Exhibit 16.

Post-Recovery Technical Examination – SCRRA Locomotive # 855¹⁵³

1. 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

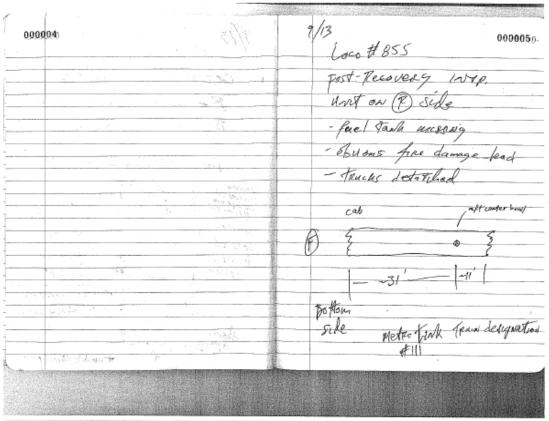
Center sill cracked at a point 67" forward of transverse centerline of rear truck bolster Interior engine room equipment (prime mover, generator, Blower motors) separated from their mounts with bracket and fastener failure

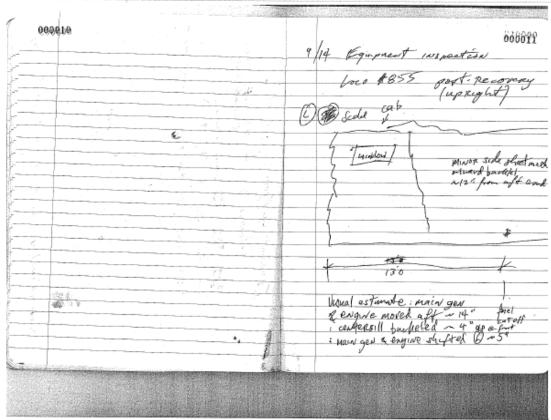
Rear coupler carrier cracked at draft pocket allowing coupler to fall

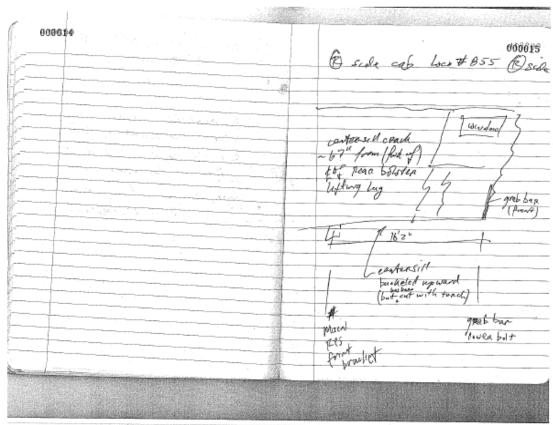
Impact damage at rear walkway above coupler

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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