat in Inches
50 Flangeway Depth 33/16
Flangeway Depth must not be less than 1 1/2"

Gage
1 Main Track 56 1/16
52 Turnout Track 60 1/16
Gage must not be less than 56" any Class

Guard Rails
53 Guard Rail Gage N 54 3/16 54 3/16
Guard Rail Gage must be less than 54 3/8"
54 Back to Back N 53 1/16 53 3/16
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
56 Main Track SYR
57 Turnout Track SYR

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 SYR
59 Rail Movement SYR

Tie Plates
60 Lead SYR
61 Guard Rail Flangeway SYR N 1 1/8 R 1 1/4
Guard Rail Flangeway can be less than 1-1/2"
62 Guard Rail Plates SYR
63 Frog Plates SYR

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

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

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

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

Condition of Line thru entire turnout SYR
Date: [Handwritten Date]
Mainline: 1
Switch #: OM-1B
WO #: 2255798

44. Progriser bar side view

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]
Work Order Tracking (Tr)

Work Order: 2255808
Classification: MTA \ METRO
Classification Description: MTA - METRO

Asset: 1243447
Alias: OM3A
Location: 688W

Work Location:

Work Type: PM
Status: APPR
Status Date: 01/21/16 08:30:51 AM
Reported By: MTACRON
Phone:
Reported Date: 01/18/16 04:14:10 AM
On Behalf Of:
Consist:

Asset Details

Year:
Manufacturer:
Model:
Serial #:
Type: FLEET
Fleet Assets
Status: OPERATING
Operating

Asset Condition:

Address Information

Service Address:
Formatted Address:

City:
State/Province:

http://mtassets/maximo/ui/?event=loadapp&value=plustwo&uisessionid=401&csrftoken=6jb3qdc0f6elb... 1/21/2016
Switch Inspection Report / Semi Annual

Mainline: 2

Date: __________________

Location: Ownings Mills

Switch I.D.: 3A

Facing: X

Inspection Crew: [signature]

WO#: 2258806

Rail Points:
4. Point to Point: 51 1/4

5. Point Condition: S Y R

6. Point Throw, nothing less than 4 3/4 inches: N R 4 1/2

7. Point Opening: N R 4 1/2

8. Fit: S Y R

9. General Condition of the Points: S Y R

Gage:
10. Heel of Switch:
   a) Main: [mark]
   b) Turnout: [mark]

11. Gage ahead of Bend: 56 1/4

Must not be less than 56 inches or more than 57 inches for "S"

12. Heel Spread in Inches:
   a) Turnout: [mark]
   b) Main: [mark]

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

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

27. #1 Rod (Basket Rod): S Y R N/A

28. #2 Rod: S Y R N/A

29. #3 Rod: S Y R N/A

30. #4 Rod: S Y R N/A

31. Closure Rail: S Y R N/A

32. Surface of Switch:
   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: S Y R

34. Switch Adjustments:
   Yes No

35. Lubrication:
   OK Dry

36. Switch Target / Lamps:
   OK Missing

37. Latches:
   OK Broken Missing

38. Locks:
   OK Broken Missing

39. General Condition: S Y R

40. Insulated Joints: S Y R

Remarks on Page 3

JBW/WEM Mod. 09-15-08
<table>
<thead>
<tr>
<th>Mainline</th>
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**Date:** 1/28/16  
**Inspection Crew:** F. Greenwood, J. Jefferson, L. Nelson

<table>
<thead>
<tr>
<th>Location</th>
<th>Ownings Mills</th>
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<td>3A</td>
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<tr>
<td>Facing</td>
<td>X</td>
</tr>
<tr>
<td>Frog Tread</td>
<td>N: SYR, R: SYR</td>
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<tr>
<td>Frog #</td>
<td>1.5</td>
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<tr>
<td>Frog Point Condition</td>
<td>SYR</td>
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<tr>
<td>Condition of Frog</td>
<td>SYR</td>
</tr>
<tr>
<td>Surface of Frog</td>
<td>SYR</td>
</tr>
<tr>
<td>Throat in Inches</td>
<td>2 3/4</td>
</tr>
<tr>
<td>Flangeway Depth</td>
<td>1 1/8</td>
</tr>
</tbody>
</table>

