Exhibit 17.

Post-Recovery Technical Examination – SCRRA Passenger Coach Equipment ¹⁵⁴

1. Notes of **California PUC** (typewritten, of the Party Representative)

SCAX 617

Seats 25,26,27,28,32,35,39,51,55,57,58,61,62,64,65,66,68,74,76 fractured head rests Seat 81 broken table
No exterior damage noted

SCAX 207

Seats 23,24,59,78,81,82,122,126,132,136 fractured head rest B Left yaw damper bolts sheared off and bottom bracket missing B end coupler fractured at throat of coupler Car body creased at B end Mid level window on each side B end Left 2 door forced back into car body frame from impact.

SCAX 185

Approximately 55 feet of occupant survival space removed due to SCAX 855 locomotive breaching car.

2. Notes of **FRA** (typewritten, of the Party Representative, which also includes Notes of the Volpe National Transportation Systems Center¹⁵⁵, which participated in the Investigation under the auspices of the FRA).

Coach car **SCAX 185**, Bombardier multi-level, model *Gen3, built 2002:

Length of coach as built 85'

Length of coach post accident undetermined due to various projections

Coach car broke at lower portion of center sill gooseneck and side sill joints due to fastener and material stress failure. An intact section of the car approximately 12' in length separated.

¹⁵⁴ 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).

Notice National Transportation Systems Center is a part of the U.S. D.O.T's Research and Innovative Technology Administration (RITA), and is "an innovative, federal, fee-for service organization, [having a mission] to improve the Nation's transportation system, which performs work primarily for the D.O.T., as well as other federal agencies and state, local, and international entities", as further described in [Internet] >> http://www.volpe.dot.gov/index.html)

Fractured section of vehicle telescoped into the passenger compartment resulting in a loss of 53' of survival space (66%) of the occupied volume

Lead coupler (b-end) broke at the shank with a downward bend

Lead draft gear (b-end) separated from the carbody and was missing

Lead truck (b-end) separated from the carbody

Trailing coupler (a-end) fractured at the shank with a downward bend

Coach car **SCAX 207**, Bombardier multi-level, model **Gen3, built 2002:

Lead coupler (b-end) fractured at the shank with an upward bend

Impact damage 12" dent, to lead (b-end) end of car above end door

Impact damage to lead (b-end) end diaphragm assembly

Ripple in carbody sheathing, left side b-end between window and #2 vestibule doors

Ripple in carbody sheathing, right side a-end between window and #1 vestibule doors

Two ripples in carbody roof sheathing trailing end (a-end) at end of car and above top of goose neck

Bend in corner post approximately 4' from floor pan

Right #2 carbody bolster yaw damper bolts sheared

Right #2 truck side frame struck right #4 wheel, while wheel was rotating

Approximately 18 seats sustained damage to headrests or base

Lead end (b-end) ceiling damaged and dropped

Table at 44/50 seat damaged

*Gen1. is a Metrolink designation used to identify the generation of car manufacture.

** Gen3. is a Metrolink designation used to identify the generation of car manufacture.

Control car SCAX 617, Bombardier multi-level, model *Gen1, built 1992:

Trailing truck (f-end) lateral bumper and pick up bracket (truck retention device) fasteners sheared

Possible stress crack in trailing (f-end) lower center sill gooseneck weld Possible twist in leading (b-end) draft sill

Approximately 24 seats sustained damage to headrests or base

Two tables damaged

Review of SCRRA car history records identifies "aluminum side sill weld defects" noted at time of car manufacture with no resolution or corrective action recorded, and SCRRA is in the process of locating this record.

The following are typed Notes as supplied by the Volpe National Transportation Systems Center^{156, 157}.

-

¹⁵⁶ Notes - reproduced verbatim / as received.

Car 617 (trailing cab car)

Lower Level SB = Seat BackHR = Head Rest

(Starting at rear mezzanine (A end), going towards front (B end) All photos are David's

Looking forward from rear end of car

Left side of car

Right side of car

Front Mezzanine

Front Mezzanine

Upper Level

Seats 34/35 Severe handle crack on Seat 35 Seats 32/33 Seat 32 HR gone, center

plastic fractured (occ in seat 28) and HR deformed (occ in seat 31) Seats 28/29 seat 28 SB and HR Seats 30/31 blood on back of seat 31

cracked (occ. in seat 24)

Seats 24/25 SB and HR cracked Seats 26/27 HR cracked on seat 26, SB

(low head rests) separated, SB 27 twisted, almost detached

Seats 22/23 (Occ.s in both seat 22 and 23) Seats 20/21 (Occ. in 21)

Upper Level

Rear Mezzanine

Seat 19 (Photos 1195/1196)

Bulkhead (intact) Seats 17/18 Seats 13/14 RF (intact) Seats 15/16

> Table (intact) Table (intact)

Seats 9/10 FF (intact) Seats 11/12

Seats 7/8 – minor marks on Seat 7 HR,

maybe caused by Occ. in seat 3 Cab mostly intact

Seats ¾ FF (intact)

Rear Mezzanine

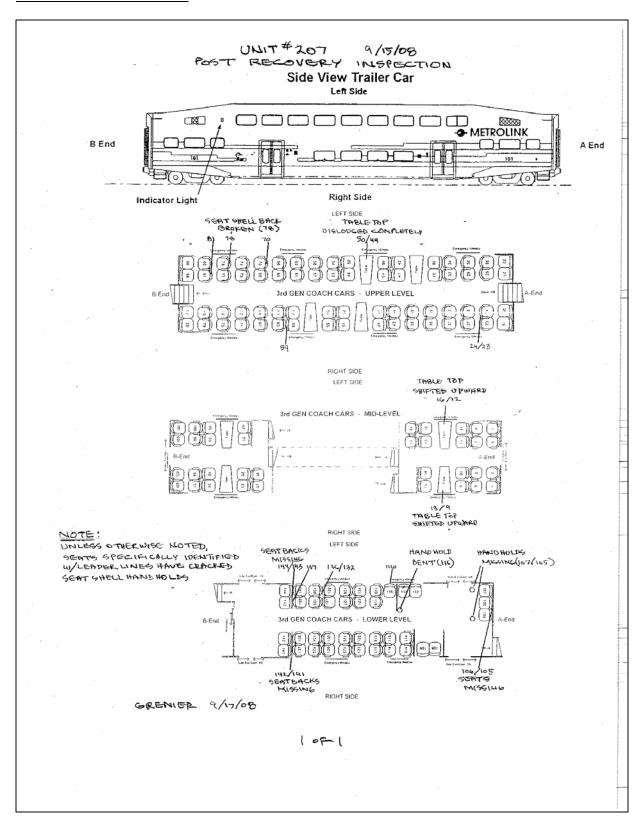
-- End of Volpe National Transportation Systems Center Notes --

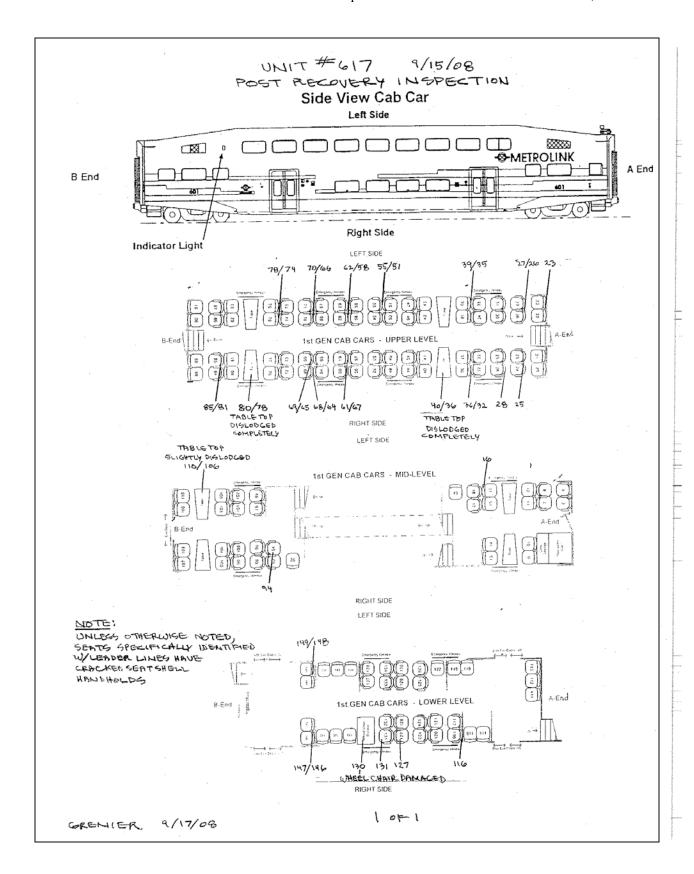
Additional Notes resume on the following page.

