Switch Inspection Report / Semi-Annual

2 Yard ________________ WO # 1705519

Inspection Crew

BWI Junction

Switch I.D. # 373

3 Facing ____________ Trailing _________

Rail Points
4 Point to Point 513/8
5 Point Condition S Y R
6 Point Throw Nothing less than 4" or greater than 5"
Min 3 1/2" on house top point protector N 1/4 R N/A

7 Point Opening
N 1/2 R N/A

8 Fit S Y R

9 General Condition of the Points S Y R

Gage
10 Heel of Switch
a) Main 3 1/2
a) Turnout 3 1/2

7) Gage ahead of Bend 3 1/2
Must not be less than 56" or more than 57" for "S"

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

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

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

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

Remarks on Page 3

JBW/WEM Mod. 09-15-08
Date: 11/16/14  Inspection Crew: B. Panasce, C. Bryant, M. Alchin

Mainline 1 2  Yard  WO # 1705514

1 Location  BWI Junction
2 Switch I.D.  375-1
3 Facing  Trailing
44 Frog Tread  N SYR  S SYR
45 Frog #  15
46 Frog Point Condition  S Y R
47 Condition of Frog  S Y R
48 Surface of Frog  S Y R

49 Throat In Inches  2 3/1
50 Flangeway Depth  1/8
**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” for any Class**

**Guard Rails**
53 Guard Rail Gage  N 34 1/2  R 34 1/2
**Guard Rail Gage must be less than 54 3/8”**
54 Back to Back  N 52 1/8  R 52 1/2
**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  N/A
57 Turnout Track  S Y R  N/A

Class 1 Gage 56” to 57 1/2”
More than 57 1/2” Out of Service
Class 3 Gage 56” to 57”
More than 57” to 57 1/4” downgrade to

**Class 2 and gets a Y**

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

**Tie Plates**
60 Lead  S Y R
61 Guard Rail Flangeway  S Y R N 1/8 R 1/8
**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  0 N/A
65 Missing  0 N/A

**Rivets (Huck)**
66 Loose  0 N/A
67 Missing  0 N/A
68 Nuts Missing  0 N/A
69 Cotter Pins Missing  0 N/A
70 Washers OK  Broken  0 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 373-1    Date 11/16/14    WO # 1705514

Fray point, buttered and shelved

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]    Date: 11-17-14
<table>
<thead>
<tr>
<th>Mainline</th>
<th>1</th>
<th>2</th>
<th>Yard</th>
<th>WO #</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 Location</td>
<td>RWI JUNCTION</td>
<td></td>
<td></td>
<td>170 5493</td>
</tr>
<tr>
<td>2 Switch I.D. #</td>
<td>373-3</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>3 Facing</td>
<td>Trailing</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Rail Points**

<table>
<thead>
<tr>
<th>4 Point to Point</th>
<th>5 Point Condition</th>
<th>6 Point Throw</th>
<th>7 Point Opening</th>
<th>8 Fit</th>
<th>9 General Condition of the Points</th>
</tr>
</thead>
<tbody>
<tr>
<td>S</td>
<td>Y</td>
<td>R</td>
<td>51 3/4</td>
<td>N</td>
<td>N/A</td>
</tr>
</tbody>
</table>

**Switch Rods**

<table>
<thead>
<tr>
<th>26 Front Rod</th>
<th>27 #1 Rod (Basket Rod)</th>
<th>28 #2 Rod</th>
<th>29 #3 Rod</th>
</tr>
</thead>
<tbody>
<tr>
<td>S</td>
<td>Y</td>
<td>R</td>
<td>N/A</td>
</tr>
</tbody>
</table>

**Gage**

<table>
<thead>
<tr>
<th>10 Heel of Switch</th>
<th>11 Heel Spread in Inches</th>
<th>12 Gage ahead of Bend</th>
</tr>
</thead>
<tbody>
<tr>
<td>a) Main 56 7/8</td>
<td>a) Turnout 56 7/8</td>
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</tr>
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**Stock Rail**

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

**Bolts**

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

**Rivets (Huck Bolts)**

<table>
<thead>
<tr>
<th>17 Loose</th>
<th>18 Missing</th>
<th>19 Cotter Pins missing</th>
</tr>
</thead>
<tbody>
<tr>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
</tr>
</tbody>
</table>

**20 Jam Nuts Loose**

<table>
<thead>
<tr>
<th>21 Washers</th>
<th>22 Standard Joints</th>
<th>23 Switch Plates</th>
<th>24 Adjustable Braces</th>
<th>25 Non-Adjustable Braces</th>
</tr>
</thead>
<tbody>
<tr>
<td>OK</td>
<td>S</td>
<td>Y</td>
<td>R</td>
<td>N/A</td>
</tr>
</tbody>
</table>

**Switch Rods**

<table>
<thead>
<tr>
<th>26 Front Rod</th>
<th>27 #1 Rod (Basket Rod)</th>
<th>28 #2 Rod</th>
<th>29 #3 Rod</th>
</tr>
</thead>
<tbody>
<tr>
<td>S</td>
<td>Y</td>
<td>R</td>
<td>N/A</td>
</tr>
</tbody>
</table>

**Surface of Switch**

<table>
<thead>
<tr>
<th>32 Head Block ties</th>
<th>33 Switch Adjustments</th>
<th>34 Lubrication</th>
</tr>
</thead>
<tbody>
<tr>
<td>S</td>
<td>Y</td>
<td>R</td>
</tr>
</tbody>
</table>

**35 Switch Target / Lamps**

<table>
<thead>
<tr>
<th>OK</th>
<th>Missing</th>
</tr>
</thead>
<tbody>
<tr>
<td>N/A</td>
<td></td>
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</tbody>
</table>

**37 Latches**

<table>
<thead>
<tr>
<th>OK</th>
<th>Broken</th>
<th>Missing</th>
</tr>
</thead>
<tbody>
<tr>
<td>N/A</td>
<td></td>
<td></td>
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</table>

