

Mainline #1 Yard _____

WO# 1381272

Date: 2/12/2014 Inspection Crew G. Rabette, R. Dennis, R. Nelson

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

Rail Points

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

Gage

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

Stock Rail

13 Bend S Y R
14 Condition S Y R

Bolts

15 Loose 1 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 Missing

Remarks on Page 3

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

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

Mainline #1 Yard

WO# 1381272

Date: 2/12/2014 Inspection Crew: A. Rabette, R. Dennis, R. Nelson

41 Location RP
42 Switch I.D. # 1A
43 Facing Trailing
44 Frog Tread N R
45 Frog # 2

46 Frog Point Condition
47 Condition of Frog
48 Surface of Frog

49 Throat in Inches 3 3/8
50 Flangeway Depth 2
Flangeway Depth must not be less than 1 1/2"

Gage

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

Guard Rails

53 Guard Rail Gage N 57 1/16 R NA
54 Back to Back N 52 7/8 R N/A
Back to Back must be less than 53 1/8"

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

Guard Rail Clamps

56 Main Track
57 Turnout Track

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 Gurad Rail Flangeway
62 Guard Rail Plates
63 Frog Plates

Bolts

64 Loose 0 N/A
65 Missing 1 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
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

Remarks

Switch RP1A

WO# 1381272

Date _____

- 15. Loose Bolt right hand heel block, next to shoulder bolt.
- 31. Straight Closure rail has one wheel burn
- 32. Switch is out of surface
- 40. Insulated Joint has a chunk of the running surface on the head of the rail 2"x2"x1/4" deep broken out on the stack rail side of the joint.
- 46. Chip in frog point 3" back from the point of frog
- 65. One frog bolt missing on the wing rail at the heel of the frog east end.
- 71. 17 loose screw spikes thru out entire switch.

Repair ASAP

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)

Bulletins: (1) Go To Reports

Find: Select Action

List Work Order Plans Actuals Related Records Safety Plan Log Failure Reporting Specifications

Work Order: 1381284 METRO MOW SEMI-ANNUAL SWITCH INS

Classification: MTA \ METRO

Classification Description: MTA - METRO

Asset: 1248716 METRO MOW SWITCH RP3B CHAIN MARK

Alias: RP3B

Location: 389WSWRP3E Chain Markers West, Reisterstown Plaza Inta

Work Location:

Work Type: PM

Status: COMP

Status Date: 02/14/14 07:30:26 AM

Reported By: MTACRON

Phone:

Reported Date: 02/03/14 03:46:57 AM

On Behalf Of:

Att
Fail
Prob
Asset/Locati
P
Warranty Situation
Maintenar
Rept
Has Follow-
Q

Asset Details

Costs

Year:

Manufacturer:

Model:

Serial #:

Type: FLEET Fleet Assets

Status: OPERATING Operating

Asset Condition:

Total Planned Cost

Total Actual Cost

Repair Limt Amount

Current Asset Value

GL Account

Accepts Charges?

Charge to Store?

Multiple Assets, Locations and Cls

Work Details

Scheduling Information

Job Plan: 2666 METRO MOW SEMI-ANNUAL SWITCH INS

PM: 50088 METRO MOW SEMI-ANNUAL SWITCH INS

Component:

Position:

Reason for Repair:

Work Accomplished:

Part Failure:

Warranty? N

Reference ID:

Telematics Code:

Telematics Transaction:

Scheduled Start:

Target Start: 02/09/14 12:00:00 AM

Actual Start: 02/12/14 09:00:00 AM

Scheduled Finish:

Target Finish: 02/09/14 02:00:00 AM

Actual Finish: 02/12/14 11:00:00 AM

Time Remaining:

Duration: 2.00

Interruptible?

Predecessors:

Primary Meter

New Reading:

New Reading Date:

Meter:

Last Reading

Last Reading Date

Primary Reading Entered?

