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**Comments:**
- 165 needs L/H sw. pt., stock rail & closure rail replaced
- 167B Frog bolts loose
- 127B 2 ties w/stress cracks entire length
- 111 Monitor for crack in frog pt

**WORK ORDER # 1124825**

**Inspectors:** M Alchin  R Dennis A Perkins

**Supervisor:** G Hall
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- **Manufacturer**: [ ]
- **Model**: [ ]
- **Serial #**: [ ]
- **Type**: [ ]
- **Status**: [ ]
- **Asset Condition**: [ ]

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- **Component**: 68618
- **Reason for Repair**: [ ]
- **Work Accomplished**: [ ]
- **Part Failure**: [ ]
- **Warranty?**: N
- **Reference ID**: [ ]
- **Telematics Code**: [ ]
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- **Actual Start**: [ ]
- **Scheduled Finish**: 07/12/13 04:00:00 AM
- **Actual Finish**: [ ]
- **Time Remaining**: [ ]
- **Duration**: 4:00
- **Interruption?**: [ ]
- **Predecessors**: [ ]

### Responsibility

- **Supervisor**: GHALL3
- **Lead**: [ ]
- **Crew**: [ ]

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7/10/2013
# MOW TRI-MONTHLY YARD SWITCH INSPECTION AREA TRACK 5,6,7,9,11,&12

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**COMMENTS:**

- 9A/7B Crossbow Idle Pin
- 103 - 1 Loose Bolt

**WORK ORDER # 1141216**

Inspectors: M Alchin, A Jefferson, R Dennis

Supervisor: [Signature]
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**Asset Details**
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- **Model**
- **Serial #**
- **Type**
- **Status**
- **Condition**

**Multiple Assets, Locations, and Cls**

**Work Details**
- **Job Plan** | 2538 |
- **Component** | PM 48519 |
- **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** | GHALL3 |
- **Crew** | DAY |

**Scheduling Information**
- **Scheduled Start**
- **Target Start** | 07/16/13 12:00:00 AM |
- **Actual Start** | 07/16/13 10:49:08 AM |
- **Scheduled Finish**
- **Target Finish** | 07/19/13 04:00:00 AM |
- **Actual Finish**
- **Time Remaining** | 4:00 |
- **Duration**
- **Interruptible**
- **Predecessors**

**Last Reading**
- **Last Reading Date**
- **Primary Reading Entered**

**Service Group**
- **Work Group** | MTA472 |
- **Vendor**
- **Service**

**Costs**
- **Total Planned Cost** | 0.00 |
- **Total Actual Cost** | 0.00 |
- **Repair Limit Amount**
- **Current Asset Value** | J05-###...047 |
- **GL Account**
- **Accepts Charges** | ✓ |
- **Charge to Store** | 

**Attachments**
- **Site** | METRO |
- **Failure Class**
- **Problem Code**
- **Priority**
- **Asset/Location Priority** | 1 |
- **Is Task**
- **Parent WO**
- **Warranty Situation Present** | ✓ |
- **Maintenance Alert**
- **Repair Order**
- **Has Follow-up Work**
- **Quick PM**

---

http://mtassets/maximo/ui/?event=loadapp&value=plustwo&uniqueid=5254528&uisessionid=137422906... 7/19/2013
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**COMMENTS:** 161 Switch Pt severely side worn needs replaced

**WORK ORDER #:** 11482244

**Supervisor:** M Alchin A Jefferson

**Inspectors:**
## Work Order Tracking

**Work Order Number:** 1141117  
**Classification:** AREA #1(RA-OM) MONTHLY MAINLINE SWITCH

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

**Multiple Assets, Locations and Classes:**

**Work Details:**
- **Job Plan:** 2630  
- **Component:** 46516  
- **Reason for Repair:**  
- **Work Accomplished:**  
- **Part Failure:**  
- **Warranty?:** N

**Telematics Transaction:**

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

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

**Scheduling Information:**
- **Scheduled Start:**  
- **Target Start:**  
- **Actual Start:**  
- **Scheduled Finish:**  
- **Target Finish:**  
- **Actual Finish:**  
- **Time Remaining:**  
- **Duration:**  
- **Interruptible?:**
- **Predecessors:**

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

**Service Group:**
- **Work Group:** MTA472  
- **Vendor:**
- **Service:**
## MOW MONTHLY MANILINE SWITCH INSPECTION AREA #1 RA - OM

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**COMMENTS:**
- OC 5A Frog has 4 loose bolts
- OC 5B 3 loose brace plates. Hairline crack/scaling on top of R/H switch pt.
- RA 1B 2 heel block bolts apr 12" need replaced/tightened.
- RA 3B North heel block bolt loose and missing nut.

**WORK ORDER #** 1141117

Inspectors: A Perkins C Chandler
Supervisor: [Signature]
**Work Order Tracking (Tr)**

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**Classification**
- #4 (RA-JH) MONTHLY MAINLINE SWI
- MTA METRO
- MTA - METRO

**Asset Details**
- Asset
- Alias
- Location: OLDCOURTFA
- Work Location
- Work Type: PM
- Status: INPRG
- Status Date: 07/16/13 02:24:10 PM
- Reported By: MTACRON
- Phone
- Reported Date: 07/12/13 12:50:03 AM

**Work Details**
- Job Plan: 2633
- Component: 48516
- Position
- Reason for Repair
- Work Accomplished
- Part Failure
- Warranty?: N
- Reference ID
- Telematics Code
- Telematics Transaction

**Primary Meter**
- New Reading: [Redacted]
- New Reading Date: [Redacted]

**Scheduling Information**
- Scheduled Start
- Actual Start: 07/16/13 02:24:10 PM
- Scheduled Finish
- Actual Finish: 07/19/13 02:20:50 AM
- Time Remaining
- Duration
- Interruptible?: N
- Predecessors

**Responsibility**
- Supervisor: [Redacted]
- Lead Crew: [Redacted]

**Attachments**
- Site: METRO
- Failure Class
- Problem Code
- Priority
- Asset/Location Priority
- Is Task?: N
- Parent WO
- Warranty Situation Present?: N
- Maintenance Alert?: N
- Repair Order?: N
- Has Follow-up Work?: N
- Quick PM?: N

**Asset Details**
- Year
- Manufacturer
- Model
- Serial #: [Redacted]
- Type
- Status
- Asset Condition

**Costs**
- Total Planned Cost: 0.00
- Total Actual Cost: 0.00
- Repair Limit Amount
- Current Asset Value
- GL Account: [Redacted]
- Accepts Charges?: Y
- Charge to Store?: Y

**Scheduling Information**
- Last Reading
- Last Reading Date
- Primary Reading Entered?: N
- Life To Date

**Service Group**
- Work Group: MTA472
- Vendor
- Service
## MOW MONTHLY MANILINE SWITCH INSPECTION AREA #4 RA - JH

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**COMMENTS:** PO5B and PO7B Mud condition. PO 7B R/H switch point 8" chip on top needs grinded.

---

**WORK ORDER #:** 1148211

Inspectors: A Perkins C Chandler

Supervisor: [Signature]
Work Order Tracking (Tr)

Work Order

Classification
MTA - METRO

Asset
MTA - METRO

Location
OLDCOURTF

Work Location

Work Type
PM

Status
NPRG

Reported By
MTACRON

Reported Date
07/10/13 12:46:53 AM

On Behalf Of

Asset Details
Year

Manufacturer

Model

Serial #

Type

Status

Asset Condition

Costs
Total Planned Cost
0.00

Total Actual Cost
0.00

Repair Limit Amount

Current Asset Value

GL Account
JO5-####-047

Accepts Charges?