¹⁵⁷ additional Notes of interviews conducted with train passengers, as recorded by Volpe National Transportation Systems Center personnel, is in the process of compilation by the Crashworthiness and Survival Factors Investigations, which are also anticipated to forthcoming in an Addendum Factual Report of the Investigation.

3. Notes of **Bombardier** (handwritten - scanned, of the Party Representative)

SCAX 207 and SCAX 617





4. Notes of **SCRRA**

Report [scanned] prepared by an engineering contractor of SCRRA (LTK Engineering Services), as commissioned by SCRRA, documenting a preliminary interior / exterior damage inspection of Railcars 207 and 617, dated 18 Sept 2008.



LTK ENGINEERING SERVICES

Los Angeles Office MEMORANDUM

DATE:

18 SEP 08

FILE NO:

3040/2.1.9

ISSUE RESOLVED: N/A

ATTN:

Bill Lydon, Arthur Mallette, Teli Kakaris, Ron Svoboda

FROM:

Jeff Stastny

SUBJECT:

METROLINK COMMUTER RAIL CARS

SCRRA CONTRACT NO.: EP142-06

PRELIMINARY INTERIOR/EXTERIOR DAMAGE INSPECTION OF CARS 207 AND 617: REVISED

REFERENCE:

N/A

Please note this is our preliminary tabulation of damages to Cars 207 and 617. At this time Car 207 and 617 appear repairable for exterior and structure pending verification of centersill flatness on the B-end of Car 207.

CAR 207 - EXTERIOR DAMAGE:

- 1. Window corner crinkle (BR).
- 2. Window corner cringle (AL).
- 3. Coupler shank (B-end) bent upward. Coupler head damaged.
- 4. Diaphragm (B-end) bent.
- 5. Coupler carrier (B-end) bent down and end sill damaged.
- 6. Longitudinal stop kinked.
- 7. Paint popped from carbody longitudinal link (bolster anchor bracket).
- 8. Check right B-end center sill if torqued.
- 9. Collision post bent.
- 10. Loop step on BR bent inward.
- 11. Detruck and check for flatness of center sill and draft sill.
- 12. Check if roof end frame (B-end) damaged.
- 13. Junction boxes (B-end) pushed longitudinally.

Jeff Stastny Preliminary Interior/Exterior Damage Inspection of Cars 207 And 617 September 18, 2008 Page 2 of 4

CAR 617 - EXTERIOR DAMAGE, F- END:

- 1. Bolster stop Lateral Bumper (truck retention device) sheared off F-end truck F-end side
- 2. Longitudinal stop Shear Pad -- pushed up by bolster stop F-end

INTERIOR GENERAL COMMENTS

Regular passenger seats remained attached to structure in both vehicles.

One transverse flip seat attachment to structure failed. Failure was in the seat pedestal.

Seat cushions observed after cleaning were attached most locations. Those that were removed or damaged have been noted.

3 tables failed at their attachment to carshell structure. Failure of the table to the wall bracket occurred in all three cases when fasteners pulled out or sheared. At one table the pedestal fasteners pulled out of the floor. In another the weld failed attaching the vertical support tube to the floor plate.

Ceiling panels remained attached with the exception of 207 B-end at the inter car door where a section was broken off.

It appears that more damage to the passenger seats occurred on the upper levels. This could be due solely to passenger loading.

PASSENGER SEAT STRUCTURE

Most damage to the passenger seats occurred in car 617, trailing cab car.

Numerous seats were cracked at the headrest junction. Passenger seats are FRP, 2 SMC molded shells, front and back joined together. Car 617 without and Car 207 with aluminum reinforcement structure extending to 50% of the seat back.

Some seats had the head rest portion of the seat broken off.

On a few seats the seat back was completely broken off or severely cracked as to no longer provide support.

STANCHIONS

Stanchions faired generally well. Several were bent and 2 failed at their attachment to the car structure.

The failed stanchions were at the 3 passenger longitudinal seat in the vestibule area, one pulled out of the floor mounting fitting and the other pulled out of the floor fitting and the top attachment. The top attachment was bent approximately 40 degrees from vertical.

Jeff Stastny Preliminary Interior/Exterior Damage Inspection of Cars 207 And 617 September 18, 2008 Page 3 of 4

CAR 207 - INTERIOR DAMAGE:

LOWER LEVEL:

- · Seats 122/126, 132/136: broken head rest, hand hold
- · Seat 139: Back of wheel chair, Window Door 6
- Seats 134/130: Seat base deformed
- Seats 134, 119, 127: Seat cushions missing
- Seats 100, 105 (triple seat): Seat cushions missing

INTERMEDIATE LEVEL A-END:

Nothing observed

UPPER LEVEL:

- Seats 81/82, 23/24, 59, 78 (full seat back): Seats broken, headrest, hand hold
- · Table at 44/50

INTERMEDIATE LEVEL B-END:

· Ceiling panels on end of car

CAR 617 - INTERIOR DAMAGE:

INTERMEDIATE LEVEL B-END:

- Table Seats at 110/106: Bent
- Seats 94, 102: Bottom broken

LOWER LEVEL:

- Destination sign wheelchair area damage, impact to wheelchair storage cabinet/ conductor table.
- Flip-up seat/vestibule area stanchion broken.

Jeff Stastny Preliminary Interior/Exterior Damage Inspection of Cars 207 And 617 September 18, 2008 Page 4 of 4

LOWER LEVEL:

- Seat 86: Bottom seat cushion missing
- Seat 45: Back seat cushion missing
- Seat 81: Broken table
- Seats 74/76/66, 68/65//64/62/58/61/57, 51/55, 39/35, 36/32/28/25/27/26: Seat broken headrest

INTERMEDIATE LEVEL F-END:

· Damage to Crew Locker Lock and screen

JAS: ST: mdc

cc:

SCRRA	LTK .	FILE
W.X. Lydon	J. Stastny	2.1.9
 A. Mallette 	S. Takeda	Chron
R. Svoboda	R. Hollingsworth	VPCS
T. Kakaris		

5. Notes of **NTSB** (scanned Field Notes of the Crashworthiness Working Group Chairperson; 21 photocopied pages, total)

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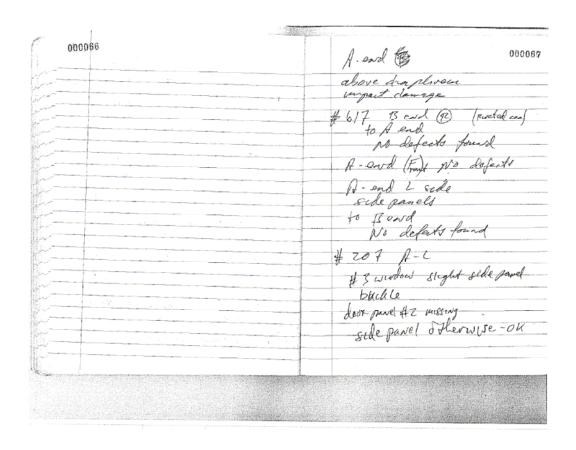
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