**38 Locks**

<table>
<thead>
<tr>
<th>OK</th>
<th>Broken</th>
<th>Missing</th>
</tr>
</thead>
<tbody>
<tr>
<td>N/A</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**39 General Condition**

<table>
<thead>
<tr>
<th>OK</th>
<th>S</th>
<th>Y</th>
<th>R</th>
</tr>
</thead>
<tbody>
<tr>
<td>N/A</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**40 Insulated Joints**

<table>
<thead>
<tr>
<th>OK</th>
<th>S</th>
<th>Y</th>
<th>R</th>
</tr>
</thead>
<tbody>
<tr>
<td>N/A</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Remarks on Page 3**

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

Page 2 of 3

Mainline 1 2

Yard

WO # 1705493

Date: 11/16/14

Inspection Crew: B. Pasek, W. Bryant, M. Alchin

1 Location
2 Switch I.D. # 373-8
3 Facing Trailing
44 Frog Tread N S Y R
   R S Y R

45 Frog # 10
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 3/4
52 Turnout Track 56 9/16

Gage must not be less than 56" for any Class

Guard Rails
53 Guard Rail Gage N 54 1/2 5/8

Guard Rail Gage must be less than 54 3/8"
54 Back to Back N 52 3/8 52 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 N/A
57 Turnout Track S Y R N/A

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

Class 2 and gets a Y

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

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

62 Guard Rail Plates S Y R
63 Frog Plates S Y R

Boots
64 Loose 0 N/A
65 Missing 0 N/A

Rivets (Huck)
66 Loose 0 N/A
67 Missing 0 N/A
68 Nuts Missing 0 N/A
69 Cotter Pins Missing 0 N/A
70 Washers OK Broken 0 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 sliding 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: 

Date: 11/16/14
Mainline 1 2 Yard
Date: 11/16/14 Inspection Crew B.Panouska W.Bryant M.Akhis

1 Location 22 Standard Joints
   CRDwell Junction ① Y R N/A
2 Switch I.D. # 23 Switch Plates
   Y B 3 B ① Y R N/A
3 Facing 24 Adjustable Braces
   Trailing ① Y R N/A
   25 Non-Adjustable Braces
   ① Y R N/A

Rail Points
4 Point to Point ① 61/6
5 Point Condition ① Y R
6 Point Throw Nothing less than 4" or greater than 5"
    Min 3 1/2" on house top point protector
    N ① A R ① 3/4

Point Opening
    N ① A R ① 3/4

7 Fit ① Y R
8
9 General Condition of the Points ① Y R

Gage
10 Heel of Switch a) Main ① 6 1/4
   a) Turnout ① 6 1/4
   Gage ahead of Bend ① 6 1/4
   Must not be less than 56" or more than 57" for "S"

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

Stock Rail
13 Bend ① Y R
14 Condition ① Y R

Bolts
15 Loose ① N/A
16 Missing ① N/A

Rivets (Huck Bolts)
17 Loose ① N/A
18 Missing ① N/A
19 Cotter Pins missing ① N/A

20 Jam Nuts Loose ① N/A
2 Yashers ① Broken ① Missing

Switch Rods
26 Front Rod ① Y R N/A
27 #1 Rod (Basket Rod) ① Y R N/A
28 #2 Rod ① Y R N/A
29 #3 Rod ① Y R N/A
30 #4 Rod ① Y R N/A
31 Closure Rail ① Y R N/A
32 Surface of Switch ① 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 ① Y R
34 Switch Adjustments
   Yes  No
35 Lubrication
   OK  Dry
36 Switch Target / Lamps
   OK  Missing ① N/A
37 Latches
   OK  Broken ① Missing
38 Locks
   OK  Broken ① Missing
39 General Condition ① Y R
40 Insulated Joints ① Y R

Remarks on Page 3
JBW/WEM Mod. 09-15-08
Date: 11/16/14
Inspection Crew: B. Panuska W. Bryant M. Alchin

1 Location 2 Switch ID. # 3 Facing
Comerell Junction

44 Frog Tread N S Y R R S Y R

45 Frog # 8

46 Frog Point Condition
SYR

47 Condition of Frog
SYR

48 Surface of Frog
SYR

49 Throat in Inches 2 1/2

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

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

Guard Rails
53 Guard Rail Gage N 54 1/2 R 54 9/16
Guard Rail Gage must be less than 54 3/8"

54 Back to Back N 52 1/2 R 52 3/8
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 Tiles
58 Condition
SYR

59 Rail Movement
SYR

Tile Plates
60 Lead
SYR

61 Guard Rail Flangeway
SYR N 1/2 R 1 3/8
Guard Rail Flangeway can not be less 1 1/2"

62 Guard Rail Plates
SYR

63 Frog Plates
SYR

Bolts
64 Loose
9 N/A

65 Missing
0 N/A

Rivets (Huck)
66 Loose
8 N/A

67 Missing
N/A

68 Nuts Missing
0 N/A

69 Cotter Pins Missing
0 N/A

70 Washers OK Broken 0 Missing 0

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

75 Condition of Line thru entire turnout
SYR

marks 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] Date: 11-17-14
<table>
<thead>
<tr>
<th>Mainline</th>
<th>1</th>
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<th>Yard</th>
<th>WO #</th>
<th>1711305</th>
</tr>
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<tbody>
<tr>
<td>Location</td>
<td>CAMDEN</td>
<td>22 Standard Joints</td>
<td>SYR N/A</td>
<td></td>
<td></td>
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<tr>
<td>Switch I.D.</td>
<td>016-3</td>
<td>23 Switch Plates</td>
<td>SYR N/A</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Facing</td>
<td>Trailing</td>
<td>24 Adjustable Braces</td>
<td>SYR N/A</td>
<td></td>
<td></td>
</tr>
<tr>
<td>5 Point Condition</td>
<td>SYR</td>
<td>25 Non-Adjustable Braces</td>
<td>SYR N/A</td>
<td></td>
<td></td>
</tr>
<tr>
<td>6 Point Throw</td>
<td>Nothing less than 4&quot; or greater than 5&quot;</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Min 3 1/2&quot; on house top point protector</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>7 Point Opening</td>
<td>N</td>
<td>28 Front Rod</td>
<td>SYR N/A</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Fit</td>
<td>R</td>
<td>27 #1 Rod (Basket Rod)</td>
<td>SYR N/A</td>
<td></td>
<td></td>
</tr>
<tr>
<td>9 General Condition of the Points</td>
<td>SYR</td>
<td>28 #2 Rod</td>
<td>SYR N/A</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Gage</td>
<td></td>
<td>29 #3 Rod</td>
<td>SYR N/A</td>
<td></td>
<td></td>
</tr>
<tr>
<td>1st Gage ahead of Bend</td>
<td>56&quot;</td>
<td>30 #4 Rod</td>
<td>SYR N/A</td>
<td></td>
<td></td>
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<tr>
<td>Not be less than 56&quot; or more than 57&quot; for &quot;S&quot;</td>
<td></td>
<td>31 Closure Rail</td>
<td>SYR N/A</td>
<td></td>
<td></td>
</tr>
<tr>
<td>12 Heel Spread in Inches</td>
<td></td>
<td>32 Surface of Switch</td>
<td>SYR N/A</td>
<td></td>
<td></td>
</tr>
<tr>
<td>a) Turnout</td>
<td>54&quot;</td>
<td>Using a 62' cord</td>
<td>SYR N/A</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>= Up to 1&quot; Max allowed Speed</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>= Y = 1&quot; to 1 1/2&quot; 40 MPH</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>= R = 1 1/2&quot; to 1 3/4&quot; 12 MPH</td>
<td></td>
<td></td>
<td></td>
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<tr>
<td></td>
<td></td>
<td>Greater than 1 3/4&quot; = Out of Service</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>33 Head Block ties</td>
<td>SYR</td>
<td>34 Switch Adjustments</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>35 Lubrication</td>
<td>Yes (No)</td>
<td>36 Switch Target / Lamps</td>
<td>OK / Missing N/A</td>
<td></td>
<td></td>
</tr>
<tr>
<td>15 Loose</td>
<td>N/A</td>
<td>37 Latches</td>
<td>OK / Broken / Missing</td>
<td></td>
<td></td>
</tr>
<tr>
<td>16 Missing</td>
<td>N/A</td>
<td>38 Locks</td>
<td>OK / Broken / Missing</td>
<td></td>
<td></td>
</tr>
<tr>
<td>17 Cotter Pins missing</td>
<td>N/A</td>
<td>39 General Condition</td>
<td>SYR</td>
<td></td>
<td></td>
</tr>
<tr>
<td>20 Jam Nuts Loose</td>
<td>N/A</td>
<td>40 Insulated Joints</td>
<td>SYR</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Remarks on Page 3

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

Mainline 1 2 Yard ________ WO# ________

Date: 11/22/14 Inspection Crew: B. Panoska C.J. Bogan S. Sell

1 Location Canden
2 Switch I.D. # 016-3
3 Facing Trailing
44 Frog Tread N SYR
45 Frog # 8
46 Frog Point Condition SYR
47 Condition of Frog SYR
48 Surface of Frog SYR

49 Throat in Inches 0
50 Flangeway Depth 0

**Guard Rail**

51 Main Track 50 5/8
52 Turnout Track SYR

53 Guard Rail Gage N 54 3/8

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

54 Back to Back N 52 3/4 R 52

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

55 Location of Guard Rail (Relation to Point) SYR

56 Main Track SYR N/A
57 Turnout Track SYR N/A

Class 1 Gage 56" to 57 1/2"

More than 57 1/2" Out of Service

Class 3 Gage 56" to 57"

More than 57" to 57 1/4" down grade 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 7/8 R 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 N/A 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

R marks 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]

Date: 12-3-14
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<thead>
<tr>
<th>Mainline</th>
<th>1</th>
<th>2</th>
<th>Yard</th>
<th>WO #</th>
<th>1711307</th>
</tr>
</thead>
<tbody>
<tr>
<td>Date:</td>
<td>11/30/19</td>
<td>Inspection Crew: B. Paganino, C. Reyes, S. Serrano</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Rail Points**
- 4 Point to Point: 61 3/4
- 5 Point Condition: SYR
- 6 Point Throw: Nothing less than 4" or greater than 6" Min 3 1/2" on house top point protector

**Switch Rods**
- 28 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

**Stock Rail**
- 13 Bend: SYR
- 14 Condition: SYR

**Bolts**
- 15 Loose: 0 N/A
- 16 Missing: 0 N/A

**Rivets (Huck Bolts)**
- 17 Loose: 0 N/A
- 18 Missing: 0 N/A
- 19 Cotter Pins missing: 0 N/A

**Remarks on Page 3**

*JBW/SEM/Mod. 09-15-08*
Mainline 1 2 Yard
Date: 11/30/14 Inspection Crew: R. Paradis, W. Bryant, S. Sell
WO #: 1711367

1 Location 2 Switch I.D. # 3 Facing
44 Frog Tread N S Y R R S Y R
45 Frog # 3
46 Frog Point Condition S Y R
47 Condition of Frog S Y R
48 Surface of Frog S Y R

49 Throat in Inches
50 Flangeway Depth
Flangeway Depth must not be less than 1 1/2"

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

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

Turnout Tie
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 3/8 R 1 3/8"
Guard Rail Flangeway can not be less 1 1/2"