Charge to Store?

Scheduling Information
Scheduled Start
07/20/13 12:00:00 AM

Actual Start
07/20/13 12:33:04 PM

Scheduled Finish

Target Finish
07/20/13 04:00:00 AM

Actual Finish

Time Remaining

Duration

Interruptible?

Predecessors

Responsibility

Supervisor
GHALL3

Lead
DAY

Crew

Primary Reading

New Reading Date

New Reading

Meter

Service Group

Work Group
MTA472

Vendor

Service

Attachments

Site

Failure Class

Problem Code

Priority

Asset/Location Priority

Is Task?

Parent WO

Warranty Situation Present?

Maintenance Alert?

Repair Order?

Has Follow-up Work?

Quick PM?

http://mtassets/maximo/ui/?event=loadapp&value=plustwo&uniqueid=5281441&uisessionid=137433781...

7/20/2013
# MOW MONTHLY MANILINE SWITCH INSPECTION AREA #1 RA - OM

<table>
<thead>
<tr>
<th>Track</th>
<th>Switch I.D.</th>
<th>Location</th>
<th>Inspection Date</th>
<th>Tie Condition</th>
<th>Switch Pts L/R</th>
<th>Closure S/C</th>
<th>Frog</th>
<th>Stock Rail</th>
<th>Plates</th>
<th>Lags/Clips</th>
<th>Standard Joints</th>
<th>Insulated Joints</th>
<th>Welds</th>
<th>Ballast</th>
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<tr>
<td>RA TO OM</td>
<td>CM#</td>
<td>Date</td>
<td>R/Y/S</td>
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</table>

**COMMENTS:**
- OC 5A: Frog has 4 loose bolts
- RA 1B: 2 heel block bolts apr 12" need replaced/tightened.
- RA 3B: North heel block bolt loose and missing nut.

**WORK ORDER #** 1155658

Inspectors: M Alchin, S Sell

Supervisor: [Signature]
Switch Inspection Report / Semi-Annual

Date: 7/7/2013

Location: PO
Switch I.D. #: 7B
Facing: X Trailing

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

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

Stock Rail
13 Bend
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 Rodes
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 Cipsure 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
*WWEM Mod. 09-15-08*
### Frog Inspection Report / Semi-Annual

**Mainline**

<table>
<thead>
<tr>
<th>Date:</th>
<th>7/7/2013</th>
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<td><strong>WO #</strong></td>
<td>1128874</td>
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**Inspection Crew:** M Alchin-A Jefferson-A Perkins-R Dennis

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<tr>
<th><strong>1 Location</strong></th>
<th><strong>2 Switch I.D.</strong></th>
<th><strong>3 Facing</strong></th>
<th><strong>44 Frog Tread</strong></th>
<th><strong>45 Frog #</strong></th>
<th><strong>46 Frog Point Condition</strong></th>
<th><strong>47 Condition of Frog</strong></th>
<th><strong>48 Surface of Frog</strong></th>
<th><strong>49 Throat in Inches</strong></th>
<th><strong>50 Flangeway Depth</strong></th>
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<tbody>
<tr>
<td></td>
<td>7B</td>
<td>X</td>
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**Flangeway Depth must not be less than 1 1/2"**

**Gage**

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<th><strong>51 Main Track</strong></th>
<th><strong>52 Turnout Track</strong></th>
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<tr>
<td>Gage must not be less than 56&quot; any Class</td>
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**Guard Rails**

<table>
<thead>
<tr>
<th><strong>53 Guard Rail Gage</strong></th>
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<tbody>
<tr>
<td>Guard Rail Gage must be less than 54 3/8&quot;</td>
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<table>
<thead>
<tr>
<th><strong>54 Back to Back</strong></th>
<th><strong>55 Location of Guard Rail (Relation to Point)</strong></th>
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<tr>
<td>Back to Back must be less than 53 1/8&quot;</td>
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**Guard Rail Clamps**

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### Turnout Ties

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### Tie Plates

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<th><strong>60 Lead</strong></th>
<th><strong>61 Guard Rail Flangeway</strong></th>
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<tbody>
<tr>
<td>S Y R</td>
<td>Guard Rail Flangeway can not be less 1 1/2&quot;</td>
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<th><strong>62 Guard Rail Plates</strong></th>
<th><strong>63 Frog Plates</strong></th>
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<td>S Y R</td>
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### Bolts

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<tr>
<th><strong>64 Loose</strong></th>
<th><strong>65 Missing</strong></th>
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<td>N/A</td>
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### Rivets (Huck)

<table>
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<tr>
<th><strong>66 Loose</strong></th>
<th><strong>67 Missing</strong></th>
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<table>
<thead>
<tr>
<th><strong>68 Nuts Missing</strong></th>
<th><strong>69 Cotter Pins Missing</strong></th>
<th><strong>70 Washers</strong></th>
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<tbody>
<tr>
<td>N/A</td>
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<td>OK Broken Missing</td>
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### 71 Hold Down Devices

<table>
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<tr>
<th><strong>72 Spring Housing</strong></th>
<th><strong>73 Derails</strong></th>
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### 74 Maximum difference in any 31' in Cross Level on the siding from the Frog Point to 50' beyond last long tie

<table>
<thead>
<tr>
<th><strong>75 Condition of Line thru entire turnout</strong></th>
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**Remarks on page 3**
Switch: PO 78

WO #: 1128874

Date: 7/7/2013

Switch Point only out of service

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)

<table>
<thead>
<tr>
<th>Work Order</th>
<th>Plan</th>
<th>Actuals</th>
<th>Related Records</th>
<th>Safety Plan</th>
<th>Log</th>
<th>Failure Reporting</th>
<th>Specifications</th>
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### Asset Details

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

### Costs

- **Total Planned Cost:** 0.00
- **Total Actual Cost:** 0.00
- **Repair Limit Amount:** 0.00
- **Current Asset Value:** 0.00
- **GL Account:**
- **Accepts Charges:**
- **Charge to Store:**

### Scheduling Information

- **Scheduled Start:**
- **Target Start:** 06/30/15 12:00:00 AM
- **Actual Start:** 06/30/15 04:32:16 PM
- **Scheduled Finish:**
- **Target Finish:** 06/30/15 04:32:16 PM
- **Actual Finish:**
- **Time Remaining:**
- **Duration:**
- **Interruptible:**
- **Predecessors:**

### Work Details

- **Job Plan:** 2666
- **Component:** 56974
- **Position:**
- **Reason for Repair:**
- **Work Accomplished:**
- **Part Failure:**
- **Warranty:** N
- **Reference ID:**
- **Telematics Code:**
- **Telematics Transaction:**

### Primary Meter

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

### Responsibility

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

---

[http link]
### Switch Inspection Report / Semi-Annual

**Mainline**

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<th>Description</th>
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**Rail Points**

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<td>5</td>
<td>Point Condition</td>
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<td>N R</td>
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<td>8</td>
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<td>General Condition of the Points</td>
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<td></td>
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**Gage**

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<td>Heel of Switch</td>
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<td>11</td>
<td>Gage ahead of Bend</td>
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<td>Must not be less than 56 inches or more than 57 inches for &quot;S&quot;</td>
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<td>12</td>
<td>Heel Spread in Inches</td>
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<tr>
<td></td>
<td>a) Turnout</td>
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<tr>
<td></td>
<td>a) Main</td>
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**Stock Rail**

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<td>Condition</td>
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**Bolts**

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<td>15</td>
<td>Loose</td>
<td>N/A</td>
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<tr>
<td>16</td>
<td>Missing</td>
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**Rivets (Huck Bolts)**

