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**Asset Details**

- Year: [ ]
- Manufacturer: [ ]
- Model: [ ]
- Serial #: [ ]
- Type: [ ]
- Status: [ ]

**Costs**

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

**Scheduling Information**

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

**Primary Meter**

- New Reading: [ ]
- New Reading Date: [ ]

**Responsibility**

- Supervisor: [ ]
- Lead: [ ]
- Crew: [ ]

**Service Group**

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

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**Comments:**
- PO 7B/R/H switch point 8" chip on top needs grind.
- JH 1A/3A frog point chipped/pitted.
- PO 1A frog point worn and needs grind.

_Supervisor:_

_H. Acheson A Jefferson R Dennis_

_Inspectors:_

_M. Alchin, A Jefferson, R Dennis_
**Work Order Tracking (Tr)**

**Thursday**

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**Asset Details**

- Year
- Manufacturer
- Model
- Serial #
- Type
- Status
- Asset Condition

**Work Details**

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

**New Reading**

- New Reading Date
- Meter

**Responsibility**

- Supervisor
- Lead
- Crew

**Attachments**

- Site: METRO
- Failure Class: MR_MOW
- Problem Code
- Priority
- 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: 005-0000-047
- Accepts Charges?: Yes
- Charge to Store?

**Scheduling Information**

- Scheduled Start
- Target Start
- Actual Start
- Scheduled Finish
- Target Finish
- Actual Finish
- Time Remaining
- Duration: 0:00
- Interruptible?
- Predecessors

**Last Reading**

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

**Service Group**

- Work Group
- Vendor
- Service

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http://mtassets/maximo/ui/?event=loadapp&value=plustwo&uisessionid=1378395976309

9/5/2013
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<th>Lags/Clips</th>
<th>Plates</th>
<th>Stock Rail</th>
<th>Frog</th>
<th>Closure S/C</th>
<th>Switch Pits L/R</th>
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<th>Location</th>
<th>Switch I.D.</th>
<th>Track</th>
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**WORK ORDER #** 120796

RA 3B: North heel block loose and missing nut.
RA 12B: 2 heel block bolts are 1 1/4" and need replaced/tightened.
OC 3B: 3 loose brace plates. Halfcine check/setting on top of R/H switch pt.
OC SA: Frog has 4 loose bolts.

**COMMENTS:**

- ONS 3A: 7/4+10, 8/6+30, 9/6+36, 10/6+75, 11/6+50, 12/6+50, 13/6+50, 14/6+50, 15/6+50.
- RA 12B: 376+60, 376+80, 376+100, 376+120, 376+140, 376+160, 376+180, 376+200, 376+220.
### Work Order Tracking

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

### Work Details
- **Job Plan**: 2932 PM 53907       
- **Component**: MONTHLY MAINLINE SWITCH INSPECTION 1       
- **Position**:       
- **Reason for Repair**:       
- **Work Accomplished**:       
- **Part Failure**:       
- **Warranty**: N       
- **Reference ID**:       
- **Telematics Code**:       
- **Telematics Transaction**:       

### Scheduling Information
- **Scheduled Start**:       
- **Target Start**: 09/05/13 12:00:00 AM       
- **Actual Start**: 09/13/13 06:52:19 AM       
- **Scheduled Finish**:       
- **Target Finish**: 09/05/13 04:00:00 AM       
- **Actual Finish**:       
- **Time Remaining**:       
- **Duration**: 4:00       
- **Interruptible?**:       
- **Predecessors**:       

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

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

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

### 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**:       
- **GL Account**: JOS-####-047       
- **Accepts Charges?**:       
- **Charge to Store?**:       

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**Supervisor**

**Inspectors**

R Dennis S. Sell
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| **Last Reading Date** | |
| **Primary Reading Entered?** | |
| **Life To Date** | |

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**COMMENTS:**
- RP 19B Frog Cracked
- 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 #** 1209586

Inspectors: M Alchin R Dennis S Sell

Supervisor: Mary [Signature]
### Work Order Tracking (Tr)

#### Work Order Details
- **Work Order Classification**: MTA \ METRO
- **Classification Description**: AREA #2 (JH-RA) MONTHLY MAINLINE SWL
- **Location**: OLD COURT FA
- **Work Location**: OLD COURT FA
- **Work Type**: PM
- **Status**: INPRO
- **Status Date**: 09/19/13 08:12:39 AM
- **Reported By**: GSTOUT
- **Phone**: 410-474-2784
- **Reported Date**: 09/05/13 08:19:55 AM
- **On Behalf Of**: 

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

#### Multiple Assets, Locations, and Cls

#### Work Details
- **Job Plan**: 2521
- **Component**: 633898
- **Position**: 
- **Reason for Repair**: 
- **Work Accomplished**: 
- **Part Failure**: 
- **Warranty?**: N
- **Reference ID**: 
- **Telematics Code**: 
- **Telematics Transaction**: 

#### Scheduling Information
- **Scheduled Start**: 
- **Target Start**: 09/05/13 12:00:00 AM
- **Actual Start**: 09/16/13 06:12:39 AM
- **Scheduled Finish**: 09/05/13 04:00:00 AM
- **Target Finish**: 
- **Actual Finish**: 
- **Time Remaining**: 4:00
- **Duration**: 
- **Interruptible?**: 
- **Predecessors**: 

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

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

---

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MONTHLY MAINLINE SWITCH INSPECTION AREA #2 JH - RA

For Mow Monthly Mainline Switch Inspection Area #2 JH - RA

Superior: M. Alanus R. Dennis, S. Sell

Comments:
### Work Order Tracking (Tr)

**Work Order**
- **Classification**: MTA \ METRO
- **Classification Description**: MTA - METRO
- **Asset**: Old Court Maintenance Facility
- **Location**: Old Court Maintenance Facility
- **Work Location**: 09/05/13 08:19:26 AM
- **Work Type**: PM
- **Status**: NPRG
- **Status Date**: 09/05/13 02:08:54 PM
- **Reported By**: GSTOUT
- **Phone**: 410-474-2784
- **Reported Date**: 09/05/13 08:19:26 AM

### Asset Details

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

### Work Details

- **Job Plan**: 2533
- **PM**: 53988
- **Component**: MONTHLY MAINLINE SWITCH INSPECTION
- **Position**: 
- **Reason for Repair**: 
- **Work Accomplished**: 
- **Part Failure**: 
- **Warranty?**: N
- **Reference ID**: 
- **Telematics ID**: 
- **Telematics Transaction**: 

### Primary Meter

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

### Responsibility

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

### Scheduling Information

- **Scheduled Start**: 09/05/13 12:00:00 AM
- **Target Start**: 09/05/13 12:00:00 AM
- **Actual Start**: 09/23/13 02:08:54 PM
- **Scheduled Finish**: 09/05/13 04:00:00 AM
- **Target Finish**: 09/23/13 04:00:00 AM
- **Actual Finish**: 
- **Time Remaining**: 4:00
- **Duration**: 
- **Interruptible?**: 

### Last Reading

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

### Service Group

- **Group**: MTA472

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

---

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9/24/2013
## MOW MONTHLY MANILINE SWITCH INSPECTION AREA #4 RA - JH

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### COMMENTS:
- PO 7B R/H switch point 8" chip on top needs grinded.
- PO 1A Frog point worn and needs grinded
- JH 1A/3A Frog point chipped/pitted

### WORK ORDER #: 1209592

Inspectors: M Alchin S Sell  
Supervisor: [Signature]
## Work Order Tracking (Tr)

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### Asset Details
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- Manufacturer
- Model
- Serial #
- Type
- Asset Condition

### Multiple Assets, Locations and CIs

### Work Details
- Job Plan | 2535 | Tri-Monthly Yard SWINSP Track 1 |
- PM | 48520 | Tri-Monthly Yard SWINSP Track 1 |
- 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: GHALL3
- Lead: DAY
- Crew

### Scheduling Information
- Scheduled Start
- Target Start | 09/27/13 12:00:00 AM |
- Actual Start | 09/23/13 02:09:36 PM |
- Scheduled Finish
- Target Finish | 08/27/13 04:00:00 AM |
- Actual Finish
- Time Remaining
- Duration | 4:00 |
- Interruptible
- Predecessors

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

### Service Group
- Work Group: MTA472
- Vendor
- Service
# MOW TRI-MONTHLY YARD SWITCH INSPECTION AREA TRACK #1

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<th>Location</th>
<th>Inspection Date</th>
<th>Tie Condition</th>
<th>Switch Pnts 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>
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**Comments:** 167A- Left hand switch point and curve closure rail side worn.

**Work Order #:** 1226185

**Inspectors:** M Alchin

**Supervisor:** [Signature]
**Work Order Tracking (Tr)**

<table>
<thead>
<tr>
<th>List</th>
<th>Work Order</th>
<th>Plans</th>
<th>Actuals</th>
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- **Classification**: MTA \ METRO
- **Asset**: 1243411
- **Alias**: WAB125A
- **Location**: CMWABYARD
- **Work Location**: Chain Marker Wabash Yard
- **Work Type**: PM
- **Status**: INPIRG
- **Status Date**: 09/11/13 05:26:16 PM
- **Reported By**: WPULS
- **Phone**: 410-464-8034
- **Reported Date**: 09/09/13 07:59:03 AM
- **On Behalf Of**: 

**Asset Details**

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

**Multiple Assets, Locations and Clients**

**Work Details**

- **Job Plan**: 2508
- **Component**: 49042
- **Position**: 
- **Reason for Repair**: 
- **Work Accomplished**: 
- **Part Failure**: 
- **Warranty**: N
- **Reference ID**: 
- **Telematics Code**: 
- **Telematics Transaction**: 

**Scheduling Information**

- **Scheduled Start**: 09/15/13 12:00:00 AM
- **Target Start**: 09/11/13 05:26:16 PM
- **Actual Start**: 
- **Scheduled Finish**: 09/15/13 04:00:00 AM
- **Target Finish**: 
- **Actual Finish**: 
- **Time Remaining**: 
- **Duration**: 4:00
- **Interruptible**: 
- **Predecessors**: 

**Primary Meter**

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

**Responsibility**

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

**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**: 

**Costs**

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

**Last Reading**

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

**Service Group**

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

Mainline  1  2  Yard  1

Date:  9/12/2013  Inspection Crew  M Alchin R Dennis S Sell

1 Location  WAB
2 Switch I.D. #  125A
3 Facing  X  Trailing

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

Gage
10 Heel of Switch
   a) Main  ≤ 5 5/16
   a) Turnout  ≤ 6 9/16
11 Gage ahead of Bend  ≤ 6 9/16
   Must not be less than 56 inches or more than 57 inches for "S"
12 Heel Spread in Inches
   a) Turnout  ≤ 5/8
   a) Main  ≤ 7/8

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 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
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 1
Date: 9/12/2013 Inspection Crew: M Alchin R Dennis S Sell

1 Location WAB
2 Switch ID # 125A
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 1/4
50 Flangeway Depth 7 Flangeway Depth must not be less than 1 1/2"

Gage
51 Main Track 36 3/4
2 Turnout Track 51
   Gage must not be less than 56" any Class

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

58 Condition
   S Y R
59 Rail Movement
   S Y R

58 Condition
   S Y R
59 Rail Movement
   S Y R

Tie Plates
60 Lead
   S Y R
61 Guard Rail Flangeway N/A
   S Y R N R
   Guard Rail Flangeway can not be less 1 1/2"
62 Guard Rail Plates
   S Y R N/A
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

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 2008

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

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

### Costs

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

### Scheduling Information

- **Scheduled Start:** 09/15/13 12:00:00 AM
- **Scheduled Finish:** 09/11/13 05:20:16 PM
- **Time Remaining:** 4.00
- **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:** GHALL3

### Other Information

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

---

http://mtassets/maximo/ui/?event=loadapp&value=plustwo&uisessionid=1378934170259

9/11/2013
Mainline 1 2 Yard 2

Date: 9/12/2013 Inspection Crew M Alchin R Dennis S Sell

1 Location WAB
2 Switch I.D. # 125B
3 Facing Trailing X

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

Gage
9 General Condition of the Points S Y R
10 Heel of Switch
a) Main 56 3/8
b) Turnout 53 7/8
11 Gage ahead of Bend 56 2
Must not be less than 56 inches or more than 57 inches for "S"

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 Inspection Report /Annual

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

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

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

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

Remarks on Page 3
JBW/WEM Mod. 09-15-08
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**Turnout Ties**
- 58 Condition
  - S Y R
- 59 Rail Movement
  - S Y R

**Tie Plates**
- 60 Lead
  - S Y R
- 61 Guard Rail Flangeway
  - 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

**Guard Rails**
- 53 Guard Rail Gage
  - S R
  - Guard Rail Gage must be less than 54 3/8" |
- 54 Back to Back
  - 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

Remarks on page 3

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

75 Condition of Line thru entire turnout
  - S Y R
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 ID**: 1213419
- **Classification**: MTA \ METRO
- **Classification Description**: METRO MOW ANNUAL SWITCH INSPECTION
- **Asset**: 1243413
- **Alias**: WAB127A
- **Location**: CMWABYARD
- **Work Location**: Chain Marker Wabash Yard
- **Work Type**: PM
- **Status**: INPRG
- **Status Date**: 09/11/13 05:26:16 PM
- **Reported By**: WPULS
- **Phone**: 410-454-8034
- **Reported Date**: 09/09/13 07:56:56 AM
- **On Behalf Of**: [Redacted]

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

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

### Scheduling Information
- **scheduled Start**: 09/11/13 05:26:16 PM
- **Target Start**: 09/15/13 12:00:00 AM
- **Actual Start**: 09/11/13 05:26:16 PM
- **scheduled Finish**: 09/15/13 04:00:00 AM
- **Target Finish**: [Redacted]
- **Actual Finish**: [Redacted]
- **Time Remaining**: [Redacted]
- **Duration**: 4:00
- **Interruptible?**: [Redacted]
- **Predecessors**: [Redacted]

### Work Details
- **Job Plan**: 2598
- **PM**: 49041
- **Component**: [Redacted]
- **Position**: [Redacted]
- **Reason for Repair**: [Redacted]
- **Work Accomplished**: [Redacted]
- **Part Failure**: [Redacted]
- **Warranty?**: [Redacted]
- **Reference ID**: [Redacted]
- **Telematics Code**: [Redacted]
- **Telematics Transaction**: [Redacted]
- **New Reading**: [Redacted]
- **New Reading Date**: [Redacted]
- **Primary Meter**: [Redacted]

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

### Support Details
- **Service Group**: [Redacted]
- **Work Group**: MTA472
- **Vendor**: [Redacted]
- **Service**: [Redacted]

---

http://mtassets/maximo/ui/?event=loadapp&value=plustwo&cuisessionid=1378934170259

9/11/2013
### Switch Inspection Report / Annual

**Mainline** 1 2  Yard 1  
**Date:** 9/12/2013  
**Inspection Crew:** M Alchin R Dennis S Sell  
**WO #** 1213419

| Location | WAB  |  
| Switch I.D. # | 127A  |  
| Facing | Trailing X |  

#### Rail Points

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

#### Gage

| 10 Heel of Switch |  
| a Main | 4 3/16 |  
| a) Turnout | 3 1/2 |  
| 11 Gage ahead of Bend | 3 1/4 |  
| Must not be less than 56 inches or more than 57 inches for "S" |  
| 12 Heel Spread in Inches |  
| a) Turnout | 3 1/4 |  
| a) Main | 3 1/4 |  

#### 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
Date: 9/12/2013

1 Location WAB
2 Switch ID # 127A
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 5 6 7/8
2 Turnout Track 5 6 7/16

Gage must not be less than 56" any Class

Guard Rails
53 Guard Rail Gage N 5 3/8 R 3 1/8

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

54 Back to Back N R

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

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:** 1213427  
**Classification:** MTA/METRO

<table>
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<th>Work Order</th>
<th>Plans</th>
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**Classification Description:** MTA • METRO  
**Asset:** 1245414  
**Alias:** WAB127B  
**Location:** CMWABYARD  
**Work Location:** Chain Marker Wabash Yard  
**Work Type:** PM  
**Status:** INPRG  
**Status Date:** 09/11/13 05:26:16 PM  
**Reported By:** WPULS  
**Phone:** 410-454-8034  
**Reported Date:** 09/09/13 07:50:07 AM  
**On Behalf Of:**

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

**Work Details:**
- **Job Plan:** 2598  
- **PM:** 49043  
- **Component:**  
- **Position:**  
- **Reason for Repair:**  
- **Work Accomplished:**  
- **Part Failure:** N  
- **Warranty?:**  
- **Reference ID:**  
- **Telematics Code:**  
- **Telematics Transaction:**  
- **Primary Meter:** New Reading  
- **New Reading Date:**

**Scheduling Information:**
- **Scheduled Start:** 09/15/13 12:00:00 AM  
- **Target Start:** 09/15/13 12:00:00 AM  
- **Actual Start:** 09/11/13 05:26:16 PM  
- **Scheduled Finish:** 09/15/13 04:00:00 AM  
- **Target Finish:** 09/15/13 04:00:00 AM  
- **Actual Finish:**  
- **Time Remaining:**
- **Duration:** 4:00  
- **Interruptible?:**  
- **Predecessors:**

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

**Responsibility:**
- **Supervisor:** GHALL3  
- **Load:**  
- **Crew:**

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

---

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9/11/2013
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<td>4 Point to Point</td>
<td>S/P</td>
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<td>5 Point Condition</td>
<td>Y R</td>
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<td>6 Point Throw</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>3/4</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 Heel Spread in Inches</td>
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<td>a) Turnout</td>
<td>5 6 1/4</td>
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<tr>
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<td>5 6 1/4</td>
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<td>S Y R</td>
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<td>14 Condition</td>
<td>S Y R</td>
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<td>Bolts</td>
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<td>20 Jam Nuts Loose</td>
<td>Y N/A</td>
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<td>21 Washers</td>
<td>OK Broken Y Missing</td>
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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 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 Y N/A
37 Latches
OK Broken Y Missing Y
38 Locks
OK 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 /Annual

Date: 9/12/2013

WO # 1213427

Inspection Crew: M Alchin R Dennis S Sell

1 Location WAB
2 Switch ID # 127B
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 1/4
50 Flangeway Depth 2

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

Gage
1 Main Track 56 5/8
2 Turnout Track 56 7/8

Gage must not be less than 56" any Class

Guard Rails
53 Guard Rail Gage N 3/3 R 5/3 1/8

Guard Rail Gage must be less than 54 3/8"
54 Back to Back N 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 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:
Mainline 1 2 Yard

Date: 9/20/2013 Inspection Crew M Alchin/S Sell/A Perkins/C Chandler

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

Rail Points
4 Point to Point 51 7/16
5 Point Condition S Y R
6 Point Throw, nothing less than 4 3/4 inches
N 51/4 R
7 Point Opening
N 1/2 R
8 Fit S Y R
9 General Condition of the Points S Y R

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

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

Bolts
15 Loose N/A
16 Missing N/A

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

Switch Inspection Report / Semi-Annual

WO # 1220616

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 N/A
37 Latches OK Broken Missing

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

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

Mainline 1 2 Yard ________________ WO # 1220616

Date: 9/20/2013 Inspection Crew: M Alchin/S Sell/A Perkins/C Chandler

1 Location RA
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 7/16
50 Flangeway Depth 2
Flangeway Depth must not be less than 1 1/2"

Gage
1 Main Track 56 1/2
2 Turnout Track 56 3/8
Gage must not be less than 56" any Class

Guard Rails
53 Guard Rail Gage N 51 7/8 R S Y 58
Guard Rail Gage must be less than 54 3/8"
54 Back to Back N 52 1/16 R 52 1/16
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 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 7/8 R 1 3/4
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
2 Hold Down Devices on Track Broken

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

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

S All items inspected are in compliance

Y Attention needed

R Immediate attention required or Out of Service

Reviewed by:
### Switch Inspection Report / Semi-Annual

**Mainline**

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<th>Yard</th>
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#### Date:

- 9/20/2013

#### Inspection Crew:

- M Alchin
- S Sell
- A Perkins
- C Chandler

#### 1 Location: RA

#### 2 Switch I.D. #: 1A

#### 3 Facing: X Trailing

#### Rail Points

- 4 Point to Point: 5 1/2"
- 5 Point Condition: Y R
- 6 Point Throw, nothing less than 4 3/4 inches:
  - N 5 1/16 R
- 7 Point Opening:
  - N 5 1/16 R
- 8 Fit:
  - Y R
- 9 General Condition of the Points:
  - Y R

#### Gage

- 10 Heel of Switch:
  - a) Main: 56.1/8
  - b) Turnout: 56.1/16
- 11 Gage ahead of i3 bend:
  - Y R

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

- 12 Heel Spread in Inches:
  - a) Turnout: 6 3/16
  - b) Main: 6 3/16

#### Stock Rail

- 13 Bend: Y R
- 14 Condition:
  - 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 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
- 32 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
- 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**

JBWWEM Mod. 09-15-08
Date: 9/20/2013  Inspection Crew: M Alchin/S Sell/A Perkins/C Chandler

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

Gage
   "1 Main Track 56 5/8
   2 Turnout Track 56 3/8
   Gage must not be less than 56" any Class

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

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

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

Class 1 Gage 56" to 57 1/2"

More than 57 1/2" Out of Service

Class 3 Gage 56" to 57"

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

Remarks on page 3
3 loose huck bolts south rail main track west
end of frog

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

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

S All items inspected are in compliance

Y Attention needed

R Immediate attention required or Out of Service

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

**Work Order Tracking (Tr)**

**Work Order Number**: 1220802
**Classification**: MTA METRO

**Asset**: 1248903
**Alias**: Raza
**Location**: Chain Markers West, Reisterstown Plaza Inte

**Work Type**: PM
**Status**: INPRG
**Status Date**: 09/20/13 08:20:26 AM
**Reported By**: MTACKON
**Reported Date**: 09/16/13 03:31:10 AM

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**Asset Condition**:

**Multiple Assets, Locations and CIs**

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**Accepts Charges?**

**Charge to Store?**

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**Duration**

**Interruptible?**

**Predecessors**

**Last Reading**

**Primary Reading Date**

**Life To Date**

**Responsibility**

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

**Telematics Transaction**

**Primary Meter**

**New Reading**

**New Reading Date**

http://mtassets/maximo/ui/?event=loadapp&value=plustwo&uisessionid=1379679441249

9/20/2013
Switch Inspection Report / Semi-Annual

Date: 9/20/2013

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

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

Gage
10 Heel of Switch
   a) Main 5 1/16
   b) Turnout 56 3/4
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 1/4
   a) Main 1 1/4

Stock Rail
13 Bend Y R
14 Condition 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

WO # 1220602

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 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
32 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
Frog Inspection Report / Semi-Annual

Date: 9/20/2013

Inspection Crew: M Alchin/S Sell/A Perkins/C Chandler

1 Location RA
2 Switch I.D. # 3A
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 5/16
50 Flangeway Depth 2 3/16
Flangeway Depth must not be less than 1 1/2"

Gage
51 Main Track 56 3/8
2 Turnout Track 56 7/16
Gage must not be less than 56" any Class

Guard Rails
53 Guard Rail Gage N 54 7/16 R 54 9/16
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"

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 1/3/16 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
Switch RA 3A

WO # 1220602

Date 9/20/2013

Remarks

4 Hold Down Devices on Frog Broken

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

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

S All items inspected are in compliance

Y Attention needed

R Immediate attention required or Out of Service

Reviewed by: [Signature]
Work Order Tracking (Tr)

Work Order Details:
- Work Order: 1220598
- Classification: MTA - METRO
- Classification Description: MTA - METRO
- Asset: 1247109
- Alias: RA3B
- Location: 341W5SWRA3B
- Work Location: Chain Markers West, Rogers Avenue Interloc
- Work Type: PM
- Status: INPRG
- Status Date: 09/20/13 08:20:26 AM
- Reported By: MTACRON
- Phone: 
- Reported Date: 09/16/13 03:31:08 AM

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

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: 
- Target Start: 08/22/13 12:00:00 AM
- Actual Start: 08/20/13 08:20:26 AM
- Scheduled Finish: 
- Target Finish: 08/22/13 04:00:00 AM
- Actual Finish: 
- Time Remaining: 
- Duration:
- Interruptible?: 
- Predecessors:
- Last Reading:
- Last Reading Date: 
- Primary Reading Entered?: 
- Life To Date:

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

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

http://mtassets/maximo/ui/?event=loadapp&value=plustwo&uisessionid=1379679441249

9/20/2013
Switch Inspection Report / Semi-Annual

Mainline 1 2  Yard  

Date: 9/20/2013  Inspection Crew  M Alchin/S Sell/A Perkins/C Chandler

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

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 S R
7 Point Opening N S 1/4 R
8 Fit S Y R
9 General Condition of the Points S Y R

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

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

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

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

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

Mainline 1 2 Yard ______________________

Date: 9/20/2013 Inspection Crew: M Alchin/S Sell/A Perkins/C Chandler

WO # 1220668

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

Gage
51 Main Track 5 6 7/16
52 Turnout Track 5 6 8/16
Gage must not be less than 56" any Class

Guard Rails
53 Guard Rail Gage N 5/8 3/8 R 5/8 3/8
Guard Rail Gage must be less than 54 3/8"
54 Back to Back N 5 2 3/4 R 5 1/2 3/8
Back to Back must be less than 53 1/8"
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 3/4 R 1 1/2
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 \checkmark_ N/A
65 Missing _________ N/A

Rivets (Huck)
66 Loose \checkmark_ N/A
67 Missing _________ N/A
68 Nuts Missing \checkmark_ N/A
69 Cotter Pins Missing \checkmark_ 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
\checkmark_ Difference _________

75 Condition of Line thru entire turnout S 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

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<th>Actuals</th>
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**Notes**

Switch Inspection Report / Semi-Annual

Mainline 1 2 Yard  

WO # 22887

Date: 9/28/2013 Inspection Crew M Alchin/S Sell/R Dennis

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

Rail Points
4 Point to Point 51 1/2
5 Point Condition SYR
6 Point Throw nothing less than 4 3/4 inches
N 3/4 R
7 Point Opening
N 5/8 R
8 Fit SYR
9 General Condition of the Points SYR
10 Gage
11 Gage ahead of Bend 5/8
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 5 7/8

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 Broken Missing

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

22 Standard Joints
23 Switch Plates
24 Adjustable Braces
25 Non-Adjustable Braces

Switch Rods
26 Front Rod SYR
27 #1 Rod (Basket Rod) SYR
28 #2 Rod SYR
29 #3 Rod SYR
30 #4 Rod SYR
31 Closure Rail SYR
32 Surface of Switch SYR

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
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
Mainline 1 2 Yard ________________

Date: 9/28/2013 Inspection Crew: M Alchin/S Sell/R Dennis

1 Location CC
2 Switch I.D. # 1A
3 Facing X Trailing
44 Frog Tread N 5 3/4 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 2 1/2
50 Flangeway Depth
   Flangeway Depth must not be less than 1 1/2"

Gage
51 Main Track 5 15 3/16
52 Turnout Track 5 15 5/16
   Gage must not be less than 56" any Class

Guard Rails
53 Guard Rail Gage N 5 1/2 3/16 R 5 3/4 3/16
   Guard Rail Gage must be less than 54 3/8"
54 Back to Back N 5 3/4 3/16 R 5 3/4 1/16
   Back to Back must be less than 53 1/8"

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

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

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

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

The Plates
60 Lead S Y R
61 Guard Rail Flangeway S Y R N 1 1/8 R 1 1/2
   Guard Rial Flangeway can not be less 1 1/2"
62 Guard Rail Plates S Y R
63 Frog Plates S Y R

Bolts
64 Loose N/A
65 Missing N/A

Rivets (Huck)
66 Loose 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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### Multiple Assets, Locations and Clients

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**Remarks on Page 3**

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

Mainline 1 2 Yard WO # 1228894

Date: 9/28/2013 Inspection Crew: M Alchin/S Sell/R Dennis

1 Location CC
2 Switch I.D. # 38
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 5/16
50 Flangeway Depth 7
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 4 5/8" R 5 3/8"
Guard Rail Gage must be less than 54 3/8".
54 Back to Back N 5 2 9/16" R 5 1/2"
Back to Back must be less than 53 1/8"

56 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)**

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**Asset Details**

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**Work Details**

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**Scheduling Information**

| Scheduled Start | 09/26/13 12:00:00 AM |
| Scheduled Finish | 09/26/13 08:15:12 AM |
| Target Start | 09/26/13 04:00:00 AM |
| Actual Start | 09/26/13 04:00:00 AM |
| Target Finish | 09/26/13 04:00:00 AM |
| Actual Finish | 09/26/13 04:00:00 AM |
| Time Remaining | 4:00 |
| Interruptible? |                     |
| Predecessors |                     |
| Last Reading |                     |
| Last Reading Date |                     |
| Primary Reading Entered? |     |
| Live To Date |                     |
| Service Group | MTA472 |
| Work Group |                     |
| Vendor |                     |
| Service |                     |

http://mtassets/maximo/ui/?event=loadapp&value=plustwo&uisessionid=1380380611232  
9/28/2013
Switch Inspection Report / Semi-Annual

Mainline ___ 1 ___ 2 ___ Yard ____________ WO # __1226890___

Date: 9/28/2013 Inspection Crew ____________

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</tr>
<tr>
<td>Facing</td>
<td>Trailing</td>
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**Rail Points**

| Point to Point | 5 1/4 |
| Point Condition | Y R |
| Point Throw | nothing less than 4 3/4 inches |
| Point Opening | R |

| Fit | Y R |
| General Condition of the Points | Y R |

**Gage**

| Heel of Switch | |
| Turnout | |
| Gage ahead of Bend | 5 0 1/2 |

**Stock Rail**

| Bend | |
| Condition | 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 |
| Washers | OK / Broken / Missing |

**Remarks on Page 3**

JBW/WEM Mod. 09-15-08

| Standard Joints | S Y R N/A |
| Switch Plates | S Y R N/A |
| Adjustable Braces | Y R N/A |
| Non-Adjustable Braces | Y R N/A |
| Switch Rods | |
| Front Rod | Y R N/A |
| #1 Rod (Basket Rod) | Y R N/A |
| #2 Rod | Y R N/A |
| #3 Rod | Y R N/A |
| #4 Rod | Y R N/A |
| Closet 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

| Head Block ties | Y R |
| Switch Adjustments | Yes / No |
| Lubrication | OK / Dry |
| Switch Target / Lamps | OK / Missing |
| Latches | OK / Broken / Missing |
| Locks | OK / Broken / Missing |
| General Condition | Y R |
| Insulated Joints | S Y R |
Frog Inspection Report / Semi-Annual

Date: 9/28/2013

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

Gage
51 Main Track 6 1/2
52 Turnout Track 5 6 1/2
Gage must not be less than 66" any Class

Guard Rails
53 Guard Rail Gage N 3 1/2 R 5 3/8
Guard Rail Gage must be less than 54 3/8"
54 Back to Back N 3 1/2 R 5 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

Remarks on page 3

Turnout Ties
56 Condition S Y R
59 Rail Movement S Y R
61 Guard Rail Flangeway S Y R N 1 3/4 R 3 1/4
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
All rules comply with the MTA Field Guide for Track Inspections updated April 2006

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

S  All items inspected are in compliance

Y  Attention needed

R  Immediate attention required or Out of Service

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

**List**  | **Work Order**  | **Plana**  | **Actuals**  | **Related Records**  | **Safety Plan**  | **Log**  | **Failure Reporting**  | **Specifications**
---|---|---|---|---|---|---|---|---
**Work Order Classification**  | MTA \ METRO  |  |  |  |  |  |  |  
**Classification Description**  | METRO MOW SEMI-ANNUAL SWITCH INSI  |  |  |  |  |  |  |  
**Asset**  | 1228870  | 1247411  |  |  |  |  |  |  
**Alias**  | METRO  | METRO SWITCH CC1B CHAIN MARK  |  |  |  |  |  |  
**Location**  | CC1B  | Chain Markers West, State Center Interlock  |  |  |  |  |  |  
**Work Location**  | PM  | INPRG  |  |  |  |  |  |  
**Work Type**  | 09/28/13 08:15:12 AM  |  |  |  |  |  |  |  
**Status Date**  | MTACRON  |  |  |  |  |  |  |  
**Reported By**  | 09/23/13 03:31:54 AM  |  |  |  |  |  |  |  
**Reported Date**  | On Behalf Of  |  |  |  |  |  |  |  

**Asset Details**

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**Fleet Assets**

**Multiple Assets, Locations and Classes**

**Work Details**

|---|---|---|---|---|---|---|---|---|---|

**Primary Meter**

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**Responsibility**

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**Scheduling Information**

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**Last Reading**

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**Service Group**

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**Attachments**

|---|---|---|---|---|---|---|---|---|---|---|---|---|

**Costs**

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<th>Current Asset Value</th>
<th>GL Account</th>
<th>Accepts Charges?</th>
<th>Charge to Store?</th>
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**2866**  | 50059  | METRO MOW SEMI-ANNUAL SWITCH INSI  | METRO MOW SEMI-ANNUAL SWITCH INSI  |  |  |  

**09/29/13 12:00:00 AM**  |  |  | 09/29/13 06:15:12 AM  |  |  |  

**09/29/13 04:00:00 AM**  |  |  |  |  |  |  

**GHAL3**  |  |  |  |  |  |  

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http://mtassets/maximo/ui/?event=loadapp&value=plustwo&uisessionid=1380380611232  
9/28/2013
Switch Inspection Report / Semi-Annual

Date: 9/28/2013

Inspection Crew: M Alchin/S Sell/R Dennis

WO # 1228876

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

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

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

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

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

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
32 Surface of Switch Y R N/A
33 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
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
**Frog Inspection Report / Semi-Annual**

**WO #** 1228876  
**M Aichin/S Sell/R Dennis**

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<td>44 Frog Tread</td>
<td>N</td>
<td>S Y R</td>
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<td>R</td>
<td>S Y R</td>
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<td>47 Condition of Frog</td>
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<td>48 Surface of Frog</td>
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<td>49 Throat in Inches</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"**

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<td>2 Turnout Track</td>
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**Gage must not be less than 56" any Class**

**Guard Rails**

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<th>N</th>
<th>4 3/16 R</th>
<th>4 9/16</th>
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**Guard Rail Gage must be less than 54 3/8**

<table>
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<th>54 Back to Back</th>
<th>N</th>
<th>2 7/8 R</th>
<th>5 1/16</th>
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**Back to Back must be less than 53 1/8**

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<th>56 Location of Guard Rail (Relation to Point)</th>
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**Guard Rail Clamps**

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<th>S Y R</th>
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<tr>
<td>57 Tension in Turnout Track</td>
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<tr>
<th>Class 1 Gage 56&quot; to 57 1/2&quot;</th>
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**More than 57 1/2" Out of Service**

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

**Turnout Ties**

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<th>59 Rail Movement</th>
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**Tie Plates**

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<th>G Y R</th>
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| 61 Guard Rail Flangeway | S Y R N | 19 1/16 | 1 5/8 |

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

<table>
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<tr>
<th>62 Guard Rail Plates</th>
<th>G Y R</th>
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<table>
<thead>
<tr>
<th>63 Frog Plates</th>
<th>G Y R</th>
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**Bolts**

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<tr>
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**Rivets (Huck)**

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<th>66 Loose</th>
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<th>67 Missing</th>
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<th>69 Cotter Pins Missing</th>
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<th>72 Spring Housing</th>
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<table>
<thead>
<tr>
<th>73 Derails</th>
<th>S Y R N/A</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 | OK Difference |

| 75 Condition of Line thru entire turnout | G 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)

<table>
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<tr>
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Asset Details

- **Year**: [Field]
- **Manufacturer**: [Field]
- **Model**: [Field]
- **Serial #**: [Field]
- **Type**: FLEET
  - **Status**: OPERATING
  - **Fleet Assets**: Operating
- **Asset Condition**: [Field]
- **Multiple Assets, Locations and CLs**: [Field]

Costs

- **Total Planned Cost**: 0.00
- **Total Actual Cost**: 0.00
- **Repair Limit Amount**: [Field]
- **Current Asset Value**: 0.00
- **GL Account**: 105-###-047
- **Accepts Charges?**: [Field]
- **Charge to Store?**: [Field]

Scheduling Information

- **Scheduled Start**: [Field]
- **Target Start**: 10/06/13 12:00:00 AM
- **Actual Start**: 09/30/13 12:13:56 PM
- **Scheduled Finish**: [Field]
- **Target Finish**: 10/06/13 04:00:00 AM
- **Actual Finish**: [Field]
- **Time Remaining**: 4:00
- **Interruptible?**: [Field]
- **Predecessors**: [Field]

New Reading

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

Responsibility

- **Supervisor**: [Field]
- **Lead**: GALLA3
- **Crew**: DAY

Service Group

- **Work Group**: MTA472

Service Group

- **Service**: [Field]

http://mtassets/maximo/ui/?event=loadapp&value=plustwo&uisessionid=1380557646323

9/30/2013
### Switch Inspection Report / Semi-Annual

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

**Date:** 9/30/2013  
**Inspection Crew:** M Alchin  R Dennis  S Sell

**WO #** 1236494

<table>
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<td>50 7/8</td>
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<tr>
<td>5 Point Condition</td>
<td>Y R</td>
</tr>
<tr>
<td>6 Point Throw, nothing less than 4 3/4 inches</td>
<td>N 5 R</td>
</tr>
<tr>
<td>7 Point Opening</td>
<td>N 3 3/16 R</td>
</tr>
<tr>
<td>8 Fit</td>
<td>Y R</td>
</tr>
<tr>
<td>9 General Condition of the Points</td>
<td>Y R</td>
</tr>
</tbody>
</table>

**Gage**

| 10 Heel of Switch    |  |
| a) Main              | 56 1/2 |
| a) Turnout           | 56 |
| 11 Gage ahead of Bend | 6 1/2 |

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

| 12 Heel Spread in Inches |  |
| a) Turnout              | 3 3/16 |
| a) Main                 | 6 3/4 |

**Stock Rail**

| 13 Bend               |  |
| 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          |  |
| 27 #1 Rod (Basket Rod)|  |
| 28 #2 Rod             |  |
| 29 #3 Rod             |  |
| 30 #4 Rod             |  |
| 31 Closure Rail       |  |
| 32 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    |  |
| 34 Switch Adjustments |  |
| 35 Lubrication        |  |
| 36 Switch Target / Lamps |  |
| 37 Latches            |  |
| 38 Locks              |  |
| 39 General Condition  |  |
| 40 Insulated Joints   |  |

**Remarks on Page 3**

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

Date: 9/30/2013
Inspection Crew: M Alchin R Dennis S Sell

Mainline  ____________________________  Yard  ____________________________  WO # 1236494

1 Location  ____________ RA  
2 Switch I.D. #: ____________ 5A  
3 Facing  ____________ Trailing  X  
44 Frog Tread  N ____________ $ Y R  
R ____________ $ 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 1/4  
50 Flangeway Depth  ____________ 2  
Flangeway Depth must not be less than 1 1/2"

Gage

51 Main Track  ____________ 56 1/2  
2 Turnout Track  ____________ 56 3/8  
Gage must not be less than 56" any Class

Guard Rails

53 Guard Rail Gage  N ____________ 54 13/6 R ____________ 54 1/2  
Guard Rail Gage must be less than 54 3/8"
54 Back to Back  N ____________ 52 3/6 R ____________ 52 3/8  
Back to Back must be less than 53 1/8"

54 Condition  (S Y R  
55 Condition 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  
$ Y R  
59 Rail Movement  (S Y R  

Tie Plates

60 Lead  (S Y R  
61 Guard Rail Flangeway  
S Y R N / 3/4 R 1 7/8  
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  ( ) N/A  

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

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

75 Condition of Line thru entire turnout  (S Y R

Remarks on page 3
Switch   RA 5A   WO #   1236494   Date   9/30/2013

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:
### Work Order Tracking (Tr)

**Work Order Number:** 1238518  
**Classification:** METRO

**Asset:** 1248934  
**Location:** 348WSWRAD

**Status:** NPRG  
**Status Date:** 08/30/13 12:13:50 PM

**Reported By:** MACRON  
**Report Date:** 08/30/13 03:24:39 AM

**On Behalf Of:**

---

### Asset Details:

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

**Multiple Assets, Locations, and CIs**

---

### Work Details:

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

**Reference ID:**  
**Telematics Code:**  
**Telematics Transaction:**

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

**Responsibility:**

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

---

### Costs:

- **Total Planned Cost:** 0.00  
- **Total Actual Cost:** 0.00

**Repair Limit Amount:**  
**Current Asset Value:** 0.00

**GL Account:** JOE-9999-997  
**Accepts Charges?:**  
**Charge to Store?:**

---

### Scheduling Information:

- **Scheduled Start:**  
- **Target Start:** 08/06/13 12:00:00 AM
- **Actual Start:** 08/30/13 12:13:50 PM
- **Scheduled Finish:**
- **Target Finish:** 08/06/13 04:00:00 AM
- **Actual Finish:**
- **Time Remaining:**
- **Duration:** 4:00
- **Interruptible?:**

**Predecessors:**

---

### Last Reading:

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

**Life To Date**

**Service Group:**

**Work Group:** MTA472  
**Vendor:**

**Service:**

---

**Attachments:**

- **Site:** METRO
- **Priority:** 1
- **Asset Location Priority:**
- **Is Task?:**
- **Parent WO:**
- **Warranty Situation Present?:** N
- **Maintenance Alert?:**

**Repair Order?:**

**Has Follow-up Work?:**

**Quick PM?:**

---

[Screen capture of a Maximo interface with data entered for a work order tracking system.]

---

**http://mtassets/maximo/ui/?event=loadapp&value=plustwo&uisessionid=1380557646323**  
9/30/2013
<table>
<thead>
<tr>
<th>Mainline</th>
<th>1</th>
<th>2</th>
<th>Yard</th>
<th>WO #</th>
<th>1236518</th>
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<tbody>
<tr>
<td>Date:</td>
<td>9/30/2013</td>
<td>Inspection Crew</td>
<td>M Alchin</td>
<td>R Dennis S Sell</td>
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<table>
<thead>
<tr>
<th>Rail Points</th>
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</thead>
<tbody>
<tr>
<td>4 Point to Point</td>
</tr>
<tr>
<td>5 Point Condition</td>
</tr>
<tr>
<td>6 Point Throw, nothing less than 4 3/4 inches</td>
</tr>
<tr>
<td>7 Point Opening</td>
</tr>
<tr>
<td>8 Fit</td>
</tr>
<tr>
<td>9 General Condition of the Points</td>
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</table>

<table>
<thead>
<tr>
<th>Gage</th>
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</thead>
<tbody>
<tr>
<td>10 Heel of Switch</td>
</tr>
<tr>
<td>a) Main</td>
</tr>
<tr>
<td>a) Turnout</td>
</tr>
<tr>
<td>11 Gage ahead of Bend</td>
</tr>
<tr>
<td>Must not be less than 56 inches or more than 57 inches for &quot;S&quot;</td>
</tr>
<tr>
<td>12 Heel Spread in Inches</td>
</tr>
<tr>
<td>a) Turnout</td>
</tr>
<tr>
<td>a) Main</td>
</tr>
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<table>
<thead>
<tr>
<th>Stock Rail</th>
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<tbody>
<tr>
<td>13 Bend</td>
</tr>
<tr>
<td>14 Condition</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Bolts</th>
</tr>
</thead>
<tbody>
<tr>
<td>15 Loose</td>
</tr>
<tr>
<td>16 Missing</td>
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</tbody>
</table>

<table>
<thead>
<tr>
<th>Rivets (Huck Bolts)</th>
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</thead>
<tbody>
<tr>
<td>17 Loose</td>
</tr>
<tr>
<td>18 Missing</td>
</tr>
<tr>
<td>19 Cotter Pins missing</td>
</tr>
<tr>
<td>20 Jam Nuts Loose</td>
</tr>
<tr>
<td>21 Washers OK</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Remarks on Page 3</th>
</tr>
</thead>
<tbody>
<tr>
<td>JBWW/MEM Mod. 09-15-08</td>
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<table>
<thead>
<tr>
<th>Switch Rods</th>
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<tbody>
<tr>
<td>26 Front Rod</td>
</tr>
<tr>
<td>27 #1 Rod (Basket Rod)</td>
</tr>
<tr>
<td>28 #2 Rod</td>
</tr>
<tr>
<td>29 #3 Rod</td>
</tr>
<tr>
<td>30 #4 Rod</td>
</tr>
<tr>
<td>31 Closure Rail</td>
</tr>
<tr>
<td>32 Surface of Switch</td>
</tr>
<tr>
<td>Using a 62' cord</td>
</tr>
<tr>
<td>S= Up to 1&quot; Max allowed Speed</td>
</tr>
<tr>
<td>Y= 1&quot; to 1 1/2&quot; 40 MPH</td>
</tr>
<tr>
<td>R= 1 1/2&quot; to 1 3/4&quot; 12 MPH</td>
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<tr>
<td>Greater than 1 3/4&quot; = Out of Service</td>
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<tr>
<td>33 Head Block ties</td>
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<tr>
<td>34 Switch Adjustments</td>
</tr>
<tr>
<td>35 Lubrication</td>
</tr>
<tr>
<td>36 Switch Target / Lamps</td>
</tr>
<tr>
<td>37 Latches</td>
</tr>
<tr>
<td>38 Latches</td>
</tr>
<tr>
<td>39 General Condition</td>
</tr>
<tr>
<td>40 Insulated Joints</td>
</tr>
</tbody>
</table>
Frog Inspection Report / Semi-Annual

Mainline 1 2 Yard ______________

Date: 9/30/2013 Inspection Crew: __________

WO # 1236518

1 Location RA
2 Switch I.D. # 9A
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 3½
50 Flangeway Depth 2
Flangeway Depth must not be less than 1 1/2"

Gage

51 Main Track 56½
2 Turnout Track 56½
Gage must not be less than 56" any Class

Guard Rails

53 Guard Rail Gage N 3½ R 54 3½
Guard Rail Gage must be less than 54 3/8"
54 Back to Back N 52 3/8 R 52 3/16
Back to Back must be less than 53 1/8"

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

Guard Rail Clamps

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

Class 1 Gage 56" to 57 1/2"

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

Turnout Ties

58 Condition S Y R
59 Rail Movement S Y R

Tie Plates

60 Lead S Y R
61 Guard Rail Flangeway S Y R N 1 1/8 R 1 3/16
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

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)

<table>
<thead>
<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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<tr>
<td></td>
<td>MTA \ METRO</td>
<td>METRO MOW SEMI-ANNUAL SWITCH INS</td>
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<td>METRO MOW SWITCH RA7B CHAIN MAINT</td>
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<td></td>
</tr>
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</table>

- **Asset**: 1246586
- **Location**: 546N5W5RA7B
- **Work Location**: Chain Markers West, Relianttown Plaza Int
- **Work Type**: PM
- **Status**: INPRG
- **Status Date**: 09/30/13 12:13:56 PM
- **Reported By**: MTACRON
- **Reported Date**: 09/30/13 03:24:56 AM
- **On Behalf Of**: 

### Asset Details

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

### Multiple Assets, Locations, and Cis

### Work Details

<table>
<thead>
<tr>
<th>Job Plan</th>
<th>Component</th>
<th>PM</th>
<th>Reason for Repair</th>
<th>Work Accomplished</th>
<th>Part Failure</th>
<th>Warranty?</th>
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<tr>
<td>2066</td>
<td>59051</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>N</td>
</tr>
</tbody>
</table>

### Scheduling Information

- **Scheduled Start**: 10/01/13 12:00:00 AM
- **Actual Start**: 09/30/13 12:13:56 PM
- **Scheduled Finish**: 10/09/13 12:13:56 PM
- **Actual Finish**: 09/30/13 04:00:00 AM
- **Duration**: 4:00
- **Interruptible**: 
- **Predecessors**: 

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

### Responsibility

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

### Attachment

- **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?**: 

### Costs

- **Total Planned Cost**: 0.00
- **Total Actual Cost**: 0.00
- **Repair Limit Amount**: 
- **Current Asset Value**: 0.00
- **GL Account**: 565-000-047
- **Accepts Charges?**: 
- **Charge to Store**: 

### Other Information

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

### Service Group

- **Work Group**: MTA4272

---

http://mtassets/maximo/ui/?event=loadapp&value=plustwo&uisessionid=1380557646323

9/30/2013
1 Location RA
2 Switch I.D. # 7B
3 Facing Trailing X

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

**Gage**
10 Heel of Switch
   a) Main 50
   a) Turnout 50
11 Gage ahead of Bend 50 9/16
Must not be less than 56 inches or more than 57 inches for "S"
12 Heel Spread in Inches
   a) Turnout 5/16
   a) Main 5/16

**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

**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 Dr N/A
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: 9/30/2013

Mainline 1 2 Yard

Inspection Crew: M Alchin R Dennis S Sell

WO # 1236532

1 Location RA
2 Switch I.D. # 7B
3 Facing Trailing X
44 Frog Tread N R Y R Y R
45 Frog # 0
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 5/8
2 Turnout Track 56 4 9/16
Gage must not be less than 56" any Class

Guard Rails
53 Guard Rail Gage N 5/8 3/8 R 3/4 3/4
Guard Rail Gage must be less than 54 3/8"
54 Back to Back N 5 1/8 R 5 7/8 3/4
Back to Back must be less than 53 1/8"
54 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
Switch RA 7B
WO # 1236532
Date 9/30/2013

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: