

Exhibit 17.

Post-Recovery Technical Examination – SCRRRA Passenger Coach Equipment¹⁵⁴1. 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).

¹⁵⁵ Volpe 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 Back

HR = 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
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Front Mezzanine

Front Mezzanine

Upper Level

Seats 32/33 Seat 32 HR gone, center plastic fractured (occ in seat 28)

Seats 28/29 seat 28 SB and HR cracked (occ. in seat 24)

Seats 24/25 SB and HR cracked (low head rests)

Seats 20/21 (Occ. in 21)

Seats 34/35 Severe handle crack on Seat 35 and HR deformed (occ in seat 31)

Seats 30/31 blood on back of seat 31

Seats 26/27 HR cracked on seat 26, SB separated, SB 27 twisted, almost detached

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

Upper Level

Rear Mezzanine

Bulkhead (intact)

Seats 13/14 RF (intact)

Table (intact)

Seats 9/10 FF (intact)

Cab mostly intact

Seat 19 (Photos 1195/1196)

Seats 17/18

Seats 15/16

Table (intact)

Seats 11/12

Seats 7/8 – minor marks on Seat 7 HR, maybe caused by Occ. in seat 3

Seats ¾ FF (intact)

Rear Mezzanine

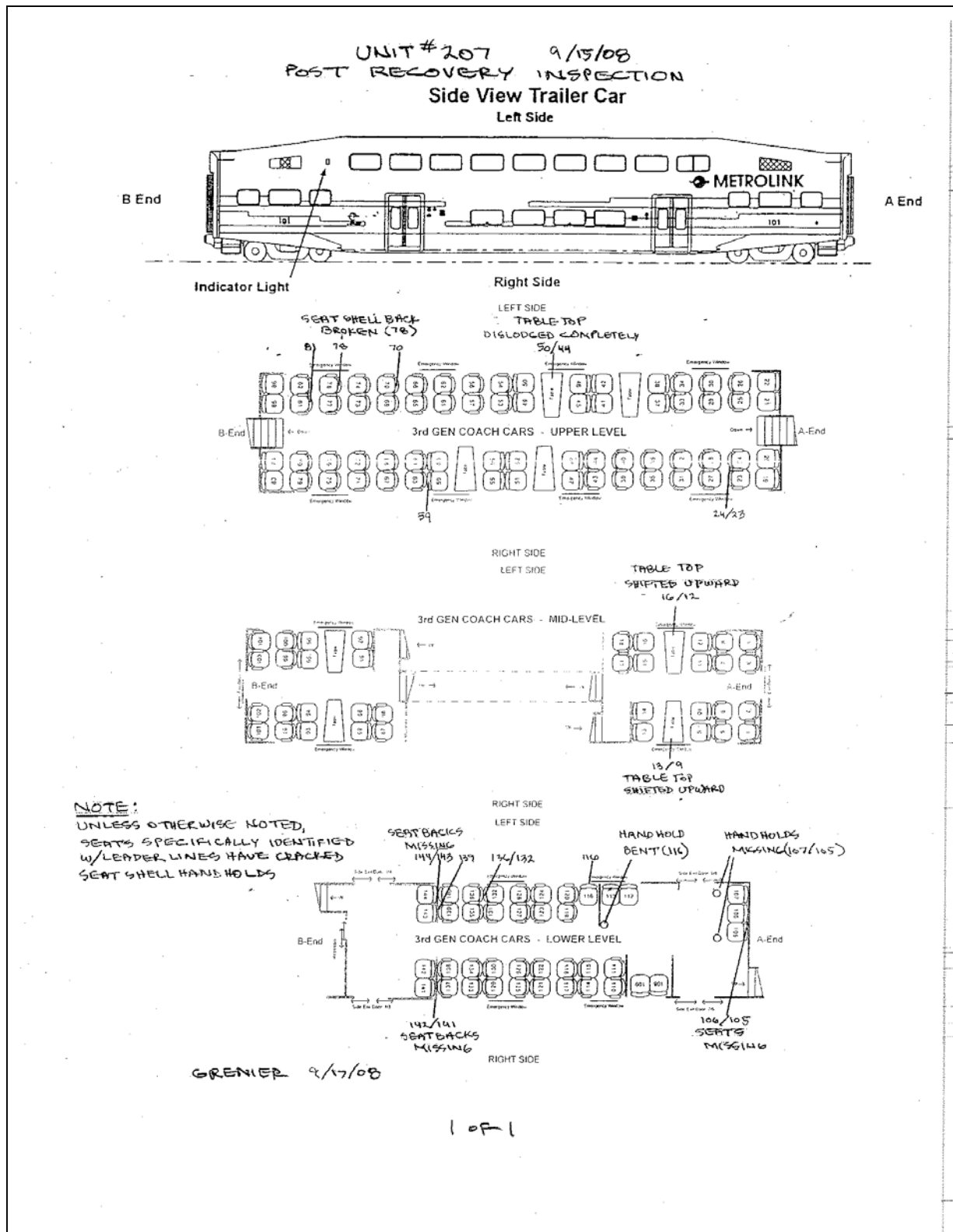
-- End of Volpe National Transportation Systems Center Notes --

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.

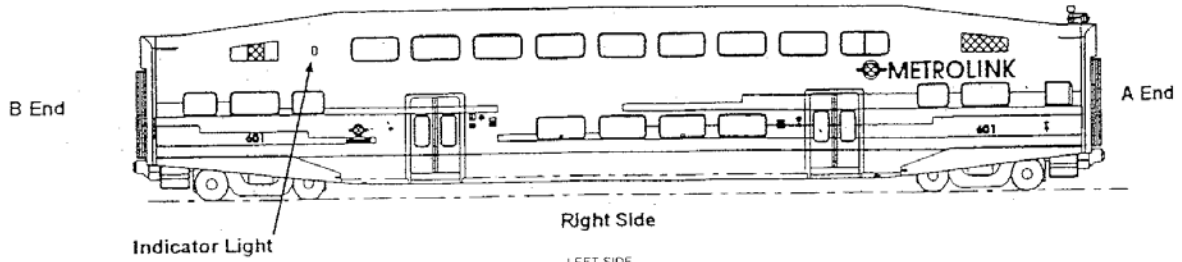
3. Notes of **Bombardier** (handwritten - scanned, of the Party Representative)

SCAX 207 and SCAX 617

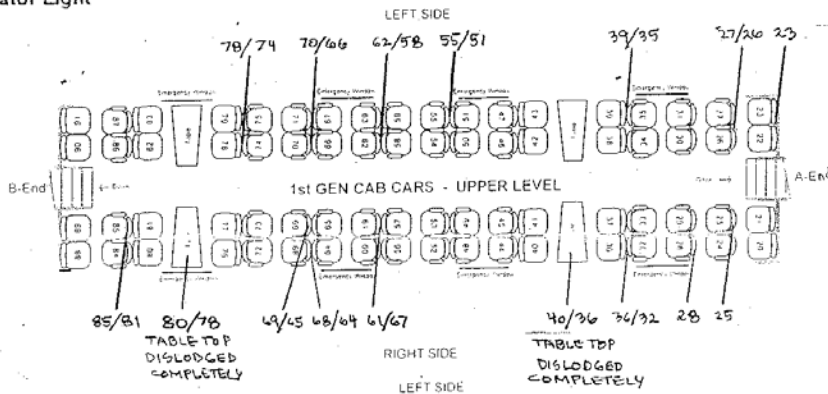


UNIT #617 9/15/08
POST RECOVERY INSPECTION
Side View Cab Car

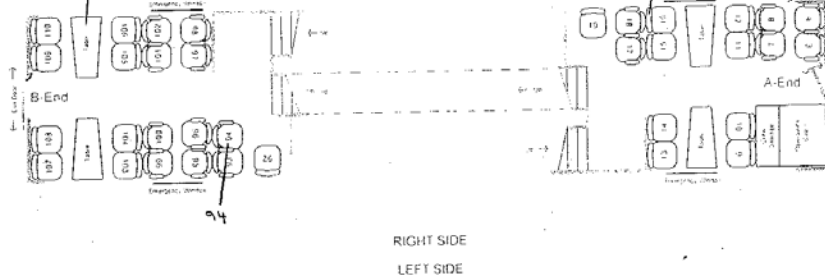
Left Side



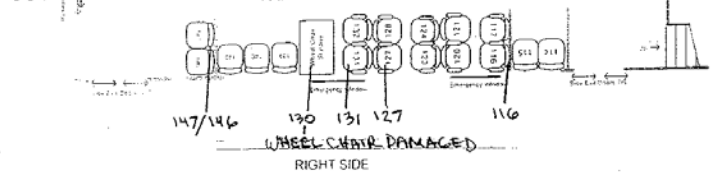
Right Side



1st GEN CAB CARS - MID-LEVEL



1st GEN CAB CARS - LOWER LEVEL



NOTE:
UNLESS OTHERWISE NOTED,
SEATS SPECIFICALLY IDENTIFIED
W/LEADER LINES HAVE
CRACKED SEAT SHELL
HANDHOLDS

GRENIER 9/17/08

1 OF 1

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)

000026

Railcar Insp. 000027
 #208 from Bend
 ceiling panel dislodge
 & pipe broken off
 Bend door wedged open
 Table @ seat 87 bent fwd 1/2"
 Rest Room
 door wedged 1/4 open
 mirrors on floor
 Seat 143 144 } seat back
 142 141 } dislodged
 Seat 132 seat back broken
 Not pulled Windows @ 132
 " " " 129
 seatback 122 broken
 Windows 116 Not pulled
 " 114

000028

#207 000029
 Vent handhold seat 116
 bent
 seat 106 vent handhold
 broken @ floor
 105 " missing
 Windows not pulled
 @ seat 16 + 13
 Wind not pulled 23
 seatback cracked "
 WA pulled 26
 Air return cover
 bent dislodged
 Seat 50 W/P pulled
 " table missing

000030

#204 000031

Seat 59 W/N pulled
 " " seat back fractured

Seat 70 seat back fractured

Seat 62+66 W/N pulled

Seat 49+50 spacer between seats possible impact by object & broken (seat pedestal?)

Seat 78 ^{seat back} broken off

Seat 81+82 seat back fractured

Seat 79 & 80 seat back dupl fwd ~ 1/2"

000032

#207 000033

Seat 79 W/N pulled

Car #617 (cab area in starting & trailing location B-end)

Seat 106 table bent fwd ~ 3° separated from wall

Seat 102 W/N pulled

rest room

door operable
 loose mirror (did not fall)

Steps going up to B end minor dent (~ 1/2") in SL plate

B end door motor cabinet cabinet frame under emergency brake valve dented

000034

#617 000035

Vent hole light fixture ceiling dislodged

Seat # 146 + 147 fully dislodged / separated from floor

The Vent hand hold @ rear of #146 + 147 missing

Seat 147 + 148 rear panel fx

Handing bridge not secured to wall

Wheel chair storage compartments

- panel fractured
- hand hold dislodged @ bottom
- entire frame bent & fixed

Seat 132 W N pull
134 " "

000036

#617 000037

Seat 131 seat back, hand post broken off
128 fx

Core panel above seat 131 dented

Seat #122 W N pulled
Exterior door open
Door panel #5 emergency handle pulled

Fire Extinguisher lower lever adj door B missing

Seat 116 panel behind broken

Seat 12 W N pulled
9 " "

cab door window missing
event rec cabinet door, signs of attempted pry open

000038 000039

Seat 15 + 16
 spacer between seats broken
 (table fully secured @ this seat)

Seat 26 + 27
 seat back broken

Seat 25 seatback broken
 upper lower A end
 Fire ext missing

Seat 28 W/N pulled

Seat 29 seatback partial fail
 & fractured

" 32 + 33 spacer
 not seats
 broken

" " Leadrest broken

" 35 W/N pulled

000040 000041

Seat ~~35~~ + 39 fx

" 40 Table missing

" 40 + 41 spacer missing
 " " leadrest fx

" 51 W/N pulled
 head
 disconnect fx

" 50 seat shell bottom fx

48 W/N pulled

59 + 62 Leadrest fx

57 + 61 " " "

60 W/N pulled

67 " "

64 + 68 Leadrest fx
 65 + 69 " "

000042

000043

Seat 66 + 70 headrest fx
 83 W N pulled
 76 " " "
 Seat 76 + 80 ^{between} table deluged
 Seat 74 broken seat bottoms
 " headrest

000044

000045

Car #185
 Post- Recovery Insp
 Examination of ^{cockpit} shell after
 debris removal.
 commencing @ seat 110
 hand hold @ seat 108
 missing
 Seat broken from wall
 hand hold @ seat 107
 missing
 Fire Ext @ " " missing
 door panel #6 missing
 wall fixed " "
 door panel #8 pushed aft
 & deformed
 seats 105 + 106 missing
 " " hand hold missing

000046

000047

impact dent in panel above
seat 107

10B door Red handle
pulled

Vestibule A-end overhead
panels impact damage
A-end ^{mid} level

seat 13 window not pulled
" 16 " " "

Much misc debris that's not
normally in this section of car

A-end door slides OK

ceiling panel adj to A-end
door fx & drooped

seat #04 wall panel fx & dislodged

000048

000049

Seat 04 spacer fx

Ceiling panel above seat 16 fx

Seat 15 + 17 headrest
punctured

upper level:

floor fwd of seat 32 missing
Walls & roof fwd " " "

seat 26 pull window missing
23 " " "

rear Ext A-end upper missing

stair hand rail dislodged

seat 21
Next post best fwd of ~3-4"

Seat 31 seat back broken

ceiling panels overall - general
deformation


000050

Car #185

000051

Separated Segment of the leading end of this car

- separation occurred @ lower section of nose rail



- detached front truck, which is wedged in wheelage
- ceiling, wall panels missing
- front bulkhead substantially vertical, but dented/deformed
- front complex pocket } missing
- " " draft gear } missing
- " " part }
- All seats missing in this segment
- Buffer & Anticlimber fx

000052

000053

- column posts
 - ⓐ deformation ~ 2 1/2" aft
 - ⓑ " ~ 3 1/4" "
- end door cut (presumably by emergency responder)
- ⓐ curved post. n I deforms aft ~ 4' from bottom sill
- ⓑ generally deformed aft aft @ bottom
- ⓐ side sill separation/missing aft of ~ 10'
- ⓐ side truck support bolster alloy fwd ~ 180° from normal config.
- ⓐ side cross member turned aft of airbag cleared @ side sill

000054 000055

① Side separation / missing aft of 1/2'.

CAR 185 frame (main body)

Side sill ② separated @ 5'10" fwd of door step sill
combination of fastener shear and metal plate shear

Side sill ③ side similar to ② side

CAR 185 main body

- ④ side cabbody side panel from mid point → aft, appears relatively in tact
- rear trunk detached
- aft complex shank fx @ neck
- aft end relatively in tact

000056 000057

- inward deformation end panel above aft door (displacement)
- aft draft gear appears to be in tact
- aft end sill appears to be intact
- Cabbody side wall side panel, aft of ④ side rear door appears relatively in tact
- ⑤ side sill fwd of door panels 1 & 3 bowed outward ~1/2 ft.

000058 000059

9/15 Post Recovery Car
Inspection
@ CMF / Metrolink

Interior post-recovery
inspection, both #617
& #207

Notes recorded on separate
plan sheets for each car

photos taken

Exterior inspection
underside

#617 A-end draft gear OK

F-end front truck center
plate fasteners sheared off (4)
& mounting plate missing

Upper gorse neck welds
both appear OK

Lower " " "

(C) side unable to determine if cracked

(A) OK

000060 000061

F-end Rubber pad missing

B-end

gorse neck welds

(C) lower unable to determine
if cracked

(D) " " OK

center plate OK

upper welds OK

draft gear body broken

Rubber draft gear pad OK

coupler slank cracked
Buffer plate with no damage

underside #207 A-end

coupler - OK

Truck mtg plate OK

000062

000063

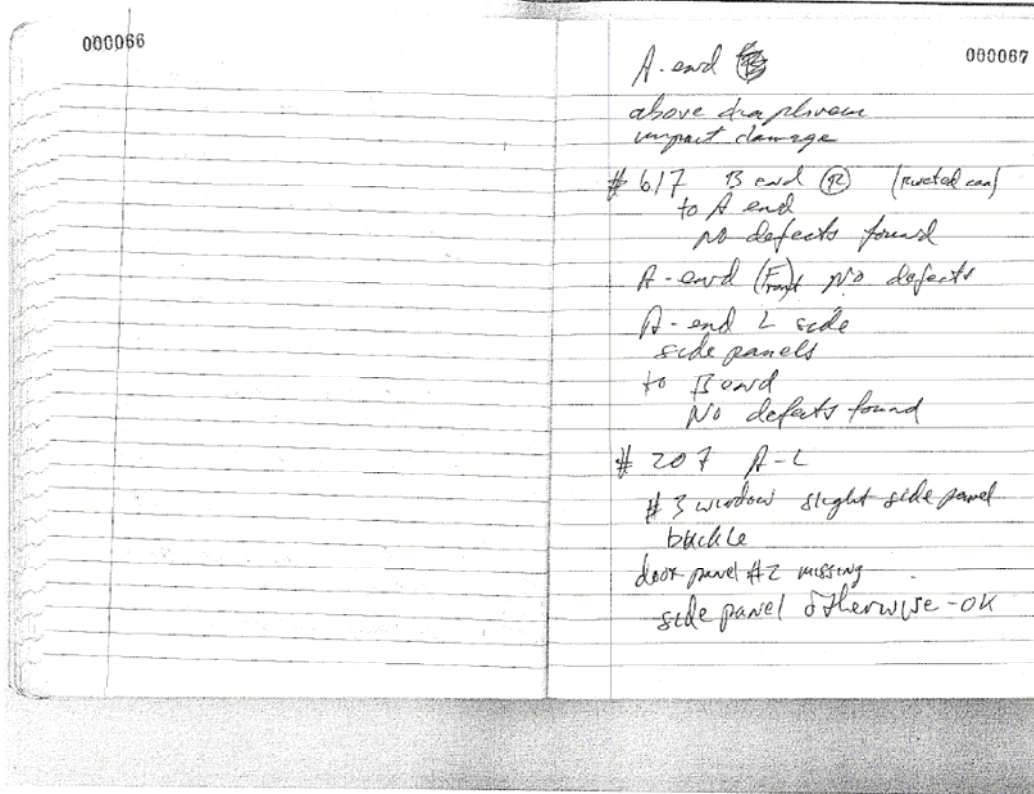
goose neck
 lower welds - BPH OK
 upper welds - " "
 side rail joints OK
 B-end
 goose neck
 upper & lower welds
 OK
 Bolster anchor Rod
 - bolts cleared off
 - bottom bracket missing
 truck mount - OK
 apparent apparent truck
 side frame strike
 B-end ⊕ lead axle
 ⊕ w/ lead axle wheel contact
 w/ truck side frame

000064

000065

draft gear - intact
 evidence of cathion sliding
 travel
 (probable internal damage)
 couple carrier weld
 cracked
~~couple~~
 coupler shank broken
 buffer plate broken
 coupler pushed in ~ 18"
 car 207 exterior
 B-end ⊕ (above side sill)
 diaphragm pressed in ~ 6"
 above " " " ~ 8"
 ⊕ B-end ⊕ side sheet panel
 purple @ 3rd window
 side panel other side OK

⊕
dir of
travel



-- End of Exhibit --