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<td>17</td>
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<tr>
<td>18</td>
<td>Missing</td>
<td>N/A</td>
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<tr>
<td>19</td>
<td>Cotter Pins missing</td>
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<td>20</td>
<td>Jam Nuts Loose</td>
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<td>21</td>
<td>Washers</td>
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**Switch Rods**

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<td>26</td>
<td>Front Rod</td>
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<td>27</td>
<td>#1 Rod (Basket Rod)</td>
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<td>28</td>
<td>#2 Rod</td>
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<td>#4 Rod</td>
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<td>31</td>
<td>Closure Rail</td>
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<td>32</td>
<td>Surface of Switch</td>
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**Remarks on Page 3**

- 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
- Switch Adjustments
- Lubrication
- Switch Target / Lamps
- Latches
- Locks

**General Condition**

- S Y R

**Insulated Joints**

- S Y R
Frog Inspection Report / Semi-Annual

Mainline 1 2 Yard

Date: 7/7/2013 Inspection Crew: M. Alchin-A Jefferson-A Perkins-R Dennis

1 Location PO
2 Switch I.D. # 3B
3 Facing Trailing X
44 Frog Tread N S Y R
R S Y R
45 Frog # 8
46 Frog Point Condition S Y R
47 Condition of Frog S Y R
48 Surface of Frog S Y R
49 Throat in Inches 3 1/2
50 Flangeway Depth 2

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

Gage
51 Main Track 5 1/2
52 Turnout Track

Gage must not be less than 56" any Class

Guard Rails
53 Guard Rail Gage N 5 1/2 R

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

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

Guard Rail Clamps
56 Main Track S Y R
57 Turnout Track S Y R

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

Remarks on page 3

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

Guard Rail Flangeway
61 Guard Rail Flangeway S Y R N 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 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
Switch PO 38

WO # 1119956

Date 7/7/2013

Switch bust Chipped and tilted
Switch out of service

Frog out of service

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

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

S All items inspected are in compliance

Y Attention needed

R Immediate attention required or Out of Service

Reviewed by:
## Work Order Tracking (Tr)

### Work Order Details

- **Work Order Number**: 11166926
- **Classification**: MTA-METRO
- **Description**: MTA - METRO
- **Asset**: 1247350
- **Alias**: PO3A
- **Location**: 230WSNPO3A
- **Work Location**: Chain Markers West, PO Interlock, MTA
- **Work Type**: PM
- **Status**: INPRG
- **Status Date**: 07/03/13 05:30:26 PM
- **Reported By**: MTA472
- **Reported Date**: 06/24/13 12:29:33 AM
- **On Behalf Of**: MTA472

### Asset Details

- **Year**
- **Manufacturer**
- **Model**
- **Serial #**

### Multiple Assets, Locations, and Clusters

### Work Details

- **Job Plan**: 2986
- **Component**: PM 50073
- **Position**
- **Reason for Repair**
- **Work Accomplished**
- **Part Failure**
- **Warranty?**: N
- **Reference ID**
- **Telematics Code**
- **Telematics Transaction**

### Scheduling Information

- **Scheduled Start**: 06/30/13 12:00:00 AM
- **Target Start**: 07/03/13 05:30:26 PM
- **Actual Start**
- **Scheduled Finish**
- **Target Finish**: 06/30/13 04:00:00 AM
- **Actual Finish**
- **Time Remaining**
- **Duration**
- **Interruptible?**
- **Predecessors**

### Responsibility

- **Supervisor**: GALL3
- **Lead**: DAY
- **Crew**

### Costs

- **Total Planned Cost**: 0.00
- **Total Actual Cost**: 0.00
- **Repair Limit Amount**
- **Current Asset Value**: 0.00
- **GL Account**
- **Accepts Charges?**: ✓
- **Charge to Store?**

### Other Information

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

---

http://mtassets/maximo/ui/?event=loadapp&value=plustwo&uisessionid=1373129413476
Switch Inspection Report / Semi-Annual

Date: 7/7/2013

Inspection Crew: M Alchin-A Jefferson-A Perkins-R Dennis

Mainline 1 2 Yard

WO # 1119986

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

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

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

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

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

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

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

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

BW/VIEM Mod. 09-15-08
**Frog** Inspection Report / Semi-Annual

**Mainline** 1 2

**YOard**

**Date:** 7/7/2013 **Inspection Crew:**

**WO #** 1119986

M Alchin-A Jefferson-A Perkins-R Dennis

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**Frog Point Condition**

**Gage**

51 Main Track

52 Turnout Track

Gage must not be less than 56" any Class

**Guard Rails**

53 Guard Rail Gage

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

54 Back to Back

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

**Condition**

55 Location of Guard Rail (Relation to Point)

**Guard Rail Clamps**

56 Main Track

57 Turnout Track

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

More than 57 1/2" Out of Service

Class 3 Gage 56" to 57"

More than 57" to 57 1/4" downgrade to Class 2 and gets a Y

**Turnout Ties**

58 Condition

59 Rail Movement

**Tie Plates**

60 Lead

61 Guard Rail Flangeway

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

62 Guard Rail Plates

63 Frog Plates

**Bolts**

64 Loose

65 Missing

**Rivets (Huck)**

66 Loose

67 Missing

68 Nuts Missing

69 Cotter Pins Missing

70 Washers

**Hold Down Devices**

71 Spring Housing

72 Derails

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

74 Condition of Line thru entire turnout

Remarks on page 3
Switch OUT OF SURFACE

Stock Rail Rail Bent

Nail Bolt Bolt Not nut and washer Missing

TSF Pomper 5th Cons. 19

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

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

S All items inspected are in compliance

Y Attention needed

R Immediate attention required or Out of Service

Reviewed by:
Work Order Tracking (Tr)

Find:  Select Action

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<th>Actuals</th>
<th>Related Records</th>
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Asset Details

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

Costs

Total Planned Cost: 0.00
Total Actual Cost: 0.00
Repair Limit Amount: 0.00
Current Asset Value:
GL Account: 105-0000-047
Accepts Charges:
Charge to Store:

Scheduling Information

Scheduled Start:
Target Start: 08/30/13 12:00:00 AM
Actual Start: 07/03/13 05:30:00 PM
Scheduled Finish:
Target Finish:
Actual Finish:
Time Remaining:
Duration: 4:00
Interruptible?
Predecessors:

Last Reading
Last Reading Date:
Primary Reading Entered?
Life To Date:

Responsibility

Supervisor:
Lead: GHALL3
Crew: DAY

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7/6/2013
Switch Inspection Report / Semi-Annual

Date: 7/7/2013

Mainline 1 2 Yard

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

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

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

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

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

Bolts
15 Loose \checkmark N/A
16 Missing \checkmark N/A

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

Remarks on Page 3

"BW/WIEM Mod. 09-15-09"
Frog Inspection Report / Semi-Annual

Mainline 1 2 Yard __________ WO # 1119982

Date: 7/7/2013 Inspection Crew: M Alchin-A Jefferson-A Perkins-R Dennis

1 Location PO
2 Switch I.D. # 18
3 Facing X Trailing
44 Frog Tread N S Y R
   R S Y R
45 Frog # 9
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 Y
50 Flangeway Depth Flangeway Depth must not be less than 1 1/2"

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

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

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

Guard Rail Clamps
56 Main Track S Y R
57 Turnout Track S Y R

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

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

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

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: PO 1B  
WO #: 1119982  
Date: 7/14/2013

Switch Mud Condition  
Switch out of service  
Stock rail work  
Tandem pumping and 25  
Pro points removed needed welding,  
Pro winch riser needs welding  
Pro's out of service

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:** Operating
- **Multiple Assets, Locations and Cis:** Filter

**Work Details**

- **Job Plan:** 2686
- **Component:** PM
- **Position:**
- **Reason for Repair:**
- **Work Accomplished:**
- **Part Failure:**
- **Warranty:** N
- **Reference ID:**
- **Telematics Code:**
- **Telematics Transaction:**
- **Primary Meter:**
  - **New Reading:**
  - **New Reading Date:**
  - **Meter:**

**Scheduling Information**

- **Scheduled Start:**
- **Target Start:**
  - **06/30/13 12:00:00 AM**
- **Actual Start:**
  - **07/03/13 05:29:41 PM**
- **Scheduled Finish:**
- **Target Finish:**
  - **06/30/13 04:00:00 AM**
- **Actual Finish:**
- **Time Remaining:**
- **Duration:** 4:00
- **Interruptible?**
- **Predecessors:**

**Responsibility**

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

**Service Group**

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

---

http://mtassets/maximo/ui/?event=loadapp&value=plustwo&uisessionid=1373129413476

7/6/2013
Switch Inspection Report / Semi-Annual

<table>
<thead>
<tr>
<th>Mainline</th>
<th>1</th>
<th>2</th>
<th>Yard</th>
<th>WO#</th>
<th>1116978</th>
</tr>
</thead>
</table>

Date: 7/7/2013
Inspection Crew: M Alchin-A Jefferson-A Perkins-R Dennis

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

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

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

Stock Rail
13 Bend Y R
14 Condition Y R

Bolts
15 Loose ✓ N/A
16 Missing ✓ N/A

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

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

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

33 Head Block ties Y R
34 Switch Adjustments Yes, No

35 Lubrication OK Dry
36 Switch Target / Lamps OK Missing N/A

37 Latches
   OK Broken Missing
38 Locks
   OK Broken Missing
39 General Condition Y R

40 Insulated Joints Y R

Remarks on Page 3

*BW/WM Mod. 09-15-08*
Frog Inspection Report / Semi-Annual

Mainline 1 2 Yard

Date: 7/7/2013 Inspection Crew: M Alchin-A Jefferson-A Perkins-R Dennis

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

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

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

Guard Rail Clamps
56 Main Track S Y R
57 Turnout Track S Y R

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

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

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

75 Condition of Line thru entire turnout S Y R

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

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

S All items inspected are in compliance

Y Attention needed

R Immediate attention required or Out of Service

Reviewed by:
### Work Order Tracking (Tr)

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<th>List</th>
<th>Work Order</th>
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### Responsibility

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### Other Information

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<td>1 Location</td>
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<td>3 Facing</td>
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<td>5 Point Condition</td>
<td>S/Y/R</td>
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<td>6 Point Throw, nothing less than 4 3/4 inches</td>
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<td>7 Point Opening</td>
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<td>8 Fit</td>
<td>S/Y/R</td>
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<td>9 General Condition of the Points</td>
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<td>a) Main</td>
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<td>b) Turnout</td>
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<td>11 Gage ahead of Bend</td>
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<td>Must not be less than 56 inches or more than 57 inches for &quot;S&quot;</td>
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<td>20 Jam Nuts Loose</td>
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<td>21 Washers</td>
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<td>22 Standard Joints</td>
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<td>23 Switch Plates</td>
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<td>28 #2 Rod</td>
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<td>29 #3 Rod</td>
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<td>30 #4 Rod</td>
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<td>31 Closure Rail</td>
<td>S/Y/R</td>
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<td>32 Surface of Switch</td>
<td>S/Y/R</td>
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<td>Using a 62' cord</td>
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<td>S= Up to 1&quot; Max allowed Speed</td>
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<tr>
<td>Y= 1&quot; to 1 1/2&quot; 40 MPH</td>
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<td>R= 1 1/2&quot; to 1 3/4&quot; 12 MPH</td>
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<td>Greater than 1 3/4&quot; = Out of Service</td>
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<td>33 Head Block ties</td>
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<td>34 Switch Adjustments</td>
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<td>35 Lubrication</td>
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<td>38 Locks</td>
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<td>40 Insulated Joints</td>
<td>S/Y/R</td>
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Remarks on Page 3

*BW/WEM Mod. 09-15-08*
Mainline 1 2 Yard __________________________

Date: 7/7/2013 Inspection Crew: M Alchin-A Jefferson-A Perkins-R Dennis

1 Location PO
2 Switch I.D. # 5B
3 Facing Trailng X
44 Frog Tread N SY R R SY R
45 Frog #
46 Frog Point Condition SYR
47 Condition of Frog SYR
48 Surface of Frog SYR

49 Throat in inches
50 Flangeway Depth

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

Gage
51 Main Track
52 Turnout Track

Gage must not be less than 56" any Class

Guard Rails
53 Guard Rail Gage N SY R

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

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

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

<table>
<thead>
<tr>
<th>Turnout Ties</th>
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<tr>
<td>58 Condition S Y R</td>
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<tr>
<td>59 Rail Movement S Y R</td>
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<table>
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<tr>
<th>Tie Plates</th>
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<tbody>
<tr>
<td>60 Lead S Y R</td>
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<tr>
<td>61 Guard Rail Flangeway S Y R N 3/16 R 1-1/8</td>
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<tr>
<td>Guard Rail Flangeway can not be less 1 1/2&quot;</td>
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<tr>
<td>62 Guard Rail Plates S Y R</td>
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<tr>
<td>63 Frog Plates S Y R</td>
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<table>
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<tr>
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<tr>
<td>64 Loose</td>
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<td>65 Missing</td>
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<table>
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<tr>
<th>Rivets (Huck)</th>
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<td>66 Loose</td>
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<td>68 Nuts Missing</td>
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<td>70 Washers OK Broken Missing</td>
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<td>71 Hold Down Devices S Y R N/A</td>
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<td>72 Spring Housing S Y R N/A</td>
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<td>73 Derails S Y R N/A</td>
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| 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 |
Switch PO 5B

WO # 1129261

Date 7/7/2013

Switch Point Rail Burnt
Stock Rail Above Rail Burnt
Coover Brace Planks Out of Service

Ties Out of Service
Ties Pumping

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
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- **Status:** OPERATING
- **Manufacturer:**
- **Model:**
- **Serial #:**
- **Costs:**
  - Total Planned Cost: 0.00
  - Total Actual Cost: 0.00
  - Repair Limit Amount: 0.00
  - Current Asset Value: 0.00
  - GL Account: 06-P-XXX-047
- **Accepts Charges?:**
- **Charge to Store?:**

### Work Details
- **Job Plan:** 990089
- **Component:**
- **Position:**
- **Reason for Repair:**
- **Work Accomplished:**
- **Part Failure:**
- **Warranty?:** N
- **Reference ID:**
- **Telematics Code:**
- **Telematics Transaction:**
- **Scheduling Information:**
  - Scheduled Start: 07/09/13 12:00:00 AM
  - Target Start: 07/14/13 12:00:00 AM
  - Actual Start: 07/12/13 08:57:48 AM
  - Scheduled Finish: 07/09/13 12:00:00 AM
  - Target Finish: 07/14/13 04:00:00 AM
  - Actual Finish: 07/12/13 08:57:48 AM
  - Time Remaining: 4:00
  - Duration: 4:00
  - Interruptible?:
  - Predecessors:

### Primary Meter
- **New Reading:**
- **New Reading Date:**
- **Meter:**

### Responsibility
- **Supervisor:**
- **Lead:** GHALL3
- **Crew:** DAY

### Service Group
- **Vendor:**
- **Service:**

---

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7/12/2013
Switch Inspection Report / Semi-Annual

