Switch Inspection Report / Semi Annual

Mainline #1  Yard ___________ WO# 1555747

Date: 7/18/14  Inspection Crew Jefferson, Nelson, George

1 Location  Old Court
2 Switch I.D. # 5A
3 Facing Trailing X

Rail Points
4 Point to Point 51-3/4
5 Point Condition S Y R
6 Point Throw, nothing less than 4 3/4 inches N 4 3/4 R
7 Point Opening N 4 1/8 R

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

Gage
10 Heel of Switch
   a) Main 30 1/8
   a) Turnout 51-3/4
11 Gage ahead of Bend 51-3/4

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

12 Heel Spread in Inches
   a) Turnout 16 7/8
   a) Main 16 7/8

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 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 #1 Yard

Date: 1/18/14 Inspection Crew: Jefferson, Nelson, George

41 Location Old Court
42 Switch I.D. # 5A
43 Facing Trailing X
44 Frog Tread N S Y R
    R S Y R
45 Frog # 1
46 Frog Point Condition
    S  R
47 Condition of Frog
    S  R
48 Surface of Frog
    C  Y R
49 Throat in Inches 3 1/8
50 Flangeway Depth Z
    Flangeway Depth must not be less than 1 1/2"

Gage
51 Main Track 5/16
52 Turnout Track 3/16
    Gage must not be less than 56" any Class

Guard Rails
53 Guard Rail Gage N 53 11/16 R 54
    Guard Rail Gage must be less than 54 3/8"
54 Back to Back N 53 11/16 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
    C  Y R
57 Turnout Track
    C  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
    C  Y R
59 Rail Movement
    C  Y R

Tie Plates
60 Lead
    C  Y R
61 Guard Rail Flangeway
    S  Y R  1 3/4
    Guard Rail Flangeway can be less than 1-1/2"
62 Guard Rail Plates
    C  Y R
63 Frog Plates
    C  Y R

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

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

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

Remarks on page 3
One broken frog bolt 20" on wing of tie

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

Date: 7-20-19  
Inspection Crew: JEFFERSON RABETTE DENNIS

1 Location: Owings Mills
2 Switch I.D. #: 9B
3 Facing: X Trailing

Rail Points
4 Point to Point: 52 1/4
5 Point Condition: S Y R
6 Point Throw, nothing less than 4 3/4 inches: N 4 1/8
7 Point Opening: N 4 3/4
8 Fit: S Y R
9 General Condition of the Points: S Y R

Gage
10 Heel of Switch: 5 1/8
   a) Main 5 1/4
   b) Turnout 5 1/8
11 Gage ahead of Bend: 5 7/8
   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 3/4

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 Broken Missing

Switch Rods
26 Front Rod: S Y R
27 #1 Rod: S Y R
28 #2 Rod: S Y R
29 #3 Rod: S Y R
30 #4 Rod: S Y
31 Closure Rail: S Y R
32 Surface of Switch: S Y R
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: Wings Mills
Yard: OM - Tail
WO #: 1562423

Date: __________ Inspection Crew: __________

41 Location: Wings Mills
42 Switch I.D. #: 9B
43 Facing: X (Trailing)
44 Frog Tread: N (S Y R) R (S Y R)

45 Frog #: 6
46 Frog Point Condition: S Y R
47 Condition of Frog: S Y R
48 Surface of Frog: S Y R

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

Gage:
51 Main Track: 56 1/2
52 Turnout Track: 57
Gage must not be less than 56" any Class

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

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

Tie Plates:
60 Lead

61 Guard Rail Flangeway:
62 Guard Rail Flanges:
63 Frog Plates

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

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 2 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:
Mainline____ 2 _______ Yard _________________ WO# 1563598

Date: 7-20-14 Inspection Crew

1 Location Owings Mills
2 Switch I.D. # 7A
3 Facing X Trailing

Rail Points
4 Point to Point 524'
5 Point Condition S Y R
6 Point Throw nothing less than 4 3/4 inches N 4 3/4 R N/A
7 Point Opening N 4 3/4 R N/A