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

**Gage**

1. Main Track
2. Turnout Track

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

**Guard Rails**

53. Guard Rail Gage N: 54 1/16, R: 54 3/16 |

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


**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 SYR
57. Turnout Track SYR

**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 SYR
59. Rail Movement SYR

**Tie Plates**

60. Lead SYR
61. Guard Rail Flangeway SYR N: 1/8, R: 2 |

**Guard Rail Flangeway can be less than 1-1/2"**

62. Guard Rail Plates SYR
63. Frog Plates SYR

**Bolts**

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

**Rivets (Huck)**

66. Loose N/A
67. Missing N/A
68. Nuts Missing 0 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 50' beyond last long tie

**OK Difference**

75. Condition of Line thru entire turnout SYR

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

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

S All items inspected are in compliance

Y Attention needed

R Immediate attention required or Out of Service

Reviewed by:
Work Order Tracking (Tr)

Work Order: 2255617
Classification: MTA \ METRO
Classification Description: MTA - METRO
Asset: 1243448
Alias: OM3B
Location: 688W
Work Location:
  - Work Type: PM
  - Status: APPR

Status Date: 01/21/16 08:28:03 AM
Reported By: MTACRON

Phone:
Reported Date: 01/18/16 04:14:15 AM
On Behalf Of:
Consist:

Asset Details:

Year:
Manufacturer:
Model:
Serial #:
Type: FLEET
Status: OPERATING

Asset Condition:

Address Information:
Service Address:
Formatted Address:

http://mtassets/maximo/ui/?event=loadapp&value=plustwo&uisessionid=401&csrftoken=6jb3qdcofh6elb... 1/21/2016
Mainline: 1

Date: 1/28/14  Inspection Crew: Greenwood, Jefferson, Nelson

1 Location: Ownings Mills
2 Switch I.D. #: 3B
3 Facing: X Trailing

Rail Points
4 Point to Point: 72
5 Point Condition: Y R
6 Point Throw, nothing less than 4 3/4 inches: N R 4 3/4
7 Point Opening: N R 1 3/8
8 Fill: Y R
9 General Condition of the Points: Y R

Gage
10 Heel of Switch
   a) Main: 60
   b) Turnout: 60
11 Gage ahead of Bend: 36
   Must not be less than 56 inches or more than 57 inches for "S"
12 Heel Spread in Inches
   a) Turnout: 60
   b) Main: 60

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

Mainline 1

Date:  [Signature]  Inspection Crew: [Signature]

WO # 2255817

41 Location Ownings Mills
42 Switch I.D. # 3B
43 Facing  Trailing
44 Frog Tread N  S Y R  R  S Y R

45 Frog # 13
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 
50 Flangeway Depth 
Flangeway Depth must not be less than 1 1/2"

Gage
1 Main Track 3/16
52 Turnout Track 3/16
Gage must not be less than 56" any Class

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

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

Guard Rail 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
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:
Work Order Tracking (Tr)

List   Work Order   Plans   Actuals   Activities   Measurements   Axle Configuration   Related Records   Safety Plan   Log   Failure Reporting

Work Order: 2262678
Classification: MTA \ METRO
Classification Description: MTA - METRO

Asset: 1246808
Alias: MM3
Location: 439WS/WMM3

Work Type: PM

Status: APPR
Status Date: 01/29/16 01:00:30 PM
Reported By: MTACRON
Phone:
Reported Date: 01/25/16 04:12:51 AM
On Behalf Of:
Consist:

Asset Details

Year:
Manufacturer:
Model:
Serial #:
Type: FLEET
Fleet Assets
Status: OPERATING
Operating

Asset Condition:

Address Information

Service Address:
Formatted Address:

http://mtassets/maximo/ui/?event=loadapp&value=plustwo&uisessionid=853&csrftoken=v2blsfs07v5orb... 1/26/2016

City:
State/Province:
Switch Inspection Report / Semi Annual

Mainline

Date: 3/1/10  Inspection Crew: Chase, Nelson

1 Location: Milford Mill  WO# 2262578

2 Switch I.D. #: 3
3 Facing: Trailing

Rail Points
4 Point to Point: 51 1/2
5 Point Condition: Y R
6 Point Throw, nothing less than 4 3/4 inches: N R
7 Point Opening: N R 4 7/8
8 Fit: Y R
9 General Condition of the Points: Y R

Gage
10 Heel of Switch:
  a) Main: 11/16
  a) Turnout: 11/16
11 Gage ahead of Bend: 11/16

