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Mainline __________ # 1 __________ Yard __________ WO# __________ 1539710 __________

Date: __________ 7-9-14 __________ Inspection Crew Greenwood, Dennis, Nelson ______________________

1 Location __________ Portal Interlocking __________ 22 Standard Joints __________ S Y R N/A __________
2 Switch I.D. # __________ PO-1B __________ 23 Switch Plates __________ S Y R N/A __________
3 Facing __________ X __________ Trailing __________ 24 Adjustable Braces __________ S Y R N/A __________

Rail Points __________
4 Point to Point __________ 5 1/4 __________ 25 Non-Adjustable Braces __________ S Y R N/A __________
5 Point Condition __________ S Y R __________
6 Point Throw, nothing less than 4 3/4 inches __________ N __________ 3/4 __________ R __________
7 Point Opening __________ N __________ 3/8 __________ R __________
8 Fit __________ S Y R __________
9 General Condition of the Points __________ S Y R __________

Gage __________
10 Heel of Switch __________
 a) Main __________ 5 13/16 __________
 b) Turnout __________ 5 11/16 __________
11 Gage ahead of Bend __________ 5 3/4 __________
Must not be less than 56 inches or more than 57 inches for "S"
12 Heel Spread in Inches __________
 a) Turnout __________ 6 15/16 __________
 a) Main __________ 6 __________

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

Bolts __________
15 Loose __________ 8 __________ N/A __________
16 Missing __________ N/A __________

Rivets (Huck Bolts) __________
17 Loose __________ 8 __________ N/A __________
18 Missing __________ N/A __________
19 Cotter Pins missing __________ 8 __________ N/A __________
20 Jam Nuts Loose __________ 8 __________ 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 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 __________ 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
Frog Inspection Report / Semi Annual

Mainline #1 Yard __________________________

Date: 7-9-14 Inspection Crew: Greenwood, Dennis, Nelson

WO # 1539710

41 Location _______ Portal Interlocking _______
42 Switch I.D. # PO-1 B
43 Facing X Trailing
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 _______ 3/4 _______
50 Flangeway Depth _______ 2 _______

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

Gage

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

Guard Rails

53 Guard Rail Gage N 3/4 3/4 R 3/4 3/4
Guard Rail Gage must be less than 54 3/8"
54 Back to Back N 3/4 3/4 R N/A
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 Tie Plates

60 Lead
   S Y R
61 Guard Rail Flangeway
   S Y R N/P

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

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

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

   OK Difference

75 Condition of Line thru entire turnout
   S Y R

Remarks on page 3
Straight closure rail fastened at heel block

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: 1539684
- Classification: MTA \ METRO
- Classification Description: MTA - METRO
- Asset: 1247220
- Alias: PO7B
- Location: 252WSWPO7B
- Work Location: Chain Markers West, PO Interlock, METRO N
- Work Type: PM
- Status: APPR
- Status Date: 06/26/14 05:24:53 AM
- Reported By: MTACRON
- Reported Date: 06/23/14 03:34:38 AM
- On Behalf Of: 

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

Costs
- Total Planned Cost
- Total Actual Cost
- Repair Limit Amount
- Current Asset Value
- GL Account
- Accepts Charges?
- Charge to Store?

Work Details
- Job Plan: 2665
- Component: PM 50076
- Position
- Reason for Repair
- Work Accomplished
- Part Failure
- Warranty?
- Reference ID
- Telematics Code
- Telematics Transaction

Scheduling Information
- Scheduled Start
- Target Start: 06/29/14 12:00:00 AM
- Actual Start
- Scheduled Finish
- Target Finish: 06/29/14 02:00:00 AM
- Actual Finish
- Time Remaining
- Duration: 2:00
- Interruptible?
- Predecessors

Last Reading
- Lead
- Crew

Responsibility
- Supervisor
- Lead
- Crew

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Switch Inspection Report / Semi Annual

Mainline: #2  Yard:  WO#: 1539684

Date: 7-9-14  Inspection Crew: Greenwood, R. Nelson

1. Location: Portal Interlocking
2. Switch I.D. #: PO-7 B
3. Facing: X Trailing

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

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

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

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

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

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:
   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/NEM Mod. 09-15-08
Mainline # 2 Yard

Date: 7-9-14 Inspection Crew: Greenwood, Dennis, Nelson

WO # 1539684

41 Location Portal Interlocking
42 Switch I.D. # PO-7 B
43 Facing X Trailing
44 Frog Tread N S Y R R 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\(\frac{1}{8}\)
50 Flangeway Depth 2

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

Gage
51 Main Track 56\(\frac{1}{4}\)"
52 Turnout Track 57\(\frac{1}{4}\)"

Gage must not be less than 56" any Class

Guard Rails
53 Guard Rail Gage N 54\(\frac{1}{8}\) R 54\(\frac{1}{8}\)

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

54 Back to Back N 52\(\frac{1}{4}\) R 53\(\frac{1}{8}\)

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

58 Condition S Y R

59 Rail Movement S Y R

60 Lead S Y R

61 Guard Rail Flangeway S Y R N 189 1/8"

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 1 Missing

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

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

OK Difference

75 Condition of Line thru entire turnout S Y R

Remarks on page 3
1. Right hand straight switch chipped & being beat from train wheel. Pushing down on point. Joint ahead of points & heel block are low.

2. Control clips missing, plates are worn. Straight side rail on frog wing is battered.

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

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

S All items inspected are in compliance

Y Attention needed

R Immediate attention required or Out of Service

Reviewed by:
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Multiple Assets, Locations and CIs

Work Details

| Job Plan | 2666 |       |       |       |       |       |
| Component | POSB |       |       |       |       |       |
| Position |       |       |       |       |       |       |
| Reason for Repair |       |       |       |       |       |       |
| Work Accomplished |       |       |       |       |       |       |
| Part Failure |       |       |       |       |       |       |
| Warranty? | N |       |       |       |       |       |
| Reference ID |       |       |       |       |       |       |
| Telematics Code |       |       |       |       |       |       |
| Telematics Transaction |       |       |       |       |       |       |
| Primary Meter |       |       |       |       |       |       |
| New Reading |       |       |       |       |       |       |
| New Reading Date |       |       |       |       |       |       |

Scheduling Information

| Scheduled Start |       |       |       |       |       |       |
| Component |       |       |       |       |       |       |
| Target Start | 06/29/14 12:00:00 AM |       |       |       |       |       |
| Actual Start |       |       |       |       |       |       |
| Scheduled Finish |       |       |       |       |       |       |
| Target Finish | 06/29/14 02:00:00 AM |       |       |       |       |       |
| Actual Finish |       |       |       |       |       |       |
| Time Remaining |       |       |       |       |       |       |
| Duration | 2:00 |       |       |       |       |       |
| Interruptible? |       |       |       |       |       |       |
| Predecessors |       |       |       |       |       |       |

Responsibility

| Supervisor |       |       |       |       |       |       |
| Lead |       |       |       |       |       |       |
| Crew |       |       |       |       |       |       |

Costs

| Total Planned Cost |       |       |       |       |       |       |
| Total Actual Cost |       |       |       |       |       |       |
| Repair Limit Amount |       |       |       |       |       |       |
| Current Asset Value |       |       |       |       |       |       |
| GL Account |       |       |       |       |       |       |
| Accepts Charges? |       |       |       |       |       |       |
| Charge to Store? |       |       |       |       |       |       |

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Switch Inspection Report / Semi Annual

Mainline # 2  Yard  WO# 1539688

Date: 7-9-14  Inspection Crew Greenwood, Dennis, Nelson

1 Location Portal Interlocking
2 Switch I.D. # PO- 5 B
3 Facing Trailing X

Rail Points
4 Point to Point 5 3/4
5 Point Condition S Y R
6 Point Throw, nothing less than 4 3/4 inches N R 4 3/8
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 51
   a) Turnout 51
11 Gage ahead of Bend 51

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

12 Heel Spread in Inches
   a) Turnout 16
   a) Main 16

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

Remarks on Page 3
JBW/WEM Mod. 09-15-08
Mainline: # 2 Yard

Date: 7-9-11 Inspection Crew: Greenwood, Dennis, Melton

41 Location __ Portal Interlocking __
42 Switch I.D. # __ PO- 5 B __
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 7/16 __
50 Flangeway Depth __

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 1/4 __ R 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 __ 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 __

75 Condition of Line thru entire turnout 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
1. Southern rail has numerous wheel burn/stag area.
2. Straight closure rail has wheel burns.
4. LH str. sw. pt. 3 bolts & 3 lock washers & 3 cotter pins.

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

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http://mtassets/maximo/ui/?event=loadapp&value=plustwo&cuisessionid=1404118948098  6/30/2014
Switch Inspection Report / Semi Annual

Mainline #1 Yard WO# 1539680

Date: 7-9-14 Inspection Crew

1 Location Portal Interlocking
2 Switch I.D. # PO-3 B
3 Facing Trailing X

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 3/8 R
7 Point Opening N 4 7/8 R
8 Fit S Y R
9 General Condition of the Points S Y R

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

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

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 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
Mainline #1 Yard ____________________________

Date: 7-9-14 Inspection Crew: Greenwood Nelson

WO # 1539680

41 Location Portal Interlocking
42 Switch I.D. # PO-3 B
43 Facing Trailing X
44 Frog Tread N SYR
R SYR

45 Frog # 8
46 Frog Point Condition SYR
47 Condition of Frog SYR
48 Surface of Frog SYR

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

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

Guard Rails
53 Guard Rail Gage N 54 3/8 R 54 7/16
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 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 R N/A
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
1. One bolt loose on frog at Joint
2. Left hand stock rail Extreme wheel burns in Point area
3. Right hand straight sway has wheel burns
4. Straight closure rail has 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: [Signature]
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- **Year**: 
- **Manufacturer**: 
- **Model**: 
- **Serial #**: 
- **Type**: FLEET
- **Status**: OPERATING
- **Asset Condition**: 

**Multiple Assets, Locations and CIs**

**Costs**

- **Total Planned Cost**: 
- **Total Actual Cost**: 
- **Repair Limit Amount**: 
- **Current Asset Value**: 
- **GL Account**: JK
- **Accepts Charges?**: ✔
- **Charge to Store?**: 

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- **Target Start**: 06/28/14 02:00:00 AM
- **Actual Start**: 06/28/14 02:00:00 AM
- **Scheduled Finish**: 06/28/14 02:00:00 AM
- **Target Finish**: 06/28/14 02:00:00 AM
- **Actual Finish**: 06/28/14 02:00:00 AM
- **Time Remaining**: 2:30
- **Duration**: 
- **Interruptible?**: 
- **Predecessors**: 

**Work Details**

- **Job Plan**: 2586
- **Component**: PM 50071
- **Position**: 
- **Reason for Repair**: 
- **Work Accomplished**: 
- **Part Failure**: 
- **Warranty?**: N
- **Reference ID**: 
- **Telematics Code**: 
- **Telematics Transaction**: 

**Primary Meter**

- **New Reading**: 
- **New Reading Date**: 

**Responsibility**

- **Supervisor**: 
- **Lead**: 
- **Crew**: 

**Last Reading**

- **Last Reading Date**: 
- **Primary Reading Entered**: 
- **Life To Date**: 

**Service Group**

- **Work Group**: MTA472
- **Vendor**: 
- **Service**: 

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http://mtassets/maximo/ui/?event=loadapp&value=plustwo&uisessionid=1404118948098 6/30/2014
Mainline #2 Yard ____________ WO# 1639706

Date: 7-9-14 Inspection Crew Greenwood, Denver, Colo.

1 Location _______ Portal Interlocking _______
2 Switch I.D. # ________ PO-1A _______
3 Facing _______ X _______ Trailing _______

Rail Points
4 Point to Point _______ 5156 _______
5 Point Condition _______ S Y R _______
6 Point Throw, nothing less than 4 3/4 inches _______ N 478 R _______
7 Point Opening _______ N 478 R _______
8 Fit _______ S Y R _______
9 General Condition of the Points _______ S Y R _______

Gage
10 Heel of Switch _______
   a) Main _______ 66 1/8 _______
      a) Turnout _______ 60 1/8 _______
11 Gage ahead of Bend _______ 61 1/8 _______
   Must not be less than 56 inches or more than 57 inches for "S"
12 Heel Spread in Inches _______
   a) Turnout _______ 6 1/16 _______
   a) Main _______ 6 _______

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

Bolts
15 Loose _______ X _______ 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 _______ N/A _______
21 Washers OK _______ Broken _______ Missing _______

Switch Rods
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 _______

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  Yard:  

Date: 7-9-14  Inspection Crew: 

41 Location: Portal Interlocking  42 Switch I.D. #: PO-1A  
43 Facing: X Trailing  44 Frog Tread: N S Y R  R S Y R  
45 Frog #:  
46 Frog Point Condition: S N R  
47 Condition of Frog: S N R  
48 Surface of Frog: S N R  
49 Throat in Inches: 3 1/4  
50 Flangeway Depth: 2  
Flangeway Depth must not be less than 1 1/2"  

Gage  
51 Main Track: 36 8/8  
2 Turnout Track: 36 6/8  
Gage must not be less than 56" any Class  

Guard Rails  
53 Guard Rail Gage: N 34 1/2 R N/A  
Guard Rail Gage must be less than 54 3/8"  
54 Back to Back: N 53 1/2 R N/A  
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: C Y R  
61 Guard Rail Flangeway: S Y R N 1/4" 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: 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:  

75 Condition of Line thru entire turnout: S Y R  
Remarks on page 3
Left hand curved stack rail one wheel burn. Left hand straight stack, numerous wheel burns. Right hand straight stack rail numerous wheel burns need repaired. Straight closure rail numerous wheel burns. Frog point needs welding.

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]
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Asset Details

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

Multiple Assets, Locations and CLS

Work Details

- Job Plan: 2668
- Component: PM 50068
- Position
- Reason for Repair
- Work Accomplished
- Part Failure
- Warranty: N
- Reference ID
- Telematics Code
- Telematics Transaction

Primary Meter

- New Reading
- New Reading Date

Responsibility

- Supervisor
- Lead
- Crew

Scheduling Information

- Scheduled Start
- Target Start: 07/13/14 12:00:00 AM
- Actual Start
- Scheduled Finish
- Target Finish: 07/13/14 02:00:00 AM
- Actual Finish
- Time Remaining
- Duration: 2.00
- Interruptible?
- Predecessors

Last Reading

- Primary Reading Entered?
- Life To Date

Service Group
- Work Group: MTA472
- Vendor
- Service

http://mtassets/maximo/ui/?event=loadapp&value=plustwo&uiSessionId=1405173577810 7/12/2014
Mainline #1  
Yard  
WO# 1555759

Date: 7/17/14  Inspection Crew: Jefferson, Rabotte, Dennis, Nelson

1 Location  
2 Switch I.D. # 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 S R  
7 Point Opening  
   N 9/8 R  
8 Fit  
   S Y R  
9 General Condition of the Points  
   S Y R  

Gage  
10 Heel of Switch  
   a) Main 5 1/8  
   b) Turnout 5 1/2  
11 Gage ahead of Bend 6 5/8  
Must not be less than 56 inches or more than 57 inches for "S"  
12 Heel Spread in Inches  
   a) Turnout 9/4  
   a) Main 10 1/4  

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 0 N/A  
18 Missing 0 N/A  
19 Cotter Pins missing 1 N/A  
20 Jam Nuts Loose 0 N/A  
21 Washers OK Broken Missing 1  

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 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
Frog Inspection Report / Semi Annual

Mainline #1 Yard

Date: 1/7/14

Inspection Crew: Jefferson, Robert, Dennis, Nelson

WO # 1555759

41 Location Old Court
42 Switch I.D. # 1B
43 Facing X Trailing
44 Frog Tread N SYR

R SYR

45 Frog # 8
46 Frog Point Condition SYR
47 Condition of Frog SYR
48 Surface of Frog SYR

49 Throat in inches 3 7/8
50 Flangeway Depth 2

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

Turnout Ties
58 Condition
59 Rail Movement SYR

60 Lead SYR
61 Guard Rail Flangeway SYR N 1 7/8

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 1 N/A

Rivets (Huck)
66 Loose 0 N/A
67 Missing 1 N/A
68 Nuts Missing N/A
69 Cotter Pins Missing N/A
70 Washers OK Broken Missing 1

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

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
Tie condition is poor throughout whole switch.
Left hand straight point wheel burn.
Left hand heel block & 2 bad bolts on switch pant.
One frog bolt missing in wing of 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

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Mainline #2

Date: 7/17/14

Inspection Crew: [Signature]

Yard ______________

WO# 1555755

Location Old Court

1 Location

2 Switch I.D. # 1A

3 Facing X Trailing

Rail Points

4 Point to Point 51/8

5 Point Condition S Y R

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

N 4 3/8 R

7 Point Opening N 4 1/2 R

8 Fit S Y R

9 General Condition of the Points S Y R

Gage

10 Heel of Switch

a) Main 51/4

b) Turnout 51/4

11 Gage ahead of Bend 60/8

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

12 Heel Spread in Inches

a) Turnout 60/8

b) Main 60/8

Stock Rail

13 Bend S Y R

14 Condition S Y R

Bolts

15 Loose 2 N/A

16 Missing 0 N/A

Rivets (Huck Bolts)

17 Loose 0 N/A

18 Missing N/A

19 Cotter Pins missing 0 N/A

20 Jam Nuts Loose 0 N/A

1 Washers OK Broken 0 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
Frog Inspection Report / Semi Annual

Mainline # 2 Yard

Date: 7/17/44 Inspection Crew: Jefferon, Kettles, Dennie, Nettie

WO # 1555755

41 Location Old Court
42 Switch I.D. # 1A
43 Facing X Trailing
44 Frog Tread N S Y R
   R S Y R

45 Frog # A
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 7/8
50 Flangeway Depth 2
   Flangeway Depth must not be less than 1 1/2"

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

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

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 R 1 7/8
   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
   N/A

Rivets (Huck)
66 Loose
   0 N/A
67 Missing
   N/A
68 Nuts Missing
   N/A
69 Cotter Pins Missing
   N/A
70 Washers OK
71 Hold Down Devices
   S Y R N/A
72 Spring Hinges
   S Y R N/A
73 Derails
   S Y R N/A

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

75 Condition of Line thru entire turnout
   S Y R

Remarks on page 3
Tie condition extremely poor throughout switch.
Right-hand straight steel rail running has wheel burn.
Frog point and riser chipped & battered.

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

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

S All items inspected are in compliance

Y Attention needed

R Immediate attention required or Out of Service

Reviewed by:
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Asset Details
- Year
- Manufacturer
- Model
- Serial #
- Type: FLEET
- Status: OPERATING
- Asset Condition

Costs
- Total Planned Cost
- Total Actual Cost
- Repair Limit Amount
- Current Asset Value
- GL Account
- Accepts Charges?
- Charge to Store?

Multiple Assets, Locations and Cls

Work Details
- Job Plan: 2668
- PM: 50069
- Component
- Position
- Reason for Repair
- Work Accomplished
- Part Failure
- Warranty?: N
- Reference ID
- Telematics Code
- Telematics Transaction

Scheduling Information
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- Target Start: 07/13/14 12:00:00 AM
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Primary Meter
- New Reading
- New Reading Date

Responsibility
- Supervisor
- Lead
- Crew

http://mtassets/maximo/ui/?event=loadapp&value=plustwo&uisessionid=1405173577810 7/12/2014
Mainline: #2  
Yard: ___________  
WO#: 1555763

Date: 7/17/14  
Inspection Crew: Jefferson, Sabette, Dennis, Nelson

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

Rail Points
4 Point to Point: 51/2
5 Point Condition: S/Y R
6 Point Throw, nothing less than 4 3/4 inches: N 5 R
7 Point Opening: N 490 B R
8 Fit: S/Y R
9 General Condition of the Points: S/Y R

Gage
10 Heel of Switch
   a) Main: 51/4
   b) Turnout: 61/4
11 Gage ahead of Bend: 52/6
   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: 53/4

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

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

Remarks on Page 3

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

Date: 7/17/94  Inspection Crew: Jefferson, Robert, Dennis, Nelson

41 Location  Old Court
42 Switch I.D. # 3A
43 Facing  Trailing  X
44 Frog Tread N  Y R R  Y R
45 Frog #  
46 Frog Point Condition  Y R
47 Condition of Frog  Y R
48 Surface of Frog  Y R
49 Throat in Inches  3 1/8
50 Flangeway Depth  2 1/8

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

Gage
51 Main Track  50 1/4
52 Turnout Track  46 7/8

Gage must not be less than 56" any Class

Guard Rails
53 Guard Rail Gage N  53 7/8  R  53 7/8

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

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  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 55" 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

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

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  N/A
68 Nuts Missing  N/A
69 Cotter Pins Missing  N/A
70 Washers  Y R

Hold Down Devices
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
50' beyond last long tie

75 Condition of Line thru entire turnout  Y R

Remarks on page 3
1. Tie condition poor throughout switch.
2. Right hand straight switch point and straight closure rail has extreme side wear at heel block.
3. 1.3 ahead of switch on south rail badly battered.

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

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

S  All items inspected are in compliance.
Y  Attention needed.
R  Immediate attention required or Out of Service.

Reviewed by:
## Work Order Tracking (Tr)

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## Responsibility

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## Other

- Service Group: MTA472
- Work Group: MTA472
- Vendor: MTA472
- Life To Date: 7/12/2014

http://mtassets/maximo/ui/?event=loadapp&value=plustwo&uisessionid=1405173577810

7/12/2014
Mainline #1  Yard ___________________ WO# 1555767

Date: 7/17/14  Inspection Crew Jefferson, Lockett, Poindexter

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

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 S R
7 Point Opening N 4 7/8 R
8 Fit S Y R
9 General Condition of the Points S Y R

Gage
10 Heel of Switch
   a) Main 5 9/16
   a) Turnout 5 1/16
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 6 1/4
   a) 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 Broken Missing

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

26 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: #1 Yard

Date: 7/7/94  Inspection Crew: Jefferson, Bobbette, Dennis, Nelson

41 Location: Old Court
42 Switch I.D. #: 3B
43 Facing: Trailing X
44 Frog Tread: N (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 1/2
50 Flangeway Depth: 

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

Gage
51 Main Track: 3.078
52 Turnout Track: 3.082

Gage must not be less than 56" any Class

Guard Rails
53 Guard Rail Gage: N 54 4/16 (S Y R) 54

Guard Rail Gage must be less than 54 3/8"
54 Back to Back: N 52 7/8 (S Y R) 53

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 1/16 R 1 16

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: N/A

Rivets (Huck)
66 Loose: 0 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 56' beyond last long tie

OK Difference

75 Condition of Line thru entire turnout: (S) Y R
Tie condition poor thru out entire switch
Righthand heel block shoulder bolt no washer +
Nuts, bolt is bent, needs replaced
1 Huck bolt missing, 2 Huck bolts loose standard
Joint in wing of tie main north 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:
**Work Order Tracking (Tr)**

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**Multiple Assets, Locations and CIs**

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