

# Montreal, Maine & Atlantic Railway

## LOCOMOTIVE & CAR WHEEL REPORT



Loco or Car Initial & Number MMA # 23

Date of Inspection \_\_\_\_\_

Location of Inspection Derby, Me.

Inspector's Name \_\_\_\_\_  
(Check One)

Inbound Inspection	<input checked="" type="checkbox"/>	Outbound Inspection	<input type="checkbox"/>
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Left Side

Right Side

Flange Thickness	Rim Thickness	Flange Height	Location	Flange Thickness	Rim Thickness	Flange Height	Motor Type
1 2/16	2 7/16	1 3/16	1	1 2/16	2 8/16	1 3/16	X
1 5/16	1 4/16	1 5/16	2	1 2/16	1 5/16	1 5/16	
1 4/16	1 9/16	1 4/16	3	1 2/16	1 8/16	1 3/16	
1 2/16	1 8/16	1 4/16	4	1 4/16	1 8/16	1 5/16	
X	X	X	5	X	X	X	
X	X	X	6	X	X	X	

Coupler Height (minimum 31.5" maximum 34.5")

Front	31.5	Rear	32.5
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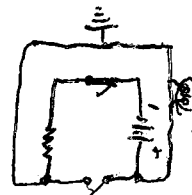
Pilot Height (minimum 3" maximum 6")

Front	5 1/4	Rear	5 1/2
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Side Bearing Clearance (total to be between 3/16" & 1/2")

Left Front	1/4	Right Front	1/4	Left Rear	1/4	Right Rear	1/4
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List any defects such wheel shell spots, flat spots, spalling or verticle flanges



**Montreal, Maine, & Atlantic Railway**  
**Mechanical Department**

Unit Number. 23

Date 11/6/04

**1. Inspect traction motor wicks and report action**

- #1. OK ... M. De
- #2. OK ... M. De
- #3. OK ... M. De
- #4. OK ... M. De
- #5. OK ... M. De
- #6. OK ... M. De

Bangor and Aroostook System  
Locomotive  
Quarterly Mechanical Maintenance

Unit 23

Date 11-11-04

3 Month Federal Air Work

=> 26-L Air Brake System <=

Signature

1. Inspect and repair air piping and valves for leaks. ....
2. Test all air gauges with Gauge tester and set if required. ....
3. With full brake pipe pressure, make a 20 lb. reduction, move the cutoff valve to "OUT" position and move the lead-dead valve to "dead" position. Brakes must remain applied for 5 minutes.
4. Cover each trainline hose coupling with hand and test for leakage thru valve, then apply blank dummy couplings to trainline hoses on each end of unit and open Trainline Valves. Make a 20 lb. reduction with the automatic, move the cutoff valve to "OUT" position and check Brake Pipe leakage. Leakage shall not exceed 5 lb. per minute. ....
5. Reduce main reservoir pressure to 85 lb. by draining #2 Main Reservoir (\*) Check cab gauge for leakage from Main Reservoirs and piping for three minutes. Leakage must not exceed an average of 3 lbs. per minute during the test. ....
6. Drain #1 Main Reservoir (\*), completely and test check valve between reservoirs. Pressure should remain on M. R. gauge in cab as #1 Main Reservoir is drained. ....

Amer - Hussey  
Amer - Hussey

Amer - Hussey

Amer - Hussey

Amer - Hussey

Amer - Hussey

NOTE (\*) Main Reservoir locations:  
GP-38=> Res. L. Side: #2 Res. R. Side.

COMMENTS:

BANDOR AND WOODSTOCK RAILROAD

12 MONTH REG. & AIR WORK

unit no. \_\_\_\_\_

Date \_\_\_\_\_

26-L EQUIPMENT (UNITS 24, 21-23, 200-202, 40-4305)

- 1. Test resistance of Electrical Equipment;
  - a. High Voltage System. ....
  - b. Low Voltage System. ....
  - c. A/C System. ....
- 2. Check calibration of transition meter. ....
- 3. Check Fire Extinguisher. .... *Amer (Replaced 2)*
- 4. Lubricate Brake Pistons. .... *Hussey*
- 5. Measure slack in draft gears & record; Front \_\_\_\_\_ Rear \_\_\_\_\_
- 6. Change Main Reservoir Relief Valve. .... *Amer*
- 7. Remove and Clean Salem 824 Filter (Type "H").
- 8. Remove and Clean Salem 818 Filter (Auto Drain Valve) *Hussey*
- 9. Remove and Clean Dirt Filter. .... *Hussey*
- 10. Check Setting of Compressor Governor. 130-140
- 11. Check Brake pipe Pressure (90 Lb.) .... *Amer - Hussey*
- 12. Check Brake Cyl. Pressure with Auto. Appl. (45 Lb.) *Amer - Hussey*
- 13. Check Independent Brake Pressure. .... *Amer - Hussey*
- 14. Cut Out Compressor Unloaders and Test Main Reservoir Relief Valve. (Should pop at 155 Lb.)
- 15. Inspect and Test Hand Brake. .... *Amer*
- 16. Change Air Comp. Oil and Filter (Wipe out base) *Amer*
- 17. Inspect Air Comp. Rod Bolts, Brgs., and Oil Pump *Amer*
- 18. Check Oil Pressure at Idle and Record. ....

Comments:

BANGOR AND BROOKSTOCK RAILROAD

36 MONTH Fed. & AIR WORK

unit no. \_\_\_\_\_

Date \_\_\_\_\_

26 L EQUIPMENT. (UNITS 20-24, 300-303, 40-4305 and 81-98)

- 1. Change Automatic Brake Valve Portion. .... *D. Black*
- 2. Change Independent Brake Valve. .... *D. Black*
- 3. Change A-1 Charging Cutoff Pilot Valve. .... *Hossey*
- 4. Change Control Valve Portions:
  - a. Service Portion. .... *Hossey*
  - b. Quick Release Portion. .... *Hossey*
- 5. Change P-2-A Application Valve. .... *Hossey*
- 6. Change Overspeed Magnet Valve (Salem 816-1). .... *OK*
- 7. Change Compressor Unloader Magnet Valve. .... *OK*
- 8. Change Out Compressor Intake Air Filters. .... *Ames*
- 9. Remove and Wash Inertial Air Separators. .... *OK*
- 10. Change J-relay air valve. .... *Hossey*
- 11. Clean Six 2-Way Checks. .... *Cleaned (None in stock)* *Hossey*
- 12. Change Air Compressor Intake Air Filters. .... *Ames*
- 13. Change Oil in Air Compressor. .... *Ames*
- 14. Change #8 vent valve. .... *Hossey*

Comments:

*MU-2-D Black*

Bangor and Aroostook System  
 Locomotive  
 Quarterly Mechanical Maintenance

Unit 23

Date 11/17/04

- |   | SIGNATURE          |
|---|--------------------|
| 1. INSPECT ENGINE   |                    |
| a. Blowers, Lube oil Separator and stack studs for oil and water leaks. Tighten stack studs. .... | <u>Hasey</u>       |
| b. Gear train housing, pumps, governor and governor linkage for defect and leaks. ....            | <u>Martin Ames</u> |
| c. Crankcase, connecting rods, Bearings for cracks and leaks. ....                                | <u>Joe Ames</u>    |
| d. Air Boxes, Liners, Pistons and Piston Rings for cracks, oil and water leaks. ....              | <u>Joe Ames</u>    |
| e. Wipe out air boxes. ....   | <u>Joe Ames</u>    |
| 2. Change Michiana Filter Elements. ....  | <u>Joe Ames</u>    |
| 3. Remove and Clean Lube Oil Suction Strainers. ....  | <u>Joe Ames</u>    |
| 4. Change or Clean Fuel Oil Filters. ....   | <u>Joe Ames</u>    |
| a. Sintered Bronze. ....  | <u>Joe Ames</u>    |
| b. Fullflo Filter Elements. ....  | <u>Joe Ames</u>    |
| c. Suction Filter Elements. ....  | <u>Joe Ames</u>    |
| 5. LUBRICATE THE FOLLOWING:   |                    |
| a. Traction Motor Gears. (4 pkg. Per gear case)....   | <u>M. De</u>       |
| b. Journal Boxes. ....  | <u>M. De</u>       |
| c. Speed Recorder Drive Chain. ....   | <u>OK</u>          |
| d. Throttle Governor. ....  |                    |
| e. Shutter Linkage. ....  |                    |
| f. Bell Ringer. ....  | <u>Ames</u>        |
| g. Air Compressor Flexible Coupling. ....   | <u>M. De O.k.</u>  |
| 6. Inspect, Repair and Lube Hand Brake. ....  | <u>Ames</u>        |
| 7. Inspect and Repair TM Gear Case. ....  | <u>M. De</u>       |
| 8. CHECK COOLING WATER SYSTEM.  |                    |
| a. Inspect for leaks. ....  | <u>Joe Ames</u>    |
| b. Water Inhibitor Concentration. ....  | <u>Joe Ames</u>    |
| c. Water Gauges. ....   | <u>Joe Ames</u>    |
| 9. Drain Condensate from Fuel Tank Sump. ....   | <u>Joe Ames</u>    |
| 10. Drain Condensate from Lube Oil Sump. ....   | <u>OK</u>          |
| 11. Check Fuel Emergency Cutoff Valve Operation. ....   |                    |
| 12. Check Fuel System for Leaks and Repair. ....  |                    |
| 13. Check Traction Motor Air Duct Bellows. ....   | <u>M. De</u>       |
| 14. Change Engine Air Filters. ....   | <u>N.T.S.</u>      |
| 15. Change Carbody Air Filters. ....  | <u>OK</u>          |
| 16. Change High Voltage Cabinet Air Filters. ....   |                    |
| 17. Change or Clean Air Compressor Intake Air Filters. ....                                       | <u>Joe Ames</u>    |
| 18. Clean Screen in Air Comp. Discharge Oil Separator. ....                                       |                    |
| 19. Clean Aftercooler Discharge Filter. ....  |                    |
| 20. Clean Oil Cooler Breather. ....   |                    |
| 21. CHECK OPERATION OF ALL GAUGES   |                    |
| a. Engine lube oil pressure. ....   |                    |
| b. Engine lube oil suction. ....  |                    |
| c. Water temperature. ....  |                    |
| d. Water pressure. ....   |                    |
| e. Air compressor lube oil pressure. ....   |                    |
| f. Main reservoir/air compressor governor. ....   |                    |
| g. Fuel gauges. ....  | <u>Hasey</u>       |
| 22. Perform Daily Inspection. ....  |                    |
| 23. On 350s and 360s take compressor oil sample. ....   | <u>Hasey</u>       |

COMMENTS: Engine oil

Carbody filters need to be blank off (Gibster)

502	INSPECT WHEELS FOR CRACKS, SHELLLED TREADS OR FLAT SPOTS. CHECK FOR PROPER RIM THICKNESS AND MAKE CORRECTIONS AS NECESSARY. COMPLETE WHEEL INSPECTION REPORT.	M. De
503	DRAIN WASTE OIL RETENTION TANK. INSPECT DRAIN TROUGHS ALONG THE WALKWAYS TO ENSURE DRAIN HOLES ARE NOT PLUGGED.	Rove
504	CHECK OIL LEVEL IN JOURNAL BOXES (IF APPLICABLE)	M. De
505	CHECK TRACTION MOTOR NOSE SUSPENSION FOR DAMAGE, DETERIORATED RUBBER PADS, SEPARATION OF RUBBER FROM STEEL SEPARATORS AND FOR CRACKS IN PARTS OR AT WELDS. RENEW WEAR PLATES WHEN EXCESSIVELY WORN.	M. De
506	INSPECT TRUCK WEAR PLATES FOR PRESENCE, CRACKED WELDS AND EXCESSIVE WEAR. MEASURE PEDESTAL WEAR LINER WEAR AND REPLACE IF WORN TO 11 MM OR LESS. REPLACE AS NECESSARY. INSPECT SHOCK ABSORBERS FOR LEAKING CYLINDERS OR LOOSE MOUNTING HARDWARE. INSPECT TIE BAR BOLTS FOR TIGHTNESS	M. De
507	CHECK GEARCASE BOLTS FOR PROPER SECUREMENT BY GENTLY TAPPING WITH A HAMMER TO DETECT LOOSE BOLTS. IF LOOSE, TORQUE: CASE TO MOTOR-440-495 ft.-lbs., GEARCASE HALVES-185-210 ft.-lbs. REPLACE LEAKING OR DEFECTIVE FILLER CAPS.	M. De
508	DRAIN FUEL TANK CONDENSATION.	
509	INSPECT TRUCKS FOR LOOSE OR DRAGGING EQUIPMENT. REPAIR AS NEEDED. ENSURE THAT SAND PIPES ARE PROPERLY ALIGNED SO THAT THE SANDERS DEPOSIT SAND ON RAIL IN FRONT OF WHEELS.	M. De
510	INSPECT BRAKE RIGGING, BRAKE BLOCKS AND SLACK ADJUSTERS FOR EXCESSIVE WEAR. REPLACE BRAKE BLOCKS AS NEEDED. ADJUST SLACK ADJUSTER AS NEEDED FOR PROPER PISTON TRAVEL WHICH MUST NOT EXCEED 150 MM.	M. De
600	PERFORM OUTBOUND SELF LOAD TEST AND RECORD HP, AMPS, VOLTS, BATTERY VOLTS, WATER AND OIL TEMP	
601	ENSURE WATER GOES INTO RADIATOR AND TANK SITE GLASS IS LOWER AT APPROX 180 DEGREES ON WATER TANK TEMP GAGE	



