

MM&A 1104 DAY INSPECTION SHEET

PAGE 1 of 4

LOCATION: *Derby*

DATE: *1-4-11*

LOCOMOTIVE NO. *8569*

No.	INSPECT-CHECK	INSPECTOR'S SIGNATURE
	PERFORM ALL 100 SERIES INSPECTIONS AND TESTS WITH LOCOMOTIVE OUTSIDE OF SHOP BUILDING	
100	PERFORM SELF TEST ON ALERTER-EVENT RECORDER. DOWN LOAD EVENT RECORDER. INSURE THAT ALL DATA PARAMETERS ARE BEING RECORDED, VERIFY PROPER TIME AND DATE ON RECORDER.	<i>Downloaded Printed Filed J. Hart</i>
101	SELF LOAD UNIT OUTSIDE. RECORD KW, AMPS AND VOLTS	<i>3720 HP 700 Volt 3844 Amp</i>
102	MANUALLY PULL EACH FUEL PUMP RACK SLIGHTLY AND LISTEN FOR A SHARP WRAP, WHICH INDICATES THAT THE NOZZLE AND CYLINDER ARE MOST LIKELY OPERATING PROPERLY.	<i>J. P. Boode</i>
103	CHECK "DID" ON THE BRIGHTSTAR SCREEN. IF FAULT IS DISPLAYED, RECORD ON DEFECT SHEET AND INVESTIGATE THE CAUSE. RUN LOCOMOTIVE SELF TEST IF NEEDED.	<i>J. Hart</i>
104	LISTEN TO DIESEL ENGINE IN IDLE FOR ANY UNUSUAL SOUNDS. MAKE VISUAL INSPECTION WITH ALL DOORS OPEN. LOOK FOR WATER, LUBRICATION AND FUEL LEAKS AND MAKE CORRECTIONS AS NECESSARY.	<i>J. P. Boode</i>
105	CHECK ENGINE OIL LEVEL AT IDLE. ADD OIL TO FULL MARK AS NECESSARY. TAKE OIL SAMPLE AFTER RUNNING ENGINE FOR A MINIMUM OF FIVE (5) MINUTES.	<i>✓ oil level - Added 2" oil J. P. Boode</i>
106	CHECK AIR COMPRESSOR OIL LEVEL WITH ENGINE AT IDLE.	
107	CHECK OIL LEVEL IN ALTERNATOR GEAR TRAIN. ADD DIESEL ENGINE OIL AS NEEDED.	<i>N/A</i>
108	CHECK OPERATION OF WINDOW WIPERS. REPLACE BLADES AS NECESSARY.	<i>J. P. Boode</i>
109	CHECK COOLING WATER LEVEL AND WATER TREATMENT CONCENTRATION. ADD TREATED OR CLEAN WATER AND COMPATIBLE WATER TREATMENT COMPOUND AS NEEDED.	<i>✓ level ok - J. P. Boode glass needs to be cleaned &amp; add treatment</i>
110	CHECK OPERATION OF GROUND RELAY SYSTEM AND LOCK OUT PER GETS MI GEI-83418A.	<i>J. Hart</i>
111	CHECK EXHAUST MANIFOLD FOR LEAKS, CRACKS OR BROKEN WELDS. REPAIR AS NECESSARY.	<i>J. P. Boode</i>
112	CHECK OPERATION OF ENGINE AIR FILTER PRESSURE SWITCH PER GETS MI GEK-18104.	
113	CHECK OPERATION OF EMERGENCY FUEL TRIPS AND THROTTLE STOPS	<i>J. P. Boode</i>

114	CHECK GOVERNOR OVER SPEED SYSTEM TO ENSURE PROPER OPERATION. CHECK GOVERNOR OIL LEVEL AT IDLE.	<i>P. Goodino</i>
115	TEST FLUID AMPLIFIER FOR LEAKAGE PER MI GE K-35899.	
116	INSPECT AND TEST ALL ALARMS, AUTOMATIC CONTROLS AND PROTECTIVE DEVICES	<i>J. Hart</i>
117	RUN MANUAL SELF TEST USING DID PANEL.	<i>J. Hart</i>
118	CHECK AND VERIFY OPERATION OF SPEEDOMETER	<i>J. Goodino</i>
119	ENSURE WATER GOES INTO RADIATOR AND TANK SIGHT GLASS IS LOWER AT APPROX 180 DEGREES ON WATER TANK TEMP GAGE. CHECK COOLING WATER AMPLIFIER FOR LEAKS DURING LOAD BOX TEST.	<i>J. Goodino</i>
120	PERFORM OUTBOUND AIR BRAKE LEAKAGE TESTS AND VERIFY AUTOMATIC AND INDEPENDENT WORK CORRECTLY. APPLY AUTOMATIC BRAKE TO FULL SERVICE POSITION, CUT OUT AIR VALVE, AND VERIFY THAT BRAKE CYLINDERS STAY APPLIED FOR FIVE (5) MINUTES.	
121	APPLY INDEPENDENT BRAKES, MOVE REVERSER TO FORWARD, OPEN THROTTLE AND OBSERVE AMPERAGE ON AMPERAGE METER. RETURN THROTTLE TO IDLE, MOVE REVERSER TO REVERSE, OPEN THROTTLE AND OBSERVE AMPERAGE ON AMPERAGE METER. IF NO AMPERAGE APPEARS, IDENTIFY AND CORRECT PROBLEM.	<i>J. Goodino</i>
122	CHECK OPERATION OF CAB HEATERS AND REFRIGERATOR. MAKE REPAIRS AS NECESSARY.	<i>J. Goodino</i>
200	CHECK THAT ALL ACCESS PANEL HATCHES AND DOORS OF ELECTRICAL EQUIPMENT AND CABINETS ARE IN PLACE AND SECURED AND PROPERLY STENCILED WITH WARNING LABELS	<i>J. Hart</i>
201	CLEAN AND INSPECT CAB. MAKE SURE NO TOOLS OR DEBRIS IS ON THE FLOOR. CLEAN WINDOWS INSIDE AND OUT.	<i>J. Goodino</i>
202	CHECK ALL CIRCUITS FOR GROUNDS, SHORT CIRCUITS AND DAMAGED INSULATION. CLEAN CONTROL EQUIPMENT COMPARTMENTS USING LOW VELOCITY DRY AIR OR A VACUUM CLEANER WITH A SOFT BRUSH	<i>J. Hart</i>
203	INSPECT ELECTRICAL EQUIPMENT POWER CONTACTOR TIPS, ARC CHUTES AND INTERLOCK PLUNGER BOLTS. CHECK FOR BURNED WIRING AND LOOSE OVERHEATED ELECTRICAL	<i>J. Hart</i>

204	INSPECT MASTER CONTROLLER (17KC120), CLEANING CONTACT BRUSH WEAR DUST OR DEBRIS FROM DYNAMIC BRAKE POTENTIOMETER (IF PAINTED GREY VERSION) WITH DRY COMPRESSED AIR.	J. Hartin
205	TEST ALL GAUGES FOR ACCURACY	
206	INSPECT LOW PRESSURE FUEL HOSE. REPLACE AS NECESSARY.	DRH
207	INSPECT MAIN ALTERNATOR COMMUTATOR, SLIP RINGS AND BRUSHES. DRESS COMMUTATOR AS NECESSARY. REPLACE (IN SETS ONLY!) CHIPPED, CRACKED OR DAMAGED BRUSHES AND THOSE TOO SHORT TO LAST UNTIL NEXT INSPECTION (IF ALL THREE MARKED LINES ARE NOT VISIBLE, BRUSHES ARE TOO SHORT AND MUST BE REPLACED).	J. Hartin
208	INSPECT AUXILIARY ALTERNATOR AND EXCITER COMMUTATOR, SLIP RINGS AND BRUSHES. DRESS COMMUTATOR AS NECESSARY. REPLACE (IN SETS ONLY!) CHIPPED, CRACKED OR DAMAGED BRUSHES AND THOSE TOO SHORT TO LAST UNTIL NEXT INSPECTION. (IF ALL THREE MARKED LINES ARE NOT VISIBLE, BRUSHES ARE TOO SHORT AND MUST BE REPLACED).	J. Hartin
209	INSPECT DYNAMIC BRAKE BLOWER MOTORS AND FUEL BOOSTER PUMP MOTOR COMMUTATOR, SLIP RINGS AND BRUSHES. DRESS COMMUTATOR AS NECESSARY. REPLACE (IN SETS ONLY!) CHIPPED, CRACKED OR DAMAGED BRUSHES AND THOSE TOO SHORT TO LAST UNTIL NEXT INSPECTION. (IF ALL THREE MARKED LINES ARE NOT VISIBLE, BRUSHES ARE TOO SHORT AND MUST BE REPLACED).	J. Hartin
210	REMOVE CARBON BUILD UP FROM CRANKCASE BREATHER PIPE IN EXHAUST STACK (IF EQUIPPED).	DRH
211	REPLACE FUEL FILTER ELEMENT.	J. Hartin
212	GREASE AND INSPECT GOVERNOR LINKAGE TO FUEL RACKS FOR PROPER OPERATION. APPLY TORQUE ADAPTER AND CHECK THAT TORQUE REQUIRED TO OPERATE LINKAGE DOES NOT EXCEED 25 FT.-LBS. DRAIN AND REFILL WITH NEW OIL (GE SPEC. D6B17F10, SAE 10W-30 GRADE SF OR BETTER); OPERATE ENGINE FOR FIVE (5) MINUTES TO CIRCULATE OIL, ADD OIL TO PROPER LEVEL WHILE ENGINE IS AT IDLE. CHECK	DRH
213	CHANGE ALL LUBE OIL FILTERS, CLEAN LUBE OIL STRAINER AND TAKE LUBE OIL SAMPLE	W. Hartin
214	INSPECT ALL FLEXIBLE COUPLINGS. CHECK RUBBER BUSHINGS FOR DETERIORATION, REPLACE AS NECESSARY	

215	INSPECT EXHAUST MANIFOLD, HEAT SHIELDS, SILENCER AND EXHAUST STACK.	DRh
216	CHECK OIL LEVEL OF RADIATOR FAN GEAR BOX. CLEAN FAN BLADES AND MAKE CLOSE VISUAL INSPECTION FOR CRACKS. IF ANY CRACKS ARE FOUND, REPLACE RADIATOR FAN.	OK DRh
217	REPLACE BAGGIE AIR FILTERS WITH NEW ELEMENTS	R. P. ...
218	CLEAN EXTERIOR OF AIR COMPRESSOR INTERCOOLER AND INSPECT FOR LEAKAGE. CHECK OPERATION OF UNLOADERS. DRAIN OIL, CLEAN SUMP SCREEN, ADD NEW OIL, (GE SPEC D6B11D3) AND CLEAN FILTER (if applicable). REPLACE INLET AIR FILTERS. REPLACE CMV SYSTEM IN-LINE FILTER	J. J. ...
219	FREEDOM OF OPERATION	
220	INSPECT AND CLEAN ENGINE COALESCER AIR FILTER CARTRIDGE WITH MINERAL SPIRITS	
221	CLEAN ENGINE ROOM WITH APPROVED CLEANING AGENT. MAKE SURE PLATFORM DRAINS ARE NOT PLUGGED	
222	INSPECT COOLING SYSTEM FOR OIL AND CORROSION. CLEAN AS NECESSARY (MI 09601) CHECK COOLING WATER LEVEL AND WATER TREATMENT CONCENTRATION. ADD TREATED OR CLEAN WATER AND COMPATIBLE WATER TREATMENT COMPOUND AS NEEDED. REPLACE OR RECONDITION AMOT THERMOSTAT	DRh
223	CHANGE OUT FUEL INJECTION NOZZLES. TORQUE NUTS IN HIGH PRESSURE LINE TO SPECIFICATION.	
224	LUBRICATE EQUIPMENT BLOWER BEARINGS (GE SPEC. D6A2C5)	N/A
300	VISUALLY INSPECT ALL COMPONENTS OF THE CRANK CASE OF DIESEL ENGINE . PRESSURIZE THE COOLING SYSTEM AND BAR THE ENGINE OVER SLOWLY AND INSPECT THE INSIDE OF THE LINERS, BOTTOM OF PISTONS, ROD THRUST FACES ETC.	Arner
301	TAKE AND RECORD CRANKSHAFT LATERAL MEASUREMENT	Arner / 1025
302	VISUALLY INSPECT ALL CYLINDER INLET PORTS FOR CARBON BUILD UP. IF CARBON THICKNESS APPROACHES 6 MM IN ANY PORT, CLEAN ENTIRE ENGINE.	Arner / Coiley
303	CHECK CYLINDER TAPPET CLEARANCE AND ADJUST AS NECESSARY.	Arner / Coiley
304	CLEAN AND QUALIFY FUEL HEATER.	
400	INSPECT ENTIRE LOCOMOTIVE FOR LOOSE BOLTS, NUTS AND PIPE JOINTS. TIGHTEN OR REPAIR AS APPROPRIATE.	Coiley

401	CLEAN RADIATORS.	OK
402	INSURE THAT SAND BOXES ARE FULL.	J. P. Coedine
403	INSPECT ALL HAND RAILS AND RAILINGS TO INSURE THEY ARE STRAIGHT AND SECURE.	Dr. H. Anderson
404	INSPECT ALL LIGHT BULBS TO INSURE THEY ARE OPERATIONAL.	J. Martin
405	CHECK COUPLER HEIGHT (950 MM MIN, 1080 MM MAX, 1050 MM NOMINAL) AND DRAFT GEAR ON BOTH ENDS FOR FREE SLACK (FREE SLACK SHALL NOT EXCEED 13 MM) AND RECORD-FRONT: $\frac{1}{16}$ REAR: $\frac{1}{16}$	J. P. Coedine
406	WASH EXTERIOR OF BATTERY TRAYS. INSPECT BATTERIES FOR PROPER ELECTROLYTE LEVEL, FILLING AS NECESSARY, CHECK ALL ELECTRICAL CONNECTIONS, FLUSH AND GREASE TERMINALS AS NEEDED, CHECK AND RECORD SPECIFIC GRAVITY ON BACK OF THIS SHEET.	J. Martin
407	TEST / QUALIFY MU JUMPER CABLE WITH TESTER	
500	PERFORM INTERNAL TRACTION MOTOR INSPECTION. INSPECT ALL VISIBLE INSULATION AND CONNECTIONS ON TRACTION MOTOR LEADS AND CARBODY BOOTS. INSPECT ALL CABLES FOR INDICATIONS OF RUBBING AGAINST OTHER CABLES OR THE BOGIES-ELIMINATE ANY RUBBING. CHECK MOTOR FLEXIBLE AIR DUCTS FOR LEAKS. CHECK FOR LOOSE OR MISSING TRACTION MOTOR COMMUTATOR COVERS. CHECK COMMUTATOR FOR DISCOLORATION AND DAMAGE. CHECK FOR CHIPPED, BROKEN OR DAMAGED BRUSHES. REPLACE BRUSHES IN SETS IF TOO SHORT TO LAST TO NEXT INSPECTION.	J. Martin
501	PERFORM TRACTION MOTOR LUBRICATION INSPECTION. CHECK FOR HEAVY FILM OF LUBRICANT ON GEAR TEETH. IF LOW, FILL TO BOTTOM OF LOWER INSPECTION OPENING (GE SPECIFICATION D50E8C) REPLACE LEAKING OR DEFECTIVE FILLER CAPS. DRAIN OIL FROM TRACTION MOTOR SUPPORT BEARINGS. REMOVE WICK ASSEMBLY. REFILL WITH NEW OIL (GE SPEC D50E14) NOTE: CLEAN DIRT AND DEBRIS FROM WICK, WICK PLATE AND FILL OPENING AREAS PRIOR TO INSPECTION OR FILLING. CHECK FOR SIGNS OF EXCESS HEAT AROUND THE SUPPORT BEARING CAPS AND DIRT SHIELD.	M. Coiley J. P. Coedine

502	INSPECT WHEELS FOR CRACKS, SHELLED TREADS OR FLAT SPOTS. CHECK FOR PROPER RIM THICKNESS AND MAKE CORRECTIONS AS NECESSARY. COMPLETE WHEEL INSPECTION REPORT.	<i>M. Coiley</i>
503	DRAIN WASTE OIL RETENTION TANK. INSPECT DRAIN TROUGHS ALONG THE WALKWAYS TO ENSURE DRAIN HOLES ARE NOT PLUGGED.	<i>J. Woodine</i>
504	CHECK OIL LEVEL IN JOURNAL BOXES (IF APPLICABLE)	<i>M. Coiley J. Woodine</i>
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.	<i>J. Woodine M. Coiley</i>
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	<i>See defect</i>
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.	<i>M. Coiley J. Woodine</i>
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.	<i>M. Coiley J. Woodine</i>
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.	<i>M. Coiley J. Woodine</i>
600	PERFORM OUTBOUND SELF LOAD TEST AND RECORD HP, AMPS, VOLTS, BATTERY VOLTS, WATER AND OIL TEMP	<i>3853 Amp 3746 700 Volt HP</i>
601	ENSURE WATER GOES INTO RADIATOR AND TANK SITE GLASS IS LOWER AT APPROX 180 DEGREES ON WATER TANK TEMP GAGE	<i>J. Woodine</i>

602	PERFORM OUTBOUND AIR BRAKE LEAKAGE TESTS AND VERIFY AUTOMATIC AND INDEPENDENT WORK CORRECTLY. APPLY AUTOMATIC BRAKE TO FULL SERVICE POSITION, CUT OUT AIR VALVE, AND VERIFY THAT BRAKE CYLINDERS STAY APPLIED FOR FIVE (5) MINUTES.	J. Hark
603	APPLY INDEPENDENT BRAKES, MOVE REVERSER TO FORWARD, OPEN THROTTLE AND OBSERVE AMPERAGE ON AMPERAGE METER. RETURN THROTTLE TO IDLE, MOVE REVERSER TO REVERSE, OPEN THROTTLE AND OBSERVE AMPERAGE ON AMPERAGE METER. IF NO AMPERAGE APPEARS, IDENTIFY AND CORRECT PROBLEM.	J. Hark
604	CHECK SANDERS FOR PROPER OPERATION, COMPRESSOR PICK-UP AND DROP-OUT PRESSURES, AND INSPECT ANY OIL, FUEL OR WATER LEAKS CORRECTED.	J. Hark
605	RUN AUTO SELF TEST USING DID PANEL.	J. Hark
606	REVIEW COMMENT AND DEFECT SHEETS AND CORRECT ANY DEFECTS NOT CORRECTED.	
0	SUPERVISOR'S SIGNATURE	

## Comp. Test

L		R	
1	330	1	330
2	300	2	285
3	300	3	340
4	310	4	300
5	325	5	300
6	310	6	300
7	315	7	340
8	300	8	320

Montreal, Maine, & Atlantic Railway  
Locomotive

Unit 8569

Date 1-6-11

3 Month Federal Air Work

Signature

1. Inspect and repair air piping and valves for leaks ..... Joe Ames
  2. Test all air gauges with gauge tester and set if required..... R. Long
  3. With full brake pipe pressure, make a 20lb. reduction, move the cutoff valve to "OUT" position and move the lead - dead valve to "DEAD" position. Brakes must remain applied for 5 minutes..... Joe Ames
  4. Cover each trainline hose coupling with hand and test for leakage through valve, then apply blank dummy couplings to the trainline hoses on each end of the unit and open trainline valves. Make a 20lb. reduction with the Automatic, move the cutoff valve to "OUT" position and check for brake pipe leakage. Leakage shall not exceed 5 lb. per minute..... Joe Ames
  5. Reduce main reservoir pressure to 85 lbs. by draining #2 main reservoir.(\*). Check cab gauge for leakage from main reservoirs and piping for 3 minutes. Leakage must not exceed an average of 3 lb. per minute during the test..... Joe Ames
  6. Drain #1 main reservoir (\*) completely and test check valve between reservoirs. Pressure should remain on the main reservoir gauge in the cab as #1 main reservoir is drained..... Joe Ames
  7. Check all MU valve handles to ensure the locking devices work properly. Lubricate or replace as necessary..... Joe Ames
  8. Check knuckle thrower to make sure it opens the knuckle. Lubricate or repair as necessary..... R. Long
- Note (\*) #1 reservoir is without the check valve. # 2 is with the check valve.



Montreal, Maine and Atlantic Railway  
12 Month Airwork

Unit Number \_\_\_\_\_

Date \_\_\_\_\_

1. Test resistance of Electrical Equipment to Ground:
  - a. Hi Voltage System..... J. Martin
  - b. Low Voltage System..... J. Martin
  - c. A/C System..... \_\_\_\_\_
2. Check Fire Extinguisher..... Abodi - Both out of date - Replaced
3. Lubricate Brake Pistons..... K. Hasey
4. Measure slack in draft gears & record: Front 1/16 Rear 1/16
5. Change Main Reservoir Relief Valve..... Jim Brown
6. Remove and clean Salem Filters..... Joe Ames
7. Remove and clean Dirt Filter..... Joe Ames
8. Check Compressor on/off pressures..... 130-140 J. Martin
9. Check Brake Pipe pressures (90lbs.)..... \_\_\_\_\_
10. Check Brake Cylinder Pressure with Auto Application..... \_\_\_\_\_
11. Check Independent Brake Pressure..... \_\_\_\_\_
12. Cut out Compressor Unloader and test Main Reservoir Relief Valve.  
(Should pop @ 155psi)..... Kim Hasey
13. Inspect and test Hand Brake..... Abodi
14. Change Air Compressor oil and Filter (wipe out base)..... J. Anderson
15. Inspect Air Compressor Rod Bolts, Brgs., and Oil Pump..... J. Anderson
16. Check Oil pressure @ idle and record..... \_\_\_\_\_
17. Change Oil in Dash 7:
  - a. Alternator..... \_\_\_\_\_
  - b. Fan Drive..... \_\_\_\_\_
18. Check Engine Adjustments..... Mike Coyle / Kim Hasey
19. Clean Air Boxes..... Mike Coyle / Joe Ames / Kim Hasey
20. Clean Diode Bank in Dash 8's..... J. Martin

Comments:

Unit no. \_\_\_\_\_

Date \_\_\_\_\_

26 L EQUIPMENT, MODEL 204, 205, 207, 401, 1105 and 91-93

- 1. Change Retention Brake Valve. \_\_\_\_\_
- 2. Change Independent Brake Valve. \_\_\_\_\_
- 3. Change A-1 Charging Control Valve. \_\_\_\_\_
- 4. Change Control Valve Portion:
  - a. Service Portion. \_\_\_\_\_
  - b. Quick Release Portion. \_\_\_\_\_
- 5. Change P-2-A Application Valve. \_\_\_\_\_
- 6. Change Overspeed Magnet Valve (Salem 916-1). \_\_\_\_\_
- 7. Change Compressor Unloader Magnet Valve. \_\_\_\_\_
- 8. Change Out Compressor Intake Air Filters. J P Goodre
- 9. Remove and Wash Inertial Air Separators. \_\_\_\_\_
- 10. Change J-relay air valve. \_\_\_\_\_
- 11. Clean Six 2-Way Checks. \_\_\_\_\_
- 12. Change Air Compressor Intake Air Filters. J Andersson
- 13. Change Oil in Air Compressor. J Andersson
- 14. Change #9 vent valve. \_\_\_\_\_

Comments:

*R MO. 91K*

UNIT # \_\_\_\_\_

DATE \_\_\_\_\_

MAIN ALTERNATOR

POS	1	2	3	4	B	W
9						
10						
11						
12						
1						
2						

SIGNATURE J. Hartin

NO. 1 TRACTION MOTOR

POS	1	2	3	B	W
3					
6					
9					
12					

SIGNATURE J. Hartin

NO. 2 TRACTION MOTOR

POS	1	2	3	B	W
3					
6					
9					
12					

SIGNATURE J. Hartin

NO. 3 TRACTION MOTOR

POS	1	2	3	B	W
3					
6					
9					
12					

SIGNATURE J. Hartin

NO. 4 TRACTION MOTOR

POS	1	2	3	B	W
3					
6					
9					
12					

SIGNATURE J. Hartin

AUXILIARY GENERATOR

POS	1	2	3	B	W
2					
4					
8					
10					

SIGNATURE \_\_\_\_\_

Cab Heater

~~NO. 5 TRACTION MOTOR~~

POS	1	2	3	B	W
3					
6					
9					
12					

SIGNATURE J. Hartin

Cab Heater

~~NO. 6 TRACTION MOTOR~~

POS	1	2	3	B	W
3					
6					
9					
12					

SIGNATURE J. Hartin

EXCITER GENERATOR

POS	1	2	3	B	W
2					
4					
8					
10					

SIGNATURE \_\_\_\_\_

DYNAMIC BRAKING BLOWER MOTORS

FRONT

POS	1	B	W
2			
4			
8			
10			

SIGNATURE J. Hartin

REAR

POS	1	B	W
2			
4			
8			
10			

SIGNATURE J. Hartin

FUEL PUMP MOTOR

POS	1	B	W
3			
9			

SIGNATURE J. Hartin

Down load Event Recorder X

Montreal, Maine, & Atlantic Railway  
Mechanical Department

Unit Number. 8569

Date 1-4-11

1. Inspect traction motor wicks and report action

#1.	<u>OK - OK</u>	...	<u>J.P. Goodine</u>
#2.	<u>OK - OK</u>	...	<u>J.P. Goodine</u>
#3.	<u>OK - OK</u>	...	<u>M. Cokey</u>
#4.	<u>OK - OK</u>	...	<u>M. Cokey</u>
#5.		...	
#6.		...	

all wicks checked, oiled & wired

more than 3/4" difference

LOCOMOTIVE 8569												DATE 1-4-11		
Start Readings						END READING						OLD GAUGE		
L#	Flange Height	Flange Thickness	Rim Thickness	Witness Groove	Has Shims		L#	Flange Height	Flange Thickness	Rim Thickness	Witness Groove	Has Shims		FLANGE THICKNESS MEASUREMENT
					YES	NO						YES	NO	
L#1	0-19	0-0	1 15/16				L#1							
L#2	0-20	0-0	3 3/16				L#2							
L#3	0-19	0-0	2 3/4				L#3							
L#4	0-19	0-0	2 15/16				L#4							
L#5							L#5							
L#6							L#6							
														OLD GAUGE
R#1	0-19	0-0	2				R#1							
R#2	0-19	0-0	3 3/16				R#2							
R#3	0-19	0-0	2 3/4				R#3							
R#4	0-19	0-0	3				R#4							
R#5							R#5							
R#6							R#6							

WEAR LIMITS FOR ROAD & SWITCH LOCOMOTIVES - MINIMUM DAILY REQUIREMENTS

FRA 1 1/2" MMA 1 7/16" Flange Height  
 FRA 7/8" MMA 15/16" Flange Thickness  
 FRA 1" MMA 1 1/16" Rim Thickness  
 FRA 5/16" MMA 1/4" Tread Wear

FLANGE HEIGHT MEASUREMENT

WEAR LIMITS - ROAD & SWITCH LOCOS - MIN. 92 DAY REQ

WEAR LIMITS - PASSENGER LOCOS - MIN 92 DAY REQ

FLANGE HEIGHT	FLANGE THICKNESS	RIM THICKNESS	TREAD WEAR	FLANGE HEIGHT	FLANGE THICKNESS	RIM THICKNESS	TREAD WEAR
FRA 1 1/2"	FRA 7/8"	FRA 1"	FRA 5/16"	FRA 1 1/2"	FRA 7/8"	FRA 1"	FRA 5/16"
MMA 1 7/16"	MMA 1 1/32"	MMA 1 1/8"	MMA 1/4"	MMA 1 7/16"	MMA 1"	MMA 1 1/4"	MMA 1/4"

CONVERSION CHART FOR WHEEL DIAMETER

8= 37"	15= 37 7/8"	22= 38 1/4"	29= 39 5/8"	36= 40 1/2"
9= 37 1/8"	16= 38"	23= 38 7/8"	30= 39 1/2"	37= 40 5/8"
10= 37 1/4"	17= 38 1/8"	24= 39"	31= 39 7/8"	38= 40 3/4"
11= 37 3/8"	18= 38 1/4"	25= 39 1/8"	32= 40"	39= 40 7/8"
12= 37 1/2"	19= 38 3/8"	26= 39 1/4"	33= 40 1/8"	40= 41"
13= 37 5/8"	20= 38 1/2"	27= 39 3/8"	34= 40 1/4"	41= 41 1/8"
14= 37 3/4"	21= 38 5/8"	28= 39 1/2"	35= 40 3/8"	42= 41 1/4"

FLANGE THICKNESS MEASUREMENT

NEW GAUGE

0-on-0 - 1 - 17/64"  
 1-on-0 - 1 - 15/64"  
 2-on-0 - 1 - 7/32"  
 3-on-0 - 1 - 5/32"  
 4-on-0 - 1 - 7/64"  
 5-on-0 - 1 - 3/64"  
 6-on-0 - 1 - 1/32"  
 7-on-0 - 1 - 1/64"  
 8-on-0 - 1 - 1/16"

LOCOMOTIVE RAIL CLEARANCE

COUPLER HEIGHT	FRONT	PILOT HEIGHT	FRONT	HEIGHT OF HORIZONTAL END HANDHOLD OR UNCOUPLING LEVER IF USED AS HORIZONTAL HANDHOLD	LOCO RAIL CLEARANCE
FRA	MAX 34 1/2" MIN 31 1/2"	5	5	FRA MIN 36" MMA MIN 36" FPA MAX 50" MMA MAX 50"	FRA MIN 2 1/2" MMA MIN 3"
MMA	MAX 34 1/2" MIN 32 1/2"	33	4 1/2		

WHEEL DIAMETER MEASUREMENTS ARE TAKEN FROM THE TOP OF THE WITNESS GROOVE. 40" DIAMETER WHEELS WITNESS GROOVE = 36"  
 42" DIAMETER WHEEL WITNESS GROOVE = 38"

WHEEL MATCHING STANDARDS FOR 6 AXLE LOCOMOTIVES (FRA & MMA STANDARDS ARE THE SAME)

1 1/4" IS THE MAXIMUM VARIATION ALLOWED IN WHEEL DIAMETER, BETWEEN ANY 2 WHEELS IN THE SAME TRUCK WITHOUT SHIMS  
 1 1/2" IS THE MAXIMUM VARIATION ALLOWED IN WHEEL DIAMETER, BETWEEN ANY 2 WHEELS IN THE SAME TRUCK WITH SHIMS APPLIED  
 1 3/4" IS THE MAXIMUM VARIATION ALLOWED IN WHEEL DIAMETER, BETWEEN ANY 2 WHEELS ON DIFFERENT TRUCKS

NOTE: WHEN RECORDING THE DIFFERENCE IN WHEEL DIAMETER TO DETERMINE SHIMS, THE WHEEL RECORD MUST USE THE AVERAGE WHEEL DIAMETER TO USE  
 REMEMBER THIS RULE  
 TO DETERMINE DIFFERENCE IN SHIMS, IN COUPLED 6-10" DIAMETER DIFFERENCE, ADD APPROPRIATE SHIMS TO BOTH WHEELS ON BOTH SIDES, UNTIL BOTH WHEELS ARE EQUAL IN WHEEL DIAMETER TO WHEELS IN THE OTHER TRUCK OR WHEELS. NOTE: IN TWO (2) TRACK LOCOS, USE ONLY ONE (1) SHIM PER TRUCK PER WHEEL. REAL AND FLAT SPOTS MUST BE TRUED OR CHANGED WHEN FOUND IN PERIODIC OR INSPECTOR RAIL MAINTENANCE. ALL TRACKS MUST BE MAINTAINED TO THE SHIMS TO THE WHEELS TO BE GREATER THAN 4" ON ALL TRACKS. ALL TRACKS MUST BE MAINTAINED TO THE SHIMS TO THE WHEELS TO BE GREATER THAN 4" ON ALL TRACKS.

SIDE BEARING 6  
 LF 3/16 RF 1/8  
 LR 1/8 RR 1/8  
 NOSE SUR  
 ① 1/8  
 ② 1/8  
 ③ 1/8  
 ④ 3/16

EMPLOYEES SIGNATURE

*[Signature]*

SUPERVISORS SIGNATURE

*[Signature]*

013  
01017  
01017

UNIT 8569  
1-4-11  
DATE \_\_\_\_\_

### Service Operations

#### THROTTLE 8 INBOUND LOAD TESTS

Eng RPM (900)	LMD	_____	Lube Oil Pres	_____
Eng RPM (1050)	GI	_____	Water Temp	<u>184</u>
Horsepower		<u>5720</u>	Overspeed Setting	_____
Volts (5.3)	B-23	<u>_____</u>	RACK SETTING	<u>25.5</u>
Volts (7)	C-30	<u>_____</u>		
Volts (720)	B-39	<u>700</u>		

#### THROTTLE #1 STALL TEST

OP Mode	(PWR)	<u>F</u>	
AMPS	(300)	<u>300</u>	
MGA	(1220)	<u>_____</u>	NOT APPLICABLE TO B-23 AND C-30
Charging Rate	(70v)	<u>74</u>	

28 Air Box PSI  
Compressor cut in/out 130 - 140 > 7000psi