Life To Date

Responsibility

Supervisor:

Lead:

Crew:

Service Group:

Work Group: MTA47

Vendor:

Service:

Mainline #1 Yard WO# 1381284

Date: 2/12/2014 Inspection Crew A. Rabette, R. Dennis, R. Nelson

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

Rail Points

4 Point to Point 5 1/2
5 Point Condition S Y R
6 Point Throw, nothing less than 4 3/4 inches N 5 1/2 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 1/16
a) Turnout 56 1/16
11 Gage ahead of Bend 57
Must not be less than 56 inches or more than 57 inches for "S"
12 Heel Spread in Inches
a) Turnout 6 1/2
a) Main 6 1/2

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 Missing

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

Remarks on Page 3

Mainline #1 Yard

WO# 1381284

Date: 2/12/2014 Inspection Crew: A. Kabetz, R. Dennis, R. Nelson

41 Location RP
42 Switch I.D. # 3B
43 Facing Trailing
44 Frog Tread N S Y R
R S Y R

45 Frog # 8
46 Frog Point Condition S Y R
47 Condition of Frog S Y R
48 Surface of Frog S Y R

49 Throat in Inches 3 1/4
50 Flangeway Depth 2
Flangeway Depth must not be less than 1 1/2"

Gage
51 Main Track 50 1/16
52 Turnout Track 56 1/8
Gage must not be less than 56" any Class

Guard Rails
53 Guard Rail Gage N 54 13/16 R NA
Guard Rail Gage must be less than 54 3/8"
54 Back to Back N 53 R NA
Back to Back must be less than 53 1/8"

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

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

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

Turnout Ties

58 Condition S Y R
59 Rail Movement S Y R

Tie Plates

60 Lead S Y R
61 Grad Rail Flangeway S Y R N 1 3/4 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 0 N/A
65 Missing 1 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

Remarks

Switch RP3B

WO# 1381284

Date 2-12-14

71 23 Loose screw spikes
 65 1 Flag Bolt broke
 75 out of line in the heel block area

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)

Bulletins: (1) Go To Reports

Find: Select Action

List Work Order Plans Actuals Related Records Safety Plan Log Failure Reporting Specifications

Work Order: 1381276 METRO MOW SEMI-ANNUAL SWITCH INSPECTION ATT

Classification: MTA \ METRO

Classification Description: MTA - METRO

Asset: 1246728 METRO MOW SWITCH RP1B CHAIN MARKER PROB

Alias: RP1B

Location: 391WSWRP1B Chain Markers West, Milford Mill Interlock, M ASSET/LOCATI

Work Location:

Work Type: PM P

Status: COMP Warranty Situation

Status Date: 02/18/14 07:40:52 AM

Reported By: MTACRON Maintenan

Phone:

Reported Date: 02/03/14 03:46:48 AM Rep:

On Behalf Of: Has Follow- Q

Asset Details

Year: Total Planned Cost

Manufacturer: Total Actual Cost

Model: Repair Limit Amount

Serial #: Current Asset Value

Type: FLEET Fleet Assets GL Account

Status: OPERATING Operating Accepts Charges?

Asset Condition: Charge to Store?

Costs

Multiple Assets, Locations and CIs Filter

Work Details

Job Plan: 2666 METRO MOW SEMI-ANNUAL SWITCH INSPECTION

PM: 50085 METRO MOW SEMI-ANNUAL SWITCH INSPECTION

Component:

Position:

Reason for Repair:

Work Accomplished:

Part Failure:

Warranty? N

Reference ID:

Telematics Code:

Telematics Transaction:

Scheduling Information

Scheduled Start:

Target Start: 02/09/14 12:00:00 AM

Actual Start: 02/12/14 01:00:00 PM

Scheduled Finish:

Target Finish: 02/09/14 02:00:00 AM

Actual Finish: 02/12/14 03:00:00 PM

Time Remaining:

Duration: 2:00

Interruptible?

Predecessors:

Primary Meter

New Reading: Last Reading

New Reading Date: Last Reading Date

Meter: Primary Reading Entered?

Life To Date

Responsibility

Supervisor: Service Group:

Lead: Work Group: MTA47

Crew: Vendor:

Service:

Mainline #1 Yard

WO# 1381276

Date: 2/12/2014 Inspection Crew P. Rabette, R. Dennis, R. Nelson

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

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

Rail Points

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

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

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

Gage

10 Heel of Switch
a) Main 56 1/2
a) Turnout 56 5/8
11 Gage ahead of Bend 57 1/4
Must not be less than 56 inches or more than 57 inches for "S"
12 Heel Spread in Inches
a) Turnout 6
a) Main 6

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

Stock Rail

13 Bend S Y R
14 Condition S Y R

33 Head Block ties S Y R
34 Switch Adjustments Yes No
35 Lubrication OK Dry

Bolts

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

36 Switch Target / Lamps OK Missing 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 Missing

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

Remarks on Page 3

Mainline #1 Yard

WO# 1381276

Date: 2/12/2014 Inspection Crew: A. Rabette, R. Dennis, R. Nelson

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

Gage
 51 Main Track 56 1/4
 2 Turnout Track 56 2/4
 Gage must not be less than 56" any Class

Guard Rails
 53 Guard Rail Gage N 54 12/16 R
 Guard Rail Gage must be less than 54 3/8"
 54 Back to Back N 52 7/8 R
 Back to Back must be less than 53 1/8"

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

Guard Rail Clamps
 56 Main Track SYR
 57 Turnout Track SYR

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

Remarks on page 3

Turnout Ties

58 Condition SYR
 59 Rail Movement SYR

Tie Plates

60 Lead SYR
 61 Gurad Rail Flangeway SYR N 1 3/4 R
 Guard Rial Flangeway can not be less 1 1/2"
 62 Guard Rail Plates SYR
 63 Frog Plates SYR

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 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

Switch 1B

WO# 1381276

Date 2/12/14

14 RH ST SR 3 ENGINE BURNS
 22 BATTERED

31 ENGINE BURNS 3
 71 3 missing PANDROL Blocks Gauge side
 49 SCREW SPIKES LOOSE

60 First two gage plates under SW. Ptc. missing
 a total of 3 nuts that joins plates together

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:

Find: Select Action

List	Work Order	Plans	Actuals	Related Records	Safety Plan	Log	Failure Reporting	Specifications
	Work Order	1381280		METRO MOW SEMI-ANNUAL SWITCH INSPECTION				Att
	Classification	MTA \ METRO						
	Classification Description	MTA - METRO						Fall
	Asset	1246900		METRO MOW SWITCH RP3A CHAIN MARKER				Prob
	Alias	RP3A						
	Location	391WSWRP3A		Chain Markers West, Milford Mill Interlock , M				Asset/Location
	Work Location							
	Work Type*	PM						.P
	Status	COMP						Warranty Situation
	Status Date	02/18/14 05:49:09 AM						Maintenar
	Reported By	MTACRON						Rept
	Phone							Has Follow-
	Reported Date	02/03/14 03:46:53 AM						Q
	On Behalf Of							

Asset Details

Costs

Year	<input type="text"/>		Total Planned Cost
Manufacturer	<input type="text"/>	<input type="text"/>	Total Actual Cost
Model	<input type="text"/>	<input type="text"/>	Repair Limit Amount
Serial #	<input type="text"/>	<input type="text"/>	Current Asset Value
Type	FLEET	Fleet Assets	GL Account
Status	OPERATING	Operating	Accepts Charges?
Asset Condition	<input type="text"/>	<input type="text"/>	Charge to Store?

Multiple Assets, Locations and Cls | Filter >

Work Details

Scheduling Information

Job Plan	2666	METRO MOW SEMI-ANNUAL SWITCH INSPECTION	Scheduled Start	<input type="text"/>
PM	50087	METRO MOW SEMI-ANNUAL SWITCH INSPECTION	Target Start	02/09/14 12:00:00 AM
Component	<input type="text"/>	<input type="text"/>	Actual Start	02/12/14 11:00:00 AM
Position	<input type="text"/>	<input type="text"/>	Scheduled Finish	<input type="text"/>
Reason for Repair	<input type="text"/>	<input type="text"/>	Target Finish	02/09/14 02:00:00 AM
Work Accomplished	<input type="text"/>	<input type="text"/>	Actual Finish	02/12/14 01:00:00 PM
Part Failure	<input type="text"/>	<input type="text"/>	Time Remaining	<input type="text"/>
Warranty?	N		Duration*	2:00
Reference ID	<input type="text"/>	<input type="text"/>	Interruptible?	<input type="checkbox"/>
Telematics Code	<input type="text"/>	<input type="text"/>	Predecessors	<input type="text"/>
Telematics Transaction	<input type="text"/>	<input type="text"/>		

Primary Meter

New Reading	<input type="text"/>	Last Reading	<input type="text"/>
New Reading Date	<input type="text"/>	Last Reading Date	<input type="text"/>
Meter	<input type="text"/>	Primary Reading Entered?	<input type="checkbox"/>
		Life To Date	<input type="text"/>

Responsibility

Supervisor	<input type="text"/>	Service Group	<input type="text"/>
Lead	<input type="text"/>	Work Group*	MTA47
Crew	<input type="text"/>	Vendor	<input type="text"/>
		Service	<input type="text"/>

Mainline #1 Yard

WO# 1381280

Date: 2/12/2014 Inspection Crew A. Rabette, R. Dennis, R. Nelson

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

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

Rail Points

4 Point to Point 50 7/8
5 Point Condition S Y R
6 Point Throw nothing less than 4 3/4 inches
7 Point Opening N 5 1/2 R

Switch Rods

26 Front Rod
27 #1 Rod (Basket Rod)
28 #2 Rod
29 #3 Rod
30 #4 Rod

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

Gage

10 Heel of Switch
a) Main 56 1/2
a) Turnout 56 1/2
11 Gage ahead of Bend 56 9/16
Must not be less than 56 inches or more than 57 inches for "S"
12 Heel Spread in Inches
a) Turnout 6 7/8
a) Main 6 1/4

31 Closure Rail
32 Surface of Switch
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 S Y R
14 Condition S Y R

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

Bolts

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

35 Lubrication OK Dry
36 Switch Target / Lamps OK Missing (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
Washers OK Broken Missing 1

37 Latches OK Broken Missing
38 Locks OK Broken Missing

39 General Condition S Y R
40 Insulated Joints S R

Remarks on Page 3

Mainline #1 Yard

WO# 1381280

Date: 2/12/2014 Inspection Crew: A. Rabette, R. Dennis, R. Nelson

41 Location RP
42 Switch I.D. # 3A
43 Facing Trailing
44 Frog Tread N S Y R
R S Y R

45 Frog #
46 Frog Point Condition
47 Condition of Frog
48 Surface of Frog

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

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

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

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

Guard Rail Clamps

56 Main Track
57 Turnout Track

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 Grad Rail Flangeway
Guard Rail Flangeway can not be less 1 1/2"
62 Guard Rail Plates
63 Frog Plates

Bolts

64 Loose
65 Missing

Rivets (Huck)

66 Loose
67 Missing
68 Nuts Missing
69 Cotter Pins Missing
70 Washers Broken Missing

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

Remarks

Switch RP3A

WO# 1381280

Date 2-12-14

- 14. Right Hand Straight Stock Rail has a battered insulated Joint in front of the switch points, Also has a 2"x2"x3/16" deep chip missing on the stock Rail side of the insulated Joint.
- 21. Washer missing on the shoulder bolt field side of the right hand heel block
- 23. First Gage Plate under sw. Pts. has 2 nuts missing that joins the two plates together.
- 31. Straight closure rail has 5 wheel bars.
- 40. Insulated Joint on north rail ahead of sw. Pts. has a chip missing on the running surface measuring 1"x2"x3/16" deep.
- 71. there are 22 loose screw spikes thru entire switch

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:
