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### Asset Details

- **Manufacturer:**
- **Model:**
- **Serial #:**
- **Type:**
- **Status:**

### Costs

- **Total Planned Cost:** 0.00
- **Total Actual Cost:** 0.00
- **Repair Limit Amount:**
- **Current Asset Value:**
- **GL Account:** 105-1008-047
- **Accepts Charges:**
- **Charge to Store:**

### Scheduling Information

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

### Work Details

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

### Primary Meter

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

### Responsibility

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

---

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COMMENTS:

WORK ORDER #: 1171654

Supervisor: A Jefferson, S Sell, A Perkins
Inspectors:
### Work Order Tracking (Tr)

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### 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**: 005-0000-047
- **Accepts Charges?**: Yes
- **Charge to Store?**: 

### Work Details

- **Job Plan**: PM 2532
- **Component**: 48516
- **Position**: 
- **Reason for Repair**: 
- **Work Accomplished**: 
- **Part Failure**: N
- **Warranty?**: 
- **Reference ID**: 
- **Telematics Code**: 
- **Telematics Transaction**: 

### Scheduling Information

- **Scheduled Start**: 
- **Target Start**: 08/09/13 12:00:00 AM
- **Actual Start**: 08/13/13 07:44:45 AM
- **Scheduled Finish**: 
- **Target Finish**: 08/09/13 04:00:00 AM
- **Actual Finish**: 
- **Time Remaining**: 4:00
- **Duration**: 
- **Interruptible?**: 
- **Predecessors**: 

### Primary Meter

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

### Responsibility

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

### Attachments

- **Site**: METRO
- **Problem Code**: 
- **Priority**: 1
- **Asset/Location Priority**: 
- **Is Task?**: 
- **Parent WO**: 
- **Warranty Situation Present**: No
- **Maintenance Alert**: 
- **Repair Order?**: 
- **Has Follow-up Work?**: 
- **Quick PM?**: 

### Multiple Assets, Locations and Cis

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MOY MONTHLY MAINLINE SWITCH INSPECTION AREA #3 OM - RA

Supervisor: M. Atkins S. Sell

Inspector:

RA 1A 2 heel block bolts 12" long on left side need replaced
OCIA Screws in entire frog are loose and need epoxy
2 washers missing
Switch Inspection Report / Semi-Annual

Mainline: 1 2 Yard: ____________________ WO: 1186519

Date: 8/7/2013 Inspection Crew: A Jeffersoan/A Perkins/C C handler

1 Location: MM
2 Switch L.D. #: 1A
3 Facing: X Trailing

Rail Points:
4 Point to Point: 5.23/8
5 Point Condition: S Y R
6 Point Throw, nothing less than 43/4 inches: N 5 R
7 Point Opening: N 5 3 R
8 Fit: S Y R
9 General Condition of the Points: S Y R

Gage:
10 Heel of Switch
   a) Main
      Turnout

11 Gage ahead of Bend: 38
Must not be less than 56 inches or more than 57 inches for “S”

12 Heel Spread in Inches
   a) Turnout: 6 1/4
   a) Main:

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

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

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

Remarks on Page 3

JBWWEM Mod. 09-15-08

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

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

   Using a 62’ cord
   S = Up to 1” Max allowed Speed
   Y = 1” to 1 1/2” 40 MPH
   R = 1 1/2” to 1 3/4” 12 MPH

   Greater than 1 3/4” = Out of Service

33 Head Block ties
   S Y R
34 Switch Adjustments
   Yes: 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
Frog Inspection Report / Semi-Annual

Mainline 1 2 Yard ___________
WO # 1168613

Date: 8/7/2013 Inspection Crew: A Jefferson/A Perkins/C C handler

1 Location MM
2 Switch I.D. # 1A
3 Facing X Trailing
44 Frog Tread N 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 2
50 Flangeway Depth 2
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 2 S Y R
Back to Back must be less than 53 1/8"

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

Class 1 Gage 55" 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

Hold Down Devices
71 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: [Signature]
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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**:  
- **Current Asset Value**: 0.00  
- **GL Account**:  
- **Accepts Charges**: ✓  
- **Charge to Store**:  

### Scheduling Information
- **Scheduled Start**: 08/04/13 12:00:00 AM  
- **Target Start**: 08/02/13 11:40:46 AM  
- **Actual Start**:  
- **Scheduled Finish**: 08/04/13 04:00:00 AM  
- **Target Finish**:  
- **Actual Finish**:  
- **Time Remaining**: 4.00  
- **Duration**:  
- **Interruptible**:  
- **Predecessors**:  

### Work Details
- **Job Plan**: 2666  
- **PM**: 50048  
- **Component**:  
- **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  

---

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8/7/2013
Switch Inspection Report / Semi-Annual

Date: 8/7/2013  Inspection Crew: A Jefferson A Perkins C Chandler

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

Rail Points
4 Point to Point: 5/14
5 Point Condition: SYR
6 Point Throw, nothing less than 4 3/4 inches: NR  R M
7 Point Opening: NR  R M
8 Fit: SYR
9 General Condition of the Points: SYR

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

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

Remarks on Page 3
JBW/WEM Mod. 09-15-08
Date: 8/7/2013  

1 Location  
2 Switch I.D. #  
3 Facing  
44 Frog Tread  
45 Frog #  
46 Frog Point Condition  
47 Condition of Frog  
48 Surface of Frog  
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  
54 Back to Back  

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

Guard Rail Clamps  
56 Main Track  
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 (Tr)**

**Work Order Tracking (Tr)**

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**Scheduling Information**

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**Responsibility**

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**Attachments**

- Site: METRO
- Failure Class: |
- Problem Code: |
- Priority: 1
- 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=1375873538470**

8/7/2013
Switch Inspection Report / Semi-Annual

Date: 8/7/2013

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

Rail Points
4 Point to Point 57 3/8
5 Point Condition
S Y R
6 Point Throw, nothing less than 4.3/4 inches
N 10 1/2 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 5 1/4
b) Turnout
11 Gage ahead of Bend 5 1/2
Must not be less than 56 inches or more than 57 inches for "S"
12 Heel Spread in inches
a) Turnout 6 1/2
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

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

Inspection Crew
A Jefferson/A Perkins/C C handler

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

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

Using a 62' cord
S= Up to 1" Max allowed Speed
Y= 1" to 1 1/2" 40 MPH
R= 1 1/2" to 1 3/4" 12 MPH
Greater than 1 3/4" = Out of Service
33 Head Block ties
S Y R
34 Switch Adjustments
Yes / No
35 Lubrication
OK Dry
36 Switch Target / Lamps
OK Missing N/A
37 Latches
OK Broken Missing
38 Locks
OK Broken Missing
39 General Condition
S Y R
40 Insulated Joints
S Y R
Frog Inspection Report / Semi-Annual

Date: 8/7/2013

Inspection Crew: A Jefferson/A Perkins/C C handler

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

Gage
51 Main Track
52 Turnout Track 56 1/2"

Gage must not be less than 56" any Class

Guard Rails
53 Guard Rail Gage N R S Y

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

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 2 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
Loose shoulder bolt
Hat track bolt, loose 12" (1)
Loose turn-out brace plates
Out of Surface

Loose Froc Plates
Out of Surface
Spike killed Ties

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>Work Order</th>
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**Asset Details**

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

**Multiple Assets, Locations and Cls**

**Work Details**

- **Job Plan**: 2666
- **Component**: 56049
- **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**: 08/04/13 12:00:00 AM
- **Target Start**: 08/02/13 11:42:21 AM
- **Scheduled Finish**: 08/04/13 04:30:00 AM
- **Target Finish**: 08/04/13 04:30:00 AM
- **Actual Start**: 08/02/13 11:42:21 AM
- **Actual Finish**: 08/04/13 04:30:00 AM

**http://mtassets/maximo/ui/?event=loadapp&value=plustwo&uisessionid=1375873538470**

8/7/2013
Switch Inspection Report / Semi-Annual

Mainline 1 2 Yard 1166511

Date: 8/7/2013 Inspection Crew A Jefferson A Perkins C Chandler

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

Rail Points
4 Point to Point 5/21/13
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 5 C 7
    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 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
Date: 8/7/2013  

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<td>44 Frog Tread</td>
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<td>45 Frog #</td>
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<td>46 Frog Point Condition</td>
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<td>50 Flangeway Depth</td>
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<td>Flangeway Depth must not be less than 1 1/2&quot;</td>
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**Gage**

- Main Track 5 6 1/2
- Turnout Track 5 7 1/2

Gage must not be less than 56" any Class

**Guard Rails**

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

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

**Guard Rail Clamps**

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

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

More than 57 1/2" Out of Service

Class 3 Gage 56" to 57"

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

**Turnout Ties**

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

**Tie Plates**

- 60 Lead S Y R
- 61 Guard Rail Flangeway S Y R N R
- Guard Rail Flangeway can 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
All rules comply with the MTA Field Guide for Track Inspections updated April 2006

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

S All items inspected are in compliance

Y Attention needed

R Immediate attention required or Out of Service

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

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**Responsibility**

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<td>Crew</td>
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**Scheduling Information**

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| Target Start | |
| Actual Start | 08/08/13 07:19:44 AM |
| Scheduled Finish | |
| Target Finish | 08/11/13 04:00:00 AM |
| Actual Finish | |
| Time Remaining | 4:00 |
| Duration | |
| Interruptible? | |
| Predecessors | |

8/8/2013
Switch Inspection Report / Semi-Annual  
Page 1 of 3

Mainline 1 2 Yard

Date: 8/8/2013 Inspection Crew A Jefferson A Perkins C Chandler

WO # 1174452

1 Location  
2 Switch I.D. # 1A  
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 

8 Fl. S Y R 
9 General Condition of the Points S Y R 

Gage
10 Heel of Switch 
a) Main S 26 3/8 
b) Turnout S 2
11 Gage ahead of Bend S

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

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

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

Bolts
15 Loose N/A 
16 Missing N/A

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

Remarks on Page 3

JW/WEW Mod. 09-15-08

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

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

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

Greater than 1 3/4" = Out of Service

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

37 Latches OK Broken N/A Missing

38 Locks OK Broken N/A Missing

39 General Condition S Y R

40 Insulated Joints S Y R
Mainline 1 2 Yard

Date: 8/8/2013 Inspection Crew: A Jefferson A Perkins C Chandler

1 Location RP
2 Switch I.D. # 1A
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 2.3
50 Flangeway Depth
Flangeway Depth must not be less than 1 1/2"

Gage
51 Main Track 5.9 (3.1)
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 1/2 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  RP 1A  

WO #  1174452  Date  8/8/2013  

Remarks

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:** 1174464
- **Classification:** MTA \ METRO
- **Classification Description:** MTA - METRO
- **Asset:** 1246716
- **Alias:** RP38
- **Location:** 386WSWRP38
- **Work Location:** Chain Markers West, Reisterstown Plaza Inte
- **Work Type:** PM
- **Status:** INPRG
- **Status Date:** 08/08/13 07:23:38 AM
- **Reported By:** MTACRON
- **Phone:**
- **Reported Date:** 08/05/13 12:46:38 AM

**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:**
- **Current Asset Value:** 0.00
- **GL Account:**
- **Accepts Charges:** Yes
- **Change to Store:**

**Work Details**
- **Job Plan:** 2668
- **Component:** PM 50088
- **Position:**
- **Reason for Repair:**
- **Work Accomplished:**
- **Part Failure:**
- **Warranty?:** N
- **Reference ID:**
- **Telematics Code:**
- **Telematics Transaction:**

**Scheduling Information**
- **Scheduled Start:**
- **Target Start:** 08/11/13 12:00:00 AM
- **Actual Start:** 08/08/13 07:23:38 AM
- **Scheduled Finish:**
- **Target Finish:** 08/11/13 04:00:00 AM
- **Actual Finish:**
- **Time Remaining:**
- **Duration:**
- **Interruptible?:**

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

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

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

**Multiple Assets, Locations and CIs**

---

**http://mtassets/maximo/ui/?event=loadapp&value=plustwo&uisessionid=1375959676114**

**8/8/2013**
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<td>A Jefferson A Perkins C Chandler</td>
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**Rail Points**

| 4 Point to Point | 51 7/8 |
| 5 Point Condition | S Y R |
| 6 Point Throw, nothing less than 4 3/4 inches | N 7 7/8 R W/L |
| 7 Point Opening | N 7 7/8 R 1/2 |

**Gage**

| 10 Heel of Switch | a) Main 5 7/8 |
| 11 Gage ahead of Bend | 58 1/8 |

**Stock Rail**

| 13 Bend | S Y R |
| 14 Condition | S Y R |

**Bolts**

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

**Rivets (Huck Bolts)**

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

**Switch Rods**

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

**Switch Inspection Report / Semi-Annual**

**Remarks on Page 3**

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

Mainline  | 1 | 2 | Yard
---|---|---|---
Date: | 8/8/2013 | Inspection Crew: A Jefferson A Perkins C Chandler

WO # | 1174464

1 Location | RP
2 Switch I.D. # | 3B
3 Facing | Trailing X
4 Frogs | 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 | 2 1/4
50 Flangeway Depth | 1 3/4
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 | N | N
Guard Rail Gage must be less than 54 3/8"
54 Back to Back | N | S Y R | N
Back to Back must be less than 53 1/8"

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

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

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

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 Derailers 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 **RP 3B**
WO # **1174484**
Date **8/8/2013**

**Switch 3B**

**Switch out of service**

Ties Pumice

**Rg # 8 3B**

**Ties out of Service**

Spike kicked ties
ties Pumice

---

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)**

**BMXAA4691E - Status change(s) completed successfully.**

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**Asset Details**

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**Multiple Assets, Locations and Cls**

**Work Details**

| Job Plan | 3096 |
| Component | 50067 |
| Position | |
| Reason for Repair | |
| Work Accomplished | |
| Part Failure | |
| Warranty? | N |
| Reference ID | |
| Telematics Code | |
| Telematics Transaction | |

**Scheduling Information**

| Scheduled Start | 09/11/13 12:00:00 AM |
| Target Start | 09/11/13 12:00:00 AM |
| Actual Start | 09/08/13 07:22:38 AM |
| Scheduled Finish | 09/11/13 07:22:38 AM |
| Target Finish | 09/11/13 07:22:38 AM |
| Actual Finish | 09/11/13 07:22:38 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 | |

**Switch Inspection Report / Semi-Annual**

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<td><strong>Inspection Crew:</strong></td>
<td>A Jefferson A Perkins C Chandler</td>
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1. **Location:** RP
2. **Switch I.D. #:** 3A
3. **Facing:** Trailing X

### Rail Points
4. **Point to Point:** 50 %
5. **Point Condition:** S Y R
6. **Point Throw, nothing less than 4 3/4 inches:** N S 1/8 R
7. **Point Opening:** N S 1/8 R
8. **Fit:** S Y R
9. **General Condition of the Points:** S Y R

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

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

### Bolts
15. **Loose:** N/A
16. **Missing:** N/A

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

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

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

### Switch Rods
26. **Front Rod:** S Y R N/A
27. **#1 Rod (Basket Rod):** S Y R N/A
28. **#2 Rod:** S Y R N/A
29. **#3 Rod:** S Y R N/A
30. **#4 Rod:** S Y 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
**Frog Inspection Report / Semi-Annual**

**Mainline**

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<th>Location</th>
<th>Switch I.D. #</th>
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<th>Frog Tread</th>
<th>Frog Point Condition</th>
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**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"

**Turnout Ties**

58 Condition
59 Rail Movement

**Tie Plates**

60 Lead
61 Guard Rail Flange Way

*Guard Rail Flange Way can't be less 1 1/2"
62 Guard Rail Plate
63 Frog Plate

**Bolts**

64 Loose
65 Missing

**Rivets (Huck)**

66 Loose
67 Missing
68 Nuts Missing
69 Cotter Pins Missing

70 Washers OK
71 Hold Down Devices
72 Spring Housing

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

**Remarks on page 3**
Switch 3A
Switch point chained needs recoiling
Switch out of surface
TIE PUMPING
HOLE Block shoulder ball needs repainted
FROS #8 2-A
FROS out of surface
Spike killed TIE
TIE 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:
## Work Order Tracking (Tr)

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<th>Work Order</th>
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## Asset Details

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## Costs

- Total Planned Cost: 0.00
- Total Actual Cost: 0.00
- Repair Limit Amount: 0.00
- Current Asset Value: 0.00
- GL Account: J05-MR68G-007
- Accepts Charges?: Yes
- Charge To Store?: Yes

## Work Details

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## Scheduling Information

- Scheduled Start: 08/11/13 12:00:00 AM
- Target Start: 08/11/13 12:00:00 AM
- Actual Start: 08/08/13 07:21:40 AM
- Scheduled Finish: 08/11/13 04:00:00 AM
- Target Finish: 08/11/13 04:00:00 AM
- Actual Finish: 08/11/13 04:00:00 AM
- Time Remaining: 4:00
- Duration: 4:00
- Interruptible?: Yes
- Predecessors: No

## Responsibility

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

## Other

- Last Reading Date: 08/05/13 12:45:12 AM
- Primary Reading Entered?: Yes
- Life To Date: 08/05/13 12:45:12 AM
- Service Group: MTA472
- Work Group: MTA472
- Vendor: MTA472
- Service: MTA472

---

http://mtassets/maximo/ui/?event=loadapp&value=plustwo&uisessionid=1375959676114

8/8/2013
Switch Inspection Report / Semi-Annual

Mainline 1 2 Yard ________________

Date: 8/8/2013  Inspection Crew __________________________

WO # 1174456

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

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

Point Opening
N S Y R 8/10

8 Fit S Y R

Point Opening
N S Y R 8/10

9 General Condition of the Points S Y R

Gage
10 Heel of Switch
a) Main 56 3/8
b) Turnout 57
11 Gage ahead of Bend 56 7/8
Must not be less than 56 inches or more than 57 inches for "S"

12 Heel Spread in Inches
a) Turnout 6 7/8
b) Main 6

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

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

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

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

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

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

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

33 Head Block ties S Y R
34 Switch Adjustments Yes 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
Frog Inspection Report / Semi-Annual

Mainline 1 2 Yard ____________________________

WO # 1174456

Date: 8/8/2013 Inspection Crew: A Jefferson A Perkins C Chandler

1 Location RP
2 Switch I.D. # 1B
3 Facing X Trailing
44 Frog Tread N SY R
          R SY 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 2
50 Flangeway Depth 1.75

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 54.3/8 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

Guard Rail Flangeway
60 Lead S Y R
61 Guard Rail Flangeway
S Y R N 1 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
65 Missing

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

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: RP 1B
WO #: 1174456
Date: 8/8/2013

Switch: 1-15
Switch Out of Service
Spikes Kicked Ties
Ties Pumping
Stock Rail, Rail Surplus

Frog #: X 1-13
Frog Point Barred
Ung. Riser Barred
Spikes Kicked Ties
Ties Pumping
Frogs 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]
Work Order Tracking (Tr)

List | Work Order | Plans | Actuals | Related Records | Safety Plan | Log | Failure Reporting | Specifications
--- | --- | --- | --- | --- | --- | --- | --- | ---
| 1188345 | METRO MOW ANNUAL SWITCH INSPECT | | | | | | | 
| 1243937 | METRO MOW SWITCH 9B WABASH YD TF | | | | | | | 
| WABB | Chain Marker Wabash Yard | | | | | | | 
| PM | | | | | | | | 
| INPRG | | | | | | | | 
| 08/19/13 07:32:45 AM | | | | | | | | 
| [MTACRON] | | | | | | | | 
| 08/19/13 03:37:37 AM | | | | | | | | 

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

Multiple Assets, Locations and Classes: Filter

Costs
- Total Planned Cost: 0.00
- Total Actual Cost: 0.00
- Repair Limit Amount: 0.00
- Current Asset Value: 00-0000-047
- GL Account: 00-0000-047
- Accepts Charges: Yes
- Charged to Store: Yes

Scheduling Information
- Scheduled Start: 08/26/13 12:00:00 AM
- Target Start: 08/26/13 12:00:00 AM
- Actual Start: 08/10/13 07:32:45 AM
- Scheduled Finish: 08/26/13 12:00:00 AM
- Target Finish: 08/26/13 12:00:00 AM
- Actual Finish: 08/26/13 12:00:00 AM
- Time Remaining: 0:00
- Duration: 0:00
- Interruptible?: No
- Predecessors

Primary Meter
New Reading
New Reading Date: [Date]

Responsibility
- Supervisor: [Name]
- Lead: [Name]
- Crew: [Name]

Last Reading
Last Reading Date: [Date]
Primary Reading Entered?: Yes
Life To Date: [Date]

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

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

http://mtassets/maximo/ui/?event=loadapp&value=plustwo&uisessionid=1376910584409
8/19/2013
Mainline 1 2 Yard X

Date: 8/19/2013 Inspection Crew M Alchin S Sell

WO # 1188345

1 Location WAB
2 Switch I.D. # 9B
3 Facing X Trailing X

Rail Points
4 Point to Point 51 1/16
5 Point Condition S Y R
6 Point Throw, nothing less than 4 3/4 inches N 3/16
7 Point Opening N 1/16
8 Fit S Y R
9 General Condition of the Points S Y R

Gage
10 Heel of Switch
   a) Main 56 1/4
   a) Turnout 56 3/8
11 Gage ahead of Bend 36 5/8
   Must not be less than 56 inches or more than 57 inches for "S"
12 Heel Spread in Inches
   a) Turnout 6 3/8
   a) Main 6 9/16

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

Bolts
15 Loose N/A
16 Missing N/A

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

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

Remarks on Page 3

JBW/WEM Mod. 09-15-08
Mainline 1 2 Yard X
Date: 8/19/2013 Inspection Crew: M Alchin S Sell

1 Location WAB
2 Switch ID # 9B
3 Facing X Trailing X
44 Frog Tread N Y R R Y R
45 Frog #
46 Frog Point Condition Y R
47 Condition of Frog Y R
48 Surface of Frog Y R
49 Throat in Inches 3 1/4
50 Flangeway Depth 2
Flangeway Depth must not be less than 1 1/2"

Gage
51 Main Track 56 1/2
J2 Turnout Track 56 9/16
Gage must not be less than 56" any Class

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

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

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

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

Remarks on page 3

Turnout Ties
58 Condition Y R
59 Rail Movement Y R

Tie Plates
60 Lead Y R
61 Guard Rail Flangeway Y R N 1 3/16 Guard Rail Flangeway can not be less 1 1/2"
62 Guard Rail Plates Y R
63 Frog Plates 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 Y R N/A
72 Spring Housing Y R N/A
73 Derails Y R N/A

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

75 Condition of Line thru entire turnout Y R
All rules comply with the MTA Field Guide for Track Inspections updated April 2006

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

S  All items inspected are in compliance

Y  Attention needed

R  Immediate attention required or Out of Service

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

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

#### Costs
- Total Planned Cost: 0.00
- Total Actual Cost: 0.00
- Repair Limit Amount: 0.00
- Current Asset Value: 0.00
- GL Account: J05-####-047
- Accepts Charges?
- Charge to Store?

#### Scheduling Information
- Scheduled Start: 08/25/13 12:00:00 AM
- Target Start: 08/25/13 12:00:00 AM
- Actual Start: 08/19/13 07:32:45 AM
- Scheduled Finish: 08/25/13 12:00:00 AM
- Target Finish: 08/25/13 12:00:00 AM
- Actual Finish: 08/25/13 04:00:00 AM
- Time Remaining: 0:00
- Duration: 4:30
- Interruptible?
- Predecessors

#### Last Reading
- Last Reading Date: 08/19/13
- Primary Reading Entered?:
- Life To Date

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

---

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8/19/2013
### Mainline 1 2 Yard X

| Date: 8/19/2013 | Inspection Crew: M Alchin S Sell |

#### 1 Location: WAB
- Switch I.D. #: 19A
- Facing: X Trailing

#### Rail Points
- Point to Point: 5 5/16
- Point Condition: S Y R
- Point Throw: nothing less than 4 3/4 inches: N 4 3/4 R
- Point Opening: N 5 R
- Fit: S Y R
- General Condition of the Points: S Y R

#### Gage
- Heel of Switch:
  - Main: 5 6 3/8
- Turnout: 5 6 3/8
- Gage ahead of Bend: 5 6 1/2
  - Must not be less than 56 inches or more than 57 inches for "S"
- Heel Spread in Inches:
  - Turnout: 6 3/16
  - Main: 6 3/16

#### Stock Rail
- Bend: S Y R
- Condition: S Y R

#### Bolts
- Loose: ✔ N/A
- Missing: ✔ N/A

#### Rivets (Huck Bolts)
- Loose: ✔ N/A
- Missing: ✔ N/A
- Cotter Pins missing: ✔ N/A
- Jam Nuts Loose: ✔ N/A

#### 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
- #4 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

#### Stock Rail
- 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
- JBW/WEM Mod. 09-15-08
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Remarks on page 3
Switch# 19A

WO # 1188349

Date 8/19/2013

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:
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**Asset Details**

- **Year**: 
- **Manufacturer**: 
- **Model**: 
- **Serial #**: 
- **Type**: FLEET Fleet Assets
- **Status**: OPERATING Operating
- **Asset Condition**: Fillet
- **Multiple Assets, Locations and Classes**: Fillet

**Work Details**

- **Job Plan**: 2598
- **PM**: 40060
- **Component**: METRO MOW ANNUAL SWITCH INSPECT
- **Position**: 
- **Reason for Repair**: 
- **Work Accomplished**: 
- **Part Failure**: N
- **Warranty?**: N
- **Reference ID**: 
- **Telematics Code**: 
- **Telematics Transaction**: 

**Primary Meter**

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

**Responsibility**

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

**Attachments**

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

**Costs**

- **Total Planned Cost**: 0.00
- **Total Actual Cost**: 0.00
- **Repair Limit Amount**: 
- **Current Asset Value**: 0.00
- **GL Account**: JD5-####-047
- **Accepts Charges?**: Y
- **Charge to Store**: 

**Scheduling Information**

- **Scheduled Start**: 08/25/13 12:00:00 AM
- **Target Start**: 08/19/13 07:32:45 AM
- **Actual Start**: 
- **Scheduled Finish**: 08/26/13 04:00:00 AM
- **Target Finish**: 
- **Actual Finish**: 
- **Time Remaining**: 4:00
- **Duration**: 
- **Interruptible?**: 
- **Predecessors**: 

**Last Reading**

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

**Service Group**

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

---

http://mtassets/maximo/ui/?event=loadapp&value=plustwo&uisessionid=1376933187610 8/19/2013
Switch Inspection Report / Annual

Mainline 1 2 Yard X

Date: 8/19/2013 Inspection Crew M Alchin S Sell

WO # 1188341

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

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

Gage
10 Heel of Switch
a) Main 6 3/16
b) Turnout 5 1/2
11 Gage ahead of Bend 36 1/2
Must not be less than 56 inches or more than 57 inches for "S"
12 Heel Spread in Inches
a) Turnout 6 1/8
b) 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 N/A

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

Gage
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

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

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

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

**Date:** 8/19/2013  
**Inspection Crew:** M Alchin S Sell

<table>
<thead>
<tr>
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<th>1</th>
<th>2</th>
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<tr>
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<td>49 Throat in Inches</td>
<td>3 3/8</td>
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<td>50 Flangeway Depth</td>
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**Flangeway Depth must not be less than 1 1/2"**

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<tr>
<td>51 Main Track</td>
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<tr>
<td>52 Turnout Track</td>
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**Gage must not be less than 56" any Class**

<table>
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<tr>
<th>Guard Rails</th>
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<td>53 Guard Rail Gage</td>
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**Guard Rail Gage must be less than 54 3/8"**

| Back to Back | N | 52 1/2 | R | 52 1/2 |
|-------------|

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

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<tr>
<th>Location of Guard Rail (Relation to Point)</th>
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<th>Guard Rail Clamps</th>
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<tr>
<td>57 Turnout Track</td>
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| 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**

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<table>
<thead>
<tr>
<th>59 Rail Movement</th>
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**Tie Plates**

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

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<table>
<thead>
<tr>
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<table>
<thead>
<tr>
<th>Bolts</th>
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| 65 Missing |
| N/A |

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<th>Rivets (Huck)</th>
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| 67 Missing |
| N/A |

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<th>68 Nuts Missing</th>
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<table>
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<th>69 Cotter Pins Missing</th>
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| 70 Washers |
| OK Broken |
| Missing |

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<th>71 Hold Down Devices</th>
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<table>
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<tr>
<th>72 Spring Housing</th>
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<table>
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<th>73 Derails</th>
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<td>SYR N/A</td>
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<table>
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<tr>
<th>74 Maximum difference in any 31&quot; in Cross Level on the siding from the Frog Point to 50' beyond last long tie</th>
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<tbody>
<tr>
<td>OK Difference</td>
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| 75 Condition of Line thru entire turnout |
| SYR |

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

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

S All items inspected are in compliance

Y Attention needed

R Immediate attention required or Out of Service

Reviewed by:
# Work Order Tracking (Tr)

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**Asset Details**

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

**Work Details**

- **Job Plan:** 2598
- **Component:** PM
- **Position:** 49070
- **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

**Attachments**

- **Site:** METRO
- **Priority:** 1
- **Asset/Location Priority:**
- **Is Task?:**
- **Parent WO:**
- **Warranty Situation Present?:**
- **Maintenance Alert?:**
- **Repair Order?:**
- **Has Follow-up Work?:**
- **Quick PM?:**

**Costs**

- **Total Planned Cost:** 0.00
- **Total Actual Cost:** 0.00
- **Repair Limit Amount:**
- **Current Asset Value:** 0.00
- **GL Account:** J05-0000-047
- **Accepts Charges?:**
- **Charge to Store?:**

**Scheduling Information**

- **Scheduled Start:**
- **Target Start:** 08/20/13 12:00:00 AM
- **Actual Start:** 08/19/13 07:32:45 AM
- **Scheduled Finish:**
- **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:**

---

[http://mtassets/maximo/ui/?event=loadapp&value=plustwo&uisessionid=1376910584409](http://mtassets/maximo/ui/?event=loadapp&value=plustwo&uisessionid=1376910584409)

8/19/2013
Switch Inspection Report / Annual

Date: 8/19/2013

Inspection Crew

Mainline 1 2 Yard X

1 Location WAB
2 Switch I.D. # 9B
3 Facing X Trailing X

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

Gage
10 Heel of Switch
a) Main 5 6
a) Turnout 5 6 3/8
11 Gage ahead of Bend 5 6 9/8
Must not be less than 56 inches or more than 57 inches for "S"

12 Heel Spread in Inches
a) Turnout 6 3/8
a) Main 6 9/8

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

Bolts
15 Loose N/A
16 Missing N/A

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

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

Using a 62' cord
S= Up to 1" Max allowed Speed
Y= 1" to 1 1/2" 40 MPH
R= 1 1/2" to 1 3/4" 12 MPH
Greater than 1 3/4" = Out of Service
33 Head Block ties S Y R
34 Switch Adjustments Yes No
35 Lubrication OK Dry
36 Switch Target / Lamps OK Missing N/A
37 Latches OK Broken Missing
38 Locks OK Broken Missing
39 General Condition S Y R
40 Insulated Joints S Y R

Remarks on Page 3
JBW/WEM Mod. 09-15-08
Mainline 1 2 Yard X

Date: 8/19/2013 Inspection Crew: M Alchin S Sell

WO # 1188345

1 Location WAB
2 Switch ID # 9B
3 Facing X Trailing X
44 Frog Tread N S Y R R S Y R
45 Frog # 8
46 Frog Point Condition
47 Condition of Frog S Y R
48 Surface of Frog S Y R
49 Throat in Inches 3 1/4
50 Flangeway Depth 2

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

Gage
51 Main Track 56 1/4
52 Turnout Track 56 1/4

Gage must not be less than 56" any Class

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

Guard Rail Gage must be less than 54 3/8"
54 Back to Back N 52 3/4 R 52 3/4

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

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

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

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

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

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

S  All items inspected are in compliance

Y  Attention needed

R  Immediate attention required or Out of Service

Reviewed by:
# Work Order Tracking (Tr)

## Work Order Details

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## Asset Details

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## Work Details

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## Last Reading

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<td>Primary Reading Entered?</td>
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## Responsibility

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## Service Group

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Switch Inspection Report / Semi-Annual

Mainline 1 2 Yard ________________
Date: 8/28/2013 Inspection Crew M Alchin/A Jefferson/A Perkin

WO # ___________

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

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

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

Switch Rods
26 Front Rod
   S Y R N/A
27 #1 Rod (Basket Rod)
   S Y R N/A
28 #2 Rod Y R N/A
29 #3 Rod Y R N/A
30 #4 Rod Y R N/A
31 Closure Rail Y R N/A
32 Surface of Switch Y R N/A
   Using a 62' cord
   S = Up to 1" Max allowed
   Y = 1" to 1 1/2" 40 MPH
   R = 1 1/2" to 1 3/4" 12 MPH
   Greater than 1 3/4" = Out

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
Frog Inspection Report / Semi-Annual

Mainline 1 2 Yard

Date: 8/28/2013 Inspection Crew: M Alchin/A Jefferson/A Perkins/S Sell

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<td>3 Facing</td>
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<td>44 Frog Tread</td>
<td>N S Y R R S Y R</td>
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<td>49 Throat in Inches</td>
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<td>50 Flangeway Depth</td>
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**Flangeway Depth must not be less than 1 1/2"**

**Gage**

51 Main Track 56 3/4
52 Turnout Track 56 3/4

**Guard Rails**

53 Guard Rail Gage N 54 3/8 R 54 3/4

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

54 Back to Back N 52 7/8 R 52 7/8

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

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

**Guard Rail Clamps**

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

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

*More than 57 1/2" Out of Service*

**Class 3 Gage 56" to 57"**

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

**Turnout Ties**

58 Condition S Y R
59 Rail Movement S Y R

**Tie Plates**

60 Lead S Y R
61 Guard Rail Flangeway (S Y R 7/8)

Guard Rail Flangeway cannot be less
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 C level on the siding from the Frog P 50' beyond last long tie

OK Difference ___

75 Condition of Line thru entire turnout S Y R
Switch  BH 3A  WO #  1195969  Date  8/28/2013

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

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**Asset Details**

- **Year**: (Blank)
- **Manufacturer**: (Blank)
- **Model**: (Blank)
- **Serial #**: (Blank)
- **Type**: FLEET
- **Status**: OPERATING
- **Asset Condition**: (Blank)
- **Multiple Assets, Locations and Cts**: Filter

**Work Details**

- **Job Plan**: 2066
- **PM**: 50054
- **Component**: METRO MOW SEMI-ANNUAL SWITCH INST
- **Position**: (Blank)
- **Reason for Repair**: (Blank)
- **Work Accomplished**: (Blank)
- **Part Failure**: (Blank)
- **Warranty**: N
- **Reference ID**: (Blank)
- **Telematics Code**: (Blank)
- **Telematics Transaction**: (Blank)

**Primary Meter**

- **New Reading**: (Blank)
- **New Reading Date**: (Blank)

**Responsibility**

- **Supervisor**: (Blank)

**Scheduling Information**

- **Scheduled Start**: (Blank)
- **Target Start**: 09/01/13 12:00:00 AM
- **Actual Start**: 08/28/13 07:53:44 AM
- **Scheduled Finish**: (Blank)
- **Target Finish**: 09/01/13 04:00:00 AM
- **Actual Finish**: (Blank)
- **Time Remaining**: 4:00
- **Duration**: (Blank)
- **Interruptible?**: (Blank)
- **Predecessors**: (Blank)

**Last Reading**

- **Last Reading Date**: (Blank)
- **Primary Reading Entered?**: (Blank)
- **Life To Date**: (Blank)

**Service Group**

- **Work Group**: MTA472
- **Vendor**: (Blank)
- **Service**: (Blank)

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Switch Inspection Report / Semi-Annual

Mainline: 1 2 3 Yard

Date: 8/28/2013 Inspection Crew: M Alchin/A Jefferson/A Perkins/S Sell

WO #: 1195955

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

Rail Points
4 Point to Point: 5 1/2
5 Point Condition: S Y R
6 Point Throw, nothing less than 4 3/4 inches: N Y 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: 6 3/4
   b) Turnout: 6 3/4
11 Gage ahead of Bend: 6 3/4
   Must not be less than 56 inches or more than 57 inches for "S"
12 Heel Spread in Inches
   a) Turnout: 6 3/4
   b) Main: 6 3/4

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

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

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

Remarks on Page 3

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

Date: 8/28/2013

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1 Location: BH
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 1/2
50 Flangeway Depth: 2 3/16

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

**Gage**
51 Main Track: 56 1/4
52 Turnout Track: 56 1/2

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

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

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

54 Back to Back: N 54 7/8 R 54 7/8

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

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

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

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

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

**Tie Plates**
60 Lead: S Y R

61 Guard Rail Flangeway:

*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  BH 1B  

WO #  1195955  Date  8/28/2013

FROG #8
FROG NEEDS NUT AND WASHER

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

### Multiple Assets, Locations, and Classes
- **Filter:**

### Work Details
- **Job Plan:** 2986
- **PM:** 50066
- **Component:**
- **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:** GHALL3
- **Crew:** DAY

### Costs
- **Total Planned Cost:** 0.00
- **Total Actual Cost:** 0.00
- **Repair Limit Amount:**
- **Current Asset Value:** 0.00
- **GL Account:** J05-0000-047
- **Accepts Charges?**
- **Charge to Store?**

### Scheduling Information
- **Scheduled Start:**
- **Target Start:** 09/01/13 12:00:00 AM
- **Actual Start:** 09/26/13 07:53:44 AM
- **Scheduled Finish:**
- **Target Finish:** 09/01/13 04:00:00 AM
- **Actual Finish:**
- **Time Remaining:**
- **Duration:** 4:00
- **Interruptible?**
- **Predecessors:**

### Last Reading

### Life To Date

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8/28/2013
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1. **Location**: BH
2. **Switch I.D. #**: 3B
3. **Facing**: 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**: N 4 5/16 R a/A
7. **Point Opening**: N 4 1/16 R a/A
8. **Fit**: S Y R
9. **General Condition of the Points**: S Y R

### Gage
10. **Heel of Switch**:
   - a) Main: 56 3/4
   - b) Turnout: 56 1/2
11. **Gage ahead of Bend**: 56 3/4

**Must not be less than 56 inches or more than 57 inches for "S"**
12. **Heel Spread in Inches**:
   - a) Turnout: 6 1/16
   - b) Main: 6 3/16

### Stock Rail
13. **Bend**
   - (S Y R)
14. **Condition**: S Y R

### Bolts
15. **Loose**: ✓ N/A
16. **Missing**: ✓ N/A

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

### Switch Rods
22. **Standard Joints**
   - (S Y R N/A)
23. **Switch Plates**
   - (S Y R N/A)
24. **Adjustable Braces**
   - (S Y R N/A)
25. **Non-Adjustable Braces**
   - (S Y R N/A)

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

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

Mainline 1 2 Yard WO # 1195973

Date: 8/28/2013 Inspection Crew: M Alchin/A Jefferson/A Perkins/S Sell

1 Location BH
2 Switch I.D. # 3B
3 Facing Trailing X
44 Frog Tread N S Y R S Y R
45 Frog #
46 Frog Point Condition S Y R
47 Condition of Frog S Y R
48 Surface of Frog S Y R
49 Throat in Inches 3 7/16
50 Flangeway Depth 5/16
Flangeway Depth must not be less than 1 1/2"

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

Tie Plates
60 Lead S Y R
61 Guard Rail Flangeway S Y R N 3/8 R 1 1/8
Guard Rail Flangeway can not be les
62 Guard Rail Plates S Y R
63 Frog Plates S Y R

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

Rivets (Huck)
66 Loose V N/A
67 Missing V N/A
68 Nuts Missing V N/A
69 Cotter Pins Missing V N/A
70 Washers OK Broken V 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 C:
Level on the siding from the Frog P
50' beyond last long tie
OK Difference

75 Condition of Line thru entire turnout S Y R

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

Guard Rails
53 Guard Rail Gage N 54 3/8 R 54
Guard Rail Gage must be less than 54 3/8"
54 Back to Back N 52 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
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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<th>Work Order Tracking (Tr)</th>
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| Manufacturer | Total Actual Cost | 0.00 |
| Model | Repair Limit Amount | 0.00 |
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<td>X Trailing</td>
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<td>Rail Points</td>
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<td>4 Point to Point</td>
<td>S Y R</td>
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<tr>
<td>5 Point Condition</td>
<td>S Y R</td>
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<tr>
<td>6 Point Throw, nothing less than 4 3/4 inches</td>
<td>N 4 3/8 R N/A</td>
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<tr>
<td>7 Point Opening</td>
<td>N 4 3/8 R N/A</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>11 Gage ahead of Bend Must not be less than 56 inches or more than 57 inches for &quot;S&quot;</td>
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<td>12 Heel Spread in Inches</td>
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<td>15 Loose</td>
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<td>16 Missing</td>
<td>1 N/A</td>
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<td>17 Loose</td>
<td>N/A</td>
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<td>18 Missing</td>
<td>N/A</td>
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<tr>
<td>19 Cotter Pins missing</td>
<td>N/A</td>
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<tr>
<td>20 Jam Nuts Loose</td>
<td>N/A</td>
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<tr>
<td>21 Washers</td>
<td>OK Broken N/A Missing</td>
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22 Standard Joints S Y R N/A
23 Switch Plates S Y R N/A
24 Adjustable Braces S Y R N/A
25 Non-Adjustable Braces S Y R N/A

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

Using a 62° cord
S = Up to 1" Max allowed Speed Y = 1" to 1 1/2" 40 MPH R = 1 1/2" to 1 3/4" 12 MPH Greater than 1 3/4" = Out of Service
33 Head Block ties S Y R
34 Switch Adjustments Yes, No
35 Lubrication OK Dry
36 Switch Target / Lamps OK Missing N/A
37 Latches OK Broken N/A Missing
38 Locks OK Broken N/A Missing
39 General Condition S Y R
40 Insulated Joints S Y R

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

Mainline 1     2     Yard          WO # 1195950

Date: 8/28/2013 Inspection Crew: M Alchin/A Jefferson/A Perkins/S Sell

<table>
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<tr>
<th>Location</th>
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<tbody>
<tr>
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<td>3 Facing</td>
<td>X Trailing</td>
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<td>44 Frog Tread</td>
<td>N S Y R R S Y R</td>
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<td>45 Frog #</td>
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<td>46 Frog Point Condition</td>
<td>S Y R</td>
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<tr>
<td>47 Condition of Frog</td>
<td>S Y R</td>
</tr>
<tr>
<td>48 Surface of Frog</td>
<td>S Y R</td>
</tr>
<tr>
<td>49 Throat in Inches</td>
<td>3/4</td>
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<tr>
<td>50 Flangeway Depth</td>
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**Flangeway Depth must not be less than 1 1/2"**

Gage

| 51 Main Track | S 3/4 |
| 52 Turnout Track | |

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

Guard Rails

| 53 Guard Rail Gage | N 3/4 |

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

| 54 Back to Back | N 3/4 |

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

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

Guard Rail Clamps

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

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

**More than 57 1/2" Out of Service**

**Class 3 Gage 56" to 57"**

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

**Turnout Ties**

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

**Tie Plates**

| 60 Lead | S Y R |
| 61 Guard Rail Flangeway | S Y R N 1 3/4 |

**Guard Rail Flangeway can not be less**

| 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 |

Hold Down Devices

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

**Maximum difference in any 31' in Cl Level on the siding from the Frog P 50' beyond last long tie**

| 74 Maximum difference in any 31' in Cl Level on the siding from the Frog P 50' beyond last long tie | OK Difference |

| 75 Condition of Line thru entire turnout | S Y R |
Switch # BH 1A

Remarks

Switch #13E block bolt loose nut

Frog #8

Cracked frog point needs welding

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

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

S All items inspected are in compliance

Y Attention needed

R Immediate attention required or Out of Service

Reviewed by:
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**Attachments**
- Site: METRO
- 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?: 

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

**Multiple Assets, Locations, and Cls**

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

**Scheduling Information**
- Scheduled Start: 
- Target Start: 
- Actual Start: 
- Scheduled Finish: 
- Target Finish: 
- Actual Finish: 
- Time Remaining: 
- Duration: 4:00
- Interruptible?: 
- Predecessors:

**Work Details**
- Job Plan: 2598
- PM: 03902
- Component: 
- 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: GHALLS
- Crew: DAY

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

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

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http://mtassets/maximo/ui/?event=loadapp&value=plstwo&uisessionid=1377684921404

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**Switch Inspection Report /Annual**

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

**Gage**
- 10 Heel of Switch
  - a) Main: S L Y R
  - b) Turnout: S L Y R
- 11 Gage ahead of Bend: S L Y R

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

**12 Heel Spread in Inches**
- a) Turnout: 3/16
  - b) Main: 3/16

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

**Bolts**
- 15 Loose: N/A
- 16 Missing: N/A

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

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

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

**Greater than 1 3/4" = Out of Service**

**33 Head Block ties: S Y R**

**34 Switch Adjustments**
- Yes (No)

**35 Lubrication**
- OK (Dry)

**36 Switch Target / Lamps**
- OK (Missing: N/A)

**37 Latches**
- OK (Broken: Missing)

**38 Locks**
- OK (Broken: Missing)

**39 General Condition**
- S Y R

**40 Insulated Joints**
- S Y R

**Remarks on Page 3**

JBW/WEM Mod. 09-15-08
Date: 8/30/2013

Inspection Crew: M Alchin A Jefferson S Sell

---

**Gage**

51 Main Track 56 3/8
2 Turnout Track 56 3/8

Gage must not be less than 56" any Class

---

**Guard Rails**

53 Guard Rail Gage N 1/4 R 1/4

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

54 Back to Back N 52 3/4 R 53 1/8

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

---

**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

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**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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| Total Planned Cost | 0.00 |
| Total Actual Cost | 0.00 |
| Repair Limit Amount | 0.00 |
| Current Asset Value | 0.00 |
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| Accepts Charges? | ✔ |
| Charge to Store? | ✔ |

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### Work Details

| Job Plan | 2599 | METRO MOW ANNUAL SWITCH INSPECT | |
| Component | PM | 53952 | METRO MOW ANNUAL SWITCH INSPECT | |
| 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 | GHALLS |
| Crew | DAY |

### Service Group

| Work Group | MTA472 |
| Vendor | Service |

---

http://mtassets/maximo/ui/?event=loadapp&value=plustwo&uisessionid=1377684921404

8/28/2013
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<td>4 Point to Point 5/8</td>
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<td>5 Point Condition</td>
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<td>a) Main</td>
<td>5 7</td>
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**Switch Rods**
- 26 Front Rod
- S Y R N/A
- 27 #1 Rod (Basket Rod)
- S Y R N/A
- 28 #2 Rod
- S Y R N/A
- 29 #3 Rod
- S Y R N/A
- 30 #4 Rod
- S Y R N/A
- 31 Closure Rail
- S Y R N/A
- 32 Surface of Switch
- S Y R N/A

**Using a 62" cord**
- S = Up to 1" Max allowed Speed
- Y = 1" to 1 1/2" 40 MPH
- R = 1 1/2" to 1 3/4" 12 MPH

Greater than 1 3/4" = Out of Service
- 33 Head Block ties
- S Y R
- 34 Switch Adjustments
- Yes No
- 35 Lubrication
- OK Dry
- 36 Switch Target / Lamps
- OK Missing N/A
- 37 Latches
- OK Broken Missing
- 38 Locks
- OK Broken Missing
- 39 General Condition
- S Y R
- 40 Insulated Joints
- S Y R

**Remarks on Page 3**
JBW/WEM Mod. 09-15-08
<table>
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<td>50 Flangeway Depth</td>
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**Gage**

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

**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" |

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**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 | |

**Rivets (Huck)**

66 Loose | N/A |
67 Missing | |
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

**Remarks on page 3**
Switch # PO 5A
WO # 1194325
Date 8/30/2013

Remarks

Switch ties need to be replace
Switch out of surface

Fros # 6
Fros ties need to be replace
Fros out of surface

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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Switch Inspection Report / Annual

Date: 8/30/2013

1 Location: PO
2 Switch I.D. #: 7A
3 Facing: Trailing

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

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

Remarks on Page 3
JBW/WEM Mod. 09-15-08
Date: 8/30/2013

1 Location PO
2 Switch ID # 7A
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 2 1/8
50 Flangeway Depth 2
   Flangeway Depth must not be less than 1 1/2"

Gage
51 Main Track 56.34
2 Turnout Track 56.34
   Gage must not be less than 56" any Class

Guard Rails
53 Guard Rail Gage N N/A R N/A
   Guard Rail Gage must be less than 54 3/8"
54 Back to Back N 53.4 R 53.4
   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
Switch# PO 7A
WO # 1194329
Date 8/30/2013

Switch Ties need to be replace
Switch out of surface

Fros # 4
Fros Ties need to be replace
Fros out of surface

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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<td>08/23/13 10:32:44 AM</td>
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<td>GSTOUT</td>
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<td>410-474-2784</td>
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<td>08/23/13 08:06:34 AM</td>
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</tbody>
</table>

**Asset Details**

- **Year**: 0000
- **Manufacturer**: METRO
- **Model**: MTA1METRO
- **Serial #**: 1298007
- **Type**: FLEET
- **Status**: OPERATING
- **Asset Condition**: Operating

**Work Details**

- **Job Plan**: 2568
- **Component**: PM
- **Position**: 5301
- **Reason for Repair**: METRO MOW ANNUAL SWITCH INSPECTI
- **Work Accomplished**: METRO MOW ANNUAL SWITCH INSPECTI
- **Part Failure**: N
- **Warranty?**: N
- **Reference ID**: 0
- **Telematics Code**: 0
- **Telematics Transaction**: 0
- **Primary Meter**: 0

**Scheduling Information**

- **Scheduled Start**: 08/25/13 12:00:00 AM
- **Target Start**: 08/23/13 10:32:44 AM
- **Actual Start**: 08/23/13 10:32:44 AM
- **Scheduled Finish**: 08/25/13 04:20:00 AM
- **Target Finish**: 08/25/13 04:20:00 AM
- **Actual Finish**: 08/25/13 04:20:00 AM
- **Time Remaining**: 4:00
- **Duration**:
- **Interruptible?**: 0
- **Predecessors**: 0

**Last Reading**

- **Last Reading Date**: 0000
- **Primary Reading Entered?**: 0
- **Life To Date**: 0

**Responsibility**

- **Supervisor**: GHALLS
- **Lead**: 0
- **Crew**: \[\]

**Attachments**

- **Site**: METRO
- **Failure Class**: MTA1METRO
- **Priority**: Chain Marker Wabash Yard
- **Asset/Location Priority**: CMWABYARD
- **Is Task**: N
- **Parent WO**: WAB155
- **Warranty Situation Present?**: N
- **Maintenance Alert?**: N
- **Repair Order?**: N
- **Has Follow-up Work?**: N
- **Quick PM?**: N

**Costs**

- **Total Planned Cost**: 0.00
- **Total Actual Cost**: 0.00
- **Repair Limit Amount**: 0.00
- **Current Asset Value**: 0.00
- **GL Account**: J06-0000-0070
- **Accepts Charges?**: 0
- **Charge to Store?**: 0

**Service Group**

- **Work Group**: MTA472
- **Vendor**: 0
- **Service**: 0

---

http://mtassets/maximo/ui/?event=loadapp&value=plustwo&uisessionid=1377684921404

8/28/2013
Mainline 1 2 Yard Track 13

Date: 8/30/2013

Inspection Crew M Alchin A Jefferson S Sell

1 Location WAB
2 Switch I.D. # 155
3 Facing Trailing X

Rail Points
4 Point to Point 51/2
5 Point Condition S Y R
6 Point Throw, nothing less than 4 3/4 inches N 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 50
   a) Turnout
11 Gage ahead of Bend 50

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 Broken Missing

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

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

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

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

**Mainline** 1 2 Yard ____________ **Track 13**

<table>
<thead>
<tr>
<th>1 Location</th>
<th>WAB</th>
</tr>
</thead>
<tbody>
<tr>
<td>2 Switch ID #</td>
<td>155</td>
</tr>
<tr>
<td>3 Facing</td>
<td>Trailing</td>
</tr>
<tr>
<td>44 Frog Tread</td>
<td>N SY R</td>
</tr>
<tr>
<td></td>
<td>R SY R</td>
</tr>
<tr>
<td>45 Frog #</td>
<td></td>
</tr>
<tr>
<td>46 Frog Point Condition</td>
<td>SY R</td>
</tr>
<tr>
<td>47 Condition of Frog</td>
<td>CY R</td>
</tr>
<tr>
<td>48 Surface of Frog</td>
<td>SY R</td>
</tr>
<tr>
<td>49 Throat in Inches</td>
<td>2 1/8</td>
</tr>
<tr>
<td>50 Flangeway Depth</td>
<td>2</td>
</tr>
<tr>
<td><strong>Flangeway Depth must not be less than 1 1/2&quot;</strong></td>
<td></td>
</tr>
</tbody>
</table>

**Gage**

<table>
<thead>
<tr>
<th>51 Main Track</th>
<th>56 1/8</th>
</tr>
</thead>
<tbody>
<tr>
<td>52 Turnout Track</td>
<td>56 1/8</td>
</tr>
</tbody>
</table>

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

**Guard Rails**

<table>
<thead>
<tr>
<th>53 Guard Rail Gage</th>
<th>N X R R X</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Guard Rail Gage must be less than 54 3/8&quot;</strong></td>
<td></td>
</tr>
<tr>
<td>54 Back to Back</td>
<td>N 52 3/4 R 52 3/4</td>
</tr>
<tr>
<td><strong>Back to Back must be less than 53 1/8&quot;</strong></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>54 Condition</th>
<th>SY R</th>
</tr>
</thead>
<tbody>
<tr>
<td>55 Location of Guard Rail (Relation to Point)</td>
<td>SY R</td>
</tr>
</tbody>
</table>

**Guard Rail Clamps**

<table>
<thead>
<tr>
<th>56 Main Track</th>
<th>SY R</th>
</tr>
</thead>
<tbody>
<tr>
<td>57 Turnout Track</td>
<td>SY R</td>
</tr>
</tbody>
</table>

**Guard Rail Clamps**

<table>
<thead>
<tr>
<th>Class 1 Gage 56&quot; to 57 1/2&quot;</th>
</tr>
</thead>
<tbody>
<tr>
<td>More than 57 1/2&quot; Out of Service</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Class 3 Gage 56&quot; to 57&quot;</th>
</tr>
</thead>
<tbody>
<tr>
<td>More than 57&quot; to 57 1/4&quot; downgrade to Class 2 and gets a Y</td>
</tr>
</tbody>
</table>

**Remarks on page 3**

**Turnout Ties**

<table>
<thead>
<tr>
<th>58 Condition</th>
<th>SY R</th>
</tr>
</thead>
<tbody>
<tr>
<td>59 Rail Movement</td>
<td>SY R</td>
</tr>
</tbody>
</table>

**Tie Plates**

<table>
<thead>
<tr>
<th>60 Lead</th>
<th>SY R</th>
</tr>
</thead>
<tbody>
<tr>
<td>61 Guard Rail Flangeway</td>
<td>SY R N M R R</td>
</tr>
<tr>
<td>Guard Rail Flangeway can not be less 1 1/2&quot;</td>
<td></td>
</tr>
<tr>
<td>62 Guard Rail Plates</td>
<td>SY R</td>
</tr>
<tr>
<td>63 Frog Plates</td>
<td>SY R</td>
</tr>
</tbody>
</table>

**Bolts**

<table>
<thead>
<tr>
<th>64 Loose</th>
<th>V N/A</th>
</tr>
</thead>
<tbody>
<tr>
<td>65 Missing</td>
<td>V N/A</td>
</tr>
</tbody>
</table>

**Rivets (Huck)**

<table>
<thead>
<tr>
<th>66 Loose</th>
<th>V N/A</th>
</tr>
</thead>
<tbody>
<tr>
<td>67 Missing</td>
<td>V N/A</td>
</tr>
<tr>
<td>68 Nuts Missing</td>
<td>V N/A</td>
</tr>
<tr>
<td>69 Cotter Pins Missing</td>
<td>V N/A</td>
</tr>
<tr>
<td>70 Washers OK Broken Missing</td>
<td></td>
</tr>
<tr>
<td>71 Hold Down Devices</td>
<td>SY R N/A</td>
</tr>
<tr>
<td>72 Spring Housing</td>
<td>SY R N/A</td>
</tr>
<tr>
<td>73 Derails</td>
<td>SY R N/A</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>74 Maximum difference in any 31' in Cross Level on the siding from the Frog Point to 50' beyond last long tie</th>
<th>OK Difference</th>
</tr>
</thead>
<tbody>
<tr>
<td>75 Condition of Line thru entire turnout</td>
<td>SY R</td>
</tr>
</tbody>
</table>

**WO # 1193387**

**Date:** 8/30/2013 **Inspection Crew:** M Alchin A Jefferson S Sell
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: