Work Order Tracking (Tr)

List | Work Order | Plans | Actuals | Related Records | Safety Plan | Log | Failure Reporting | Specifications |
--- | --- | --- | --- | --- | --- | --- | --- | --- |
Work Order | 1306396 | | | | | | | |
Classification | MTA | METRO | | | | | | |
Classification Description | AREA #1(RA-OM) MONTHLY MAINLINE SW | | | | | | | |
Asset | | | | | | | | |
Alias | | | | | | | | |
Location | OLD CourTFA | | | | | | | |
Work Location | | | | | | | | |
Work Type | PM | | | | | | | |
Status | COMP | | | | | | | |
Status Date | 12/03/13 03:12:10 PM | | | | | | | |
Reported By | MTACRON | | | | | | | |
Phone | | | | | | | | |
Reported Date | 12/01/13 03:59:26 AM | | | | | | | |
On Behalf Of | | | | | | | | |

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

Multiple Assets, Locations and CIs

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

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
- Meter

Responsibility
- Supervisor: GHAL13
- Lead: DAY
- Crew: DAY

Attachments
- Site
- Failure Class
- Problem Code
- Priority
- Asset/Location Priority
- Is Task
- Parent WO
- Warranty Situaton Present
- Maintenance Alert
- Repair Order
- Has Follow-up Work
- Quick PM

---

http://mtassets/maximo/ui/?event=loadapp&value=plustwo&uniqueid=5755134&uisessionid=138615607... 12/4/2013
# MOW MONTHLY MANILINE SWITCH INSPECTION AREA #1 RA - OM

<table>
<thead>
<tr>
<th>Track</th>
<th>Switch I.D.</th>
<th>Location</th>
<th>Inspection Date</th>
<th>Tie Condition</th>
<th>Switch 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>
<th>Ballast</th>
</tr>
</thead>
<tbody>
<tr>
<td>RA TO OM</td>
<td>CM#</td>
<td>Date</td>
<td>R/Y/S</td>
<td>R/Y/S</td>
<td>R/Y/S</td>
<td>R/Y/S</td>
<td>R/Y/S</td>
<td>R/Y/S</td>
<td>R/Y/S</td>
<td>R/Y/S</td>
<td>R/Y/S</td>
<td>R/Y/S</td>
<td>R/Y/S</td>
<td>R/Y/S</td>
</tr>
<tr>
<td>1</td>
<td>RA-3B</td>
<td>351+25</td>
<td>12/3/2013</td>
<td>S</td>
<td>S</td>
<td>S</td>
<td>S</td>
<td>S</td>
<td>Y</td>
<td>S</td>
<td>S</td>
<td>S</td>
<td>S</td>
<td>S</td>
</tr>
<tr>
<td>1</td>
<td>RA-1B</td>
<td>344+15</td>
<td>12/3/2013</td>
<td>S</td>
<td>S</td>
<td>S</td>
<td>S</td>
<td>Y</td>
<td>S</td>
<td>S</td>
<td>S</td>
<td>S</td>
<td>S</td>
<td></td>
</tr>
<tr>
<td>1</td>
<td>RA-5A</td>
<td>348+55</td>
<td>12/3/2013</td>
<td>S</td>
<td>S</td>
<td>S</td>
<td>S</td>
<td>S</td>
<td>S</td>
<td>S</td>
<td>S</td>
<td>S</td>
<td>S</td>
<td>S</td>
</tr>
<tr>
<td>1</td>
<td>RA-7B</td>
<td>349+10</td>
<td>12/3/2013</td>
<td>S</td>
<td>S</td>
<td>S</td>
<td>S</td>
<td>S</td>
<td>S</td>
<td>S</td>
<td>S</td>
<td>S</td>
<td>S</td>
<td>S</td>
</tr>
<tr>
<td>1</td>
<td>RP-21</td>
<td>376+80</td>
<td>12/3/2013</td>
<td>Y</td>
<td>Y</td>
<td>Y</td>
<td>Y</td>
<td>S</td>
<td>Y</td>
<td>S</td>
<td>Y</td>
<td>S</td>
<td>S</td>
<td>N/A</td>
</tr>
<tr>
<td>1</td>
<td>RP-19B</td>
<td>376+60</td>
<td>12/3/2013</td>
<td>Y</td>
<td>S</td>
<td>S</td>
<td>S</td>
<td>Y</td>
<td>S</td>
<td>S</td>
<td>Y</td>
<td>Y</td>
<td>S</td>
<td>S</td>
</tr>
<tr>
<td>1</td>
<td>RP-3B</td>
<td>389+35</td>
<td>12/3/2013</td>
<td>Y</td>
<td>S</td>
<td>S</td>
<td>S</td>
<td>S</td>
<td>S</td>
<td>Y</td>
<td>S</td>
<td>S</td>
<td>S</td>
<td>S</td>
</tr>
<tr>
<td>1</td>
<td>RP-1B</td>
<td>391+05</td>
<td>12/3/2013</td>
<td>Y</td>
<td>S</td>
<td>S</td>
<td>Y</td>
<td>Y</td>
<td>S</td>
<td>Y</td>
<td>S</td>
<td>Y</td>
<td>S</td>
<td>S</td>
</tr>
<tr>
<td>1</td>
<td>MM-3</td>
<td>439+35</td>
<td>12/3/2013</td>
<td>Y</td>
<td>S</td>
<td>S</td>
<td>S</td>
<td>S</td>
<td>S</td>
<td>Y</td>
<td>S</td>
<td>S</td>
<td>S</td>
<td>S</td>
</tr>
<tr>
<td>1</td>
<td>OC-5A</td>
<td>525+65</td>
<td>12/3/2013</td>
<td>S</td>
<td>S</td>
<td>S</td>
<td>Y</td>
<td>S</td>
<td>S</td>
<td>S</td>
<td>N/A</td>
<td>S</td>
<td>S</td>
<td>S</td>
</tr>
<tr>
<td>1</td>
<td>OC-1B</td>
<td>525+75</td>
<td>12/3/2013</td>
<td>Y</td>
<td>S</td>
<td>S</td>
<td>S</td>
<td>S</td>
<td>S</td>
<td>Y</td>
<td>S</td>
<td>S</td>
<td>S</td>
<td>S</td>
</tr>
<tr>
<td>1</td>
<td>OC-3B</td>
<td>632+26</td>
<td>12/3/2013</td>
<td>S</td>
<td>S</td>
<td>S</td>
<td>S</td>
<td>S</td>
<td>S</td>
<td>S</td>
<td>S</td>
<td>S</td>
<td>S</td>
<td>S</td>
</tr>
<tr>
<td>1</td>
<td>OM-1B</td>
<td>682+36</td>
<td>12/3/2013</td>
<td>S</td>
<td>S</td>
<td>S</td>
<td>S</td>
<td>S</td>
<td>S</td>
<td>S</td>
<td>S</td>
<td>S</td>
<td>S</td>
<td>S</td>
</tr>
<tr>
<td>1</td>
<td>OM-3B</td>
<td>688+30</td>
<td>12/3/2013</td>
<td>S</td>
<td>S</td>
<td>S</td>
<td>Y</td>
<td>S</td>
<td>S</td>
<td>S</td>
<td>S</td>
<td>S</td>
<td>S</td>
<td>S</td>
</tr>
<tr>
<td>1</td>
<td>OM-5A</td>
<td>704+10</td>
<td>12/3/2013</td>
<td>S</td>
<td>S</td>
<td>S</td>
<td>S</td>
<td>S</td>
<td>S</td>
<td>S</td>
<td>S</td>
<td>S</td>
<td>S</td>
<td>S</td>
</tr>
</tbody>
</table>

**COMMENTS:**

RP 19B Frog Cracked at wing joint behind bar. Sperry Car hit.
OC 3B Hairline crack/scaling on top of R/H switch pt.

**WORK ORDER # 1306978**

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

**List** | **Work Order** | **Plans** | **Actuals** | **Related Records** | **Safety Plan** | **Log** | **Failure Reporting** | **Specifications**
---|---|---|---|---|---|---|---|---
**Work Order** | 1306582 | **AREA #2(HJ-RA) MONTHLY MAINLINE SW** | | | | | | **Attachments**
**Classification** | MTA \ METRO | | | | | | | Site
**Classification Description** | MTA - METRO | | | | | | | Failure Class
**Asset** | | | | | | | | Problem Code
**Alias** | | | | | | | | Priority
**Location** | OLD COURT FLO | | | | | | | Asset/Location Priority
**Work Location** | | | | | | | | Is Task?
**Work Type** | PM | | | | | | | Parent WO
**Status** | INPRG | | | | | | | Warranty Situation Present?
**Status Date** | 12/07/13 08:19:28 AM | | | | | | | Maintenance Alert?
**Reported By** | MTACRON | | | | | | | Repair Order?
**Reported Date** | 12/01/13 03:06:30 AM | | | | | | | Has Follow-up Work?
**On Behalf Of** | | | | | | | | Quick PM?

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

### Multiple Assets, Locations, and Cls

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

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

### New Reading
- **New Reading Date**
- **Meter**

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

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

### Service Group
- **Service Group**
- **MTA472**
- **Vendor**
- **Service**

---

http://mtassets/maximo/ui/?event=loadapp&value=plustwo&uniqueid=5755138&uisessionid=13870300...

12/14/2013
# MOW Monthly Maniline Switch Inspection Area #2 JH - RA

<table>
<thead>
<tr>
<th>Track</th>
<th>Switch I.D.</th>
<th>Location</th>
<th>Inspection Date</th>
<th>Tie Condition</th>
<th>Switch Pints Rail L/R</th>
<th>Closure S/C</th>
<th>Frog</th>
<th>Stock Rail</th>
<th>Plates</th>
<th>Lags/Clips</th>
<th>Standard Joints</th>
<th>Insulated Joints</th>
<th>Welds</th>
<th>Ballast</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>JH-3B</td>
<td>070+05NE</td>
<td>12/14/2013</td>
<td>S</td>
<td>Y</td>
<td>S</td>
<td>Y</td>
<td>S</td>
<td>S</td>
<td>S</td>
<td>S</td>
<td>S</td>
<td>S</td>
<td>N/A</td>
</tr>
<tr>
<td>1</td>
<td>JH-1B</td>
<td>067+00NE</td>
<td>12/14/2013</td>
<td>S</td>
<td>S</td>
<td>S</td>
<td>S</td>
<td>Y</td>
<td>S</td>
<td>S</td>
<td>S</td>
<td>S</td>
<td>S</td>
<td>N/A</td>
</tr>
<tr>
<td>1</td>
<td>CC-3B</td>
<td>004+70</td>
<td>12/14/2013</td>
<td>S</td>
<td>S</td>
<td>S</td>
<td>S</td>
<td>S</td>
<td>S</td>
<td>S</td>
<td>S</td>
<td>S</td>
<td>S</td>
<td>N/A</td>
</tr>
<tr>
<td>1</td>
<td>CC-1B</td>
<td>007+65</td>
<td>12/14/2013</td>
<td>S</td>
<td>Y</td>
<td>S</td>
<td>S</td>
<td>S</td>
<td>S</td>
<td>S</td>
<td>S</td>
<td>S</td>
<td>S</td>
<td>N/A</td>
</tr>
<tr>
<td>1</td>
<td>BH-3B</td>
<td>066+45</td>
<td>12/14/2013</td>
<td>S</td>
<td>S</td>
<td>Y</td>
<td>S</td>
<td>S</td>
<td>S</td>
<td>S</td>
<td>S</td>
<td>S</td>
<td>S</td>
<td>N/A</td>
</tr>
<tr>
<td>1</td>
<td>BH-1B</td>
<td>069+30</td>
<td>12/14/2013</td>
<td>S</td>
<td>S</td>
<td>Y</td>
<td>Y</td>
<td>S</td>
<td>S</td>
<td>S</td>
<td>S</td>
<td>S</td>
<td>S</td>
<td>N/A</td>
</tr>
<tr>
<td>1</td>
<td>PO-3B</td>
<td>229+10</td>
<td>12/14/2013</td>
<td>S</td>
<td>Y</td>
<td>S</td>
<td>Y</td>
<td>Y</td>
<td>S</td>
<td>S</td>
<td>S</td>
<td>S</td>
<td>S</td>
<td>S</td>
</tr>
<tr>
<td>1</td>
<td>PO-1B</td>
<td>230+80</td>
<td>12/14/2013</td>
<td>S</td>
<td>S</td>
<td>S</td>
<td>Y</td>
<td>S</td>
<td>S</td>
<td>Y</td>
<td>S</td>
<td>S</td>
<td>S</td>
<td>S</td>
</tr>
</tbody>
</table>

**Comments:** BH 3B Frog point needs grinded

**Work Order #:** 1306982

Inspectors: M Alchin R Dennis

Supervisor: [Signature]
<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>
</tr>
</thead>
<tbody>
<tr>
<td>Work Order Classification</td>
<td>AREA #4(RA-JH) MONTHLY MAINLINE SWI</td>
<td>MTA / METRO</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Classification Description</td>
<td>MTA - METRO</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Alias</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Location</td>
<td>OLDCOURTFA</td>
<td>Old Court Maintenance Facility</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Work Location</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Work Type</td>
<td>PM</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Status</td>
<td>INPRG</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Status Date</td>
<td>12/07/13 02:47:19 PM</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Reported By</td>
<td>MTACRON</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Phone</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Reported Date</td>
<td>12/01/13 03:56:36 AM</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>On Behalf Of</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Asset Details**
- Year
- Manufacturer
- Model
- Serial #
- Type
- Status
- Multiple Assets, Locations and CIs

**Filter**

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

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

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

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

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

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

http://mtassets/maximo/ui/?event=loadapp&value=plutwo&uniqueid=5755146&uisessionid=138643860... 12/7/2013
<table>
<thead>
<tr>
<th>Track</th>
<th>Switch I.D.</th>
<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>
<th>Ballast</th>
</tr>
</thead>
<tbody>
<tr>
<td>RA TO JH</td>
<td>CM#</td>
<td>Date</td>
<td>R/Y/S</td>
<td>R/Y/S</td>
<td>R/Y/S</td>
<td>R/Y/S</td>
<td>R/Y/S</td>
<td>R/Y/S</td>
<td>R/Y/S</td>
<td>R/Y/S</td>
<td>R/Y/S</td>
<td>R/Y/S</td>
<td>R/Y/S</td>
<td>R/Y/S</td>
</tr>
<tr>
<td>2</td>
<td>PO-7B</td>
<td>332+46</td>
<td>12/15/2013</td>
<td>✗</td>
<td>✓</td>
<td>✗</td>
<td>✗</td>
<td>✗</td>
<td>✗</td>
<td>✗</td>
<td>✗</td>
<td>✗</td>
<td>✗</td>
<td>✗</td>
</tr>
<tr>
<td>2</td>
<td>PO-3A</td>
<td>230+80</td>
<td>12/15/2013</td>
<td>✗</td>
<td>✓</td>
<td>✗</td>
<td>✗</td>
<td>✗</td>
<td>✗</td>
<td>✗</td>
<td>✗</td>
<td>✗</td>
<td>✗</td>
<td>✗</td>
</tr>
<tr>
<td>2</td>
<td>PO-1A</td>
<td>229+10</td>
<td>12/15/2013</td>
<td>✗</td>
<td>✓</td>
<td>✗</td>
<td>✗</td>
<td>✗</td>
<td>✗</td>
<td>✗</td>
<td>✗</td>
<td>✗</td>
<td>✗</td>
<td>✗</td>
</tr>
<tr>
<td>2</td>
<td>PO-5B</td>
<td>227+40</td>
<td>12/15/2013</td>
<td>✗</td>
<td>✓</td>
<td>✗</td>
<td>✗</td>
<td>✗</td>
<td>✗</td>
<td>✗</td>
<td>✗</td>
<td>✗</td>
<td>✗</td>
<td>✗</td>
</tr>
<tr>
<td>2</td>
<td>BH-3A</td>
<td>069+30</td>
<td>12/15/2013</td>
<td>✗</td>
<td>✓</td>
<td>✗</td>
<td>✗</td>
<td>✗</td>
<td>✗</td>
<td>✗</td>
<td>✗</td>
<td>✗</td>
<td>✗</td>
<td>✗</td>
</tr>
<tr>
<td>2</td>
<td>BH-1A</td>
<td>066+45</td>
<td>12/15/2013</td>
<td>✗</td>
<td>✓</td>
<td>✗</td>
<td>✗</td>
<td>✗</td>
<td>✗</td>
<td>✗</td>
<td>✗</td>
<td>✗</td>
<td>✗</td>
<td>✗</td>
</tr>
<tr>
<td>2</td>
<td>CC-3A</td>
<td>007+65</td>
<td>12/15/2013</td>
<td>✗</td>
<td>✓</td>
<td>✗</td>
<td>✗</td>
<td>✗</td>
<td>✗</td>
<td>✗</td>
<td>✗</td>
<td>✗</td>
<td>✗</td>
<td>✗</td>
</tr>
<tr>
<td>2</td>
<td>CC-1A</td>
<td>004+70</td>
<td>12/15/2013</td>
<td>✗</td>
<td>✓</td>
<td>✗</td>
<td>✗</td>
<td>✗</td>
<td>✗</td>
<td>✗</td>
<td>✗</td>
<td>✗</td>
<td>✗</td>
<td>✗</td>
</tr>
<tr>
<td>2</td>
<td>JH-3A</td>
<td>067+00 NE</td>
<td>12/15/2013</td>
<td>✗</td>
<td>✓</td>
<td>✗</td>
<td>✗</td>
<td>✗</td>
<td>✗</td>
<td>✗</td>
<td>✗</td>
<td>✗</td>
<td>✗</td>
<td>✗</td>
</tr>
<tr>
<td>2</td>
<td>JH-1A</td>
<td>070+06NE</td>
<td>12/15/2013</td>
<td>✗</td>
<td>✓</td>
<td>✗</td>
<td>✗</td>
<td>✗</td>
<td>✗</td>
<td>✗</td>
<td>✗</td>
<td>✗</td>
<td>✗</td>
<td>✗</td>
</tr>
</tbody>
</table>

COMMENTS:

WORK ORDER #: 1306990

Inspectors: ___________________________ A Jefferson A Perkins: ___________________________ Supervisor: ___________________________
<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>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>1309986</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Classification</td>
<td>AREA #3(OM-RA) MONTHLY MAINLINE SW...</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Asset</td>
<td>MTA \ METRO</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Alias</td>
<td>MTA - METRO</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Location</td>
<td>OLD COURTFA</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Work Location</td>
<td>Old Court Maintenance Facility</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Work Type</td>
<td>Work Type</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Status</td>
<td>Status</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Status Date</td>
<td>12/14/13 10:24:21 AM</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Reported By</td>
<td>Reported By</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Phone</td>
<td>Phone</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Reported Date</td>
<td>12/01/13 03:56:34 AM</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>On Behalf Of</td>
<td>On Behalf Of</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**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: 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

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

**Responsibility**
- Supervisor: GHALL3
- Lead: DAY
- Crew: MTA472

http://mtassets/maximo/ui/?event=loadapp&value=plustwo&uniqueid=5755142&uisessionid=13871087... 12/15/2013
## MOW MONTHLY MANILINE SWITCH INSPECTION AREA #3 OM - RA

<table>
<thead>
<tr>
<th>Track</th>
<th>Switch I.D.</th>
<th>CM#</th>
<th>Date</th>
<th>R/Y/S</th>
<th>R/Y/S</th>
<th>R/Y/S</th>
<th>R/Y/S</th>
<th>R/Y/S</th>
<th>R/Y/S</th>
<th>R/Y/S</th>
<th>R/Y/S</th>
<th>R/Y/S</th>
<th>R/Y/S</th>
<th>R/Y/S</th>
<th>R/Y/S</th>
<th>R/Y/S</th>
<th>R/Y/S</th>
<th>R/Y/S</th>
<th>R/Y/S</th>
<th>R/Y/S</th>
</tr>
</thead>
<tbody>
<tr>
<td>OM TO RA</td>
<td>CM#</td>
<td>Date</td>
<td>R/Y/S</td>
<td>R/Y/S</td>
<td>R/Y/S</td>
<td>R/Y/S</td>
<td>R/Y/S</td>
<td>R/Y/S</td>
<td>R/Y/S</td>
<td>R/Y/S</td>
<td>R/Y/S</td>
<td>R/Y/S</td>
<td>R/Y/S</td>
<td>R/Y/S</td>
<td>R/Y/S</td>
<td>R/Y/S</td>
<td>R/Y/S</td>
<td>R/Y/S</td>
<td>R/Y/S</td>
<td>R/Y/S</td>
</tr>
<tr>
<td>2</td>
<td>OM-7A</td>
<td>704+10</td>
<td>12/15/2013</td>
<td>Y</td>
<td>S</td>
<td>S</td>
<td>S</td>
<td>S</td>
<td>S</td>
<td>S</td>
<td>S</td>
<td>S</td>
<td>S</td>
<td>S</td>
<td>S</td>
<td>S</td>
<td>S</td>
<td>S</td>
<td>S</td>
<td></td>
</tr>
<tr>
<td>2</td>
<td>OM-3A</td>
<td>688+30</td>
<td>12/15/2013</td>
<td>S</td>
<td>S</td>
<td>S</td>
<td>S</td>
<td>S</td>
<td>S</td>
<td>S</td>
<td>S</td>
<td>S</td>
<td>S</td>
<td>S</td>
<td>S</td>
<td>S</td>
<td>S</td>
<td>S</td>
<td>S</td>
<td></td>
</tr>
<tr>
<td>2</td>
<td>OM-1A</td>
<td>682+36</td>
<td>12/15/2013</td>
<td>S</td>
<td>S</td>
<td>S</td>
<td>S</td>
<td>S</td>
<td>S</td>
<td>S</td>
<td>S</td>
<td>S</td>
<td>S</td>
<td>S</td>
<td>S</td>
<td>S</td>
<td>S</td>
<td>S</td>
<td>S</td>
<td></td>
</tr>
<tr>
<td>2</td>
<td>OC-3A</td>
<td>632+26</td>
<td>12/15/2013</td>
<td>Y</td>
<td>Y</td>
<td>Y</td>
<td>S</td>
<td>S</td>
<td>S</td>
<td>S</td>
<td>S</td>
<td>S</td>
<td>Y</td>
<td>S</td>
<td>S</td>
<td>S</td>
<td>S</td>
<td>S</td>
<td>S</td>
<td></td>
</tr>
<tr>
<td>2</td>
<td>OC-1A</td>
<td>525+75</td>
<td>12/15/2013</td>
<td>Y</td>
<td>S</td>
<td>Y</td>
<td>Y</td>
<td>S</td>
<td>S</td>
<td>S</td>
<td>Y</td>
<td>S</td>
<td>S</td>
<td>S</td>
<td>S</td>
<td>S</td>
<td>S</td>
<td>S</td>
<td>S</td>
<td></td>
</tr>
<tr>
<td>2</td>
<td>MM-1A</td>
<td>439+35</td>
<td>12/15/2013</td>
<td>Y</td>
<td>S</td>
<td>Y</td>
<td>S</td>
<td>S</td>
<td>S</td>
<td>S</td>
<td>Y</td>
<td>Y</td>
<td>Y</td>
<td>S</td>
<td>S</td>
<td>S</td>
<td>S</td>
<td>S</td>
<td>S</td>
<td></td>
</tr>
<tr>
<td>2</td>
<td>RP-3A</td>
<td>391+05</td>
<td>12/15/2013</td>
<td>Y</td>
<td>Y</td>
<td>Y</td>
<td>S</td>
<td>S</td>
<td>S</td>
<td>S</td>
<td>Y</td>
<td>Y</td>
<td>Y</td>
<td>S</td>
<td>S</td>
<td>S</td>
<td>S</td>
<td>S</td>
<td></td>
<td></td>
</tr>
<tr>
<td>2</td>
<td>RP-1A</td>
<td>389+35</td>
<td>12/15/2013</td>
<td>Y</td>
<td>S</td>
<td>S</td>
<td>S</td>
<td>Y</td>
<td>Y</td>
<td>S</td>
<td>Y</td>
<td>Y</td>
<td>S</td>
<td>S</td>
<td>S</td>
<td>S</td>
<td>S</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2</td>
<td>RP-17</td>
<td>376+60</td>
<td>12/15/2013</td>
<td>S</td>
<td>Y</td>
<td>S</td>
<td>Y</td>
<td>Y</td>
<td>S</td>
<td>Y</td>
<td>S</td>
<td>S</td>
<td>S</td>
<td>S</td>
<td>N/A</td>
<td>S</td>
<td>S</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2</td>
<td>RA-9A</td>
<td>348+10</td>
<td>12/15/2013</td>
<td>S</td>
<td>S</td>
<td>S</td>
<td>S</td>
<td>S</td>
<td>S</td>
<td>S</td>
<td>S</td>
<td>S</td>
<td>S</td>
<td>S</td>
<td>S</td>
<td>S</td>
<td>S</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2</td>
<td>RA-3A</td>
<td>344+15</td>
<td>12/15/2013</td>
<td>Y</td>
<td>S</td>
<td>S</td>
<td>S</td>
<td>Y</td>
<td>S</td>
<td>Y</td>
<td>S</td>
<td>S</td>
<td>S</td>
<td>S</td>
<td>S</td>
<td>S</td>
<td>S</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2</td>
<td>RA-1A</td>
<td>341+25</td>
<td>12/15/2013</td>
<td>Y</td>
<td>S</td>
<td>Y</td>
<td>Y</td>
<td>Y</td>
<td>Y</td>
<td>S</td>
<td>Y</td>
<td>Y</td>
<td>S</td>
<td>S</td>
<td>S</td>
<td>S</td>
<td>S</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**COMMENTS**

**WORK ORDER # 1306986**

Inspectors: M Alchin R Dennis

Supervisor: 

(Signature)
## 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>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>1328219</td>
<td></td>
<td></td>
<td>Tri-Monthly Yard SWINSP Track 1</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

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

### Multiple Assets, Locations and CIs
- **Filter:**
- **Tri-Monthly Yard SWINSP Track 1**

### Work Details
- **Job Plan:** 2535
- **PM:** 48520
- **Component:**
- **Position:**
- **Reason for Repair:**
- **Work Accomplished:**
- **Part Failure:**
- **Warranty?**
- **Reference ID:**
- **Telematics Code:**
- **Telematics Transaction:**

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

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

### Scheduling Information
- **Scheduled Start:**
- **Target Start:** 12/27/13 12:00:00 AM
- **Actual Start:** 12/20/13 02:12:50 PM
- **Scheduled Finish:**
- **Target Finish:**
- **Actual Finish:**
- **Time Remaining:**
- **Duration:** 4:00
- **Intermittent:**
- **Predecessors:**

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

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

### Miscellaneous
- **Asset/Location:**
- **Part:**
- **Warranty Situation:**
- **Maintenance:**
- **Repair:**
- **Has Follow-up:**
- **Quit**

---

http://mtassets/maximo/ui/?event=loadapp&value=plustwo&uising=1387824919684

12/23/2013
## MOW TRI-MONTHLY YARD SWITCH INSPECTION AREA TRACK #1

<table>
<thead>
<tr>
<th>Track</th>
<th>Switch I.D.</th>
<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>
<th>Ballast</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>167-A</td>
<td>WEST</td>
<td>S</td>
<td>Y</td>
<td>Y</td>
<td>S</td>
<td>S</td>
<td>S</td>
<td>S</td>
<td>S</td>
<td>S</td>
<td>S</td>
<td>S</td>
<td>S</td>
</tr>
<tr>
<td>1</td>
<td>171-B</td>
<td>WEST</td>
<td>S</td>
<td>S</td>
<td>S</td>
<td>S</td>
<td>S</td>
<td>S</td>
<td>S</td>
<td>S</td>
<td>S</td>
<td>S</td>
<td>S</td>
<td>S</td>
</tr>
<tr>
<td>1</td>
<td>135-A</td>
<td>WEST</td>
<td>S</td>
<td>S</td>
<td>S</td>
<td>S</td>
<td>S</td>
<td>S</td>
<td>S</td>
<td>S</td>
<td>S</td>
<td>S</td>
<td>S</td>
<td>S</td>
</tr>
<tr>
<td>1</td>
<td>133-A</td>
<td>WEST</td>
<td>S</td>
<td>S</td>
<td>S</td>
<td>S</td>
<td>S</td>
<td>S</td>
<td>S</td>
<td>S</td>
<td>S</td>
<td>S</td>
<td>S</td>
<td>S</td>
</tr>
<tr>
<td>1</td>
<td>131-A</td>
<td>MIDDLE</td>
<td>S</td>
<td>S</td>
<td>S</td>
<td>S</td>
<td>S</td>
<td>S</td>
<td>S</td>
<td>S</td>
<td>S</td>
<td>S</td>
<td>S</td>
<td>S</td>
</tr>
<tr>
<td>1</td>
<td>129-A</td>
<td>MIDDLE</td>
<td>S</td>
<td>S</td>
<td>S</td>
<td>S</td>
<td>S</td>
<td>S</td>
<td>S</td>
<td>S</td>
<td>S</td>
<td>S</td>
<td>S</td>
<td>S</td>
</tr>
<tr>
<td>1</td>
<td>127-A</td>
<td>EAST</td>
<td>S</td>
<td>Y</td>
<td>S</td>
<td>S</td>
<td>S</td>
<td>S</td>
<td>S</td>
<td>S</td>
<td>S</td>
<td>S</td>
<td>S</td>
<td>S</td>
</tr>
<tr>
<td>1</td>
<td>125-A</td>
<td>EAST</td>
<td>S</td>
<td>S</td>
<td>S</td>
<td>S</td>
<td>S</td>
<td>S</td>
<td>S</td>
<td>S</td>
<td>S</td>
<td>S</td>
<td>S</td>
<td>S</td>
</tr>
</tbody>
</table>

**COMMENTS:**

_**NO NEW DEFECTS**_

**WORK ORDER #:** 328219

Inspectors: ___________________________ R Dennis A Perkins 12/24/13  Supervisor: ___________________________
## MOW TRI-MONTHLY YARD SWITCH INSPECTION AREA TRACK #2,3,&4

<table>
<thead>
<tr>
<th>Track</th>
<th>Switch I.D.</th>
<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>
<th>Ballast</th>
</tr>
</thead>
<tbody>
<tr>
<td>WABASH</td>
<td>YARD</td>
<td>DATE</td>
<td>R/Y/S</td>
<td>R/Y/S</td>
<td>R/Y/S</td>
<td>R/Y/S</td>
<td>R/Y/S</td>
<td>R/Y/S</td>
<td>R/Y/S</td>
<td>R/Y/S</td>
<td>R/Y/S</td>
<td>R/Y/S</td>
<td>R/Y/S</td>
<td>R/Y/S</td>
</tr>
<tr>
<td>2</td>
<td>127-B</td>
<td>EAST</td>
<td>12-31-12</td>
<td>S</td>
<td>S</td>
<td>S</td>
<td>S</td>
<td>S</td>
<td>S</td>
<td>S</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2</td>
<td>125-B</td>
<td>EAST</td>
<td>12-31-13</td>
<td>S</td>
<td>S</td>
<td>S</td>
<td>S</td>
<td>S</td>
<td>S</td>
<td>S</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2</td>
<td>131-B</td>
<td>EAST</td>
<td>12-31-15</td>
<td>S</td>
<td>S</td>
<td>S</td>
<td>S</td>
<td>S</td>
<td>S</td>
<td>S</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2</td>
<td>129-B</td>
<td>WEST</td>
<td>12-31-13</td>
<td>S</td>
<td>S</td>
<td>S</td>
<td>S</td>
<td>S</td>
<td>S</td>
<td>S</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2</td>
<td>135-B</td>
<td>WEST</td>
<td>12-31-13</td>
<td>S</td>
<td>S</td>
<td>S</td>
<td>S</td>
<td>S</td>
<td>S</td>
<td>S</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2</td>
<td>133-B</td>
<td>WEST</td>
<td>12-31-15</td>
<td>S</td>
<td>S</td>
<td>S</td>
<td>S</td>
<td>S</td>
<td>S</td>
<td>S</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2</td>
<td>163-</td>
<td>WEST</td>
<td>12-31-15</td>
<td>S</td>
<td>S</td>
<td>S</td>
<td>S</td>
<td>S</td>
<td>S</td>
<td>S</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2</td>
<td>165</td>
<td>WEST</td>
<td>12-31-15</td>
<td>S</td>
<td>Y</td>
<td>Y</td>
<td>Y</td>
<td>Y</td>
<td>Y</td>
<td>S</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2</td>
<td>167-B</td>
<td>WEST</td>
<td>12-31-15</td>
<td>S</td>
<td>Y</td>
<td>Y</td>
<td>Y</td>
<td>Y</td>
<td>Y</td>
<td>S</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2</td>
<td>169</td>
<td>WEST</td>
<td>12-31-15</td>
<td>S</td>
<td>Y</td>
<td>Y</td>
<td>Y</td>
<td>Y</td>
<td>Y</td>
<td>S</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>3</td>
<td>101</td>
<td>EAST</td>
<td>12-31-12</td>
<td>S</td>
<td>Y</td>
<td>Y</td>
<td>Y</td>
<td>Y</td>
<td>Y</td>
<td>S</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>3</td>
<td>113</td>
<td>EAST</td>
<td>12-31-15</td>
<td>S</td>
<td>Y</td>
<td>Y</td>
<td>Y</td>
<td>Y</td>
<td>Y</td>
<td>S</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>3</td>
<td>111</td>
<td>EAST</td>
<td>12-31-15</td>
<td>S</td>
<td>Y</td>
<td>Y</td>
<td>Y</td>
<td>Y</td>
<td>Y</td>
<td>S</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>3</td>
<td>137</td>
<td>WEST</td>
<td>12-31-13</td>
<td>S</td>
<td>S</td>
<td>S</td>
<td>S</td>
<td>S</td>
<td>S</td>
<td>S</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>4</td>
<td>115</td>
<td>EAST</td>
<td>12-31-15</td>
<td>S</td>
<td>S</td>
<td>S</td>
<td>S</td>
<td>S</td>
<td>S</td>
<td>S</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**COMMENTS:**

Frog 15 sw 115 needs cleaning
Frog needs 1 base washdown sw 115

**WORK ORDER # 1358400**

Inspectors: R. Dennis, B. Ekel P. Peckins

Supervisor: G. Hall
## Work Order Tracking (Tr)

### 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>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>1308098</td>
<td>METRO MOW ANNUAL SWITCH INSPECT</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>MTA \ METRO</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>MTA - METRO</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>1243468</td>
<td>METRO MOW SWITCH 105 WABASH YD T</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>WAB105</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>CMWABYARD</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Work Location</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Chain Marker Wabash Yard</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Work Type</td>
<td>PM</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Status</td>
<td>INPRG</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Status Date</td>
<td>12/05/13 08:46:34 AM</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Reported By</td>
<td>MTACRON</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Phone</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Reported Date</td>
<td>12/02/13 03:31:48 AM</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>On Behalf Of</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### Asset Details

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

### Work Details

- **Job Plan**: 1258
- **PM**: 49061
- **Component**: [ ]
- **Position**: [ ]
- **Reason for Repair**: [ ]
- **Work Accomplished**: [ ]
- **Part Failure**: [ ]
- **Warranty?**: [ ]
- **Reference ID**: [ ]
- **Telematics Code**: [ ]
- **Telematics Transaction**: [ ]

### Scheduling Information

- **Scheduled Start**: 12/06/13 12:00:00 AM
- **Target Start**: 12/05/13 08:46:34 AM
- **Actual Start**: 12/05/13 08:46:34 AM
- **Scheduled Finish**: 12/06/13 04:00:00 AM
- **Target Finish**: 12/06/13 04:00:00 AM
- **Actual Finish**: [ ]
- **Time Remaining**: 4:00
- **Duration**: [ ]
- **Interruptible?**: [ ]
- **Predecessors**: [ ]

### Responsibility

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

---

http://mtassets/maximo/ui/?event=loadapp&value=plustwo&uniqueid=5764393&uisessionid=138625065... 12/5/2013
<table>
<thead>
<tr>
<th>Mainline</th>
<th>1</th>
<th>2</th>
<th>Yard</th>
<th>9</th>
</tr>
</thead>
<tbody>
<tr>
<td>Date:</td>
<td>12/5/2013</td>
<td>Inspection Crew</td>
<td>M Alchin A Jefferson S Sell A Perkins</td>
<td></td>
</tr>
</tbody>
</table>

| 1 Location | WAB |
| 2 Switch I.D. # | 105 |
| 3 Facing | X Trailing |

**Rail Points**

4 Point to Point | 51 3/16 |
5 Point Condition | S Y R |
6 Point Throw, *nothing less than 4 3/4 inches* | N S R 6/12 |
7 Point Opening | N S/8 R 6/12 |
8 Fit | S Y R |
9 General Condition of the Points | S Y R |

**Gage**

10 Heel of Switch
a) Main | 56 1/4 |
11 Gage ahead of Bend | 56 3/8 |
**Must not be less than 56 inches or more than 57 inches for "S"**
12 Heel Spread in Inches
a) Turnout | 6 1/2 |
a) Main | 6 1/8 |

**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 |

**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

32 Surface of Switch | S Y R N/A |
33 Head Block ties | S Y R |
34 Switch Adjustments
Yes | No |
35 Lubrication
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>
<thead>
<tr>
<th>Mainline</th>
<th>1</th>
<th>2</th>
<th>Yard</th>
<th>9</th>
<th>WO #</th>
<th>1308096</th>
</tr>
</thead>
</table>

| Date: | 12/5/2013 | Inspection Crew: | M Alchin  A Jefferson  S Sell  A Perkins |

| 1 Location | WAB |
| 2 Switch ID # | 105 |
| 3 Facing | X  Trailing |

| 44 Frog Tread | N  SYR  R  SYR |
| 45 Frog # | |
| 46 Frog Point Condition | SYR |
| 47 Condition of Frog | SYR |
| 48 Surface of Frog | SYR |

| 49 Throat in Inches | 2 1/4 |
| 50 Flangeway Depth | 2 |

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

**Gage**

| 51 Main Track | 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  1/2  R  N/A |

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

| 54 Back to Back | N  1/2  R  N/A |

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

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

**Guard Rail Clamps**

| 56 Main Track | SYR |
| 57 Turnout Track | SYR |

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

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

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

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

**Turnout Ties**

| 58 Condition | SYR |
| 59 Rail Movement | SYR |

**Tie Plates**

| 60 Lead | SYR |
| 61 Guard Rail Flangeway | SYR  N  1/2  R  1/2 |

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

| 62 Guard Rail Plates | SYR |
| 63 Frog Plates | SYR |

**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 | SYR  N/A |
| 72 Spring Housing | SYR  N/A |
| 73 Derails | SYR  N/A |

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

| 75 Condition of Line thru entire turnout | SYR |

Remarks on page 3
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:** 1313459  
**Classification:** MTA - METRO  
**Classification Description:** MTA - METRO  
**Asset:** 1302448  
**Alias:** WAB137  
**Location:** CMWABYARD  
**Work Location:** Chain Marker Webash Yard  
**Work Type:** PM  
**Status:** INPRG  
**Status Date:** 12/07/13 10:08:31 AM  
**Reported By:** GSTOUT  
**Phone:** 410-474-2784  
**Reported Date:** 12/06/13 10:14:25 AM  
**On Behalf Of:**  

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

### Work Details
- **Job Plan:** 2598  
- **PM:** 55817  
- **Component:**  
- **Position:**  
- **Reason for Repair:**  
- **Work Accomplished:**  
- **Part Failure:**  
- **Warranty?:** N  
- **Reference ID:**  
- **Telematics Code:**  
- **Telematics Transaction:**  

### Scheduling Information
- **Scheduled Start:** 12/07/13 10:08:31 AM  
- **Target Start:** 12/06/13 12:00:00 AM  
- **Actual Start:** 12/07/13 10:08:31 AM  
- **Scheduled Finish:**  
- **Target Finish:** 12/06/13 04:00:00 AM  
- **Actual Finish:**  
- **Time Remaining:**  
- **Duration:** 4:00  
- **Interruptible?:**  
- **Predecessors:**  

### Responsibility
- **Supervisor:**  
- **Lead:** GHAL3  
- **Crew:** DAY  

### 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:** 0.00  
- **Current Asset Value:**  
- **GL Account:**  
- **Accepts Charges?:**  
- **Charge to Store?:**  

### IoT Information
- **Primary Meter:**  
- **New Reading:**  
- **New Reading Date:**  
- **Last Reading:**  
- **Last Reading Date:**  
- **Primary Reading Entered?:**  
- **Life To Date:**  

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

---

http://mtassets/maximo/ui/?event=loadapp&value=plustwo&uiSessionId=1386428728010  

12/7/2013
Switch Inspection Report / Annual

**WO #** 1313459

<table>
<thead>
<tr>
<th>Mainline</th>
<th>1</th>
<th>2</th>
<th>Yard</th>
<th>3</th>
</tr>
</thead>
</table>

**Date:** 12/7/2013

**Inspection Crew:** M Alchin A Jefferson

1. **Location:** WAB
2. **Switch I.D. #:** 137
3. **Facing:** X Trailing

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

### Gage
10. **Heel of Switch:**
    - Main
    - 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:**
    - Turnout 6 1/2
    - Main 6 1/2

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

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

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

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

### Switch Rods
26. **Front Rod:**
    - S Y R N/A
27. **#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
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>
<thead>
<tr>
<th>Mainline</th>
<th>1</th>
<th>2</th>
<th>Yard</th>
<th>3</th>
</tr>
</thead>
<tbody>
<tr>
<td>Date:</td>
<td>12/7/2013</td>
<td>Inspection Crew</td>
<td>M Alchin A Jefferson</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Item</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 Location</td>
<td>WAB</td>
</tr>
<tr>
<td>2 Switch ID #</td>
<td>137</td>
</tr>
<tr>
<td>3 Facing</td>
<td>X Trailing</td>
</tr>
<tr>
<td>44 Frog Tread</td>
<td>N S Y R R S Y R</td>
</tr>
<tr>
<td>45 Frog #</td>
<td></td>
</tr>
<tr>
<td>46 Frog Point Condition</td>
<td>S Y R</td>
</tr>
<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>2 1/4</td>
</tr>
<tr>
<td>50 Flangeway Depth</td>
<td>1 3/4</td>
</tr>
</tbody>
</table>

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

Gage
- Main Track 56 1/4
- Turnout Track 56 1/4

Gage must not be less than 56" any Class

Guard Rails
- Guard Rail Gage N N/A R

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

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

<table>
<thead>
<tr>
<th>Item</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>53 Guard Rail Gage</td>
<td></td>
</tr>
<tr>
<td>54 Condition</td>
<td>S Y R</td>
</tr>
<tr>
<td>55 Location of Guard Rail (Relation to Point)</td>
<td>S Y R</td>
</tr>
</tbody>
</table>

Guard Rail Clamps
- Main Track S Y R
- 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

<table>
<thead>
<tr>
<th>Item</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Turnout Ties</td>
<td></td>
</tr>
<tr>
<td>58 Condition</td>
<td>S Y R</td>
</tr>
<tr>
<td>59 Rail Movement</td>
<td>S Y R</td>
</tr>
<tr>
<td>Tie Plates</td>
<td></td>
</tr>
<tr>
<td>60 Lead</td>
<td>S Y R</td>
</tr>
<tr>
<td>61 Guard Rail Flangeway</td>
<td>S Y R N/A</td>
</tr>
</tbody>
</table>

Guard Rail Flangeway can not be less 1 1/2" |
| 62 Guard Rail Plates | S Y R |
| 63 Frog Plates | S Y R |

<table>
<thead>
<tr>
<th>Item</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>64 Loose</td>
<td>✔ N/A</td>
</tr>
<tr>
<td>65 Missing</td>
<td></td>
</tr>
</tbody>
</table>

Bolts
- Loose ✔ N/A

Rivets (Huck)
- Loose ✔ N/A
- Missing ✔ N/A
- Nuts Missing ✔ N/A
- Cotter Pins Missing ✔ N/A
- Washers OK Broken Missing

<table>
<thead>
<tr>
<th>Item</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>71 Hold Down Devices</td>
<td>S Y R N/A</td>
</tr>
<tr>
<td>72 Spring Housing</td>
<td>S Y R N/A</td>
</tr>
<tr>
<td>73 Derais</td>
<td>S Y R N/A</td>
</tr>
</tbody>
</table>

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

<table>
<thead>
<tr>
<th>Item</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>75 Condition of Line thru entire turnout</td>
<td>S Y R</td>
</tr>
</tbody>
</table>

Difference

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:
## Work Order Tracking (Tr)

### 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>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>1313483</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Attachments</td>
</tr>
<tr>
<td></td>
<td>METRO MOW ANNUAL SWITCH INSPECTION</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Site</td>
</tr>
<tr>
<td></td>
<td>MTA-METRO</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Failure Class</td>
</tr>
<tr>
<td></td>
<td>MTA-METRO</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Problem Code</td>
</tr>
<tr>
<td></td>
<td>1302450</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Priority</td>
</tr>
<tr>
<td></td>
<td>METRO MOW SWITCH 161 WABASH YD T</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Asset/Location Priority</td>
</tr>
<tr>
<td></td>
<td>WAB161</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Is Task?</td>
</tr>
<tr>
<td></td>
<td>CMWABYARD</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Parent WD</td>
</tr>
<tr>
<td></td>
<td>Chain Marker Wabash Yard</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Warranty Situation Present?</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Maintenance Alert?</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Repair Order?</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Has Follow-up Work?</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Quick PM?</td>
</tr>
</tbody>
</table>

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

### Multiple Assets, Locations and CIs

### Work Details
- **Job Plan:** 2598
- **PM:** 55818
- **Component:**
- **Position:**
- **Reason for Repair:**
- **Work Accomplished:**
- **Part Failure:**
- **Warranty:** N
- **Reference ID:**
- **Telematics Code:**
- **Telematics Transaction:**

### Scheduling Information
- **Scheduled Start:** 12/06/13 12:00:00 AM
- **Target Start:**
- **Actual Start:** 12/07/13 10:08:31 AM
- **Scheduled Finish:**
- **Target Finish:**
- **Actual Finish:**
- **Time Remaining:** 4:00
- **Duration:**
- **Interruptible?:**
- **Predecessors:**

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

### Other Details
- **Last Reading:**
- **Last Reading Date:**
- **Primary Reading Entered?:**
- **Life To Date:**
- **Service Group:**
- **Work Group:**
- **Vendor:**
- **Service:**

---

http://mtassets/maximo/ui/?event=loadapp&value=plustwo&uisessionid=1386428728010 12/7/2013
<table>
<thead>
<tr>
<th>Mainline</th>
<th>1</th>
<th>2</th>
<th>Yard</th>
<th>13</th>
<th>Date: 12/7/2013</th>
<th>Inspection Crew: M Alchin A Jefferson</th>
<th>WO #: 1313463</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 Location</td>
<td>WAB</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2 Switch I.D. #</td>
<td>161</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>3 Facing</td>
<td>X</td>
<td>Trailing</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Rail Points</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>4 Point to Point</td>
<td>5/8</td>
<td>51</td>
<td>3/4</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>5 Point Condition</td>
<td>S Y</td>
<td>R</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>6 Point Throw, <strong>nothing less than 4 3/4 inches</strong></td>
<td>N</td>
<td>5 1/4</td>
<td>R</td>
<td>N/A</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>7 Point Opening</td>
<td>N</td>
<td>5 1/4</td>
<td>R</td>
<td>N/A</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>8 Fit</td>
<td>S Y</td>
<td>R</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>9 General Condition of the Points</td>
<td>S Y</td>
<td>R</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Gage</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>10 Heel of Switch</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>a) Main</td>
<td>6 1/4</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>a) Turnout</td>
<td>5 1/4</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>11 Gage ahead of Bend</td>
<td>5 1/4</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Must not be less than 56 inches or more than 57 inches for &quot;S&quot;</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>12 Heel Spread in Inches</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>a) Turnout</td>
<td>6 1/4</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>a) Main</td>
<td>6 1/4</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Stock Rail</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>13 Bend</td>
<td>S Y</td>
<td>R</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>14 Condition</td>
<td>S Y</td>
<td>R</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Bolts</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>15 Loose</td>
<td>N/A</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>16 Missing</td>
<td>N/A</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Rivets (Huck Bolts)</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>17 Loose</td>
<td>N/A</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>18 Missing</td>
<td>N/A</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>19 Cotter Pins missing</td>
<td>N/A</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>20 Jam Nuts Loose</td>
<td>N/A</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>21 Washers</td>
<td>OK</td>
<td>Broken</td>
<td>Missing</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Remarks on Page 3</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

JBW/WEM Mod. 09-15-08
Mainline 1 2 Yard 13

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

1 Location WAB
2 Switch ID # 161
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 1/8
50 Flangeway Depth Flangeway Depth must not be less than 1 1/2"

Gage
51 Main Track 5/4/14
2 Turnout Track 5/4/14
Gage must not be less than 56" any Class

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

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

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

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 # WAB 161

WO # 1313463

Date 12/7/2013

Switch #61
Switch Point Chipped and Pitted
Switch Point Need to be Replaced
Side Wise Closure Rail

Frog #6 161
Side Wise Wing Riser (Self Guarded)

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: 1332816
Classification: MTA - METRO
Asset: 1246507
Location: 229WWSPO1A
Work Type: PM
Status: INPRG
Status Date: 12/27/13 09:36:06 AM
Reported By: MTACRON
Reported Date: 12/23/13 03:22:28 AM
On Behalf Of: 

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: 12/26/13 12:00:00 AM
- Target Start: 12/27/13 09:36:06 AM
- Actual Start: 12/27/13 09:36:06 AM
- Time Remaining: 4:30

Primary Meter
- New Reading
- New Reading Date
- Meter

Responsibility
- Supervisor
- Lead: GHALL3
- Crew

http://mtassets/maximo/ui/?event=loadapp&value=plustwo&uisessionid=1388153517330

12/27/2013
Switch Inspection Report / Semi-Annual

Date: 12-30-13

Inspection Crew: JEFFERSON PERKINS R DENNIS S ELE

WO # 1332615

1 Mainline 1 (2)
2 Yard
3 Portal

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

Rail Points
4 Point to Point 51/2
5 Point Condition SYR
6 Point Throw, nothing less than 4 3/4 inches N 5/8 R
7 Point Opening N 3/8 R

8 Fit SYR
9 General Condition of the Points SYR

Gage
10 Heel of Switch
   a) Main SY
   a) Turnout 56 5/8
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 SY
   a) Main 16

Stock Rail
13 Bend SYR
14 Condition SYR

Boils
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

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

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

Remarks on Page 3

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

Date: 12-30-13

Inspection Crew A. JEFFERSON A. PERKINS R. DENNIS S. CELC

Line 1

22 Standard Joints
23 Switch Plates
59 Rail Movement

Tie Plates

60 Lead

61 Guard Rail Flangeway

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

62 Guard Rail Plates

63 Frog Plates

Bolts

64 Loose
65 Missing

Rivets (Huck)

66 Loose
67 Missing
68 Nuts Missing
69 Cotter Pins Missing

70 Washers

71 Hold Down Devices

72 Spring Housing
73 Derails

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

75 Condition of Line thru entire turnout

Class 1 Gage 56" to 57 1/2"
More than 57 1/2" Out of Service

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

Remarks on page 3
Switch PO 1A  WO # 1332615  Date 12-30-13

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 Identification**

- **Work Order**: 1326219
- **Classification**: MTA \ METRO
- **Classification Description**: MTA - METRO
- **Asset**: 1247011
- **Alias**: PO1B
- **Location**: 230W3S2PO1E
- **Work Location**: Chain Markers West, PO Interlock, MTA &
- **Work Type**: PM
- **Status**: INPRG
- **Status Date**: 12/27/13 09:38:27 AM
- **Reported By**: MTACRON
- **Phone**:
- **Reported Date**: 12/23/13 08:22:32 AM
- **On Behalf Of**: 

**Asset Details**

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

**Multiple Assets, Locations, and Cls**

- Filter

**Work Details**

- **Job Plan**: 2555
- **Component**: 50072
- **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**: 

**Scheduling Information**

- **Scheduled Start**: 12/29/13 12:00:00 AM
- **Target Start**: 12/27/13 09:38:27 AM
- **Actual Start**: 
- **Scheduled Finish**: 
- **Target Finish**: 
- **Actual Finish**: 12/23/13 04:00:00 AM
- **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=1388153517330

12/27/2013
Switch Inspection Report / Semi-Annual

Mainline 1 2 Yard Portal
Date: 12-31-13 Inspection Crew

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

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

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

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

Date: 12-31-13

Inspection Crew: R. DENNIS, S. SUELY, A. PERKINS

WO # 133,2619

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

51 Main Track 56 5/8
52 Turnout Track 56 9/16
   Gage must not be less than 56" any Class

53 Guard Rail Gage N 54 3/8 R 64 1/2
   Guard Rail Gage must be less than 54 3/8"
54 Back to Back N 52 3/4 R 52 1/2
   Back to Back must be less than 53 1/8"

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

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 1/2"
   Guard Rail Flangeway can not be less 1 1/2"
62 Guard Rail Plates S Y R
63 Frog Plates S Y R

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

Rivets (Huck)
66 Loose
   ✔ N/A
67 Missing
   ✔ N/A
68 Nuts Missing
   ✔ N/A
69 Cotter Pins Missing
   ✔ N/A
70 Washers
   ✔ 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
   60' beyond last long tie
   ✔ Difference

75 Condition of Line thru entire turnout S Y R

Remarks on page 3
Switch PO1B  WO # I332619  Date 12-31-15

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)

<table>
<thead>
<tr>
<th>Work Order Classification</th>
<th>1332659</th>
</tr>
</thead>
<tbody>
<tr>
<td>Classification Description</td>
<td>MTA - METRO</td>
</tr>
<tr>
<td>Asset</td>
<td>24694B</td>
</tr>
<tr>
<td>Alias</td>
<td>PO3B</td>
</tr>
<tr>
<td>Location</td>
<td>Chain Markers West, PO Interlock, METRO</td>
</tr>
<tr>
<td>Work Location</td>
<td></td>
</tr>
<tr>
<td>Work Type</td>
<td>PM</td>
</tr>
<tr>
<td>Status</td>
<td>WSCH</td>
</tr>
<tr>
<td>Status Date</td>
<td>12/23/13 03:21:29 AM</td>
</tr>
<tr>
<td>Reported By</td>
<td>MTACRON</td>
</tr>
<tr>
<td>Phone</td>
<td></td>
</tr>
<tr>
<td>Reported Date</td>
<td>12/23/13 03:21:27 AM</td>
</tr>
</tbody>
</table>

**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?**: 

**Multiple Assets, Locations and CIs**
- **Filter**: 

**Work Details**
- **Job Plan**: 2668  
- **Component**: 50074  
- **Position**: 
- **Reason for Repair**: 
- **Work Accomplished**: 
- **Part Failure**: 
- **Warranty?**: N  
- **Reference ID**: 
- **Telematics Code**: 
- **Telematics Transaction**: 

**Scheduling Information**
- **Scheduled Start**: 12/29/13 12:00:00 AM  
- **Target Start**: 
- **Actual Start**: 
- **Scheduled Finish**: 12/29/13 04:00:00 AM  
- **Target Finish**: 
- **Actual Finish**: 
- **Time Remaining**: 4:00  
- **Duration**: 
- **Interruptible?**: 
- **Predecessors**: 

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

**Responsibility**
- **Supervisor**: 
- **Lead**: GLALL3  
- **Crew**: 

http://mtassets/maximo/ui/?event=loadapp&value=plustwo&uisessionid=138815317330

12/27/2013
Switch Inspection Report / Semi-Annual

Date: 12-31-13
Inspection Crew: R. Dennis S. Selk A. Perkins

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

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

Gage
10. Heel of Switch
   a) Main 56 1/4
   b) Turnout 56 1/2
   c) Gage ahead of Bend 56 1/2

   Must not be less than 56 inches or more than 57 inches for "S"
12. Heel Spread in Inches
   a) Turnout 6 1/4
   a) Main 6 1/8

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

Bolts
15. Loose √ N/A
16. Missing √ N/A

Rivets (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
WWEM 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**

Date: 12-31-13

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

**Inspection Crew** R. Dennis, S. Sell, A. Perkins

**WO #**: 1332556

| 1 Location | PO |
| 2 Switch I.D. # | 3B |
| 3 Facing | Trailing X |
| 44 Frog Tread | N S Y R R S Y R |
| 45 Frog # | 8 |
| 46 Frog Point Condition | S Y R |
| 47 Condition of Frog | S Y R |
| 48 Surface of Frog | S Y R |
| 49 Throat in Inches | 2 3/4 |
| 50 Flange Way Depth | 2 |

**Flange Way Depth must not be less than 1 1/2"**

**Gage**

| 51 Main Track | 56 5/8 |
| 52 Turnout Track | 56 1/4 |

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

**Guard Rails**

| 53 Guard Rail Gage | N 54 3/8 R 54 1/2 |
| 54 Back to Back | N 52 3/4 R 52 1/2 |

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

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

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

**Guard Rail Clamps**

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

Class 1 Gage 56" to 57 1/2"

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

Class 3 Gage 56" to 57"

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

| 22 Standard Joints | S Y R N/A |
| 23 Standard Joints | S Y R |
| 59 Rail Movement | S Y R |

**Tie Plates**

| 60 Lead | S Y R |
| 61 Curved Rail Flange Way | S Y R N 2 R |

**Guard Rail Flange Way 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 |
| Difference N/A |

| 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:
<table>
<thead>
<tr>
<th>Work Order</th>
<th>1332800</th>
<th>METRO MOW SEMI-ANNUAL SWITCH INSI</th>
</tr>
</thead>
<tbody>
<tr>
<td>Classification</td>
<td>MTA \ METRO</td>
<td></td>
</tr>
<tr>
<td>Classification Description</td>
<td>MTA - METRO</td>
<td></td>
</tr>
<tr>
<td>Asset</td>
<td>124722</td>
<td></td>
</tr>
<tr>
<td>Alias</td>
<td>PO7B</td>
<td></td>
</tr>
<tr>
<td>Location</td>
<td>2321SWPO7B</td>
<td></td>
</tr>
<tr>
<td>Chain Markers West, PO Interlock, METRO</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Work Location</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Work Type</td>
<td>PM</td>
<td></td>
</tr>
<tr>
<td>Status</td>
<td>INPRG</td>
<td></td>
</tr>
<tr>
<td>Status Date</td>
<td>12/27/13 09:37:02 AM</td>
<td></td>
</tr>
<tr>
<td>Reported By</td>
<td>MTACRON</td>
<td></td>
</tr>
<tr>
<td>Phone</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Reported Date</td>
<td>12/23/13 03:21:31 AM</td>
<td></td>
</tr>
<tr>
<td>On Behalf Of</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

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

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

### Scheduling Information
- **Scheduled Start**: 12/29/13 12:00:00 AM
- **Target Start**: |
- **Actual Start**: 12/27/13 09:37:02 AM
- **Scheduled Finish**: |
- **Target Finish**: 12/28/13 04:00:00 AM
- **Actual Finish**: |
- **Time Remaining**: |
- **Duration**: 4:00
- **Interruptible?**: 
- **Predecessors**: 

### Work Details
- **Job Plan**: 2856
- **Component**: 50075
- **Position**: 
- **Reason for Repair**: 
- **Work Accomplished**: 
- **Part Failure**: 
- **Warranty**: 
- **Reference ID**: 
- **Telematics Code**: 
- **Telematics Transaction**: 

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

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

---

http://mtassets/maximo/ui/?event=loadapp&value=plustwo&uisessionid=1388153517330

12/27/2013
Switch Inspection Report / Semi-Annual

Date: 12-30-13

1 Location  
2 Switch I.D. # PO 7B
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 3/4 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 56 3/4
a) Turnout 56 3/4
1 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
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__

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

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

Date: 12-30-13

Inspection Crew: A JEFFERSON A PERKINS R DENNIS JSELL

WO #: 1332600

1 Location PO 7B
2 Switch I.D. #
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 2 1/4
50 Flangeway Depth 2

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

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

Gage must not be less than 56" any Class

Guard Rails
53 Guard Rail Gage N 54 5/8 R 54 7/8

Guard Rail Gage must be less than 54 3/8"
54 Back to Back N 52 7/8 R 53 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

22 Standard Joints S Y R N/A
23 Switch Plates S Y R
59 Rail Movement S Y R

Tie Plates
60 Lead S Y R
61 Guard Rail Flangeway S Y R N 2 1/4 N 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 Broke 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 PO 7B

WO # 1332600

Date 12-30-13

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: [Signature]
<table>
<thead>
<tr>
<th>Work Order Tracking (Tr)</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Work Order:</strong> 1332023</td>
</tr>
<tr>
<td><strong>Classification:</strong> MTM \ METRO</td>
</tr>
<tr>
<td><strong>Asset:</strong> 1247330</td>
</tr>
<tr>
<td><strong>Location:</strong> POZA</td>
</tr>
<tr>
<td><strong>Work Location:</strong> CHAIN Markers West, PO Interlock, METRO</td>
</tr>
<tr>
<td><strong>Work Type:</strong> PM</td>
</tr>
<tr>
<td><strong>Status:</strong> INPRG</td>
</tr>
<tr>
<td><strong>Status Date:</strong> 12/27/13 08:41:53 AM</td>
</tr>
<tr>
<td><strong>Reported By:</strong> MTACRON</td>
</tr>
<tr>
<td><strong>Reported Date:</strong> 12/23/13 03:22:36 PM</td>
</tr>
<tr>
<td><strong>On Behalf Of:</strong></td>
</tr>
</tbody>
</table>

### Asset Details

<table>
<thead>
<tr>
<th>Year</th>
<th>Manufacturer</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Model</th>
<th>Serial #</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Type</th>
<th>Status</th>
<th>Asset Condition</th>
</tr>
</thead>
<tbody>
<tr>
<td>FLEET</td>
<td>OPERATING</td>
<td>Operating</td>
</tr>
</tbody>
</table>

### Costs

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

### Scheduling Information

- **Scheduled Start:** 12/29/13 12:00:00 AM
- **Target Start:** 12/27/13 06:41:53 AM
- **Scheduled Finish:** 12/29/13 12:00:00 AM
- **Target Finish:** 12/29/13 04:00:00 AM
- **Actual Finish:**
- **Time Remaining:**
- **Duration:** 4:00
- **Interruptible?**
- **Predecessors:**

### Work Details

<table>
<thead>
<tr>
<th>Job Plan</th>
<th>PM</th>
</tr>
</thead>
<tbody>
<tr>
<td>2958</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Component</th>
<th>Reason for Repair</th>
<th>Work Accomplished</th>
<th>Part Failure</th>
<th>Warranty</th>
</tr>
</thead>
<tbody>
<tr>
<td>60073</td>
<td></td>
<td></td>
<td></td>
<td>N</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Reference ID</th>
<th>Telematics Code</th>
<th>Telematics Transaction</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### Primary Meter

<table>
<thead>
<tr>
<th>New Reading</th>
<th>New Reading Date</th>
<th>Meter</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### Responsibility

- **Supervisor:**
- **Lead:** Q/HALLS
- **Crew:**

### 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=1388153517330

12/27/2013
Switch Inspection Report / Semi-Annual

Date: 12-30-13

Inspection Crew: A. Jefferson, A. Perkins, R. Dennis, S. Sell

Mainline 1, Yard Portal

WO #: 1332623

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

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

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

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 N/A

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

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

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

Remarks on Page 3

WWWEM Mod. 09-15-08
Date: 12-30-13

1. Location
2. Switch I.D. #
3. Facing
44. Frog Tread N (S Y R) R (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 7 7/8
50. Flangeway Depth 2

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

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 3/4 R N/A

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

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

55. 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)

<table>
<thead>
<tr>
<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>
</tr>
</thead>
<tbody>
<tr>
<td>1232004</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Classification:** MTA - METRO

**Asset Description:** METRO MOW SEMI-ANNUAL SWITCH INST

**Location:** 227 WSWPOSE

**Work Location:** Chain Markers West, PO Interlock, METRO N

**Work Type:** PM

**Status:** INPRG

**Status Date:** 12/27/13 09:35:10 AM

**Reported By:** MTACRON

**Reported Date:** 12/23/13 03:21:35 AM

**On Behalf Of:**

---

**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:** 12/22/13 12:00:00 AM
- **Target Start:**
- **Actual Start:** 12/27/13 09:35:10 AM
- **Scheduled Finish:**
- **Target Finish:**
- **Actual Finish:**
- **Time Remaining:**

**Duration:** 4:00

**Interruptible?**

**Predecessors**

---

**Primary Meter:**

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

---

**Responsibility:**

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

---

**Last Reading:**

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

---

**Service Group:**

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

---

### Switch Inspection Report / Semi-Annual

**Date:** 12-30-13

<table>
<thead>
<tr>
<th>Item</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 Location</td>
<td>PO</td>
</tr>
<tr>
<td>2 Switch I.D. #</td>
<td>5B</td>
</tr>
<tr>
<td>3 Facing</td>
<td>Trailing X</td>
</tr>
</tbody>
</table>

#### Rail Points

- **Point to Point:** 51/2
- **Point Condition:** S Y R
- **Point Throw:** nothing less than 4 3/4 inches
  - N: 4 1/2 R
- **Point Opening:** N: 4 1/2 R
- **Fit:** S Y R
- **General Condition of the Points:** S Y R

#### Gage

- **Heel of Switch:**
  - Main: 56 1/2
  - Turnout: 36 5/8
- **Gage ahead of Bend:** 36 9/16

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

#### Stock Rail

- **Bend:** S Y R
- **Condition:** S Y R

#### Bolts

- **Loose:** 1 N/A
- **Missing:** 2 N/A

#### Rivets (Huck Bolts)

- **Loose:** 1 N/A
- **Missing:** N/A
- **Colter Pins missing:** N/A
- **Jam Nuts Loose:** N/A
- **Washers:** OK, Broken N/A

**Remarks on Page 3**

3W/WEM Mod. 09-15-08
Frog Inspection Report / Semi-Annual

Date: 12-30-13
Inspection Crew: JEFFERSON, PERKINS, DICKENS, S SEc.

1 Location
2 Switch I.D. # 3B
3 Facing Trailing X
44 Frog Tread N S Y R R S Y R
45 Frog # 8
46 Frog Point Condition S Y R
47 Condition of Frog S Y R
48 Surface of Frog S Y R
49 Throat in Inches 2 1/2
50 Flangeway Depth 7
Flangeway Depth must not be less than 1 1/2"

Gage
51 Main Track 56 3/8
52 Turnout Track 56 11/8
Gage must not be less than 56" any Class

Guard Rails
53 Guard Rail Gage N 54 1/2 R 55
Guard Rail Gage must be less than 54 3/8"
54 Back to Back N 52 3/8 R 53
Back to Back must be less than 53 1/8"

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

Guard Rail Clamps
56 Main Track 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" down grade to Class 2 and gets a Y

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

Hold Down Devices
71 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]