



Locomotive Release from Shop Form  
To be completed on every engine released from the Shop

I have reviewed the work packet for locomotive 8509 on this date 10-1-11 and take no exception to applicable laws, rules and or MMA standards, policies and standards.

unit 8569 come in 10-1-11 with Air box explosion on LB  
Did comp-test - 320 psi ✓ Twice

Engine Oil Sample [Signature]

UNIT 8589

DATE 10-2-11

# Service Operations

## THROTTLE & OUTBOUND LOAD TESTS

|                |      |       |                   |       |
|----------------|------|-------|-------------------|-------|
| Eng RPM (900)  | BND  | _____ | Lube Oil Pres     | _____ |
| Eng RPM (1050) | GE   | _____ | Water Temp        | _____ |
| Horsepower     |      | _____ | Overspeed Setting | _____ |
| Volts (5.5)    | B-23 | _____ | RACK SETTING      | _____ |
| Volts (7)      | C-30 | _____ |                   |       |
| Volts (720)    | B-39 | _____ |                   |       |

*NA - Broken Asr Box -  
D-590-*

## THROTTLE #1 STALL TEST

|               |        |       |                                 |
|---------------|--------|-------|---------------------------------|
| OP Mode       | (PWR)  | _____ |                                 |
| AMPS          | (300)  | _____ |                                 |
| MGA           | (1220) | _____ | NOT APPLICABLE TO B-23 AND C-30 |
| Charging Rate | (70v)  | _____ |                                 |

**B-23, B-39, C-30, GP-7 MO3 INSPECTION**

| <i>In-Bound Loadtest Electrical/Mechanical</i>                    |              | WORKED BY:      |
|---|--------------|-----------------|
| <b>ELECTRICAL</b>   |              |                 |
| VERIFY THE OPERATION OF THE GROUND RELAY                          |              |                 |
| CHECK FOR LOW VOLTAGE GROUNDS (7 watt bulb)                       |              |                 |
| WHILE IN THROTTLE 3 LOAD TEST, CHECK FOR AC GROUNDS               |              |                 |
| CHECK OPERATION OF:   |              |                 |
| A. HEATING  |              |                 |
| COMPLETE THE IN-BOUND LOAD TEST SHEETS                            |              |                 |
| GROUND RELAY-(TEST THREE TIMES TO VERY LOCK-OUT)(DYNAMIC & POWER) |              |                 |
| CHECK THE FOLLOWING FOR PROPER OPERATION:                         |              |                 |
| A. CREW ALERT   |              |                 |
| B. RADIO AND ANTENNA  |              |                 |
| C. AXLE ALT. SPEEDO   |              |                 |
| D. MU ENGINE SHUTDOWN   |              |                 |
| E. FUEL CUT-OFF   |              |                 |
| F. TEST WARNING DEVICES   |              |                 |
| <b>MECHANICAL</b>   |              |                 |
| CLEAN AND SERVICE TOILET AND RESTROOM                             |              | <i>TP Brudi</i> |
| DRAIN RETENTION TANK  |              | <i>D. Black</i> |
| PROPER LUBRICATION? FUEL LEAKS? CAM ROLLER ROTATION? ETC.         |              |                 |
| INSPECT FUEL SYSTEM HOSES AND PIPES FOR LEAKS                     |              | <i>TP Brudi</i> |
| INSPECT COOLING SYSTEM:   |              | <i>TP Brudi</i> |
| A: CHECK HOSES AND PIPES FOR LEAKS                                |              | <i>TP Brudi</i> |
| CHECK OPERATION OF ENGINE PROTECTION DEVICES:                     |              |                 |
| A. CRANKCASE PRESSURE   |              |                 |
| VISUALLY INSPECT AIR COMPRESSOR FOR WATER, AIR OR OIL LEAKS       |              | <i>TP Brudi</i> |
| PERFORM MANUAL AIR BRAKE TEST                                     |              |                 |
| Verify Flow Gauge   | NOTE: 120-   |                 |
| 130 main reservoir is 64 + or - 3,                                | 130-140 main |                 |
| reservoir is 60 + o   |              |                 |
| PERFORM PENALTY BRAKE TEST  |              |                 |
| CHECK FOR CORRECT AIR PRESSURE SETTINGS:                          |              |                 |
| A. MAIN RESERVOIR (130 - 140 PSI)                                 |              |                 |
| B. BRAKE PIPE (90 PSI)  |              |                 |
| C. EQUALIZING RESERVOIR (90 PSI)                                  |              |                 |
| D. BRAKE CYLINDER (72 - 74 PSI)                                   |              |                 |
| E. COMPRESSOR CONTROL (130 - 140 PSI +/-5 PSI)                    |              |                 |
| CHECK FLUID LEVELS BEFORE LOADING:                                |              |                 |
| A: ENGINE OIL   |              |                 |
| B: COOLING WATER  |              |                 |
| C: AIR COMPRESSOR OIL   |              |                 |
| TEST OPERATION OF THE FOLLOWING DEVICES:                          |              |                 |
| A. BELL   |              |                 |
| B. SANDERS (FORWARD, REVERSE, EMERGENCY)                          |              |                 |
| C. RADIATOR SHUTTERS  |              |                 |

**B-23, B-39, C-20, GP-7 MO3 INSPECTION**

MECHANICAL IN HOUSE

WORKED BY:

REVIEW LAB CODE AND PERFORM A COMPLETE AIRBOX/CRANKCASE INSPECTION IF A LAB CODE EXISTS

WITH THE ENGINE WARM, PRESSURE TEST COOLING SYSTEM AT 20 PSI FOR 15 MINUTES AND IF THE PRESSURE ON THE GAUGE DOES NOT DROP, THEN NO FURTHER ACTION IS REQUIRED

CHANGE THE FOLLOWING FILTERS AND ASSOCIATED GASKETS:

FUEL SPIN ON FILTERS. EMD ONLY GE

SOAK BACK FILTER. EMD ONLY Michiana oil Filters

TURBO SPIN ON FILTER. EMD ONLY

COMPLETE FRA INSPECTION (DAILY INSPECTION CHECKLIST) Eng Air Filters dirty (been 6 months)

**CARBODY**

INSURE SAND NOZZLES AND HOSES ARE IN PLACE AND SECURED. MAKE SURE THEY ARE ALIGNED WITH WHEEL AND TRACK. INSPECT SAND TRAPS AND REPAIR AS NEEDED.

INSPECT COUPLERS & DRAFT GEARS. MAKE REPAIRS AS NECESSARY

CHECK KNUCKLE CLEARANCE AND KNUCKLE THROWER, MAKE REPAIRS AS NEEDED AND APPLY SPARE KNUCKLES (E AND F TYPE) (2.5")

INSPECT PIN LIFTERS CHECKING FOR PROPER HAND CLEARANCE AND ANTI-CREEP

CHECK SNOWPLOW (IF EQUIPPED) FOR HANDHOLDS AND PROPER DISTANCE

CHECK AUTO BLOWDOWNS FOR PROPER OPERATIONS IN AUTOMATIC MODE

ENSURE SUMP DRAINS ARE OPEN AND FREE OF DEBRIS

**TRUCKS**

INSPECT WICK BOLT SECUREMENT AND REPAIR IF NECESSARY

CHECK SUSPENSION BEARING OIL LEVEL

CHECK JOURNAL BOX OIL LEVEL (FILL TO POINT OF OVERFLOW)

CHECK GEAR CASES AND INSPECT BULL GEAR (ADD 6lbs. OF GEARCASE GREASE)

CHECK OIL FILLED GEAR CASES AND FILL (RECORD USAGE BELOW)

# 1 TRACTION MOTOR: OIL USED 4 pks

# 2 TRACTION MOTOR: OIL USED 4 pks

# 3 TRACTION MOTOR: OIL USED 4 pks

# 4 TRACTION MOTOR: OIL USED 5 pks

# 5 TRACTION MOTOR: OIL USED \_\_\_\_\_

# 6 TRACTION MOTOR: OIL USED \_\_\_\_\_

INSPECT ALL BRAKE HANGERS, HEADS, GUIDES AND STRAPS ENSURING BRAKE SHOES ARE IN LINE WITH WHEELS

**CAB**

CHECK FIRE EXTINGUISHERS, DATE AND TAG. REPLACE IF USED OR OUT OF DATE. Both outdated

CHECK CAB SEATS FOR PROPER OPERATION INSURING ALL BOLTS ARE IN PLACE AND TIGHT.

CHECK HANDBRAKE AND INSPECT DATE. MAKE REPAIRS AS NECESSARY

**MISC**

IN ACCORDANCE WITH FRA 229.23, VERIFY AIR GAUGES (+/- 3PSI) (CALIBRATE AT +/- 1PSI, REQUIRES 130 PSI MR)

CHECK ALL FLUID LEVELS, ENGINE OIL, COOLING WATER, AIR COMPRESSOR OIL

DRAIN RETENTION TANK

TOILET MAINTENANCE:

A. INSPECT/REPAIR AS NEEDED TOILET DRAIN VALVE & FLOOR SEALS

**Cab Seat Inspection:**

A. INSPECT THE VERTICAL ADJUSTMENT LEVER. VERIFY THAT THE LEVER OPERATES AND THAT THE SEAT PAN ADJUSTS UP AND DOWN AND DOES NOT DROP SUDDENLY.

B. LUBRICATE PIVOT POINTS


C. INSPECT ROTATION ADJUSTMENT LOCKING PIN. VERIFY THAT THE LOCKING PIN OPERATES (PULL OUT TO RELEASE LOCK) AND THAT THE SEAT ROTATES WHEN UNLOCKED.

D. LUBRICATE THE PIN MECHANISM.

E. SEAT PAN COMPONENTS: INSPECT THE FORE-AFT FINE ADJUSTMENT LEVER.

F. VERIFY THAT THE LEVER SLIDES SIDEWAYS TO UNLOCK SEAT FOR/AFT ADJUSTMENT AND

SEAT IS LOCKED FOR/AFT ADJUSTMENT

| B-23, B-39, C-30, GP-7 MO3 INSPECTION   | Revision Date: 8/18/2010<br>Issued By: Tim Scalia |
|---|---|
|  <p style="text-align: center;">Electrical in House</p>                              | WORKED BY:  |
| SERVICE THE BATTERIES AND <del>COMPLETE JCP 010</del>   | <i>[Signature]</i>                                |
| VERIFY EVENT RECORDER IS WORKING  | <i>[Signature]</i>                                |
| CHECK & RECORD THE DATE ON HEAD END DEVICE <u>6-3-11</u>  | <i>[Signature]</i>                                |
| COMPLETE THE HEAD END DEVICE CONNECTOR SHEET  | -NA-  |
| CHECK THE FOLLOWING EQUIPMENT AND THEIR RELATED GUARDS AND LENSES FOR PROPER OPERATION:   | _____   |
| CHECK ALL GROUND AND STEP LIGHTS, FRONT AND REAR HEADLIGHTS, DITCH LIGHTS, CAB LIGHTS, GAUGE LIGHTS, NUMBER PLATES, PLATFORM LIGHTS, ALL WARNING AND INDICATOR LIGHTS | <i>[Signature]</i>                                |
| <b>TRACTION MOTORS AND UNDERFRAME</b>   | _____   |
| CHECK THE TRACTION MOTOR LEADS, VERIFY NO LEADS ARE RUBBING ON THE FRAME  | <i>[Signature]</i>                                |
| INSPECT TRACTION MOTOR COVERS AND ENSURE BOLTS ARE IN PLACE AND TIGHT   | <i>[Signature]</i>                                |
| CHECK M.U. RECEPTACLE PINS AND LIDS. MAKE NECESSARY REPAIRS   | <i>[Signature]</i>                                |
| MAKE SURE M.U. CABLES DO NOT FOUL COUPLERS  | _____   |

Front Battery @ 33.7V all cells at 1.28 Hydrometer  
 Rear Battery @ 34.3V all cells at 1.28 Hydrometer  
 Batteries @ 68V at the switch - no water added -  
*[Signature]*

## B-23, B-39, C-30, GP-7 MO3 INSPECTION

|   |  |
|---|--|
| G. IF THE SEAT MOVEMENT IS IMPEDED REMOVE SEAT CUSHION AND INSPECT SEAT PAN ROLLER TRACK FOR DEBRIS, MALFUNCTION, OR LACK OF LUBRICATION.   |  |
| H. INSPECT SEAT RAILS AND REPLACE IF DAMAGED OR WORN BEYOND PROVIDING SECURE, STABLE MOUNTING OF SEAT.  |  |
| I. INSPECT THE FORE/AFT SEAT POSITIONING TRACK. INSPECT THE SEAT RAILS AND REPLACE IF DAMAGED OR WORN BEYOND PROVIDING SECURE, STABLE MOUNTING OF SEAT.   |  |
| J. LUBRICATE THE SEAT RAILS WITH SILICONE LUBRICANT.  |  |
| K. INSPECT THE BACKREST RAKE ADJUSTMENT KNOB. VERIFY THAT THE KNOB ROTATES EASILY TO ADJUST BACKREST ANGLE.   |  |
| L. INSPECT KNOB FOR CRACKS OR SPLITS AND THAT IT IS SECURELY FASTENED.  |  |
| M. INSPECT GEAR MECHANISM FOR ANY WEAR OR DAMAGE.   |  |
| N. ENSURE THAT THE BACKREST MECHANICAL STOP IS INTACT AND FUNCTIONS AS INTENDED-- PREVENTS THE SEAT BACKREST FROM RECLINING BEYOND APPROXIMATELY 45 DEGREES BACKWARDS FROM A VERTICAL POSITION.   |  |
| O. INSPECT THE LUMBAR SUPPORT ADJUSTMENT LEVER. VERIFY THAT THE ADJUSTMENT LEVER OPERATES EASILY TO ADJUST THE LUMBAR SUPPORT.  |  |
| P. VERIFY ALL ARMREST FASTENERS ARE SECURE. REPLACE ANY MISSING OR STRIPPED OUT FASTENERS.  |  |
| Q. INSPECT ARMREST SWIVEL FASTENERS. ENSURE SWIVEL FASTENER IS SECURE ON EACH ARMREST SUCH THAT THE ARMREST IS WITHOUT SIDE TO SIDE MOVEMENT. ARMREST SHOULD SWIVEL TO VERTICAL. ARMREST SHOULD NOT DROP DOWN PAST IT'S ORIGINAL STOP.                                  |  |
| R. INSPECT SEAT FABRIC ON SEAT PAN AND BACKREST. INSPECT FOR RIPS, TEARS, OR HOLES. SEAT PAN OR BACKREST COMPONENT MAY BE REPLACED IF THERE IS AN EXCESSIVE RIP, TEAR, OR HOLE.   |  |
| <b>SEAT PART NUMBERS:</b><br>Cab Seat, Freight with arms: 2043511<br>Cab Seat Mid Back: 20425731<br>Wall Mounted Pedestal: 20435541<br>Trunion Pedestal Assembly: 20425721<br>Seat Pedestal Rail Left Side 65": 20422211<br>Seat Pedestal Rail Right Side 46": 20422221 |  |
| INSPECT AND REPAIR AS REQUIRED:   |  |
| A. CAB / CARBODY/DOORS/HINGES/WINDOWS/LATCH SEALS/WEATHER STRIPPING AND SEALS/MIRRORS. ALSO LUBRICATE/CHANGE AS NEEDED  |  |
| A. CLEAN THE CAB, WINDOWS, AND EQUIPMENT  |  |
| COMPLETE WINTERIZATION SHEET (AUGUST - APRIL)   |  |
| WASH LOCOMOTIVE ENGINE/ENGINE ROOM/AND AIR COMPRESSOR ROOM  |  |
| WASH THE LOCOMOTIVE   |  |

**B-23, B-39, C-30, GP-7 MO3 INSPECTION**

*Out Bound Loadtest Electrical/Mechanical*

WORKED BY:

**ELECTRICAL**

VERIFY THE OPERATION OF THE GROUND RELAY  
 CHECK FOR LOW VOLTAGE GROUNDS (7 watt bulb)  
 WHILE IN THROTTLE 3 LOAD TEST. CHECK FOR AC GROUNDS  
 CHECK OPERATION OF:  
 A. HEATING  
 COMPLETE THE IN-BOUND LOAD TEST SHEETS  
 GROUND RELAY-(TEST THREE TIMES TO VERY LOCK-OUT)(DYNAMIC & POWER)  
 CHECK THE FOLLOWING FOR PROPER OPERATION:  
 A. CREW ALERT  
 B. RADIO AND ANTENNA  
 C. AXLE ALT. SPEEDO  
 D. MU ENGINE SHUTDOWN  
 E. FUEL CUT-OFF  
 F. TEST WARNING DEVICES

*[Signature]*

*[Signature]*

**MECHANICAL**

CLEAN AND SERVICE TOILET AND RESTROOM  
 DRAIN RETENTION TANK  
 PROPER LUBRICATION? FUEL LEAKS? CAM ROLLER ROTATION? ETC.  
 INSPECT FUEL SYSTEM HOSES AND PIPES FOR LEAKS  
 INSPECT COOLING SYSTEM:  
 A: CHECK HOSES AND PIPES FOR LEAKS  
 CHECK OPERATION OF ENGINE PROTECTION DEVICES:  
 A. CRANKCASE PRESSURE  
 VISUALLY INSPECT AIR COMPRESSOR FOR WATER, AIR OR OIL LEAKS  
 PERFORM MANUAL AIR BRAKE TEST  
 Verify Flow Gauge NOTE: 120-130-140 main  
 130 main reservoir is 64 + or - 3,  
 reservoir is 60 + o  
 PERFORM PENALTY BRAKE TEST  
 CHECK FOR CORRECT AIR PRESSURE SETTINGS:  
 A. MAIN RESERVOIR (130 - 140 PSI)  
 B. BRAKE PIPE (90 PSI)  
 C. EQUALIZING RESERVOIR (90 PSI)  
 D. BRAKE CYLINDER (72 - 74 PSI)  
 E. COMPRESSOR CONTROL (130 - 140 PSI +/-5 PSI)  
 CHECK FLUID LEVELS BEFORE LOADING:  
 A: ENGINE OIL  
 B: COOLING WATER  
 C: AIR COMPRESSOR OIL  
 TEST OPERATION OF THE FOLLOWING DEVICES:  
 A. BELL  
 B. SANDERS (FORWARD, REVERSE, EMERGENCY)  
 C. RADIATOR SHUTTERS

**B-23, B-39, C-30, GP-7 MO3 INSPECTION**

*Out Bound Loadtest Electrical/Mechanical*

WORKED BY:

**ELECTRICAL**

- VERIFY THE OPERATION OF THE GROUND RELAY
- CHECK FOR LOW VOLTAGE GROUNDS (7 watt bulb)
- WHILE IN THROTTLE 3 LOAD TEST, CHECK FOR AC GROUNDS
- CHECK OPERATION OF:
  - A. HEATING
- COMPLETE THE IN-BOUND LOAD TEST SHEETS
- GROUND RELAY-(TEST THREE TIMES TO VERY LOCK-OUT)(DYNAMIC & POWER)
- CHECK THE FOLLOWING FOR PROPER OPERATION:
  - A. CREW ALERT
  - B. RADIO AND ANTENNA
  - C. AXLE ALT. SPEEDO
  - D. MU ENGINE SHUTDOWN
  - E. FUEL CUT-OFF
  - F. TEST WARNING DEVICES

**MECHANICAL**

- CLEAN AND SERVICE TOILET AND RESTROOM
- DRAIN RETENTION TANK
- PROPER LUBRICATION? FUEL LEAKS? CAM ROLLER ROTATION? ETC.
- INSPECT FUEL SYSTEM HOSES AND PIPES FOR LEAKS
- INSPECT COOLING SYSTEM:
  - A: CHECK HOSES AND PIPES FOR LEAKS
- CHECK OPERATION OF ENGINE PROTECTION DEVICES:
  - A. CRANKCASE PRESSURE
- VISUALLY INSPECT AIR COMPRESSOR FOR WATER, AIR OR OIL LEAKS
- PERFORM MANUAL AIR BRAKE TEST
- Verify Flow Gauge NOTE: 120-  
 130 main reservoir is 64 + or - 3, 130-140 main  
 reservoir is 60 + 0
- PERFORM PENALTY BRAKE TEST
- CHECK FOR CORRECT AIR PRESSURE SETTINGS:
  - A. MAIN RESERVOIR (130 - 140 PSI)
  - B. BRAKE PIPE (90 PSI)
  - C. EQUALIZING RESERVOIR (90 PSI)
  - D. BRAKE CYLINDER (72 - 74 PSI)
  - E. COMPRESSOR CONTROL (130 - 140 PSI +/-5 PSI)
- CHECK FLUID LEVELS BEFORE LOADING:
  - A: ENGINE OIL
  - B: COOLING WATER
  - C: AIR COMPRESSOR OIL
- TEST OPERATION OF THE FOLLOWING DEVICES:
  - A. BELL
  - B. SANDERS (FORWARD, REVERSE, EMERGENCY)
  - C. RADIATOR SHUTTERS



# Service Operations

UNIT \_\_\_\_\_

DATE \_\_\_\_\_

## THROTTLE 8 OUTBOUND LOAD TESTS

|                |      |             |                   |       |
|----------------|------|-------------|-------------------|-------|
| Eng RPM (900)  | EMD  | _____       | Lube Oil Pres     | _____ |
| Eng RPM (1050) | GE   | _____       | Water Temp        | _____ |
| Horsepower     |      | <u>3740</u> | Overspeed Setting | _____ |
| Volts (5.3)    | B-23 | _____       | RACK SETTING      | _____ |
| Volts (7)      | C-30 | _____       |                   |       |
| Volts (720)    | B-30 | <u>702</u>  |                   |       |

*AMPS 3831*

## THROTTLE #1 STALL TEST

|               |        |       |                                 |
|---------------|--------|-------|---------------------------------|
| OP Mode       | (70v)  | _____ |                                 |
| AMPS          | (300)  | _____ |                                 |
| MGA           | (1220) | _____ | NOT APPLICABLE TO B-23 AND C-30 |
| Charging Rate | (70v)  | _____ |                                 |

Unit: 8569

Date: 10-1-11

DEFECTS FOUND DURING INSPECTION

|                                       |                                      |
|---------------------------------------|--------------------------------------|
| DEFECT <u>Fr. Sand box Empty (RF)</u> | INSPECTED BY:<br><u>J. P. Goodie</u> |
| REPAIR                                | CORRECTED BY:                        |

|                                       |                                      |
|---------------------------------------|--------------------------------------|
| DEFECT <u>BOTH FIRE EXT out dated</u> | INSPECTED BY:<br><u>J. P. Goodie</u> |
| REPAIR <u>Replaced both</u>           | CORRECTED BY:<br><u>J. P. Goodie</u> |

|   |                                      |
|---|--------------------------------------|
| DEFECT <u>R6 water pipe leaking (<del>back side of</del>)</u> | INSPECTED BY:<br><u>J. P. Goodie</u> |
| REPAIR <u>Replaced - O Rings on R6-R5 water jumper</u>        | CORRECTED BY:<br><u>J. Black</u>     |

|   |                                      |
|---|--------------------------------------|
| DEFECT <u>LB Air box Explosion - Did comp. test 320 psi</u> | INSPECTED BY:<br><u>J. P. Goodie</u> |
| REPAIR <u>CLEANED 4, 5, 6, 7, 8 AIR BOXES</u>               | CORRECTED BY:<br><u>K. Hargis</u>    |

|                                      |                                      |
|--------------------------------------|--------------------------------------|
| DEFECT <u>L1 Brake shoe worn out</u> | INSPECTED BY:<br><u>J. P. Goodie</u> |
| REPAIR <u>Replaced shoe</u>          | CORRECTED BY:<br><u>J. P. Goodie</u> |

Turbo Air inductor tube slid off  
Turbo Air Intake boot/clamp slid back a lot!  
CHANGED inductor TUBE / clamps - J. Black

Unit: 8569

Date: 10-1-11

### DEFECTS FOUND DURING INSPECTION

|   |                                     |
|---|-------------------------------------|
| DEFECT <u>Toilet stinks</u>                                 | INSPECTED BY:<br><u>[Signature]</u> |
| REPAIR <u>Dumped - cleaned + refilled with winter chems</u> | CORRECTED BY:<br><u>[Signature]</u> |

|   |                                     |
|---|-------------------------------------|
| DEFECT <u>Rt. front grounding strap carbody to truck B-0.</u> | INSPECTED BY:<br><u>[Signature]</u> |
| REPAIR <u>Put on new lug - reattached ground strap</u>        | CORRECTED BY:<br><u>[Signature]</u> |

|  |                                     |
|--|-------------------------------------|
| DEFECT <u>2 back number light sockets B-0.</u>                                     | INSPECTED BY:<br><u>[Signature]</u> |
| REPAIR <u>L-4-5, 6, 7, 8. Dirty AIR Boxes<br/>R-4, 5, 6, 7, 8. Dirty AIR Boxes</u> | CORRECTED BY:<br><u>[Signature]</u> |

|  |                                     |
|--|-------------------------------------|
| DEFECT <u>cleaned L-4, 5, 6, 7, 8. (New O-rings<br/>R-4, 5, 6, 7, 8 (gaskets))</u> | INSPECTED BY:<br><u>[Signature]</u> |
| REPAIR   | CORRECTED BY:                       |

|        |               |
|--------|---------------|
| DEFECT | INSPECTED BY: |
| REPAIR | CORRECTED BY: |

Unit: B569

Date: 10-1-11

**DEFECTS FOUND DURING INSPECTION**

|   |                                   |
|---|-----------------------------------|
| DEFECT <u>BRAKE Adj. Retainer pin tabs busted off</u> | INSPECTED BY:<br><u>J. Plonko</u> |
| REPAIR _____  | CORRECTED BY:<br>_____            |

|  |                                   |
|--|-----------------------------------|
| DEFECT <u>No Rail sweeps on either end</u> | INSPECTED BY:<br><u>J. Plonko</u> |
| REPAIR _____                               | CORRECTED BY:<br>_____            |

|                                   |                                   |
|-----------------------------------|-----------------------------------|
| DEFECT <u>Missing 1 Red Flag</u>  | INSPECTED BY:<br><u>J. Plonko</u> |
| REPAIR <u>Replaced 1 Red Flag</u> | CORRECTED BY:<br><u>J. Plonko</u> |

|   |                                   |
|---|-----------------------------------|
| DEFECT _____  | INSPECTED BY:<br><u>J. Plonko</u> |
| REPAIR <u>R1 Brake Rod support plate loose &amp; #2 missing</u> | CORRECTED BY:<br>_____            |

|  |                                   |
|--|-----------------------------------|
| DEFECT <u>No pipe wrench, Adj pin, Knuckle pin</u>           | INSPECTED BY:<br><u>J. Plonko</u> |
| REPAIR <u>Replaced All the above - put in Comp Room Rack</u> | CORRECTED BY:<br><u>J. Plonko</u> |



Montreal, Maine, & Atlantic Railway  
Mechanical Department

Unit Number, 8569

Date 10-1-11

1. Inspect traction motor wicks and report action

- #1. OK-OK ... J. Plouffe
- #2. OK-OK ... J. Plouffe
- #3. OK-OK ... J. Plouffe
- #4. OK-OK ... J. Plouffe
- #5. \_\_\_\_\_ ... \_\_\_\_\_
- #6. \_\_\_\_\_ ... \_\_\_\_\_

DRAINED OFF COND. OUT OF WICK BOXES - RENEWED & TOPPED OFF  
WITH RD 100 - J. Plouffe

Added 4 PKGS OF G-CASE LUBRICANT - J. Plouffe  
per case

Montreal, Maine, & Atlantic Railway  
Locomotive

Unit 8569

Date 10-1-11

3 Month Federal Air Work

Signature

1. Inspect and repair air piping and valves for leaks ..... *[Signature]*
2. Test all air gauges with gauge tester and set if required..... *[Signature]*
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..... *[Signature]*
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..... *[Signature]*
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..... *[Signature]*
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..... *[Signature]*
7. Check all MU valve handles to ensure the locking devices work properly. Lubricate or replace as necessary..... *[Signature]*
8. Check knuckle thrower to make sure it opens the knuckle. Lubricate or repair as necessary..... *[Signature]*

Note (\*) #1 reservoir is without the check valve. # 2 is with the check valve.

*Lube all brake pistons*

*[Signature]*