Mainline 1 2 Yard

Date: 7/12/2013 Inspection Crew M Alchin A Jefferson R Dennis

WO # 1143700

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

Rail Points
4 Point to Point 51 1/2
5 Point Condition Y R
6 Point Throw, nothing less than 4 3/4 inches
N 4 3/8 R O/A
7 Point Opening
N 4 37/64 R O/A
8 Fit Y R
9 General Condition of the Points Y R

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

Stock Rail
13 Bend Y R
14 Condition Y R

Bolts
15 Loose N/A
16 Missing N/A

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

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

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

Mainline 1 2 Yard

Date: 7/12/2013 Inspection Crew: M Alchin A Jefferson R Dennis

WO # 1143700

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

Gage

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

Guard Rails

53 Guard Rail Gage N 54 3/8"
Guard Rail Gage must be less than 54 3/8".
54 Back to Back N 54 3/8"
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 2 1/2 R
Guard Rail Flangeway can not 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 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 OC 1A
WO # 1143700
Date 7/12/2013

Chipped in closer rail
Two pumpers (6) held back
Three metal tie reinstallation (15) determination
Test 10.0' Head and track test.

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

### Work Order Details
- **Work Order Number**: 1143708
- **Classification**: MTA MOW
- **Asset**: MOW SWITCH GC3A CHAIN MARKER
- **Location**: Chain Markers West, Old Court Interlock, ME
- **Work Type**: PM
- **Status**: INPRG
- **Status Date**: 07/12/13 08:59:43 AM
- **Reported By**: MTACRON
- **Reported Date**: 07/08/13 12:30:16 AM
- **On Behalf Of**:

### Asset Details
- **Manufacturer**: FLEET
- **Model**: Fleet Assets
- **Serial #**: OPERATING
- **Asset Condition**: Operating

### Costs
- **Total Planned Cost**: 0.00
- **Total Actual Cost**: 0.00
- **Repair Limit Amount**: 0.00
- **Current Asset Value**: 0.00
- **GL Account**: 005-34864-047
- **Accepts Charges?**: Yes
- **Charge to Store**: No

### Work Details
- **Job Plan**: 2666
- **Component**: PM
- **Position**: 0069
- **Reason for Repair**: 0069
- **Work Accomplished**: 0069
- **Part Failure**: 0069
- **Warranty**: No
- **Reference ID**: 0069
- **Telematics Code**: 0069
- **Telematics Transaction**: 0069

### Scheduling Information
- **Scheduled Start**: 07/12/13 08:59:43 AM
- **Target Start**: 07/14/13 12:00:00 AM
- **Actual Start**: 07/12/13 08:59:43 AM
- **Scheduled Finish**: 07/14/13 04:00:00 AM
- **Target Finish**: 07/14/13 04:00:00 AM
- **Actual Finish**: 07/14/13 04:00:00 AM
- **Time Remaining**: 4:00
- **Duration**: 4:00
- **Interruptible**: Yes
- **Predecessors**: Yes

### Last Reading
- **Last Reading**: 0069
- **Last Reading Date**: 0069
- **Primary Reading Entered?**: Yes
- **Life To Date**: 0069

### Responsibility
- **Supervisor**: GHALL3
- **Lead**: GHALL3
- **Crew**: GHALL3

### Attachments
- **Site**: MTA MOW
- **Failure Class**: MTA MOW
- **Problem Code**: MTA MOW
- **Priority**: MTA MOW
- **Asset/Location Priority**: MTA MOW
- **Is Task?**: Yes
- **Parent WO**: MTA MOW
- **Warranty Situation Present?**: No
- **Maintenance Alert**: No
- **Repair Order?**: No
- **Has Follow-up Work?**: No
- **Quick PM?**: No

---

http://mtassets/maximo/ui/?event=loadapp&value=plustwo&uiSessionId=1373629206077

7/12/2013
**Switch Inspection Report / Semi-Annual**

**WO # 1143708**

<table>
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<tr>
<th>Mainline</th>
<th>1</th>
<th>2</th>
<th>Yard</th>
<th>Inspection Crew</th>
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<tbody>
<tr>
<td>Date:</td>
<td>7/12/2013</td>
<td></td>
<td></td>
<td>M Alchin A Jefferson R Dennis</td>
</tr>
</tbody>
</table>

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

**Rail Points**

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

**Gage**

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

**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

**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

**Surface of Switch**

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
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/WEEM Mod. 09-15-08
1 Location  OC
2 Switch I.D. #  3A
3 Facing  Trailing
44 Frog Tread  N  SYR  SYR
46 Frog #
47 Condition of Frog  SYR
48 Surface of Frog  SYR
49 Throat in Inches  33/4
50 Flangeway Depth  Flangeway Depth must not be less than 1 1/2"

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

Guard Rails
53 Guard Rail Gage  N  SYR
Guard Rail Gage must be less than 54 3/8"
54 Back to Back  N  SYR
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
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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<tr>
<th>List</th>
<th>Work Order</th>
<th>Plans</th>
<th>Actuals</th>
<th>Related Records</th>
<th>Safety Plan</th>
<th>Log</th>
<th>Failure Reporting</th>
<th>Specifications</th>
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**Asset Details**
- **Year**: 
- **Manufacturer**: 
- **Model**: 
- **Serial #**: 
- **Type**: FLEET
- **Status**: OPERATING
- **Condition**: Operating

**Multiple Assets, Locations and Cls**
- **Filter**: 
- **Total Planned Cost**: 0.00
- **Total Actual Cost**: 0.00
- **Repair Limit Amount**: 
- **Current Asset Value**: 0.00
- **GL Account**: 406-######-047
- **Accepts Charges?**: 
- **Charge to Store**: 

**Work Details**
- **Job Plan**: 2668
- **Component**: 00070
- **Reason for Repair**: 
- **Work Accomplished**: 
- **Part Failure**: 
- **Warranty?**: N
- **Reference ID**: 
- **Telematics Code**: 
- **Telematics Transaction**: 

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

**Responsibility**
- **Supervisor**: GHALL3
- **Lead**: 
- **Crew**: DAY

**Scheduling Information**
- **Scheduled Start**: 
- **Target Start**: 07/14/13 12:00:00 AM
- **Actual Start**: 
- **Scheduled Finish**: 07/12/13 09:20:28 AM
- **Target Finish**: 
- **Actual Finish**: 
- **Time Remaining**: 
- **Duration**: 4:00
- **Interruptible?**: 
- **Predecessors**: 

**Last Reading**
- **Last Reading Date**: 
- **Primary Reading Entered?**: 

**Life To Date**
- **Service Group**: 
- **Work Group**: MTA472
- **Vendor**: 
- **Service**: 

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7/12/2013
**Switch Inspection Report / Semi-Annual**

**WO #** 1143712

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<th>Mainline</th>
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<th>Yard</th>
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<td>7/12/2013</td>
<td></td>
<td></td>
<td>M Alchin A Jefferson R Dennis</td>
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**Rail Points**

<table>
<thead>
<tr>
<th>4 Point to Point</th>
<th>51 3/8</th>
</tr>
</thead>
<tbody>
<tr>
<td>5 Point Condition</td>
<td>S Y R</td>
</tr>
<tr>
<td>6 Point Throw, nothing less than 4 3/4 inches</td>
<td>N 2 8 R</td>
</tr>
<tr>
<td>7 Point Opening</td>
<td>N S R</td>
</tr>
<tr>
<td>8 Fit</td>
<td>S Y R</td>
</tr>
<tr>
<td>9 General Condition of the Points</td>
<td>S Y R</td>
</tr>
</tbody>
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**Gage**

<table>
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<tr>
<th>10 Heel of Switch</th>
</tr>
</thead>
<tbody>
<tr>
<td>a) Main</td>
</tr>
<tr>
<td>a) Turnout 56/8</td>
</tr>
<tr>
<td>11 Gage ahead of Bend 56/8</td>
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**Stock Rail**

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

**Bolts**

<table>
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<tr>
<th>15 Loose</th>
<th>16 Missing</th>
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<tbody>
<tr>
<td>V N/A</td>
<td>V N/A</td>
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**Rivets (Huck Bolts)**

<table>
<thead>
<tr>
<th>17 Loose</th>
<th>18 Missing</th>
</tr>
</thead>
<tbody>
<tr>
<td>N/A</td>
<td>N/A</td>
</tr>
</tbody>
</table>

**Remarks on Page 3**

- 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)

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

**WO #** 1143712

**Mainline** 1 2  
**Yard** 

**Date:** 7/12/2013  **Inspection Crew:** M Alchin A Jefferson R Dennis

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

**Gage**

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

**Guard Rails**

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

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

**Guard Rail Clamps**

- 56 Main Track  
- 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 Rail Flangeway cannot 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
(2) Close Switch Face Pintes
Out of Sec Age

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:
<table>
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<th>Work Order Tracking (Tr)</th>
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<td>Reported Date</td>
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<td>On Behalf Of</td>
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</tbody>
</table>

**Asset Details**

- **Year**: [Field]
- **Manufacturer**: [Field]
- **Model**: [Field]
- **Serial #**: [Field]
- **Type**: FLEET
- **Status**: OPERATING

**Costs**

- **Total Planned Cost**: 0.00
- **Total Actual Cost**: 0.00
- **Repair Limit Amount**: 0.00
- **Current Asset Value**: 0.00
- **GL Account**: [Field]

**Multiple Assets, Locations and CIs**

**Work Details**

- **Job Plan**: 2666
- **Component**: 50008
- **Position**: [Field]
- **Reason for Repair**: [Field]
- **Work Accomplished**: [Field]
- **Part Failure**: [Field]
- **Warranty?**: N
- **Reference ID**: [Field]
- **Telematics Code**: [Field]
- **Telematics Transaction**: [Field]

**Primary Meter**

- **New Reading**: [Field]
- **New Reading Date**: [Field]

**Responsibility**

- **Supervisor**: GHALL3
- **Lead**: [Field]
- **Crew**: DAY

**Scheduling Information**

- **Scheduled Start**: 07/14/13 12:00:00 AM
- **Actual Start**: 07/12/13 08:59:14 AM
- **Scheduled Finish**: 07/14/13 04:00:00 AM
- **Target Finish**: [Field]
- **Actual Finish**: [Field]
- **Time Remaining**: [Field]
- **Duration**: 4:00
- **Interruption?**: [Field]
- **Predecessors**: [Field]

**Last Reading**

- **Last Reading Date**: [Field]
- **Primary Reading Entered?**: [Field]
- **Life To Date**: [Field]

**Attachments**

- **Site**: METRO
- **Failure Class**: [Field]
- **Problem Code**: [Field]
- **Priority**: 1
- **Asset/Location Priority**: [Field]
- **Is Task?**: [Field]
- **Parent WO**: [Field]
- **Warranty Situation Present?**: N
- **Maintenance Alert?**: [Field]
- **Repair Order?**: [Field]
- **Has Follow-up Work?**: [Field]
- **Quick PM?**: [Field]

**Other**

- **Service Group**: [Field]
- **Work Group**: MTA472
- **Vendor**: [Field]
- **Service**: [Field]

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7/12/2013
Switch Inspection Report / Semi-Annual

Mainline | 1 | 2 | Yard
---|---|---|---
Date: | 7/12/2013 | | 
Inspection Crew | | M Alchin A Jefferson R Dennis

| Location | OC |
| Switch I.D. # | 1B |
| Facing | Trailing |

**Rail Points**

4 Point to Point _

5 Point Condition

S Y R

6 Point Throw, _nothing less than 4 3/4 inches_

N_________ R

7 Point Opening

N_________ R

8 Fit

(S) Y R

9 General Condition of the Points

(S) Y R

**Gage**

10 Heel of Switch

a) Main

b) Turnout

11 Gage ahead of Bend

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

12 Heel Spread in Inches

a) Turnout

b) Main

**Stock Rail**

13 Bend

(S) Y R

14 Condition

(S) Y R

**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 Y Broken Y Missing Y

**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 Y No

35 Lubrication

OK Y Dry

36 Switch Target / Lamps

OK Y Missing Y N/A

37 Latches

OK Y Broken Y Missing Y

38 Locks

OK Y Broken Y Missing Y

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

Date: 7/12/2013  Inspection Crew: M Alchin A Jefferson R Dennis

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

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

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

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

Guard Rail Clamps
56 Main Track
        S Y R
57 Turnout Track
        S Y R

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

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
   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
Switch OC 18 WO # 1143704 Date 7/12/2013

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 / Annual

### Mainline 1 2 Yard OM

**Date:** 7/16/2013  
**Inspection Crew:** M Alchin S Sell  
**WO #** 1150930

| 1 Location | OM  |
| 2 Switch I.D. # | 9B  |
| 3 Facing | ✔ Trailing |

### Rail Points

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

### Gage

| 10 Heel of Switch  
| a) Main | 56 9/8 |
| a) Turnout | 56 5/8 |
| 11 Gage ahead of Bend | 5/7 |

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

| 12 Heel Spread in Inches  
| a) Turnout | 6 3/16 |
| a) Main | 6 7/8 |

### Stock Rail

| 13 Bend | ✈ Y R |
| 14 Condition | ✈ Y R |

### Bolts

| 15 Loose | ✔ N/A |
| 16 Missing | ✔ N/A |

### Rivets (Huck Bolts)

| 17 Loose | ✔ N/A |
| 18 Missing | N/A |
| 19 Cotter Pins missing | N/A |
| 20 Jam Nuts Loose | N/A |
| 21 Washers | ✓ Broken ✔ Missing |

### Switch Rods

| 26 Front Rod | ✈ Y R N/A |
| 27 #1 Rod (Basket Rod) | ✈ Y R N/A |
| 28 #2 Rod | ✈ Y R N/A |
| 29 #3 Rod | S Y R N/A |
| 30 #4 Rod | S Y R N/A |
| 31 Closure Rail | ✈ Y R N/A |

### Surface of Switch

| ✈ Y R N/A |

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

| 33 Head Block ties | ✈ Y R |
| 34 Switch Adjustments | Yes, No |
| 35 Lubrication | ✓ Dry |
| 36 Switch Target / Lamps | OK, Missing N/A |
| 37 Latches | ✓ Broken, Missing |
| 38 Locks | ✓ Broken, Missing |
| 39 General Condition | ✈ Y R |
| 40 Insulated Joints | ✈ Y R |

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

Date: 7/16/2013

Inspection Crew: M Alchin S Sell

WO # 1150930

Mainline 1 2 Yard OM

1 Location OM
2 Switch ID # 9B
3 Facing Trailing
44 Frog Tread N 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 3/8
50 Flangeway Depth 2
Flangeway Depth must not be less than 1 1/2"

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

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

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
Guard Ral Flangeway cannot 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
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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### Asset Details

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

### Multiple Assets, Locations and CIs

- **Job Plan**: 2598
- **Component**: 50052
- **Reason for Repair**: 
- **Work Accomplished**: 
- **Part Failure**: 
- **Warranty?**: N
- **Reference ID**: 
- **Telematics Code**: 
- **Telematics Transaction**: 

### Scheduling Information

- **Scheduled Start**: 07/21/13 12:00:00 AM
- **Target Start**: 07/16/13 07:00:00 AM
- **Scheduled Finish**: 07/21/13 04:00:00 AM
- **Target Finish**: 07/16/13 06:00:00 AM
- **Actual Finish**: 
- **Time Remaining**: 4:00
- **Duration**: 
- **Interruptible?**: 
- **Predecessors**: 

### Primary Meter

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

### Responsibility

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

---

http://ntassets/maximo/ui/?event=loadapp&value=plustwo&usessionid=1374242421488

7/19/2013
Switch Inspection Report / Annual

WO # 1150958

Mainline 1 2 Yard OM

Date: 7/16/2013 Inspection Crew M Alchin S Sell

1 Location OM
2 Switch I.D. # 7B \(\sqrt{9A}\)
3 Facing \(\sqrt{\text{Trailing}}\)

Rail Points
4 Point to Point 52"
5 Point Condition \(\text{S } \text{Y } \text{R}\)
6 Point Throw, nothing less than 4 3/4 inches \(\text{N } \sqrt{3/8} \text{ R}\)
7 Point Opening \(\text{N } \sqrt{3/8} \text{ R}\)
8 Fit \(\text{S } \text{Y } \text{R}\)
9 General Condition of the Points \(\text{S } \text{Y } \text{R}\)

Gage
10 Heel of Switch
a) Main 51\(\frac{1}{4}\)
   a) Turnout 51\(\frac{3}{8}\)
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 6\(\frac{3}{16}\)
   a) Main 6\(\frac{1}{8}\)

Stock Rail
13 Bend \(\text{S } \text{Y } \text{R}\)
14 Condition \(\text{S } \text{Y } \text{R}\)

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 ✓

Remarks on Page 3

JBW/WEM Mod. 09-15-08

22 Standard Joints \(\text{S } \text{Y } \text{R } \text{N/A}\)
23 Switch Plates \(\text{S } \text{Y } \text{R } \text{N/A}\)
24 Adjustable Braces \(\text{S } \text{Y } \text{R } \text{N/A}\)
25 Non-Adjustable Braces \(\text{S } \text{Y } \text{R } \text{N/A}\)

Switch Rods
26 Front Rod \(\text{S } \text{Y } \text{R } \text{N/A}\)
27 #1 Rod (Basket Rod) \(\text{S } \text{Y } \text{R } \text{N/A}\)
28 #2 Rod \(\text{S } \text{Y } \text{R } \text{N/A}\)
29 #3 Rod \(\text{S } \text{Y } \text{R } \text{N/A}\)
30 #4 Rod \(\text{S } \text{Y } \text{R } \text{N/A}\)
31 Closure Rail \(\text{S } \text{Y } \text{R } \text{N/A}\)
32 Surface of Switch \(\text{S } \text{Y } \text{R } \text{N/A}\)
   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 \(\text{S } \text{Y } \text{R}\)
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 \(\text{S } \text{Y } \text{R}\)
40 Insulated Joints \(\text{S } \text{Y } \text{R}\)
**Frog Inspection Report / Annual**

**Date:** 7/16/2013  
**Inspection Crew:** M Alchin S Sell

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1 Location: OM  
2 Switch ID #: 7B  
3 Facing: Trailing  
44 Frog Tread: N (Y R)  
45 Frog #:  
46 Frog Point Condition:  
47 Condition of Frog:  
48 Surface of Frog:  
49 Throat in Inches: 2  
50 Flangeway Depth: 1 1/8  
Flangeway Depth must not be less than 1 1/2

**Gage**

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

**Guard Rails**

53 Guard Rail Gage: N (Y R)  
Guard Rail Gage must be less than 54 3/8"  
54 Back to Back: N (54 1/8)  
Back to Back must be less than 53 1/8"

**Turnout Ties**

58 Condition:  
59 Rail Movement:  

**Tie Plates**

60 Lead:  
61 Guard Rail Flangeway:  
Guard Rail Flangeway can not be less 1 1/2"

**BOLTS**

64 Loose:  
65 Missing: N/A

**Rivets (Huck)**

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

**Guard Rail Clamps**

55 Location of Guard Rail (Relation to Point):  

56 Main Track:  
57 Turnout Track:  

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

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

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

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

S All items inspected are in compliance

Y Attention needed

R Immediate attention required or Out of Service

Reviewed by:
### Work Order Tracking

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### Asset Details

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### Costs

| Total Planned Cost | 0.00 |
| Total Actual Cost  | 210.74 |
| Repair Limit Amount | |
| Current Asset Value | 0.00 |
| GL Account | J05-####-047 |
| Acceptance Charges? | ✓ |
| Charge to Store? | |

### Scheduling Information

| Scheduled Start | 07/26/13 07:27:39 AM |
| Target Start | 07/26/13 12:00:00 AM |
| Actual Start | 07/26/13 07:27:39 AM |
| Scheduled Finish | 07/26/13 12:00:00 AM |
| Target Finish | 07/26/13 12:00:00 AM |
| Actual Finish | 07/26/13 12:00:00 AM |
| Time Remaining | 4:00 |
| Duration | |
| Interruption? | |
| Predecessors | |

### Primary Meter

| New Reading | |
| New Reading Date | |
| Meter | |

### Responsibility

| Supervisor | |
| Lead | GHALL3 |
| Crew | DAY |

### Service Group

| Work Group | MTA472 |
| Vendor | |
| Service | |

---

http://mtassets/maximo/ui/?event=loadapp&value=plustwo&uisessionid=1374837090880

7/26/2013
Switch Inspection Report / Semi-Annual

Date: 7/24/2013

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

Rail Points
4 Point to Point 51 3/4
5 Point Condition Y R
6 Point Throw, nothing less than 4 3/4 inches
   N 4 7/16 R
7 Point Opening
   N 4 3/8 R
8 Fit Y R
9 General Condition of the Points Y R

Gage
10 Heel of Switch
   a) Main 5 0 1/16
   a) Turnout 5 6 3/16
11 Gage ahead of Bend 5 6 3/16
   Must not be less than 56 inches or more than 57 inches for "S"
12 Heel Spread in Inches
   a) Turnout 6 9/16
   a) Main 6 3 3/4

Stock Rail
13 Bend Y R
14 Condition Y R

Bolts
15 Loose N/A
16 Missing N/A

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

Remarks on Page 3

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

Date: 7/24/2013

Location: OM
Switch I.D.: 3A
Facing: Trailing
Frog Tread: N S Y R
Frog #: 15
Frog Point Condition: S Y R
Condition of Frog: S Y R
Surface of Frog: S Y R
Throat in Inches: 2 7/8
Flangeway Depth: 2
Flangeway Depth must not be less than 1 1/2"

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

Guard Rails
53 Guard Rail Gage: N 54 3/4 R
Guard Rail Gage must be less than 54 3/8"
54 Back to Back: N 52 3/4 R 52 11/16
Back to Back must be less than 53 1/8"

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

Guard Rail Clamps
56 Main Track: S Y R
57 Turnout Track: S Y R

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

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

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

S All items inspected are in compliance

Y Attention needed

R Immediate attention required or Out of Service

Reviewed by:
### Work Order Tracking (Tr)

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### Asset Details

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

### Multiple Assets, Locations and Classes

| Filter |  |

### Work Details

| Job Plan | 2686 | METRO MOW SEMI-ANNUAL SWITCH INSPI |  |
| Component | 50044 | METRO MOW SEMI-ANNUAL SWITCH INSPI |  |
| Reason for Repair |  |
| Work Accomplished |  |
| Part Failure |  |
| Warranty? | N |  |
| Reference ID |  |
| Telematics Code |  |
| Telematics Transaction |  |

### Primary Meter

| New Reading |  |
| New Reading Date |  |
| Meter |  |

### Scheduling Information

| Scheduled Start |  |
| Target Start |  |
| Actual Start | 07/23/13 09:13:00 AM |  |
| Scheduled Finish |  |
| Target Finish | 07/26/13 04:00:00 AM |  |
| Actual Finish | 07/26/13 03:00:00 PM |  |
| Duration | 4:00 |  |

### Last Reading

| Last Reading Date |  |
| Primary Reading Entered? |  |
| Life To Date |  |

### Service Group

| MTA472 |  |
| Vendor |  |
| Service |  |

---

http://mtassets/maximo/ui/?event=loadapp&value=plustwo&uisessionid=1374837090880

7/26/13
Switch Inspection Report / Semi-Annual

Mainline 1 2 Yard

Date: 7/24/2013 Inspection Crew

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

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

8 Fit SYR
9 General Condition of the Points SYR

Gage
10 Heel of Switch
   a) Main S 3/6 1/4
   a) Turnout S 3/6 1/8
11 Gage ahead of Bend 56 1/8

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

12 Heel Spread in Inches
   a) Turnout S 3/6 1/2
   a) Main S 3/6 1/4

Stock Rail
13 Bend SYR
14 Condition SYR

Bolts
15 Loose N/A
16 Missing N/A

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

Remarks on Page 3
JBWWEM Mod. 09-15-08

22 Standard Joints Y R N/A
23 Switch Plates SYR N/A
24 Adjustable Braces Y R 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

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 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
Frog Inspection Report / Semi-Annual

Date: 7/24/2013

Mainline 1 2 Yard

WO # 1157985

Inspection Crew: M Alchin S Sell A Perkins C Chandler

1 Location OM
2 Switch I.D. # 1 A
3 Facing X Trailing
44 Frog Tread N S Y R

45 Frog # 1 5
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
52 Turnout Track

Gage must not be less than 56" any Class

Guard Rails
53 Guard Rail Gage N
54 Back to Back N

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

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

Guard Rail Clamps
56 Main Track
57 Turnout Track

58 Condition

Turnout Ties
58 Condition
59 Rail Movement

Tie Plates
60 Lead
61 Guard Rail Flangeway

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

62 Guard Rail Plates
63 Frog Plates

Bolts
64 Loose
65 Missing

Rivets (Huck)
66 Loose
67 Missing
68 Nuts Missing
69 Cotter Pins Missing
70 Washers

Broken Missing

Hold Down Devices

71 Spring Housing
73 Derails

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

Difference

75 Condition of Line thru entire turnout

Class 1 Gage 56" to 57 1/2"

More than 57 1/2" Out of Service

Class 3 Gage 56" to 57"

More than 57" to 57 1/4" downgrade to Class 2 and gets a Y

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

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

S All items inspected are in compliance

Y Attention needed

R Immediate attention required or Out of Service

Reviewed by:
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| Multiple Assets, Locations, and CIs | |
| Work Details |      |
| Job Plan | 2686 |
| Component | 59045 |
| Position | |
| Reason for Repair | |
| Work Accomplished | |
| Part Failure | N |
| Warranty? | Yes |
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| Responsibility | |
| Supervisor | GHALL3 |
| Lead | |
| Crew | DAY |

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7/26/2013
Frog

Inspection Report / Semi-Annual

Date: 7/24/2013

Inspection Crew: M Alchin S Sell A Perkins C Chandler

Mainline  | 1 | 2 | Yard

WO # 1157965

1 Location OM
2 Switch I.D. # 1B
3 Facing Trailing X
44 Frog Tread N S Y R R 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 2

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

Gage
51 Main Track 56 11/16
52 Turnout Track 56 5/8

Gage must not be less than 56" any Class

Guard Rails
53 Guard Rail Gage N 5 1/2" R 5 1/2"

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

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

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

Guard Rail Clamps
56 Main Track S Y R
57 Turnout Track S Y R

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

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

Tie Plates
60 Lead S Y R
61 Guard Rail Flangeway S Y R N 1 1/2 R 2

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
Mainline 1 2 Yard _______________ WO # 1157965

Date: 7/24/2013 Inspection Crew M Alchin S Sell A Perkins C Chandler

1 Location OM
2 Switch I.D. # 1B
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 4 7/8 R 4 3/4
7 Point Opening N 5 7/16 R 5 1/4
8 Fit (S) Y R
9 General Condition of the Points (S) Y R

Gage
10 Heel of Switch
   a) Main 5 6 3/8
   a) Turnout 5 6 1/2
11 Gage ahead of Bend 5 6 1/2
   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 1/2

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 "J" 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
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
- **Condition:** Operating

#### Costs
- **Total Planned Cost:** 0.00
- **Total Actual Cost:** 210.74
- **Repair Limit Amount:**
- **Current Asset Value:**
- **GL Account:** 105-000000-047
- **Accepts Charges:**
- **Charge to Store:**

#### Scheduling Information
- **Scheduled Start:**
- **Target Start:** 07/28/13 12:00:00 AM
- **Actual Start:** 07/23/13 09:14:01 AM
- **Scheduled Finish:**
- **Target Finish:** 07/28/13 04:00:00 AM
- **Actual Finish:**
- **Time Remaining:**
- **Duration:** 4:00
- **Interruptible:**
- **Predecessors:**

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

#### Responsibility
- **Supervisor:**
- **Lead:** GHALL3
- **Crew:** DAY

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

---

Switch Inspection Report / Semi-Annual

Mainline 1 2 Yard _____________

Date: 7/24/2013 Inspection Crew _____________ M Alchin S Sell A Perkins C Chandler

1 Location OM
2 Switch I.D. # 3 Bl
3 Facing X Trailing _________

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

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

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

Bolts
15 Loose ✓ N/A
16 Missing ✓ N/A

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

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

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

33 Head Block ties $ Y R
34 Switch Adjustments
Yes No
35 Lubrication
OK Dry
36 Switch Target / Lamps
OK Missing N/A

37 Latches
OK Broken ___ Missing ___
38 Locks
OK Broken ___ Missing ___
39 General Condition $ Y R
40 Insulated Joints $ Y R

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

Date: 7/24/2013

Inspection Crew: M Alchin S Sell A Perkins C Chandler

1 Location
2 Switch I.D. # 38
3 Facing X Trailing
44 Frog Tread N S Y R R 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 7/8
50 Flangeway Depth 2
Flangeway Depth must not be less than 1 1/2"

Gage
51 Main Track 61/16
52 Turnout Track 61/16
Gage must not be less than 56" any Class

Guard Rails
53 Guard Rail Gage N 41/6 R
Guard Rail Gage must be less than 54 3/8"
54 Back to Back N 3 1/2 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

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 1/8 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 1 N/A
65 Missing ✓ N/A

Rivets (Huck)
66 Loose 1 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
<table>
<thead>
<tr>
<th>Remarks</th>
</tr>
</thead>
<tbody>
<tr>
<td>OM 38</td>
</tr>
<tr>
<td>WO # 1167961</td>
</tr>
<tr>
<td>Date 7/24/2013</td>
</tr>
<tr>
<td>Loose Bolt W. wing of Tree standard flue</td>
</tr>
<tr>
<td>Nieuw Vrede (Nieuw Veld)</td>
</tr>
</tbody>
</table>

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]