62 Guard Rail Plates S Y R
63 Frog Plates NA

Bolts
64 Loose N A
65 Missing N A

Rivets (Huck)
66 Loose N A
67 Missing N A
68 Nut Missing N A
69 Cotter Pin Missing N A
70 Washers OK Broken 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 016 L-B  Date 11/30/14  WO # 1711307

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]  Date: 12-3-14
Switch Inspection Report / Semi-Annual

Date: 11/30/14
Inspection Crew: B. Paraskas, W. Pregent, S. Sell

Mainline 1 2 Yard WO # 171-2460

1 Location Cramwell
2 Switch I.D. # 488E-SW-3
3 Facing Trailing

Rail Points
4 Point to Point 51/2
5 Point Condition S Y R
6 Point Throw Nothing less than 4" or greater than 5"
Min 3 1/2" on house top point protector

Point Opening N/A R 5

7 Point Opening

8 Fit S Y R

9 General Condition of the Points S Y R

Gage
10 Heel of Switch
a) Main 56
b) Turnout

11 Heel ahead of Bend 56

Must not be less than 56" or more than 57" for 5"

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

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

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

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

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

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

32 Head Block ties S Y R
33 Switch Adjustments Yes No
34 Lubrication OK Dry
35 Switch Target / Lamps OK Missing 0 N/A
36 Latches OK Broken 0 Missing 0
37 Locks OK Broken 0 Missing 0
38 General Condition S Y R

39 General Condition

40 Insulated Joints S Y R

Remarks on Page 3

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

**Date:** 11/30/14  
**Inspection Crew:** R. Pagorski, C. Bryant, S. Sell

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

- **Location:** Commonwell
- **Switch I.D. #:** 433 5W-2
- **Facing:** Trailing
- **Frog Tread:** N SY R  
  R SY R
- **Frog #:**
- **Frog Point Condition:** S Y R
- **Condition of Frog:** S Y R
- **Surface of Frog:**
- **Throat in Inches:** 3
- **Flangeway Depth:**
  - Flangeway Depth must not be less than 1 1/2"

### Gage

- **Main Track:** 56.75
- **Turnout Track:** 56.75
  - Gage must not be less than 56" for any Class

### Guard Rails

- **Guard Rail Gage:** N 54 9/16 R 54 9/16
  - Guard Rail Gage must be less than 54 3/8"
- **Back to Back:** N 52 7/16 R 22 7/16
  - Back to Back must be less than 53 1/8"
- **Condition:** S Y R
- **Location of Guard Rail (Relation to Point):** S Y R

### Guard Rail Clamps

- **Main Track:** N/A
- **Turnout Track:** N/A

### Class 1 Gage

- **56" to 57 1/2"**
- **More than 57 1/2" Out of Service**
- **57" to 57 1/4"**
- **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

### Guard Rail Flangeway

- **61 Guard Rail Flangeway:** S Y R N 1/2" R 1/2"  
  - Guard Rail Flangeway can not be less 1 1/2"

### Guard Rail Plates

- **62 Guard Rail Plates:** S Y R
- **63 Frog Plates:** S Y R

### Bolts

- **64 Loose:** 0 N/A
- **65 Missing:** 0 N/A

### Rivets (Huck)

- **66 Loose:** 0 N/A
- **67 Missing:** 0 N/A
- **68 Nuts Missing:** 0 N/A
- **69 Cotter Pins Missing:** 0 N/A
- **70 Washers:** OK Broken 0 Missing

### Hold Down Devices

- **71 Hold Down Devices:** S Y R N/A
- **72 Spring Housing:** S Y R N/A
- **73 Derails:** S Y R N/A

### Maximum difference in any 31" In Cross

- **74 Level on the siding from the Frog Point to 50' beyond last long tie:**
  - OK
  - Difference

### Condition of Line thru entire turnout

- **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] Date: 12-3-14
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<tr>
<td>Date:</td>
<td>11/30/14</td>
<td>Inspection Crew B. Pantrone, C. Bergan, S. Soll</td>
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<td></td>
</tr>
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<table>
<thead>
<tr>
<th>Location</th>
<th>Camden</th>
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</thead>
<tbody>
<tr>
<td>Switch I.D. #</td>
<td>016-1A</td>
</tr>
<tr>
<td>Facing</td>
<td>Trailing</td>
</tr>
</tbody>
</table>

**Rail Points**

<table>
<thead>
<tr>
<th>Point to Point</th>
<th>51 3/8</th>
</tr>
</thead>
</table>

| Condition | SYR |

<table>
<thead>
<tr>
<th>Throw</th>
<th>Nothing less than 4&quot; or greater than 5&quot; Min 3 1/2&quot; on house top point protector</th>
</tr>
</thead>
<tbody>
<tr>
<td>N/N/A</td>
<td>R 1 1/2</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Point Opening</th>
<th>N/N/A</th>
</tr>
</thead>
</table>

| Fit | SYR |

| General Condition of the Points | SYR |

**Gage**

| Heel of Switch | SYR |

<table>
<thead>
<tr>
<th>Gage ahead of Bend</th>
<th>Must not be less than 56&quot; or more than 57&quot; for &quot;S&quot;</th>
</tr>
</thead>
<tbody>
<tr>
<td>a) Main</td>
<td>36</td>
</tr>
<tr>
<td>a) Turnout</td>
<td>36</td>
</tr>
</tbody>
</table>

| Spread in Inches | SYR |

| Turnout | 36 |
| Main | 36 |

**Stock Rail**

| Bend | SYR |
| Condition | SYR |

**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 |

**Switch Rods**

| Rod | SYR N/A |

| #1 Rod (Basket Rod) | SYR N/A |
| #2 Rod | SYR N/A |
| #3 Rod | SYR N/A |
| #4 Rod | SYR N/A |

| Closure Rail | SYR N/A |

| 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 |

| Head Block ties | SYR |

**Switch Adjustments**

| Yes | No |

| Lubrication | Dry |

| Switch Target / Lamp | OK Missing N/A |

| Latches | OK Broken Missing |

| Locks | OK Broken Missing |

**General Condition**

| SYR |

| Insulated Joints | SYR |
Frog Inspection Report / Semi-Annual

Mainline: 1 2  Yard:  WO #: 1711303

Date: 11/30/14  Inspection Crew: B. Panke, W. Ruggin, S. Sell

1 Location  
2 Switch I.D. #: 316 1-2A
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: 2 5/16
50 Flangeway Depth: 1 9/16

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

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

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

**Guard Rails**
53 Guard Rail Gage: N 54 13/16  R

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

54 Back to Back: N 53 11/16  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: Embedded

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: Embedded

**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 sliding from the Frog Point to 65' 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: [Signature] Date: 12/3/14
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<th>WO #</th>
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<tbody>
<tr>
<td>Location</td>
<td>Cremwell</td>
<td></td>
<td></td>
<td>17/12 454</td>
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<td>Switch I.D. #</td>
<td>484-3B</td>
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</tr>
<tr>
<td>Facing</td>
<td>Trailing</td>
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**Rail Points**

<table>
<thead>
<tr>
<th>4 Point to Point</th>
<th>51</th>
<th>1/8</th>
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**Point Condition**

<table>
<thead>
<tr>
<th>S Y R</th>
</tr>
</thead>
</table>

**Point Throw**

Nothing less than 4" or greater than 5"

Min 3 1/2" on house top point protector

N A R 5/8

**Point Opening**

N A R 5/8

**General Condition of the Points**

S Y R

**Gage**

10 Heel of Switch

a) Main 56 7/8

b) Turnout 56 1/4

11 Turnout ahead of Bend 56 9/16

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

12 Heel Spread in Inches

a) Turnout 6/8

b) Main 6/8

**Stock Rail**

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

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

**Rivets (Huck Bolts)**

<table>
<thead>
<tr>
<th>17 Loose</th>
<th>N/A</th>
</tr>
</thead>
<tbody>
<tr>
<td>18 Missing</td>
<td>N/A</td>
</tr>
<tr>
<td>19 Cotter Pins missing</td>
<td>N/A</td>
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<table>
<thead>
<tr>
<th>20 Jam Nuts Loose</th>
<th>N/A</th>
</tr>
</thead>
<tbody>
<tr>
<td>2' Washers OK</td>
<td>Broken Missing</td>
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**Switch Rods**

<table>
<thead>
<tr>
<th>26 Front Rod</th>
<th>S Y R N/A</th>
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</thead>
<tbody>
<tr>
<td>27 #1 Rod (Basket Rod)</td>
<td>S Y R N/A</td>
</tr>
<tr>
<td>28 #2 Rod</td>
<td>S Y R N/A</td>
</tr>
<tr>
<td>29 #3 Rod</td>
<td>S Y R N/A</td>
</tr>
<tr>
<td>30 #4 Rod</td>
<td>S Y R N/A</td>
</tr>
<tr>
<td>31 Closure Rail</td>
<td>S Y R N/A</td>
</tr>
</tbody>
</table>

**Surface of Switch**

S Y R N/A

Using a 62 cord

S = Up to 1" Max allowed Speed

Y = 1" to 1 1/2" 40 MPH

R = 1 1/2" to 1 3/4" 12 MPH

Greater than 1 3/4" = Out of Service

**Head Block ties**

S Y R

**Switch Adjustments**

Yes No

**Lubrication**

OK Dry

**Switch Target / Lamps**

OK Missing N/A

**Latches**

OK Broken Missing

**Locks**

OK Broken Missing

**General Condition**

S Y R

**Insulated Joints**

S Y R

Remarks on Page 3

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

Date: 11/30/14
Inspection Crew: B. Pragnak, S. Sell, W. Bogeart

Mainline 1 2 Yard WO # 1712454

1 Location
2 Switch I.D. #
3 Facing
4 Frog Tread
5 Frog #
6 Frog Point Condition
7 Condition of Frog
8 Surface of Frog
9 Throat in Inches
10 Flangeway Depth

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

Gage
51 Main Track 56 1/2
52 Turnout Track 56 7/8
Gage must not be less than 56" for any Class

Guard Rail
53 Guard Rail Gage 54 3/8"
Guard Rail Gage must be less than 54 3/8"
54 Back to Back 52 7/8"
Back to Back must be less than 53 1/8"

Condition
55 Location of Guard Rail (Relation to Point)

Guard Rail Clamps
56 Main Track
57 Turnout Track

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

Class 2 and gets a Y

Remarks on page 3

Turnout Ties
58 Condition
59 Rail Movement

Tie Plates
60 Lead
61 Guard Rail Flange
cy
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 0

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
50' beyond last long tie

75 Condition of Line thru entire turnout

OK Difference

N/A

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: ________________________________ Date: ____________________
Switch Inspection Report / Semi-Annual

Mainline 1 2 Yard

Note: 11/30/14 Inspection Crew R. Panaski W. Bryant S. Sell

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

Remarks on Page 3

JBW/WEM Mod. 09-15-08
<table>
<thead>
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<td>G. Byrant</td>
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<td>Trailing</td>
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<td>44 Frog Tread</td>
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<td>S</td>
<td>Y</td>
<td>R</td>
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<td>46 Frog Point Condition</td>
<td>S</td>
<td>Y</td>
<td>R</td>
<td></td>
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<td>47 Condition of Frog</td>
<td>S</td>
<td>Y</td>
<td>R</td>
<td></td>
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<tr>
<td>48 Surface of Frog</td>
<td>S</td>
<td>Y</td>
<td>R</td>
<td></td>
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<tr>
<td>49 Throat in inches</td>
<td>3/4</td>
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<td></td>
<td></td>
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<tr>
<td>50 Flangeway Depth</td>
<td>2</td>
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<tr>
<td>Flangeway Depth must not be less than 1 1/2&quot;</td>
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<tr>
<td>Gage</td>
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<tr>
<td>51 Main Track</td>
<td>56</td>
<td>5/8</td>
<td></td>
<td></td>
</tr>
<tr>
<td>52 Turnout Track</td>
<td>56</td>
<td>5/8</td>
<td></td>
<td></td>
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<tr>
<td>Gage must not be less than 56&quot; for any Class</td>
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<tr>
<td>Guard Rails</td>
<td></td>
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<tr>
<td>53 Guard Rail Gage</td>
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<td>54 Back to Back</td>
<td>N</td>
<td>52 1/4</td>
<td>R</td>
<td>52 1/4</td>
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<tr>
<td>54 Condition</td>
<td>S</td>
<td>Y</td>
<td>R</td>
<td></td>
</tr>
<tr>
<td>55 Location of Guard Rail (Relation to Point)</td>
<td>S</td>
<td>Y</td>
<td>R</td>
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<tr>
<td>Guard Rail Clamps</td>
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<tr>
<td>56 Main Track</td>
<td>S</td>
<td>Y</td>
<td>R</td>
<td>N/A</td>
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<tr>
<td>57 Turnout Track</td>
<td>S</td>
<td>Y</td>
<td>R</td>
<td>N/A</td>
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<tr>
<td>Class 1 Gage 56&quot; to 57 1/2&quot;</td>
<td></td>
<td></td>
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<tr>
<td>More than 57 1/2&quot; Out of Service</td>
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<tr>
<td>Class 3 Gage 56&quot; to 57&quot;</td>
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<tr>
<td>More than 57&quot; to 57 1/4&quot; downgrade to</td>
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<tr>
<td>Class 2 and gets a</td>
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<tr>
<td>Remarks on page 3</td>
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<tr>
<td>Turnout Ties</td>
<td></td>
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<tr>
<td>58 Condition</td>
<td>S</td>
<td>Y</td>
<td>R</td>
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<tr>
<td>59 Rail Movement</td>
<td>S</td>
<td>Y</td>
<td>R</td>
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<tr>
<td>Tie Plates</td>
<td></td>
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<tr>
<td>60 Lead</td>
<td>S</td>
<td>Y</td>
<td>R</td>
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<tr>
<td>61 Guard Rail Flangeway</td>
<td>S</td>
<td>Y</td>
<td>R</td>
<td>N</td>
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<tr>
<td>Guard Rail Flangeway can not be less 1 1/2&quot;</td>
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<td>62 Guard Rail Plates</td>
<td>S</td>
<td>Y</td>
<td>R</td>
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<td>63 Frog Plates</td>
<td>S</td>
<td>Y</td>
<td>R</td>
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<tr>
<td>Bolts</td>
<td></td>
<td></td>
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</tr>
<tr>
<td>64 Loose</td>
<td>0</td>
<td>N/A</td>
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<tr>
<td>65 Missing</td>
<td>0</td>
<td>N/A</td>
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<tr>
<td>Rivets (Huck)</td>
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<tr>
<td>66 Loose</td>
<td>0</td>
<td>N/A</td>
<td></td>
<td></td>
</tr>
<tr>
<td>67 Missing</td>
<td>0</td>
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</tr>
<tr>
<td>68 Nuts Missing</td>
<td>0</td>
<td>N/A</td>
<td></td>
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</tr>
<tr>
<td>69 Cotter Pins Missing</td>
<td>0</td>
<td>N/A</td>
<td></td>
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<tr>
<td>70 Washers (OK) Broken</td>
<td>0</td>
<td>Missing</td>
<td></td>
<td></td>
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<tr>
<td>71 Hold Down Devices</td>
<td>S</td>
<td>Y</td>
<td>R</td>
<td>N/A</td>
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<td>72 Spring Housing</td>
<td>S</td>
<td>Y</td>
<td>R</td>
<td>N/A</td>
</tr>
<tr>
<td>73 Derails</td>
<td>S</td>
<td>Y</td>
<td>R</td>
<td>N/A</td>
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<tr>
<td>74 Maximum difference in any 31' in Cross</td>
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<tr>
<td>Level on the siding from the Frog Point to</td>
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<tr>
<td>60' beyond last long tie</td>
<td>OK</td>
<td>Difference</td>
<td></td>
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<tr>
<td>75 Condition of Line thru entire turnout</td>
<td>S</td>
<td>Y</td>
<td>R</td>
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</table>
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] Date: 12-3-14
<table>
<thead>
<tr>
<th>Mainline</th>
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<th>Inspection Crew</th>
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<td>11/30/14</td>
<td></td>
<td></td>
<td>R. Passaro</td>
<td>17/2458</td>
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</table>

**Rail Points**

- **4 Point to Point**: 51/2
- **5 Point Condition**: SYR
- **6 Point Throw**: Nothing less than 4" or greater than 5"
  - Min 3 1/2" on house top point protector
  - N/A R 9/12

**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

**General Condition of the Points**

- SYR

**Stock Rail**

- **13 Bend**: SYR
- **14 Condition**: SYR

**Bolts**

- **15 Loose**: 0 N/A
- **16 Missing**: 0 N/A

**Rivets (Huck Bolts)**

- **17 Loose**: 0 N/A
- **18 Missing**: 0 N/A
- **19 Cotter Pins missing**: 0 N/A

**Remarks on Page 3**

- **20 Jam Nuts Loose**: 0 N/A
- **21 Washers**: OK Broken 0 Missing 0

- **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
- **28 Heel of Switch**: SYR
  - a) Main: 86 1/4
  - b) Turnout: 86 1/2
  - Gage ahead of Bend: 86 1/2
  - Must not be less than 56" or more than 57" for "S"

- **29 Heel Spread in Inches**: 0
  - a) Turnout: 0
  - a) Main: 0

- **30 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

- **31 Head Block ties**: SYR
- **32 Switch Adjustments**: Yes (No)
- **33 Latches**: OK (Broken 0 Missing 0)
- **34 Lubrication**: OK (Dry)
- **35 Switch Target / Lamps**: OK Missing 0 N/A
- **36 Locks**: OK (Broken 0 Missing 0)
- **37 General Condition**: SYR
- **38 Insulated Joints**: SYR

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

<table>
<thead>
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<th>WO #</th>
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Note: 11/30/14  
Inspection Crew: B. Parach, L. Bryant, S. Sull

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<tr>
<th>Location</th>
<th>Switch I.D. #</th>
<th>Facing</th>
<th>Frog Tread</th>
<th>Frog #</th>
<th>Frog Point Condition</th>
<th>Condition of Frog</th>
<th>Surface of Frog</th>
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<tbody>
<tr>
<td>1</td>
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</tr>
<tr>
<td>44</td>
<td>N</td>
<td>S Y R</td>
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<table>
<thead>
<tr>
<th>Throat in Inches</th>
<th>Flangeway Depth</th>
</tr>
</thead>
<tbody>
<tr>
<td>3 1/2</td>
<td></td>
</tr>
</tbody>
</table>

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

**Gage**  
51 Main Track | 56 1/2  
52 Turnout Track | 56 3/4  

Gage must not be less than 56" for any Class  

**Guard Rails**  
53 Guard Rail Gage | N 84 1/4 R 54 3/4  
Guard Rail Gage must be less than 54 3/8"  
54 Back to Back | N 84 1/4 R 54 3/4  
Back to Back must be less than 53 1/8"  

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

**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  

**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 17/8 R  

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

**Bolts**  
64 Loose | 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 sliding from the Frog Point to 50' beyond last long tie | OK  

75 Condition of Line thru entire turnout | S Y R  

Remarks on page 3
Switch 488 SW 1  Date 11/30/14  WO # 1712458

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]  Date: 12-3-14
### Switch Inspection Report / Semi-Annual

**Mainline:** 1 2  
**Yard:**  
**Inspection Crew:**  
**WO #:** 1720653

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<tbody>
<tr>
<td>1</td>
<td>Location</td>
</tr>
<tr>
<td>2</td>
<td>Switch I.D. #</td>
</tr>
<tr>
<td>3</td>
<td>Facing</td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td><strong>Rail Points</strong></td>
</tr>
<tr>
<td>4</td>
<td>Point to Point</td>
</tr>
<tr>
<td>5</td>
<td>Point Condition</td>
</tr>
</tbody>
</table>
| 6 | Point Throw | Nothing less than 4" or greater than 5"  
Min 3 1/2" on house top point protector | 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 |

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<tbody>
<tr>
<td></td>
<td><strong>Stock Rail</strong></td>
</tr>
<tr>
<td>13</td>
<td>Bend</td>
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<tr>
<td>14</td>
<td>Condition</td>
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<td></td>
<td><strong>Bolts</strong></td>
</tr>
<tr>
<td>15</td>
<td>Loose</td>
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<tr>
<td>16</td>
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<td></td>
<td><strong>Rivets (Huck Bolts)</strong></td>
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<tr>
<td>17</td>
<td>Loose</td>
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<tr>
<td>18</td>
<td>Missing</td>
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<tr>
<td>19</td>
<td>Cotter Pins missing</td>
</tr>
<tr>
<td>20</td>
<td>Jam Nuts Loose</td>
</tr>
<tr>
<td>21</td>
<td>Washers</td>
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|   | **Remarks on Page 3**  
JBWWEM Mod. 09-15-08
Mainline    1    2    Yard    WO # 1720653

Location: 11/30/14
Inspection Crew: B. Panerka, W. Beymant, S. Sell

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

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

51 Main Track 56 3/4
52 Turnout Track 56 9/16

Gage must not be less than 56" for any Class

53 Guard Rail Gage N 54 7/8  R 54 3/4

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

Guard Rail Clamps
56 Main Track
57 Turnout Track

Class 1 Gage 56" to 57 1/2"

More than 57 1/2" Out of Service

Class 3 Gage 56" to 57"

More than 57" to 57 1/4" downgrade to

Class 2 and gets a Y

Remarks on page 3

Turnout Ties
58 Condition
59 Rail Movement

Tie Plates
60 Lead
61 Guard Rail Flangeway

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

62 Guard Rail Plates
63 Frog Plates

Bolts
64 Loose
65 Missing

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

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

50' beyond last long tie

Difference

75 Condition of Line thru entire turnout
Switch 480 - 1
Date 11/30/11
WO # 1720653

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

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S All items inspected are in compliance

Y Attention needed

R Immediate attention required or Out of Service

Reviewed by: [Signature] Date: 12-3-14
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**Inspection Crew**: R. Penland, S. Sell, W. Bregant

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<tr>
<td><strong>Rail Points</strong></td>
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</tr>
<tr>
<td>4 Point to Point</td>
<td>S 1/8</td>
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</tr>
<tr>
<td>5 Point Condition</td>
<td>S Y R</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>6 Point Throw</td>
<td>Nothing less than 4&quot; or greater than 5&quot;</td>
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<tr>
<td></td>
<td>Min 3 1/2&quot; on house top point protector</td>
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<td>7 Point Opening</td>
<td>N</td>
<td>R 4 1/2</td>
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<td>8 Fit</td>
<td>S Y R</td>
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<tr>
<td>9 General Condition of the Points</td>
<td>S Y R</td>
<td></td>
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</table>

**Gage**

10 Heel of Switch
   a) Main 6 9/16
   b) Turnout 5 23/32
   c) Phase ahead of Bend 56 9/16
   Must not be less than 56" or more than 57" for "S"

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

**Stock Rail**

13 Bend
   S Y R

14 Condition
   S Y R

**Bolts**

15 Loose
   0 N/A

16 Missing
   0 N/A

**Rivets (Huck Bolts)**

17 Loose
   0 N/A

18 Missing
   0 N/A

19 Cotter Pins missing
   0 N/A

20 Jam Nuts Loose
   0 N/A

21 Washers
   Ok

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

33 Head Block ties
   S Y R

34 Switch Adjustments
   Yes (No)

35 Lubrication
   OK (Dry)

36 Switch Target / Lamps
   OK

37 Latches
   OK

38 Locks
   OK

39 General Condition
   S Y R

40 Insulated Joints
   S Y R

**Remarks on Page 3**

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

Inspection Crew:

1 Location
2 Switch I.D. # 45
3 Facing Trailing
44 Frog Tread N Y R
R Y R
45 Frog # 10
46 Frog Point Condition Y R
47 Condition of Frog Y R
48 Surface of Frog Y R

49 Throat in Inches 3\(\frac{1}{4}\)

50 Flangeway Depth 2

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

Gage
51 Main Track 56 9/16
52 Turnout Track 56 1/2

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

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

Guard Rail Gage must be less than 54 3/8"
54 Back to Back N 52 9/16 R 52 8/4

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

N/A

Class 1 Gage 56" to 57 1/2"

More than 57 1/2" Out of Service

Class 3 Gage 56" to 57"

More than 57" to 57 1/4" downgrade to

Class 2 and gets a Y

Remarks on page 3
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S All items inspected are in compliance

Y Attention needed

R Immediate attention required or Out of Service

Reviewed by: [Signature] Date: 12-3-14
Switch Inspection Report / Semi-Annual

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</thead>
</table>

**Inspection Crew:** B. Rawlinson, C. Beydin, S. Selle

<table>
<thead>
<tr>
<th>Item</th>
<th>Description</th>
<th>Value</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 Location</td>
<td>Croswell</td>
<td></td>
</tr>
<tr>
<td>2 Switch I.D. #</td>
<td>484-3A</td>
<td></td>
</tr>
<tr>
<td>3 Facing</td>
<td>Trailing</td>
<td></td>
</tr>
<tr>
<td><strong>Rail Points</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>4 Point to Point</td>
<td>51/8</td>
<td></td>
</tr>
<tr>
<td>5 Point Condition</td>
<td>SYR</td>
<td></td>
</tr>
<tr>
<td>6 Point Throw</td>
<td>Nothing less than 4&quot; or greater than 5&quot; Min 3 1/2&quot; on house top point protector</td>
<td>N</td>
</tr>
<tr>
<td>7 Point Opening</td>
<td>N</td>
<td>N/A</td>
</tr>
<tr>
<td><strong>Switch Rods</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>26 Front Rod</td>
<td>SYR N/A</td>
<td></td>
</tr>
<tr>
<td>27 #1 Rod (Basket Rod)</td>
<td>SYR N/A</td>
<td></td>
</tr>
<tr>
<td>28 #2 Rod</td>
<td>SYR N/A</td>
<td></td>
</tr>
<tr>
<td>29 #3 Rod</td>
<td>SYR N/A</td>
<td></td>
</tr>
<tr>
<td>30 #4 Rod</td>
<td>SYR N/A</td>
<td></td>
</tr>
<tr>
<td>31 Closure Rail</td>
<td>SYR N/A</td>
<td></td>
</tr>
<tr>
<td>32 Surface of Switch</td>
<td>SYR N/A</td>
<td></td>
</tr>
<tr>
<td>Using a 62' cord</td>
<td>S= Up to 1&quot; Max allowed Speed</td>
<td></td>
</tr>
<tr>
<td>Y= 1&quot; to 1 1/2&quot; 40 MPH</td>
<td></td>
<td></td>
</tr>
<tr>
<td>R= 1 1/2&quot; to 1 3/4&quot; 12 MPH</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Greater than 1 3/4&quot; = Out of Service</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Stock Rail</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>13 Bend</td>
<td>SYR</td>
<td></td>
</tr>
<tr>
<td>14 Condition</td>
<td>SYR</td>
<td></td>
</tr>
<tr>
<td><strong>Bolts</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>15 Loose</td>
<td>N/A</td>
<td></td>
</tr>
<tr>
<td>16 Missing</td>
<td>N/A</td>
<td></td>
</tr>
<tr>
<td><strong>Rivets (Huck Bolts)</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>17 Loose</td>
<td>N/A</td>
<td></td>
</tr>
<tr>
<td>18 Missing</td>
<td>N/A</td>
<td></td>
</tr>
<tr>
<td>19 Cotter Pins missing</td>
<td>N/A</td>
<td></td>
</tr>
<tr>
<td><strong>Remarks on Page 3</strong></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

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

**Mainline:**

<table>
<thead>
<tr>
<th>1 Location</th>
<th>2 Switch I.D.</th>
<th>3 Facing</th>
<th>44 Frog Tread</th>
<th>45 Frog #</th>
<th>46 Frog Point Condition</th>
<th>47 Condition of Frog</th>
<th>48 Surface of Frog</th>
<th>49 Throat in Inches</th>
<th>50 Flangeway Depth</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td>N</td>
<td></td>
<td>S/Y R</td>
<td>S/Y R</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Gage:**

- **51 Main Track:** S/Y R
- **52 Turnout Track:** S/Y R

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

**Guard Rails:**

- **53 Guard Rail Gage:** N 54 3/8 R 54 3/8
- **54 Back to Back:** N 52 3/4 R 52 1/8

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

*Back to Back must be less than 63 1/8"*

**Rivets (Huck):**

- **66 Loose:** 0 N/A
- **67 Missing:** 0 N/A
- **68 Nuts Missing:** 0 N/A
- **69 Cotter Pins Missing:** 0 N/A
- **70 Washers:** OK

**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 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] Date: 12-3-14