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

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

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

Bolts
15 Loose N/A
16 Missing N/A

Rivets (Hook Bolts)
17 Loose N/A
18 Missing N/A
19 Cotter Pins missing N/A
1 Jam Nuts Loose N/A
1 Washer OK Broken Missing

Remarks on Page 3

Switch Inspection Report / Semi Annual

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

JBW/WEM Mod. 09-15-08
<table>
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<th>Yard</th>
<th>WO # 1563598</th>
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<tbody>
<tr>
<td>Date:</td>
<td>9-20-14</td>
<td>Inspection Crew:</td>
<td>Jefferson Rabetta Dennis</td>
</tr>
</tbody>
</table>

41 Location ______ Owings Mills
42 Switch I.D. # ______ 7A
43 Facing ______ X ______ Trailing ______
44 Frog Tread ______ N ______ Y R ______ R ______ Y R ______
45 Frog # ______
46 Frog Point Condition ______ SY R ______
47 Condition of Frog ______ SY R ______
48 Surface of Frog ______ SY R ______
49 Throat in Inches ______ 2 1/2 ______
50 Flangeway Depth ______ 2 ______

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

**Gage**

51 Main Track ______ 56 1/8 ______
52 Turnout Track ______ 56 7 ______

Gage must not be less than 56" any Class

**Guard Rails**

53 Guard Rail Gage ______ N ______ /\ R ______ /\ /\ ______

Guard Rail Gage must be less than 84 3/8"

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

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

**Guard Rail Clamps**

56 Main Track ______ SY R ______
57 Turnout Track ______ SY R ______

**Turnout Ties**

58 Condition ______ S ______ Y R ______
59 Rail Movement ______ S Y R ______

**Tie Plates**

60 Lead ______ S Y R ______
61 Guard Rail Flangeway ______ SY 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 ______ V ______ N/A ______
65 Missing ______ V ______ N/A ______

**Rivets (Huck)**

66 Loose ______ V ______ N/A ______
67 Missing ______ N/A ______
68 Nuts Missing ______ Y ______ 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

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
Switch Ties Poor, Deteriorating

Frost #2 Ties Poor, Deteriorating

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

**Work Order Tracking**

<table>
<thead>
<tr>
<th>List</th>
<th>Work Order</th>
<th>Plans</th>
<th>Actuas</th>
<th>Related Records</th>
<th>Safety Plan</th>
<th>Log</th>
<th>Failure Reporting</th>
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- **Classification**: MTA \ METRO
- **Classification Description**: MOW Switch
- **Asset**: 1243453
- **Alias**: OSM7/6A
- **Location**: CHAIN_MARKER
- **Work Location**: Metro Chain Markers
- **Work Type**: PM
- **Status**: APPR
- **Status Date**: 07/19/14 09:15:33 AM
- **Reported By**: MTACRON
- **Phone**: 07/14/14 03:34:54 AM
- **On Behalf Of**: Quick P

### Asset Details

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

### Filter

### Work Details

- **Job Plan**: 2598
- **Component**: MOW Switch
- **Position**:
- **Reason for Repair**:
- **Work Accomplished**:
- **Part Failure**:
- **Warranty?**: N
- **Reference ID**
- **Telematics Code**
- **Telematics Transaction**

### Scheduling Information

- **Scheduled Start**: 07/20/14 12:00:00 AM
- **Target Start**: 07/20/14 12:00:00 AM
- **Actual Start**:
- **Scheduled Finish**: 07/20/14 04:00:00 AM
- **Target Finish**:
- **Actual Finish**:
- **Time Remaining**:
- **Duration**: 4:00
- **Interruption?**:
- **Predecessors**:

### Primary Meter

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

### Responsibly

- **Supervisor**: GHALL3
- **Lead**:
- **Crew**

---

http://mtassets/maximo/ui/?event=loadapp&value=plustwo&uisessionid=1405772481329 7/19/2014
Switch Inspection Report / Annual

Date: 9-20-14

1 Location Owings Mills
2 Switch I.D. # 7B / 9A
3 Facing X Trailing

Rail Points
4 Point to Point N/A
5 Point Condition S Y R
6 Point Throw, nothing less than 4 3/4 inches N 4 3/4 R 4 3/4
7 Point Opening N 4 1/4 R 4 3/8

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

Gage
10 Heel of Switch
   a) Main 593/4
   a) Turnout 593/4
11 Gage ahead of Bend 593/4

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 6 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 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

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
JBWWEM Mod. 09-15-08
Frog Inspection Report / Annual

Date: 7-20-14 Inspection Crew: Jefferson Ruhete Dennis

41 Location: Wings Mills
42 Switch I.D.: 7b / 9A
43 Facing: X Trailing
44 Frog Tread: N SY R
                     R SY R
45 Frog #: 6
46 Frog Point Condition: SY R
47 Condition of Frog: SY R
48 Surface of Frog: SY R
49 Throat in Inches: 2 1/6
50 Flangeway Depth: 2
Flangeway Depth must not be less than 1 1/2"

Gage
51 Main Track: 56 1/4"
52 Turnout Track: 57"
Gage must not be less than 56" any Class

Guard Rails
53 Guard Rail Gage: N R
                     R N 1/4"
Guard Rail Gage must be less than 54 3/8"
54 Back to Back: N R
                     R N 1/4"
Back to Back must be less than 63 1/8"
55 Condition: SY R
56 Location of Guard Rail (Relation to Point): SY R

Guard Rail Clamps
57 Main Track: SY R
58 Turnout Track: SY 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: SY R
59 Rail Movement: SY R

60 Lead
61 Guard Rail Flangeway: S Y R N A P R
Guard Rail Flangeway can be less than 1-1/2"
62 Guard Rail Plates: SY R
63 Frog Plates: SY 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: SY R N/A
72 Spring Housing: SY R N/A
73 Derails: SY R N/A

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

75 Condition of Line thru entire turnout: SY R

Remarks on page 3
Date: 7/28/14  Mainline / Yard: OM-Tail  Switch #: 7B/9A  WO #: 1562439

Switch  Ties Poor, Deteriorating

Frog #6 Ties Poor, Deteriorating

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]

[Handwritten notes and signatures]
Work Order Tracking (Tr)

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Asset Details

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

Multiple Assets, Locations and CIs

Filter

Costs

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

Scheduling Information

Scheduled Start
Target Start
07/21/14 12:00:00 AM
Actual Start
Scheduled Finish
07/21/14 02:00:00 AM
Target Finish
Actual Finish
Time Remaining
Duration:
Interruptible?
Predecessors

Primary Meter

New Reading

New Reading Date

Responsibility

Supervisor

Lead

Crew

Vendor

Service Group

MTA472

Service

Last Reading

Last Reading Date

Primary Reading Entered?

Life To Date

http://mtassets/maximo/ui/?event=loadapp&value=plustwo&uisessionid=1405772481329 7/19/2014
Switch Inspection Report / Semi Annual

Date: 7-30-14
Inspection Crew: SEFFERON RALEY DENNIS

Mainline: 1
Yard: N/A
WO#: 1563570

1 Location: Owings Mills
2 Switch I.D. #: 5A
3 Facing: X Trailing

Rail Points:
4 Point to Point: 52 1/2
5 Point Condition: SYR
6 Point Throw note 4 3/4 inches
7 Point Opening: N 45 R N/A
8 Fill: SYR
9 General Condition of the Points: SYR

Gage:
10 Heel of Switch:
   a) Main: 56 3/4
   b) Turnout: 56 13/16
11 Gage ahead of Bend: 64
Must not be less than 56 inches or more than 57 inches for "S"
12 Heel Spread in Inches:
   a) Turnout: 6 1/8
   a) Main: 6 1/8

Stock Rail:
13 Bend: SYR
14 Condition: SYR

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

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

Switch Rods:
22 Standard Joints: SYR N/A
23 Switch Plates: SYR N/A
24 Adjustable Braces: SYR N/A
25 Non-Adjustable Braces: SYR N/A

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

Remarks on Page 3

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

Date: 9-30-14 Inspection Crew: Jefferson Rabette Dennis

41 Location Owings Mills
42 Switch I.D. # 5A
43 Facing X Trailing
44 Frog Tread N S Y R
     S Y R
45 Frog # 6
46 Frog Point Condition S Y R
47 Condition of Frog S Y R
48 Surface of Frog S Y R
49 Throat in Inches 2 1/4
50 Flangeway Depth 2
Flangeway Depth must not be less than 1 1/2"

Gage
51 Main Track S 6 9/16
     2 Turnout Track S
Gage must not be less than 56" any Class

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

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

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

75 Condition of Line thru entire turnout S Y R

Remarks on page 3
Switch # 54 Poor and Deteriorating

Frog # 6 Ties Poor and Deteriorating

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)

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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?

### Scheduling Information
- Scheduled Start: 07/27/14 12:00:00 AM
- Target Start: 07/27/14 12:00:00 AM
- Actual Start: 07/27/14 12:00:00 AM
- Scheduled Finish: 07/27/14 02:00:00 AM
- Target Finish: 07/27/14 02:00:00 AM
- Actual Finish: 07/27/14 02:00:00 AM
- Time Remaining: 2:00
- Duration
- Interruptible?

### Work Details
- Job Plan: 2666 METRO MOW SEMI-ANNUAL SWITCH INS
- PM 50047 METRO MOW SEMI-ANNUAL SWITCH INS
- Component
- Position
- Reason for Repair
- Work Accomplished
- Part Failure
- Warranty?
- Reference ID
- Telematic Code
- Telematic Transaction

### Primary Meter
- New Reading
- New Reading Date
- Responsibility
  - Supervisor
  - Lead
  - Crew

### Other Information
- Last Reading
- Last Reading Date
- Primary Reading Entered?
- Life To Date

### Service Group
- Work Group: MTA472
- Vendor
- Service

---

http://mtassets/maximo/ui/?event=loadapp&value=plustwo&uisessionid=1406219939909 7/24/2014
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<td>Inspection Crew</td>
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<th>Location</th>
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<td>Switch I.D. #</td>
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**Rail Points**

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<td>Point Condition</td>
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<tr>
<td>Point Throw</td>
<td>nothing less than 4 3/4 inches</td>
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<td>Point Opening</td>
<td>N 4 3/8 R</td>
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<td>S Y R</td>
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<td>General Condition of the Points</td>
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**Gage**

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<td>a) Main</td>
<td>5 1/2</td>
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<tr>
<td>a) Turnout</td>
<td>6 3/4</td>
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**Stock Rail**

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<th>Bend</th>
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<td>Condition</td>
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**Bolts**

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**Rivets (Huck Bolts)**

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<td>Jam Nuts Loose</td>
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**Switch Rods**

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<td>#4 Rod</td>
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<td>Closure Rail</td>
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<tr>
<td>Surface of Switch</td>
<td>S Y R N/A</td>
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**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 |

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<th>Head Block ties</th>
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<thead>
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<th>Latches</th>
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<tr>
<td>Locks</td>
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**Remarks on Page 3**

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

Mainline #1 Yard ____________

WO # 1570043

Date: 7-26-14 Inspection Crew: [Signature]

41 Location _______ Owings Mills
42 Switch I.D. # _______ OM-3B
43 Facing _______ X Trailing
44 Frog Tread _______ S Y R
        _______ 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 _______ 2-1/4
50 Flangeway Depth _______ 2

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

Gage
51 Main Track _______ 51/8
2 Turnout Track _______ 51/8

Gage must not be less than 56" any Class

Guard Rails
53 Guard Rail Gage _______ N 54 9/16 R 54 1/8

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

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 13/8 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 _______ O N/A
65 Missing _______ O 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 _______ 0

75 Condition of Line thru entire turnout _______ S Y R
Frog point badly battered, need welding ASAP.

Frog riser is side worn on turnout side.

needs grinding ASAP.

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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<tr>
<th>List</th>
<th>Work Order</th>
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**Asset Details**
- **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
- Accepts Charges?
- Charge to Store?

**Work Details**
- **Job Plan** 2665
- **PM** 50046
- **Component**
- **Position**
- **Reason for Repair**
- **Work Accomplished**
- **Part Failure**
- **Warranty?** N
- **Reference ID**
- **Telematics Code**
- **Telematics Transaction**

**Scheduling Information**
- **Scheduled Start**
- **Target Start** 07/27/14 12:00:00 AM
- **Actual Start**
- **Scheduled Finish**
- **Target Finish** 07/27/14 02:00:00 AM
- **Actual Finish**
- **Time Remaining**
- **Duration**
- **Interruptible?**
- **Predecessors**

**Primary Meter**
- **New Reading**
- **New Reading Date**
- **Responsibility**

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

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http://mtassets/maximo/ui/?event=loadapp&value=plustwo&uisessionid=1406219939909 7/24/2014
Date: 7-26-14

1 Location

2 Switch I.D. # OM-3A

3 Facing X Trailing

Rail Points
4 Point to Point 51 3/4

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 1/8 R

8 Fit S/Y R

9 General Condition of the Points S Y R

Gage
10 Heel of Switch
   a) Main 5 1/2
   a) Turnout 5 1/2

11 Gage ahead of Bend 56 1/2

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

12 Heel Spread in Inches
   a) Turnout 2 1/4
   a) Main 1 3/4

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 Broken N/A

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 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: #2 Yard: WO # 1570033

Date: 7-26-14 Inspection Crew: Greenwood, Jefferson, Nelson

41 Location: Owings Mills
42 Switch I.D.: OM-3A
43 Facing: X Trailing
44 Frog Tread: N S Y R

45 Frog # 15
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 3/4
50 Flangeway Depth: 8
   Flangeway Depth must not be less than 1 1/2"

Gage:
51 Main Track: 6 1/8
   Turnout Track: 6 1/2
   Gage must not be less than 56" any Class

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

Guard Rail Flangeway:
61 Guard Rail Flangeway:
   S Y R N 18 R
   Guard Rail Flangeway can be less than 1-1/2"
62 Guard Rail Plates:
63 Frog Plates:

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:
   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
Frog riser on mainside a chunk 3 long x 7/8 wide missing nails welding immediately

Frog Point low shattered needs welding or grinding asphalt

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   Related Records   Safety Plan   Log   Failure Reporting   Specification

<table>
<thead>
<tr>
<th>Work Order Classification</th>
<th>MTA \ METRO</th>
<th>METRO MOW SEMI-ANNUAL SWITCH INST</th>
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Asset Details

- Year
- Manufacturer
- Model
- Serial #
- Type
- Status
- 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 Clients

Filter

Work Details

- Job Plan
- FM
- Component
- Position
- Reason for Repair
- Work Accomplished
- Part Failure
- Warranty?
- Reference ID
- Telematics Code
- Telematics Transaction

Scheduling Information

- Scheduled Start
- Target Start
- Actual Start
- Scheduled Finish
- Target Finish
- Actual Finish
- Time Remaining
- Duration
- Interruptible?
- Predecessors

Primary Meter

New Reading
New Reading Date

Responsibility

- Supervisor
- Lead
- Crew

http://mtassets/maximo/ui/?event=loadapp&value=plusto2&uisessionid=1406219939909  7/24/2014
Mainline #1  Yard  WO# 1570029

Date:  Inspection Crew

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

**Rail Points**
4 Point to Point 5 1/4
5 Point Condition S Y R
6 Point Throw, nothing less than 4 3/4 inches N R  5
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 5 6/16
   a) Turnout 5 6/16
11 Gage ahead of Bend 5 1/2
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 0 N/A

**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

**Switch Rods**
26 Front Rod 5 1/2 N/A
27 #1 Rod (Basket Rod) 5 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 0 N/A
37 Latches OK Broken Missing 0
38 Locks OK Broken Missing 0
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: 7-26-14 Inspection Crew: Greenwood, Jefferson, Nelson

WO # 1570029

41 Location Owings Mills
42 Switch I.D. # OM-1B
43 Facing Trailing X
44 Frog Tread N SYR

45 Frog # 15
46 Frog Point Condition SYR
47 Condition of Frog SYR
48 Surface of Frog SYR

49 Throat in Inches 2.34
50 Flangeway Depth 2

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

Gage
51 Main Track 51/2
2 Turnout Track 51/2

Gage must not be less than 56" any Class

Guard Rails
53 Guard Rail Gage N 54 5/8 R 54 5/8

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 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

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

75 Condition of Line thru entire turnout SYR

Remarks on page 3
Frog need grinding

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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<tr>
<th>Work Order</th>
<th>AssetID</th>
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Asset Details

- Year
- Manufacturer
- Model
- Serial #
- Type: FLEET
- Status: OPERATING
- Accepts Charges?
- Charge to Store?

Work Details

- Job Plan: 2686
- PM
- Component
- Position
- Reason for Repair
- Work Accomplished
- Part Failure
- Warranty?
- Reference ID
- Telematics Code
- Telematics Transaction

Primary Meter

- New Reading
- New Reading Date

Responsibility

- Supervisor
- Lead
- Crew

http://mtassets/maximo/ui/?event=loadapp&value=plustwo&uisessionid=1406219939909 7/24/2014
Switch Inspection Report / Semi Annual

Mainline ______ # 2 ______ Yard _____________ WO# 1570025

Date: 7-26-14 Inspection Crew Greenwood, Jefferson, Nelson

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

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 R 5/8
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 3 7/8
   a) Turnout 3 7/8
11 Gage ahead of Bend 3 3/8

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

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

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 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 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: __7-26-14________ Inspection Crew: __Greenwood, Jefferson, Nelson________

41 Location ______ Owings Mills

42 Switch I.D. # ______ OM-1A

43 Facing ______ Trailing X

44 Frog Tread ______ N SYR ______ R SYR

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 ______ 23/4

50 Flangeway Depth ______ 2

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

Gage

51 Main Track ______ 56 3/4

2 Turnout Track ______ 51 3/4

Gage must not be less than 66" any Class

Guard Rails

53 Guard Rail Gage ______ N 54 3/8 R 54 3/8

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

54 Back to Back ______ N 52 3/4 R 52 3/4

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

54 Condition ______ S Y R

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

Guard Rail Clamps

56 Main Track ______ S Y R

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 Guard Rail Flangeway________ S Y R N 17 R 1 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 ______ 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 ______

75 Condition of Line thru entire turnout ______ S Y R

Remarks on page 3
Frog Point badly chipped + fitted, riser 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:
Work Order Tracking (Tr)

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<th>List</th>
<th>Work Order</th>
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Work Order: 1575903  
Classification: MTA 1 METRO
Classification Description: MTA - METRO

- Asset: 1246808  
- Alias: MM3
- Location: 439WSWMM3  
- Chain Markers West, Milford Mill Interlock, METRO MOW S

Work Location:
- Work Type: PM
- Status: APPR
- Status Date: 07/30/14 09:50:45 AM
- Reported By: MTACRON
- Phone:
- Reported Date: 07/28/14 03:06:19 AM
- On Behalf Of:
- Consist:

**Asset Details**

- Year:
- Manufacturer:
- Model:
- Serial #:

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7/30/2014
Switch Inspection Report / Semi Annual

Date: 9-31-14
Inspection Crew A. Jefferson A. Radtke

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

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

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

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

Bolts
15 Loose 1 N/A
16 Missing 1 N/A

Rivets (Huck Bolts)
17 Loose 1 N/A
18 Missing 1 N/A
19 Cotter Pins missing 1 N/A
20 Jam Nuts Loose 1 N/A
21 Washers OK Broken 1 Missing 1

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