



Locomotive Release from Shop Form

To be completed on every engine released from the Shop

I have reviewed the work packet for locomotive 8569 on this date 8-27-10 and take no exception to applicable laws, rules and or MMA standards, policies and standards.

# Service Operations

## THROTTLE 8 INBOUND LOAD TESTS

|                |      |             |                |       |
|----------------|------|-------------|----------------|-------|
| Eng RPM (3000) | 1430 | _____       | Eng RPM (1500) | 1000  |
| Throttle Power |      | <u>3721</u> | Eng RPM (1000) | _____ |
| Volts (5.3v)   | B-23 | _____       | Throttle Power | _____ |
| Volts (7v)     | C-30 | _____       | Eng RPM (750)  | _____ |
| Volts (72v)    | B-39 | <u>700</u>  | Throttle Power | _____ |
|                |      |             | 3800 Amps      |       |

## THROTTLE #1 STALL TEST

|               |        |                  |                                 |
|---------------|--------|------------------|---------------------------------|
| OP Mode       | (PWR)  | <u>Notch 1 F</u> |                                 |
| AMPS          | (300)  | <u>325</u>       |                                 |
| MGA           | (1220) | <u>1270</u>      | NOT APPLICABLE TO B-23 AND C-30 |
| Charging Rate | (70v)  | <u>73</u>        |                                 |

## TL 24T

|            |       |                  |              |
|------------|-------|------------------|--------------|
| Throttle 1 | (1V)  | <del>10.2</del>  | <u>5.4</u>   |
| Throttle 2 |       | <del>22.0</del>  | <u>17.12</u> |
| Throttle 3 |       | <del>22.25</del> | <u>26.4</u>  |
| Throttle 4 |       | <del>27.02</del> | <u>37.9</u>  |
| Throttle 5 |       | <del>20.28</del> | <u>56.0</u>  |
| Throttle 6 |       | <del>27.04</del> | <u>60.9</u>  |
| Throttle 7 |       | <del>22.65</del> | <u>72.6</u>  |
| Throttle 8 | (72V) | <del>19.20</del> |              |

B-23 (B-39) C-30, GP-7 MO3 INSPECTION

In-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 OUTBOUND LOAD TEST SHEETS  
 GROUND RELAY (TEST THREE TIMES TO VERY LOCK-OUT (DYNAMIC & POWER)  
 IF EQUIPPED. VERIFY THE OPERATION OF THE LDVR CAMERA

J.d  
 J.d.  
 J.H.  
 PC  
 J.H.

MECHANICAL

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 defect sheet*  
 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

PC  
 PC  
 K. Hussey  
 J. Horton  
 PC  
 K. Hussey  
 K.H.  
 K.H.  
 P.C.  
 P.C.  
 K.H.  
 P.C.  
 P.C.  
 K. Hussey  
 Paul C.  
 Paul C.

*Hot strat Look over D. Black  
 Filter Change 5-11-10*

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

Revision Date: 06/26/2010  
 Issued By: Tim Scalla

| ELECTRICAL IN HOUSE   | WORKED BY: |
|---|------------|
| SERVICE THE BATTERIES   | J. Martin  |
| VERIFY EVENT RECORDER IS WORKING  | J. Martin  |
| CHECK & RECORD THE DATE ON HEAD END DEVICE <u>8-10</u>  | J. Martin  |
| CLOSELY INSPECT THE HEAD END DEVICE CONNECTOR. ENSURE IT IS TIGHTLY CONNECTED AND NOT CROSS THREADED  | J. Martin  |
| 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 | J. Martin  |
| <b>TRACTION MOTORS AND UNDERFRAME</b>   |            |
| CHECK THE TRACTION MOTOR LEADS, VERIFY NO LEADS ARE RUBBING ON THE FRAME  | J. Martin  |
| INSPECT TRACTION MOTOR COVERS AND ENSURE BOLTS ARE IN PLACE AND TIGHT   | J. Martin  |
| CHECK M.U. RECEPTACLE PINS AND LIDS. MAKE NECESSARY REPAIRS   | J. Martin  |
| MAKE SURE M.U. CABLES DO NOT FOUL COUPLERS  | J. Martin  |

B-23, B-39, 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

SOAK BACK FILTER, EMD ONLY

TURBO SPIN ON FILTER, EMD ONLY

COMPLETE FRA INSPECTION (DAILY INSPECTION CHECKLIST)

*EMDS*

*≡*

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

*D. Black*  
*D. Black*  
*P. Colonge*  
*D. Black*  
*D. Black*  
*P. Colonge*  
*P. Colonge*

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)

*See dist at*  
*D. Black*  
*D. Black*  
*D. Black*

# 1 TRACTION MOTOR: OIL USED

*4 Bags*

# 2 TRACTION MOTOR: OIL USED

*1/1*

# 3 TRACTION MOTOR: OIL USED

*1/1*

# 4 TRACTION MOTOR: OIL USED

*1/1*

# 5 TRACTION MOTOR: OIL USED

*XX*

# 6 TRACTION MOTOR: OIL USED

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

*P. Colonge*

CAB

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

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

CHECK HANDBRAKE AND INSPECT DATE. MAKE REPAIRS AS NECESSARY

*P. Colonge*  
*K. Hase*

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

INSPECT CAB SEATS, REPAIR AND LUBRICATE AS REQUIRED

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 (SEPTEMBER-FEBRUARY)

WASH LOCOMOTIVE ENGINE/ENGINE ROOM/AND AIR COMPRESSOR ROOM

WASH THE LOCOMOTIVE

*K. Hase*  
*P. Colonge*  
*Added seat mat*  
*P. Colonge*  
*K. Hase*  
*J.H. REC*  
*etc*  
*NA*

*Change fuel filter P. Colonge*

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

| Out-Bound Loadtest Electrical/Mechanical                           | WORKED BY:              |
|--|-------------------------|
| <b>ELECTRICAL</b>  |                         |
| VERIFY THE OPERATION OF THE GROUND RELAY                           | J. Harris               |
| CHECK FOR LOW VOLTAGE GROUNDS (7 watt bulb)                        | J. Harris               |
| WHILE IN THROTTLE 3 LOAD TEST, CHECK FOR AC GROUNDS                | J. Harris               |
| CHECK OPERATION OF:  |                         |
| A. HEATING   | J. Harris               |
| COMPLETE THE OUTBOUND LOAD TEST SHEETS                             | J. Harris               |
| GROUND RELAY (TEST THREE TIMES TO VERY LOCK-OUT) (DYNAMIC & POWER) | J. Harris               |
| IF EQUIPPED, VERIFY THE OPERATION OF THE LDVR CAMERA               | J. Harris               |
| <b>MECHANICAL</b>  |                         |
| PROPER LUBRICATION? FUEL LEAKS? CAM ROLLER ROTATION? ETC.          |                         |
| INSPECT FUEL SYSTEM HOSES AND PIPES FOR LEAKS                      | D. Black - K. Hussey    |
| INSPECT COOLING SYSTEM:  | K. Hussey               |
| A. CHECK HOSES AND PIPES FOR LEAKS                                 | K. Hussey               |
| CHECK OPERATION OF ENGINE PROTECTION DEVICES:                      | D. Black                |
| A. CRANKCASE PRESSURE  |                         |
| VISUALLY INSPECT AIR COMPRESSOR FOR WATER, AIR OR OIL LEAKS        | D. Black                |
| PERFORM MANUAL AIR BRAKE TEST                                      | K. Hussey               |
| 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)                                  | K. Hussey               |
| B. BRAKE PIPE (90 PSI)   | K. Hussey               |
| C. EQUALIZING RESERVOIR (90 PSI)                                   | K. Hussey               |
| D. BRAKE CYLINDER (72 - 74 PSI)                                    | K. Hussey               |
| E. COMPRESSOR CONTROL (130 - 140 PSI +/- 5 PSI)                    | K. Hussey               |
| CHECK FLUID LEVELS BEFORE LOADING:                                 |                         |
| A: ENGINE OIL  | D. Black                |
| B: COOLING WATER   | K. Hussey               |
| C: AIR COMPRESSOR OIL  | K. Hussey               |
| TEST OPERATION OF THE FOLLOWING DEVICES:                           |                         |
| A. BELL  | K. Hussey               |
| B. SANDERS (FORWARD, REVERSE, EMERGENCY)                           | K. Hussey Paul Conlogue |
| C. RADIATOR SHUTTERS   |                         |

# Service Operations

## THROTTLE 8 OUTBOUND LOAD TESTS

|               |        |                   |                    |                        |
|---------------|--------|-------------------|--------------------|------------------------|
| Eng RPM (rev) | (100)  | <u>          </u> | Lube Oil Pres      | <u>75</u>              |
| Eng RPM (rpm) | (0)    | <u>1010</u>       | Water Temp         | <u><del>85.0</del></u> |
| Eng Speed     |        | <u>3730</u>       | Over speed Setting | <u>1050</u>            |
| Volts (53v)   | (B-23) | <u>          </u> | RACE SETTING       | <u>25.5</u>            |
| Volts (71)    | (C-20) | <u>          </u> |                    |                        |
| Volts (720v)  | (B-20) | <u>702</u>        |                    |                        |

## THROTTLE #1 STALL TEST

|               |        |                  |                                 |
|---------------|--------|------------------|---------------------------------|
| OP Mode       | (PWR)  | <u>Notch 1 R</u> |                                 |
| AMPS          | (300)  | <u>320</u>       |                                 |
| MGA           | (1220) | <u>1278</u>      | NOT APPLICABLE TO B-23 AND C-30 |
| Charging Rate | (70v)  | <u>73</u>        |                                 |

## TL 24T

|            |       |             |
|------------|-------|-------------|
| Throttle 1 | (1V)  | <u>4.9</u>  |
| Throttle 2 |       | <u>17.1</u> |
| Throttle 3 |       | <u>26.3</u> |
| Throttle 4 |       | <u>37.8</u> |
| Throttle 5 |       | <u>56</u>   |
| Throttle 6 |       | <u>60.1</u> |
| Throttle 7 |       | <u>68.5</u> |
| Throttle 8 | (72V) | <u>72.7</u> |

| WINTERIZATION  |                       |
|--|-----------------------|
|  | Signature             |
| Winterization – All MMA Locomotives. (August - April)  |                       |
| Inspect front and rear cab door seals replace. as needed (NO TAPE)   | P. Colonge            |
| Inspect left and right side window seals replace as needed.  | P. Colonge            |
| Inspect Electric cabinet door seals replace as needed.   |                       |
| Operate Cab Heaters-Check condition of Heater Assembly @ 45o F above Ambient Temperature.  | P. Colonge            |
| Operate Window Defrosters-Check condition of Defroster @ 45o F above Ambient Temperature.  | -                     |
| If equipped, test the Auto Dump valve for proper operation.  | K. Hesse              |
| Test Manual Water Dump Valves. Proper Handle, Location, Orifice is Open.   | P. Colonge            |
| Close Winter/ Summer doors if equipped.  | P. Colonge            |
| Check Traction Motor cover gaskets, install as needed.   | D. Black & H. Hahn    |
| Check condition of Cab Door Hinges (Lubricate all Hinges)  | D. Black              |
| Check condition of Cab Door Locks (Lubricate all Locks)  | D. Black              |
| Inspect Cab Windows Slider Rail, Adjust Top Rail as needed, Lubricate with Silicone Grease.  | D. Black. P. Colonge. |
| Renew all Wiper Blades.  |                       |
| Criteria for Door seal Replacement:<br>A. Seal shows signs of Deterioration and or Medium to Heavy Cracking.<br>B. Door seal is Torn or Loose from Door.<br>C. With Door in the fully closed position has noticeable crack between door jam and cab carbody.   | P. Colonge            |
| Criteria for Window seal Replacement:<br>A. Seals shows signs of Deterioration and or Medium to Heavy Cracking.<br>B. Seal is Torn or Loose from window seal.<br>C. With windows fully in the closed position there is a gap between window frame and carbody. | P. Colonge            |



| LOCOMOTIVE     |                  |               |                |           |    |               |                  |               |                | DATE      |    |                              |
|----------------|------------------|---------------|----------------|-----------|----|---------------|------------------|---------------|----------------|-----------|----|------------------------------|
| MMA 8569       |                  |               |                |           |    |               |                  |               |                | 8-27-10   |    |                              |
| Start Readings |                  |               |                | Has Shims |    | END READING   |                  |               |                | Has Shims |    | OLD GAUGE                    |
| Flange Height  | Flange Thickness | Rim Thickness | Witness Groove | YES       | NO | Flange Height | Flange Thickness | Rim Thickness | Witness Groove | YES       | NO | FLANGE THICKNESS MEASUREMENT |
| L#1            | 0-18             | 0-0           | 2.00           |           |    | L#1           |                  |               |                |           |    |                              |
| L#2            | 0-19             | 0-0           | 3.06           |           |    | L#2           |                  |               |                |           |    |                              |
| L#3            | 0-19             | 0-0           | 2.28           |           |    | L#3           |                  |               |                |           |    | 6-on-0-1-132"                |
| L#4            | 0-19             | 0-0           | 3.00           |           |    | L#4           |                  |               |                |           |    |                              |
| L#5            |                  |               |                |           |    | L#5           |                  |               |                |           |    |                              |
| L#6            |                  |               |                |           |    | L#6           |                  |               |                |           |    |                              |
|                |                  |               |                |           |    |               |                  |               |                |           |    | OLD GAUGE                    |
| R#1            | 0-18             | 0-0           | 2.00           |           |    | R#1           |                  |               |                |           |    | FLANGE HEIGHT MEASUREMENT    |
| R#2            | 0-19             | 0-0           | 3.06           |           |    | R#2           |                  |               |                |           |    | 0-on-0-1"                    |
| R#3            | 0-19             | 0-0           | 2.28           |           |    | R#3           |                  |               |                |           |    | 0-on-1-1-1/8"                |
| R#4            | 0-19             | 0-0           | 3.00           |           |    | R#4           |                  |               |                |           |    | 0-on-2-1-3/8"                |
| R#5            |                  |               |                |           |    | R#5           |                  |               |                |           |    | 0-on-3-1-3/16"               |
| R#6            |                  |               |                |           |    | R#6           |                  |               |                |           |    | 0-on-4-1-1/4"                |
|                |                  |               |                |           |    |               |                  |               |                |           |    | 0-on-5-1-5/16"               |
|                |                  |               |                |           |    |               |                  |               |                |           |    | 0-on-6-1-3/8"                |
|                |                  |               |                |           |    |               |                  |               |                |           |    | 2-on-6-1-13/32"              |
|                |                  |               |                |           |    |               |                  |               |                |           |    | 4-on-6-1-7/16"               |
|                |                  |               |                |           |    |               |                  |               |                |           |    | 6-on-6-1-3/16"               |

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"   |

NEW GAUGE

9-on-17-1-3/16"  
 9-on-18-1-1/8"  
 9-on-19-1-3/16"  
 9-on-20-1-1/4"  
 9-on-21-1-5/16"  
 9-on-22-1-3/8"  
 2-on-22-1-13/32"  
 4-on-22-1-7/16"  
 6-on-22-1-5/32"  
 8-on-22-1-1/2"

CONVERSION CHART FOR WHEEL DIAMETER

|     |         |     |         |     |         |     |         |     |         |
|-----|---------|-----|---------|-----|---------|-----|---------|-----|---------|
| 8=  | 37"     | 15= | 37 7/8" | 22= | 38 3/4" | 29= | 39 5/8" | 36= | 40 1/2" |
| 9=  | 37 1/8" | 16= | 38"     | 23= | 38 7/8" | 30= | 39 3/4" | 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 1/2" |

NEW GAUGE

FLANGE THICKNESS MEASUREMENT

9-on-9-1-17/64"  
 1-on-9-1-15/64"  
 2-on-9-1-7/32"  
 3-on-9-1-5/32"  
 4-on-9-1-7/64"  
 5-on-9-1-3/64"  
 6-on-9-1-1/32"  
 7-on-9-8/64"  
 8-on-9-1/16"

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"<br>MIN 31 1/2" | FRA          | MAX 5"<br>MIN 3"     | 5 1/4"   | FRA MIN 2 1/2"      |
| MMA            | MAX 34 1/2"<br>MIN 32 1/2" | MMA          | MAX 6"<br>MIN 3 1/2" | 5 1/2"   | MMA MIN 3"          |

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. IS THE MAXIMUM VARIATION ALLOWED IN WHEEL DIAMETER BETWEEN ANY 2 WHEELS IN THE SAME TRUCK WITHOUT SHIMS.
- 2. IS THE MAXIMUM VARIATION ALLOWED IN WHEEL DIAMETER BETWEEN ANY 2 WHEELS IN THE SAME TRUCK WITH SHIMS APPLIED.
- 3. IS THE MAXIMUM VARIATION ALLOWED IN WHEEL DIAMETER BETWEEN ANY 2 WHEELS ON DIFFERENT TRUCKS.

REMEMBER THIS RULE

FOR THE TOP OF THE WITNESS GROOVE IN WHEELS APPLIED TO DIFFERENT SIZES OF WHEELS. THE AVERAGE WHEEL DIAMETER SHALL BE THE SAME FOR ALL WHEELS. NOTE: THE MAXIMUM VARIATION IN WHEEL DIAMETER BETWEEN ANY 2 WHEELS IN THE SAME TRUCK WITHOUT SHIMS APPLIED IS 1/16". THE MAXIMUM VARIATION IN WHEEL DIAMETER BETWEEN ANY 2 WHEELS IN THE SAME TRUCK WITH SHIMS APPLIED IS 1/32". THE MAXIMUM VARIATION IN WHEEL DIAMETER BETWEEN ANY 2 WHEELS ON DIFFERENT TRUCKS IS 1/16".

EMPLOYEES SIGNATURE

*A. Black*

SUPERVISORS SIGNATURE

Unit: 8569

Date: 8-27-10

DEFECTS FOUND DURING INSPECTION

|                                   |                          |
|-----------------------------------|--------------------------|
| DEFECT # 5 cyl LEAK<br>WATER LEAK | INSPECTED BY:<br>K. Hagg |
| REPAIR Replaced 3 O-Rings         | CORRECTED BY:<br>K. Hagg |

|   |                       |
|---|-----------------------|
| DEFECT 3-4 brake shoes bad / Adjustment Pin<br>R1, R3, R4, L1, L4 | INSPECTED BY:<br>P.G. |
| REPAIR L2 Replace Shoes / New Adjustment Pin                      | CORRECTED BY:<br>PC   |

|   |                          |
|---|--------------------------|
| DEFECT Engine SIDE STEP light out } Fault<br>Cond Side STEP light out | INSPECTED BY:<br>Paul C. |
| REPAIR Replaced Bulbs   | CORRECTED BY:<br>Paul C. |

|                                 |                          |
|---------------------------------|--------------------------|
| DEFECT Fuel unit<br>out of Fuel | INSPECTED BY:<br>Paul C. |
| REPAIR ADDED 3002 GALS          | CORRECTED BY:<br>Paul C. |

|                              |                          |
|------------------------------|--------------------------|
| DEFECT Containment Tank full | INSPECTED BY:<br>Paul C. |
| REPAIR DRAINED               | CORRECTED BY:<br>Paul    |

Unit: \_\_\_\_\_

Date: \_\_\_\_\_

### DEFECTS FOUND DURING INSPECTION

|        |  |                          |
|--------|--|--------------------------|
| DEFECT | Checked Fire extinguishers<br>CMB - Good one back Good | INSPECTED BY:<br>Paul C. |
| REPAIR | run out 2010   | CORRECTED BY:<br>Paul C. |

|        |   |                     |
|--------|---|---------------------|
| DEFECT | Rear MV pin 25 Burned                                 | INSPECTED BY:<br>JH |
| REPAIR | <del>#1 TM Gear case bolt loose</del><br>Repaired pin | CORRECTED BY:<br>JH |

|        |                           |                           |
|--------|---------------------------|---------------------------|
| DEFECT | #1 TM Gear case Bolt loos | INSPECTED BY:<br>D. Black |
| REPAIR | Tightened Gear Case Bolt  | CORRECTED BY:<br>D. Black |

|        |                           |                           |
|--------|---------------------------|---------------------------|
| DEFECT | R:R sander nozzle missing | INSPECTED BY:<br>D. Black |
| REPAIR | Replaced Nozzle           | CORRECTED BY:<br>D. Black |

|        |  |                          |
|--------|--|--------------------------|
| DEFECT | ⊙ Fuel Filter should be changed...<br>It was Run out of fuel | INSPECTED BY:<br>Paul C. |
| REPAIR | CHANGED FUEL FILTER  | CORRECTED BY:<br>Paul C. |

added Color Treatment

*K. Hossy*

Dumped Toilet - D. Black  
K. Hossy

# Description of Work Performed

Locomotive ID \_\_\_\_\_

Time Started \_\_\_\_\_

Time Finished \_\_\_\_\_

# Description of Work Performed

Locomotive ID

Time Started

Time Finished

Employee Signature \_\_\_\_\_ Form to fill out completely and Signature must be legible.