Must not be less than 56 inches or more than 57 inches for "S"
12 Heel Spread in Inches
  a) Turnout: 11/16
  a) Main: 11/16

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

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

Using a 62' cord
S= Up to 1" Max allowed Speed
Y= 1" to 1 1/2" 40 MPH
R= 1 1/2" to 1 3/4" 12 MPH
Greater than 1 3/4" = Out of Service
33 Head Block ties: Y R
34 Switch Adjustments: Yes
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

JBW/WEM Mod. 09-15-08
Mainline 1

Date: 8/14/16  Inspection Crew: Chase, Habin, Nelson

41 Location Milford Mill
42 Switch I.D. # 3
43 Facing Trailing X
44 Frog Tread N S Y 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 1/4
50 Flangeway Depth 2
Flangeway Depth must be not less than 1 1/2"

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

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

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

Guard Rail Clamps
56 Main Track S Y R
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

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

Tie Plates
60 Lead S Y R
61 Guard Rail Flangeway S Y R N 2 R 2
Guard Rail Flangeway can be less than 1-1/2"
62 Guard Rail Plates S Y R
63 Frog Plates S Y R

Bolts
64 Loose N/A
65 Missing N/A

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

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

74 Maximum difference in any 31' in Cross
Level on the sliding from the Frog Point to
50' beyond last long tie
OK Difference 4

75 Condition of Line thru entire turnout S Y R

Remarks on Page 3
33. First head block tie deteriorated

44. Frog tread on normal side worn down to 0.5

58. 24 Switch timbers thru turnout are deteriorated

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
Work Order Tracking (Tr)

Find Work Order

Select Action

List | Work Order | Plans | Actuals | Activities | Measurements | Axle Configuration | Related Records | Safety Plan | Log | Failure Reporting

Work Order: 2262674
Classification: MTA \ METRO
Classification Description: MTA - METRO
Asset: 1246607
Alias: MM1A
Location: 439W5SWM1
Work Location:

Work Type: PM
Status: APPR
Status Date: 01/28/16 12:59:08 PM
Reported By: MTACRON
Phone:
Reported Date: 01/25/16 04:12:46 AM
On Behalf Of:
Consist:

Asset Details

Year:
Manufacturer:
Model:
Serial #:
Type: FLEET
Status: OPERATING

Asset Condition:

Address Information

Service Address:
Formatted Address:

City:
State/Province:

p://mtassets/maximo/ui/?event=loadapp&value=plustwo&uisessionid=853&csrftoken=v2blsfs07v5orb... 1/26/201t
**Switch Inspection Report / Semi Annual**

**Mainline** | 2  
---|---
**WO#** | 2262574  
**Date:** | 8/4/16  
**Inspection Crew:** | Chase, Albin, Nelson  

1. **Location:** Milford Mill  
2. **Switch I.D. #:** 1A  
3. **Facing:** Trailing X  

### Rail Points
4. **Point to Point:** 52  
5. **Point Condition:** S Y R  
6. **Point Throw, nothing less than 4 3/4 inches:** N R 3/4  
7. **Point Opening:** N R 3/4  
8. **Fit:** S Y R  
9. **General Condition of the Points:** S Y R  

### Gage
10. **Heel of Switch:**  
   a) **Main:** 50/6  
   b) **Turnout:** 50/6  
11. **Gage ahead of Bend:** 50/6  
12. **Must not be less than 56 inches or more than 57 inches for “S”**  
13. **Heel Spread in Inches:**  
   a) **Turnout:** 6 1/4  
   b) **Main:** 6 1/4  

### Stock Rail
14. **Bend:** S Y R  
15. **Condition:** S Y R  

### Bolts
16. **Loose:** 0 N/A  
17. **Missing:** 0 N/A  

### Rivets (Huck Bolts)
18. **Loose:** 0 N/A  
19. **Missing:** 0 N/A  
20. ** Cotter Pins missing:** 0 N/A  
21. **Jam Nuts Loose:** 0 N/A  
22. **Washers:** OK  
23. **Broken:** Missing  
24. **Missing:**  

### Switch Rods
25. **Front Rod:**  
   a) **Main:**  
   b) **Turnout:**  
26. **#1 Rod (Basket Rod):**  
27. **#2 Rod:**  
28. **#3 Rod:**  
29. **#4 Rod:**  
30. **Closure Rail:**  
31. **Surface of Switch:** S Y R N/A  
32. **Using a 62" cord:**  
   a) **S= Up to 1" Max allowed Speed:**  
   b) **Y= 1" to 1 1/2" 40 MPH:**  
   c) **R= 1 1/2" to 1 3/4" 12 MPH:**  
   d) **Greater than 1 3/4" = Out of Service**  
33. **Head Block ties:** S Y R  
34. **Switch Adjustments:** Yes (No)  
35. **Lubrication:** OK Dry  
36. **Switch Target / Lamps:**  
   a) **OK:**  
   b) **Missing:** N/A  
37. **Latches:**  
   a) **OK:**  
   b) **Broken:** Missing  
38. **Locks:**  
   a) **OK:**  
   b) **Broken:** Missing  
39. **General Condition:** S Y R  
40. **Insulated Joints:** S Y R  

**Remarks on Page 3**

JBW/WEM Mod. 09-15-08
<table>
<thead>
<tr>
<th>Mainline</th>
<th>2</th>
</tr>
</thead>
<tbody>
<tr>
<td>Date:</td>
<td>3/4/16</td>
</tr>
<tr>
<td>Inspection Crew:</td>
<td>Chase, Nelson</td>
</tr>
<tr>
<td>Location</td>
<td>Milford Mill</td>
</tr>
<tr>
<td>Switch I.D. #</td>
<td>1A</td>
</tr>
<tr>
<td>Facing</td>
<td>Trailing</td>
</tr>
<tr>
<td>Frog Tread</td>
<td>SYR SYR</td>
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<td>Frog #</td>
<td>O</td>
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<tr>
<td>Frog Point Condition</td>
<td>S R</td>
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<tr>
<td>Condition of Frog</td>
<td>Y R</td>
</tr>
<tr>
<td>Surface of Frog</td>
<td>SY R</td>
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<tr>
<td>Throat in Inches</td>
<td>3/4</td>
</tr>
<tr>
<td>Flangeway Depth</td>
<td>21/8</td>
</tr>
<tr>
<td>Turnout Ties</td>
<td></td>
</tr>
<tr>
<td>58 Condition</td>
<td>S R</td>
</tr>
<tr>
<td>59 Rail Movement</td>
<td>SY R</td>
</tr>
<tr>
<td>Tie Plates</td>
<td></td>
</tr>
<tr>
<td>60 Lead</td>
<td>SY R</td>
</tr>
<tr>
<td>61 Guard Rail Flangeway</td>
<td>SY R N 1/8 R</td>
</tr>
<tr>
<td>62 Guard Rail Plates</td>
<td>SY R</td>
</tr>
<tr>
<td>63 Frog Plates</td>
<td>SY R</td>
</tr>
<tr>
<td>Gage</td>
<td></td>
</tr>
<tr>
<td>51 Main Track</td>
<td>56 7/8</td>
</tr>
<tr>
<td>52 Turnout Track</td>
<td>56 7/8</td>
</tr>
<tr>
<td>Gage must not be less than 56&quot; any Class</td>
<td></td>
</tr>
<tr>
<td>Guard Rails</td>
<td></td>
</tr>
<tr>
<td>53 Guard Rail Gage</td>
<td>54 1/2 R SY 54 3/8</td>
</tr>
<tr>
<td>Guard Rail Gage must be less than 54 3/8&quot;</td>
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<tr>
<td>54 Back to Back</td>
<td>53 1/2 R 52 1/2</td>
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<tr>
<td>Back to Back must be less than 53 1/8&quot;</td>
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<tr>
<td>54 Condition</td>
<td>SY R</td>
</tr>
<tr>
<td>55 Location of Guard Rail (Relation to Point)</td>
<td>SY R</td>
</tr>
<tr>
<td>Guard Rail Clamps</td>
<td></td>
</tr>
<tr>
<td>56 Main Track</td>
<td>SY R</td>
</tr>
<tr>
<td>57 Turnout Track</td>
<td>SY R</td>
</tr>
<tr>
<td>Class 1 Gage 56&quot; to 57 1/2&quot;</td>
<td></td>
</tr>
<tr>
<td>More than 57 1/2&quot; Out of Service</td>
<td></td>
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<tr>
<td>Class 3 Gage 56&quot; to 57&quot;</td>
<td></td>
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<tr>
<td>More than 57&quot; to 57 1/4&quot; downgrade to Class 2 and gets a Y</td>
<td></td>
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<tr>
<td>Remarks on page 3</td>
<td></td>
</tr>
<tr>
<td>Bolts</td>
<td></td>
</tr>
<tr>
<td>64 Loose</td>
<td>0 N/A</td>
</tr>
<tr>
<td>65 Missing</td>
<td>0 N/A</td>
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<tr>
<td>Rivets (Huck)</td>
<td></td>
</tr>
<tr>
<td>66 Loose</td>
<td>N/A</td>
</tr>
<tr>
<td>67 Missing</td>
<td>N/A</td>
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<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 OK Broken Missing</td>
<td></td>
</tr>
<tr>
<td>Hold Down Devices</td>
<td></td>
</tr>
<tr>
<td>71 Hold Down Devices</td>
<td>SY R N/A</td>
</tr>
<tr>
<td>72 Spring Housing</td>
<td>SY R N/A</td>
</tr>
<tr>
<td>73 Derails</td>
<td>SY R N/A</td>
</tr>
<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 1/4</td>
</tr>
<tr>
<td>75 Condition of Line thru entire turnout</td>
<td>SY R</td>
</tr>
</tbody>
</table>
44. Frog treads have minimal wear.

58. 18 switch Timbers in turnout are deteriorated.

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:
Switch Inspection Report / Annual

1 Location: Milford Mill
2 Switch I.D. #: MM-1B
3 Facing: X Trailing

Rail Points
4 Point to Point 51/4
5 Point Condition: S Y R
6 Point Throw, nothing less than 4 3/4 inches N R 51/8
7 Point Opening N R 41/8
8 Fit: S Y R
9 General Condition of the Points S Y R

Gage
10 Heel of Switch
   a) Main 561/8
   a) Turnout 561/16
11 Gage ahead of Bend 563/8
Must not be less than 56 inches or more than 57 inches for "S"
12 Heel Spread in Inches
   a) Turnout 9
   a) Main 101/4

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

Remarks on Page 3

Switch Rods
26 Front Rod S Y R N/A
27 #1 Rod (Basket Rod) S Y R N/A
28 #2 Rod S Y R N/A
29 #3 Rod S Y R N/A
30 #4 Rod S Y R N/A
31 Closure Rail S Y R N/A
32 Surface of Switch S Y R N/A
Using a 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 S Y R
34 Switch Adjustments: Yes No
35 Lubrication OK Dry
36 Switch Target / Lamps OK Missing N/A
37 Latches OK Broken Missing
38 Locks OK Broken Missing
39 General Condition S Y R
40 Insulated Joints S Y R

JBW/WEM Mod. 09-15-08
Date: 2/4/10

Yard: MM Pocket

WO #: 2262610

Inspection Crew: Chase, Albin, Nelson

41 Location: Milford Mill

42 Switch I.D. #: MM-1B

43 Facing: Trailing

44 Frog Tread: N Y R

45 Frog #: 0

46 Frog Point Condition: S Y R

47 Condition of Frog: S Y R

48 Surface of Frog: S Y R

49 Throat in Inches: 2 1/2

50 Flangeway Depth: 2 1/2

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

Turnout Ties

58 Condition: S Y R

59 Rail Movement: S Y R

Tie Plates

60 Lead: S Y R

61 Guard Rail Flangeway: S Y R N 2 1/2 R 0 1/8

62 Guard Rail Flanges:

63 Frog Plates: S Y R

Bolts

64 Loose: N/A

65 Missing: N/A

Rivets (Huck)

66 Loose: N/A

67 Missing: N/A

68 Nuts Missing: N/A

69 Cotter Pins Missing: N/A

70 Washers: OK-Broken: Missing

71 Hold Down Devices: S Y R N/A

72 Spring Housing: S Y R N/A

73 Derails: S Y R N/A

74 Maximum difference in any 31' in Cross

Level on the siding from the Frog Point to

50' beyond last long tie: OK

75 Condition of Line thru entire turnout: S Y R

Remarks on page 3
Remarks

Date: 2/4/16
Yard: MM-Poc
Switch #: MM-1B
WO #: 2262810

34 foot of 417 Timbers are deteriorated throughout.

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: