Switch Inspection Report / Semi-Annual

Mainline 1 2 Yard ____________________ 3087213

Date: 11-29-17 Inspection Crew Brock, Nelson, Alchin

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

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

Gage
10 Heel of Switch S
a) Main 6 1/8
b) Turnout 5 2/4
11 Gage ahead of Bend S
12 Heel Spread in Inches S
a) Turnout 6 1/8
b) Main 6 1/8

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

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

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

Remarks on Page 3

NEM Mod. 09-15-08
Mainline 1 2 Yard ____________________ 3087213

Date: 11-39-17 Inspection Crew: Brockmeier, Nelson, Abchin

1 Location CC
2 Switch I.D. # 1B
3 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 3/8
50 Flangeway Depth
Flangeway Depth must not be less than 1 1/2"

Gage
51 Main Track 56 3/8
52 Turnout Track 34 9/16
Gage must not be less than 56" any Class

Guard Rails
53 Guard Rail Gage N 54 1/8 R
Guard Rail Gage must be less than 54 3/8"
54 Back to Back N 52 1/8 R 52 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
Guard Rail Flangeway can not be less 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 CC 1B WO # 3087213 Date 11-29-17

1. Right hand curved switch point has 1/8" side wear.
2. Curved closure rail has 1/8" side wear.
3. Frog Tread on normal side has 1/8" wear.
4. Frog print has a small crack on the running surface.
5. 1/8" hold down devices 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:

[Signature]
Switch Inspection Report / Semi-Annual

Mainline 1 2 Yard 3087217

Date: 11-29-17 Inspection Crew

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

Rail Points
4 Point to Point 5 ½
5 Point Condition SY R
6 Point Throw, nothing less than 4 3/4 inches N R 4 3/4
7 Point Opening N R 5
8 Fit S Y R
9 General Condition of the Points S Y R

Gage
10 Heel of Switch
a) Main 36 1/4
b) Turnout 36 1/4
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 10 1/4
b) Main 10 1/8

Stock Rail
13 Bend SY R
14 Condition SY R

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

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

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

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

Remarks on Page 3

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

Mainline 1 2 Yard 3087217

Date: 11-29-17 Inspection Crew: Breck Meyer, Nelson, Elchin

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

Gage
51 Main Track 56 3/8
52 Turnout Track 56
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"
54 Back to Back N 54 1/16 R 54 3/16
Back to Back must be less than 53 1/8"

Guard Rail Clamps
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
Guard Rial Flangeway can not be less 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 8 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 CC 3A  WO # 3087217  Date 11-29-17

1. Left hand curved switch point has 1/8" side wear.
2. Curved closure rail has 1/8" side wear.
3. Left hand straight stock rail is chipped on the end.
4. 14 hold down devices 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: [Signature]
Work Order Tracking (Tr)

MTA472 PM OVER 30 E ➜ Find Work Order ➜ Select Action

List View

Work Order: 2992298 ➜ METRO MOW SEMI-ANNUAL SWITCH INSPECTION

Classification: MTA \ METRO

Classification Description: MTA - METRO

Asset: 1243451 ➜ METRO MOW SWITCH OM7A CHAIN MARK = 704W+53

Alias: TMW2OM7A

Location: METROMOW ➜ Maintenance of Ways

Work Location:

Work Type: PM

Status: APPR

Status Date: 09/01/17 11:14:17 AM

Reported By: MTACRON

Phone:

Reported Date: 07/11/17 04:14:51 AM

On Behalf Of:

Consist:

Asset Details

Year:

Manufacturer:

Model:

Serial #:

Costs

Total Planned Cost: 165.78

Total Actual Cost: 0.00

Repair Limit Amount:

Current Asset Value: 0.00

Attachments

Site: METRO

Failure Class:

Problem Code:

Priority:

Asset/Location Priority:

Is Task?

Parent WO:

Warranty Situation Present: N

Maintenance Alert?

Repair Order?

Has Follow-up Work?

Quick PM?

http://mtassets/maximo/ui/?event=loadapp&value=plustwo&uisessionid=1344&csrftoken... 11/23/2017
Switch Inspection Report / Semi-Annual

WO # 2992296

Mainline: 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32 33 34 35 36 37 38 39 40

Location: CM
Switch I.D. #: 7A
Facing: X Trailing

Rail Points
Point to Point: 58 1/4
Point Condition: S/Y R
Point Throw, nothing less than 4 3/4 inches: N 4 3/4
Point Opening: N 4 3/8
Fit: S/Y R
General Condition of the Points: S/Y R

Gage
Heel of Switch:
a) Main: 50 1/4
b) Turnout: 50 1/4
Gage ahead of Bend: 57 1/4

Stock Rail
Bend: S/Y R
Condition: S/Y R

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

Rivets (Huck Bolts)
Loose: 0 N/A
Missing: 0 N/A
Cotter Pins missing: 0 N/A
Jam Nuts Loose: 0 N/A
Washers: OK Broken Missing

Switch Rods
Front Rod: S/Y R N/A
#1 Rod (Basket Rod): S/Y R N/A
#2 Rod: S/Y R N/A
#3 Rod: S/Y R N/A
Closure Rail: S/Y R N/A
Surface of Switch: S/Y R N/A

Using a 62' cord:
S= Up to 1" Max allowed Speed
Y= 1" to 1 1/2" 40 MPH
R= 1 1/2" to 1 3/4" 12 MPH
Greater than 1 3/4" = Out of Service

Head Block ties
S/Y R

Switch Adjustments
Yes No

Lubrication
OK Dry

Switch Target / Lamps
OK Missing N/A

Latches
OK Broken Missing

Locks
OK Broken Missing

General Condition
S/Y R

Insulated Joints
S/Y R

Remarks on Page 3

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

<table>
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<th>1</th>
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<th>WO #</th>
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<tr>
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<td>11-29-17</td>
<td>Inspection Crew:</td>
<td>Beckwey (_________) Nelson (________) Alchin</td>
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<table>
<thead>
<tr>
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<tr>
<td>3 Facing</td>
<td>X</td>
<td>Trailing</td>
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<tr>
<td>44 Frog Tread</td>
<td>N</td>
<td>S Y R</td>
</tr>
<tr>
<td></td>
<td>R</td>
<td>S Y R</td>
</tr>
<tr>
<td>45 Frog #</td>
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<tr>
<td>46 Frog Point Condition</td>
<td>S Y R</td>
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</tr>
<tr>
<td>47 Condition of Frog</td>
<td>S Y R</td>
<td></td>
</tr>
<tr>
<td>48 Surface of Frog</td>
<td>S Y R</td>
<td></td>
</tr>
<tr>
<td>49 Throat in Inches</td>
<td>2 1/4</td>
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<tr>
<td>50 Flangeway Depth</td>
<td>2</td>
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</table>

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

**Gage**

| 51 Main Track | 56 | |
| 52 Turnout Track | 57 1/4 | |

Gage must not be less than 56" any Class

**Guard Rails**

| 53 Guard Rail Gage | N | 54 R | 55 1/4 |
| 54 Back to Back | N | R | |

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

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

**Guard Rail Clamps**

| 56 Main Track | S Y R | 57 Turnout Track |

**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 not be less 1 1/2"

| 62 Guard Rail Plates | S Y R |

| 63 Frog Plates | S Y R |

**Bolts**

| 64 Loose | N/A |
| 65 Missing | |

**Rivets (Huck)**

| 66 Loose | 0 | N/A |
| 67 Missing | 0 | N/A |
| 68 Nuts Missing | N/A | |
| 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 |

**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**

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


1. One loose adjustable brace on right hand straight stock rail

2. Right hand straight stock rail has ¾" side wear ahead of point.

3. Curve closure rail has ¾" side wear at the heel block.

4. Raised guard on the turnout side of the frog has ¾" side wear, ¾" is maximum.

5. First head block tie past switch points is severely deteriorated.

6. Frog is out-of-Cage, Tight on main side, wide on turnout.

7. Total of 15 deteriorated Timbers throughout entire switch.

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]