

Exhibit 16.

Post-Recovery Technical Examination – SCRRA Locomotive # 855¹⁵³1. Notes of **California PUC** (typewritten, of the Party Representative)SCAX 855

The inspection of the Metrolink F59PH locomotive revealed the front was pushed back 14 feet 10 inches from original state almost completely closing off occupant survival space.

Inspection of the cab revealed the engineer controls in the following positions:

- Automatic brake valve in emergency position
- Independent brake in release position
- Throttle in “set up” and handle completely bent forward
- Reverser [control handle] in forward position

Inspection behind the cab revealed; the locomotive main generator and engine mounts sheared and both the engine and main generator pushed 14 inches toward the rear of the locomotive crushing engine components on the accessory drive end of the engine.

2. Notes of **FRA** (typewritten, of the Party Representative)Significant observations:

Locomotive SCAX 855, EMD, model F59PH, built 1992:

Length of locomotive as built 58’ 2”

Length of locomotive post accident approximately 43’

Front end of locomotive crushed which penetrated the cab compartment resulting of loss of survival space

Fuel tank separated from carbody

Locomotive toppled over onto right side

Center sill cracked at a point 67” forward of transverse centerline of rear truck bolster

Interior engine room equipment (prime mover, generator, Blower motors) separated from their mounts with bracket and fastener failure

Rear coupler carrier cracked at draft pocket allowing coupler to fall

Impact damage at rear walkway above coupler

3. Notes of **NTSB** (scanned Field Notes of the Crashworthiness Working Group Chairperson; 8 photocopied pages, total, commencing on the following page).

¹⁵³ Typewritten / handwritten notes as received from Party representatives during the Field Notes compilation process, in which the information tendered from the organizations was quoted / reproduced verbatim, to the extent possible (i.e. allowing for correction of incidental typographical errors, minor truncation editing of detailed / lengthy submissions, terminology definition, etc., as might be appropriate for the Report).

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Loco #855
 post-recovery WSP
 front on (P) side

- fuel tank missing
- obvious fire damage lead
- trucks detached

cab aft center wheel

(P)

31' 11'

bottom side
 Meter tank train designation #111

000010 9/14 Equipment inspection 000011

Loco #855 post-recovery (upright)

(P) Side cab

windows

minor side sheet metal inward buckled ~12" from aft end

130

Visual estimate: main gear & engine moved aft ~14" fuel cutoff
 : center sill buckled ~4" aft
 : main gear & engine shifted ~5"

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Ⓟ side cab loco #855 Ⓜ side

center sill crack
~ 6 7/8" from (end of)
to rear bolster
lifting leg

window

grab bar (front)

16 1/2"

center sill
buckled upward
has bar
(but cut with torch)

Main
RTS
front
bracket

grab bar
lower bolt

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#855 Cab interior

- massive frontal intrusion
- front panel against control console, which was pushed aft.
- throttle bent fwd.

Anticipated:

will cut away Ⓜ side cab
wall for access

Loco Engt Oper Console
switches & settings
documented by Goodwin Group
on separate sheet (held by Cal Pac Int'l Corp)
(for fwd to Ops Group, &
will be included in Trackbox
Field notes)

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Locomotive Track Injury

#- End Track

- Load end cross member of truck frame pulled off & severed in half
- Bent, ^{up}bolster transverse frame element
- Center bowl cracked @ fuel surface
- Crossmember aft end bent fwd
- Found an element of a complex knuckle (resting in wreckage)
- Minor fire debris @ side top of aft traction motor

Track disposition - likely disposal of

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855 Tractor Injury

TS- End Track

- Apparent minor damage
- ^{found} the brake brackets bent & broken

Truck to be recovered by Metrolink

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9/16 Exemplar locomotive examination
 F59 PT @ Metrolink Maint. Shop

27'10"

inside fuel tank handle

energy fuel cutoff switch

- cab interior photos taken
- photos through both side windows taken (using ladder)

Exemplar passenger car photos taken

- interior
- exterior

000082 000083

9/18 Field notes compilation

Locom # 855 Fuel in Tank from Bombardier (Craig Evers)

| | |
|-----------|-------------------------------|
| 2200 gal | full tank (optimum) |
| - 200 | actual (that day) |
| - 100 | company CMF -> W. Site |
| - 100 | idling, then to site |
| 1800 gal. | Net estimate at time of event |

-- End of Exhibit --