40-3

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

I have reviewed the work packet for locomotive 8525 on this date 19/4/2 and take no exception to applicable laws, rules and or MMA standards, policies and standards.

Oil SamPle - C. Ferguson

	Service Ope	rations DATE	
	-	ROTTLE 8 INBOUND LOAD TESTS	<del></del>
eliteratus seu mente mente pendicio di celebratico de ciclia pendicio de ciclia pendicio de ciclia pendicio de	E COLOR CONTROL MANAGEMENT AND		Hamphan Sangar Andrian C. Parks Bride
Eng RPM (900)		Labe Oil Pres	processes and the process of the temporal
Eng RPM (1050)	GE	Water Temp	
Horsepower	3730	. Overspeed Setting	
Volts (5.3)	B-23	RACK SETTING 24.50	
Volts (7)	C-30		
Volts (720)	B-39 698		•
памин и исположения инперводеления в подагательного предоставления в подагательного подагательно	AMPS 3855		
		THROTTLE #1 STALL TEST	
OP Mode	(PWR)		
AMPS MGA	(300) (1220)	NOT APPLICABLE TO B-23 AND C-30	
Charging Rate	(70v)	- NOT APPLICABLE TO 8-23 AND C-30	

B-23, B-39, C-30, GP-7 MO3 INSPECTION		
In-Bound Loadtest Electrical/Mechanical		WORKED BY:
ELECTRICAL		<del></del>
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 OPERTION 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 FOEL STSTEM 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 + 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		-
D: AIR COMPRESSOR OIL		
C: AIR COMPRESSOR OIL FEST OPERATION OF THE FOLLOWING DEVICES:		
A. BELL		
B. SANDERS (FORWARD, REVERSE, EMERGENCY)		
C. RADIATOR SHUTTERS		
, TO DULI OIL OFFICIAL		

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WINTERIZATION	·	
	Signatu	
VVIIILE 112 all of 1 — All IVIIVA LOCOMOTIVES. (August - April)	-10 Good	
Inspect front and rear cab door seals replace, as needed (NO TAPE)	1	
Inspect left and right side window seals replace as needed.		
Inspect Electric cabinet door seals replace as needed.		
Operate Cab Heaters-Check condition of Heater Assembly @ 45o F above Ambient		
Temperature.	1	
Operate Window Defrosters-Check condition of Defroster @ 45o F above Ambient		
Temperature.	1	
If equipped, test the Auto Dump valve for proper operation.		
Test Manual Water Dump Valves, Proper Handle, Location, Orifice is Open.		
Close Winter/ Summer doors if equipped.		
Check Traction Motor cover gaskets, install as needed.		
Check condition of Cab Door Hinges (Lubricate all Hinges)		/ -
Check condition of Cab Door Locks (Lubricate all Locks)	1/16	MIL
Inspect Cab Windows Slider Rail, Adjust Top Rail as needed, Lubricate with Silicone		THE
Grease.	1/4	
Renew all Wiper Blades.		
Criteria for Door seal Replacement:		
A. Seal shows signs of Deterioration and or Medium to Heavy Cracking.	1	
B. Door seal is Torn or Loose from Door.		
C. With Door in the fully closed position has noticeable crack between door jam and		
cab carbody.		
Criteria for Window seal Replacement:		
A. Seals shows signs of Deterioration and or Medium to Heavy Cracking.		
B. Seal is Torn or Loose from window seal.		
<ol><li>With windows fully in the closed position there is a gap between window frame and</li></ol>	! <b>[</b>	/
carbody.		7
	•	

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.	JS
H. INSPECT SEAT RAILS AND REPLACE IF DAMAGED OR WORN BEYOND PROVIDING SECURE,	
STABLE MOUNTING OF SEAT.	Js
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.	55
J. LUBRICATE THE SEAT RAILS WITH SILICONE LUBRICANT.	55
K. INSPECT THE BACKREST RAKE ADJUSTMENT KNOW. VERIFY THAT THE KNOB ROTATES	
EASILY TO ADJUST BACKREST ANGLE.	$\supset \leq$
L. INSPECT KNOB FOR CRACKS OR SPLITS AND THAT IT IS SECURELY FASTENED.	55
M. INSPECT GEAR MECHANISM FOR ANY WEAR OR DAMAGE.	55
N. ENSURE THAT THE BACKREST MECHANICAL STOP IS INTACT AND FUNCTIONS AS INTENDED-	
PREVENTS THE SEAT BACKREST FROM RECLINING BEYOND APPROXIMATELY 45 DEGREES	JS
BACKWARDS FROM A VERTICAL POSITION.	
O: INSPECT THE LUMBAR SUPPORT ADJUSTMENT LEVER. VERIFY THAT THE ADJUSTMENT LEVER OPERATES EASILY TO ADJUST THE LUMBAR SUPPORT.	55
P: VERIFY ALL ARMREST FASTENERS ARE SECURE. REPLACE ANY MISSING OR STRIPPED OUT	
FASTENERS.	55
Q: INSPECT ARMREST SWIVEL FASTENERS. ENSURE SWIVEL FASTENER IS SECURE ON EACH	55
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.	$\sim$
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,	as
OR HOLE.	
SEAT PART NUMBERS:	
Cab Seat, Freight with arms: 2043511	
Cab Seat Mid Back: 20425731	
Wall Mounted Pedestal: 20435541	
Trunion Pedestal Assembly: 20425721	•
Seat Pedestal Rail Left Side 65": 20422211	
Seat Pedestal Rail Right Side 46": 20422221	
INSPECT AND REPAIR AS REQUIRED:	Monte
A. CAB / CARBODY/DOORS/HINGES/WINDOWS/LATCH SEALS/WEATHER STRIPPING AND	i i
SEALS/MIRRORS. ALSO LUBRICATE/CHANGE AS NEEDED	
A. CLEAN THE CAB, WINDOWS, AND EQUIPMENT	
COMPLETE WINTERIZATION SHEET (AUGUST - APRIL)	V
WASH LOCOMOTIVE ENGINE/ENGINE ROOM/AND AIR COMPRESSOR ROOM	
WASH THE LOCOMOTIVE	

B-23, B-39, C-30, GP-7 MO3 INSPECTION	Revision Date: 8/18/2010 Issued By: Tim Scalia
	WORKED BY:
Electrical in House	VVOITED
SERVICE THE BATTERIES AND COMPLETE JSP-010	James Sydsbyry
VERIFY EVENT RECORDER IS WORKING	dor's type
CHECK & RECORD THE DATE ON HEAD END DEVICE	からか
COMPLETE THE HEAD END DEVICE CONNECTOR SHEET	-01A-
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	had Tyngselsen
TRACTION MOTORS AND UNDERFRAME	
CHECK THE TRACTION MOTOR LEADS, VERIFY NO LEADS ARE RUBBING ON THE FRAME	B white
INSPECT TRACTION MOTOR COVERS AND ENSURE BOLTS ARE IN PLACE AND TIGHT	Bullite
CHECK M.U. RECEPTACLE PINS AND LIDS. MAKE NECESSARY REPAIRS	They of the paterny
MAKE SURE M.U. CABLES DO NOT FOUL COUPLERS	-NA-

Wick box inspection

Wick box inspection

Filled - wick OK

Tepaired / Filled - wick OK

Planti

OK - OK

Jelandi

OK - OK

Jelandi

Vok - OK

B-23, B-39, C-30, 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:	NA
FUEL SPIN ON FILTERS. EMD ONLY	NA
SOAK BACK FILTER. EMD ONLY FURBO SPIN ON FILTER. EMD ONLY	110
COMPLETE FRA INSPECTION (DAILY INSPECTION CHECKLIST)	NA
CARBODY	Mount
NSURE SAND NOZZLES AND HOSES ARE IN PLACE AND SECURED. MAKE SURE THEY ARE	101 1:
LIGNED WITH WHEEL AND TRACK. INSPECT SAND TRAPS AND REPAIR AS NEEDED.	11600011
NSPECT COUPLERS & DRAFT GEARS. MAKE REPAIRS AS NECESSARY	TPloudie
CHECK KNUCKLE CLEARANCE AND KNUCKLE THROWER, MAKE REPAIRS AS NEEDED AND APPLY SPARE KNUCKLES (E AND F TYPE) (2.5")	Tebrodi
NSPECT PIN LIFTERS CHECKING FOR PROPER HAND CLEARANCE AND ANTI-CREEP	10/2011
CHECK SNOWPLOW (IF EQUIPPED) FOR HANDHOLDS AND PROPER DISTANCE	Moodie
CHECK AUTO BLOWDOWNS FOR PROPER OPERATIONS IN AUTOMATIC MODE	Monde
NSURE SUMP DRAINS ARE OPEN AND FREE OF DEBRIS	- Phonle
TRUCKS	
NSPECT WICK BOLT SECUREMENT AND REPAIR IF NECESSARY	Mbooke .
HECK SUSPENSION BEARING OIL LEVEL	The Cooche
HECK JOURNAL BOX OIL LEVEL (FILL TO POINT OF OVERFLOW)	Timker - OK
CHECK GEAR CASES AND INSPECT BULL GEAR (ADD 6lbs. OF GEARCASE GREASE) CHECK OIL FILLED GEAR CASES AND FILL (RECORD USAGE BELOW)	- 10 Coods
	-01 1
1 TRACTION MOTOR: OIL USED 4 PKgs	Tolowicke
2 TRACTION MOTOR: OIL USED 6 PK95	
3 TRACTION MOTOR: OIL USED 4 p 1695	<u> </u>
4 TRACTION MOTOR: OIL USED 4 Plas	
5 TRACTION MOTOR: OIL USED NA	
6 TRACTION MOTOR: OIL USED NA	
NSPECT ALL BRAKE HANGERS, HEADS, GUIDES AND STRAPS ENSURING BRAKE SHOES ARE IN	-01 6
INE WITH WHEELS	Monste
CAB	
HECK FIRE EXTINGUISHERS, DATE AND TAG. REPLACE IF USED OR OUT OF DATE.	-11 brocks
HECK CAB SEATS FOR PROPER OPERATION INSURING ALL BOLTS ARE IN PLACE AND TIGHT.	- Ploude.
HECK HANDBRAKE AND INSPECT DATE. MAKE REPAIRS AS NECESSARY  MISC	- Jacobson
N ACCORDANCE WITH FRA 229.23. VERIFY AIR GAUGES (+/- 3PSI) (CALIBRATE AT +/- 1PSI,	0-1/50
EQUIRES 130 PSI MR)	of & White
HECK ALL FLUID LEVELS, ENGINE OIL, COOLING WATER, AIR COMPRESSOR OIL	A Black/TPoros
RAIN RETENTION TANK	Hoorle
OILET MAINTENANCE:	1) (/ == == ==
INSPECT/REPAIR AS NEEDED TOILET DRAIN VALVE & FLOOR SEALS	11 ) Typackwol7
Cab Seat Inspection:	1 1
. INSPECT THE VERTICAL ADJUSTMENT LEVER. VERIFY THAT THE LEVER OPERATES AND THAT	Thate
HE SEAT PAN ADJUSTS UP AND DOWN AND DOES NOT DROP SUDDENLY. LUBRICATE PIVOT POINTS	1
. INSPECT ROTATION ADJUSTMENT LOCKING PIN. VERIFY THAT THE LOCKING PIN OPERATES	
PULL OUT TO RELEASE LOCK) AND THAT THE SEAT ROTATES WHEN UNLOCKED.	
LUBRICATE THE PIN MECHANISM.	
. SEAT PAN COMPONENTS: INSPECT THE FORE-AFT FINE ADJUSTMENT LEVER.	1 , 44
VERIFY THAT THE LEVER SLIDES SIDEWAYS TO UNLOCK SEAT FOR/AFT ADJUSTMENT AND	1/
SEAT SLIDES FOR/AFT EASILY	

B-23, B-39, C-30, GP-7 MO3 INSPECTION	<b>-</b>
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 OPERTION OF:	T
A. HEATING	- 20 broile
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	Moule
B. RADIO AND ANTENNA	-1P bowli
C. AXLE ALT. SPEEDO	Mont
D. MU ENGINE SHUTDOWN	Marili
E. FUEL CUT-OFF	Thomas
F. TEST WARNING DEVICES	-2 books
MECHANICAL	
CLEAN AND SERVICE TOILET AND RESTROOM	D. Stypaca vitz
DRAIN RETENTION TANK	7Pbrodi
PROPER LUBRICATION? FUEL LEAKS? CAM ROLLER ROTATION? ETC.	Poweli
INSPECT FUEL SYSTEM HOSES AND PIPES FOR LEAKS	A. Black/TVbnd
INSPECT COOLING SYSTEM:	
A: CHECK HOSES AND PIPES FOR LEAKS	
CHECK OPERATION OF ENGINE PROTECTION DEVICES:	V
A. CRANKCASE PRESSURE	
VISUALLY INSPECT AIR COMPRESSOR FOR WATER, AIR OR OIL LEAKS	H. Black
PERFORM MANUAL AIR BRAKE TEST	Marvela
Verify Flow Gauge NOTE: 120-	129-139/50
130 main reservoir is 64 + or - 3, 130-140 main reservoir is 60 + o	-7.º bonsti
PERFORM PENALTY BRAKE TEST	Plandi
CHECK FOR CORRECT AIR PRESSURE SETTINGS:	1 books
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:	<u> </u>
A. BELL	
B. SANDERS (FORWARD, REVERSE, EMERGENCY)	V
C. RADIATOR SHUTTERS	
	1

CONFIDENTIAL MMA-0002913

# JSP-010 (BATTERY MAINTENANCE AND QUALIFICATION) JOB SPECIFIC PROCESS

Locomotive Type: ALL MODELS Valid for Road Numbers: (All Models)

Overview: This job process sheet will assist with the maintenance and qualification of batteries.

SPECIAL TOOLS OR EQUIPMENT:	
SEQUENCE OF JOB STEPS	Please print your name, NO signatures
1. Ensure the locomotive is shutdown, discharged, all of the circuit breakers are open and the battery knife switch is open.	US
Battery Qualification/Maintenance	·
2. NOTE: If batteries are dead, connect the charger until the charge rate falls below 10 amps to determine state of charge. Readings under 20 V are suspect for units with just 2 batteries.	ÚS
3. Insert hose stem into battery cell and squeeze bulb.	<u>ا</u>
4. Release pressure until enough acid solution is drawn into the tube allowing the float to float freely. Be sure float does not touch rubber stopper at the top of the tube.	ÚS
5. The float reading at the water line is the uncorrected charge level of the battery.	<u>ا</u>
6. Read and record the specific gravity of all 16 pilot cells. "record readings below": acceptable range is 1.225 – 1.300 ( if out of this range notify tech support)  1: the sheet below is set up for 2 or 8 batteries as some units have 8 batteries.  2: accurate readings cannot be obtained if water has recently been added to cells. Differences of 50 points or more between readings in battery cells may indicate pending battery failure.	JS
7. Based on the above specific gravity readings, do any batteries need replaced? Remember, if the unit came in with already dead batteries, an attempt to charge the batteries must be made before taking the specific gravity readings. YES	JS
8. Return acid to cell from which it was drawn.	55
9. Be sure all vent plugs are replaced and tight.	Js
10. With Unit shut down measure the voltage reading across each battery at the terminals, record readings on the chart below.	Ís
11. Make a general check of the battery as to proper blocking, clean and tight connections at all points, and any unusual appearance or condition. If any unusual appearance or conditions exit, like corrosion, clean with scotch-brite buffer or wire br	5 5 5
12. Apply approved protective coating to connections after terminals are cleaned and dried	555
13. Add water as required (Add water to bottom of filler neck).	ÚS
Battery Cranking Voltage Test	
14. Close battery knife switch, and circuit breakers.	05
15. Open the injector toggle switch, on EUI units to prevent unit from starting.	
NOTE: Battery cranking voltage readings do not need to be taken on Air Start Locomotives.	# (

16 0	MIII	ono	inas mull	41 C	1	11:111	1 .	.1 . T . 1 . 0		<del></del>	
10. 0	i ivioi	eng	mes, pun	the Govern	nor button ai	na nota bi	ack 1	the Lay-shaf	t while crank	ang	
				unit from s							
18. Ba	sed on t	he c	ranking vo	ltages, is ar	ny battery sus	pect of ne	edin	g replaced?	YES NO		
L			,								
2 Battery										Rattor	y Replaced-
Units		Sp	ecific Gra	vity	1	1	<b>N</b> ate	er Added			y Kepiaceg- Reason
Battery 1	Cell	1	Cell 2	Cell 3	Cell 4	Yes	1	Na			(eason
Dattery 1	OCII	-	Cell 2	Cell 3	Cell 4	res	├	No	Yes	0	
Section A	1250		1705	1250	1275			. /		I	
Section B	1600	2	1/5	TINDO		Marinetona Marinetona	<b> </b> -				
Section C	,	$\dashv$	1256	1 1	1236		<b> </b>	1,		·	
Section D	1	-	1019		1275	<del>10</del>	-	<del>-</del>			
OCOLION D			<u> </u>		1750		<u> </u>			<b>J</b>	
2 Battery				·	Т Т		······································			1.5.4	
Units		Sp	ecific Grav	vity	1	٧	Vate	r Added			y Replaced-
Battery 2	Cell 1		Cell 2	Cell 3	Cell 4	Yes		No	Yes		Reason
Duttory 2	00%	<del>`</del>	\ \	OCH 5	Cell 4	103		NO	162	0	
		1			l 1						
Section A	125	0	1250	1200	1250						
Section B		72	1275	1750	1270		<del> </del>	<del>-   -</del>			
Section C		4	16/	1270	<del>                                     </del>		-	/			
Section D	- <del>J</del>	一十	<del>- 4</del> -								
							<u> </u>				
8 Battery	<del></del>									Battor	y Replaced-
Units		Spe	ecific Grav	/ity		٧	Vate	r Added			leason
	Cell 1	T	Cell 2	Cell 3	Cell 4	Yes		No	Yes	0.	eason
		寸									
ப்utery 1										I	
Battery 2	Market Market	寸	<del></del>				-				
Battery 3		十									
Battery 4		十									
Battery 5		十									
Battery 6		十	***								
Battery 7		十									
Battery 8	· · · · · · · · · · · · · · · · · · ·	丁	***************************************								
BATTERY	V CRA	NK	ING VO	LTAGE C	HART			·····	·		
			attery 1			I matta		l n.u	I D	l n.u 7	ln. e
D 0 11	(1			Battery 2	Battery 3	Batter	/ 4	Battery 5	Battery 6	Battery 7	Battery 8
Battery Vo	itage		33.	<u> 33.5</u>							
		Ba	attery 1	Battery 2	Battery 3	Battery	4	Battery 5	Battery 6	Battery 7	Battery 8
Battery Vo	Itage										
				<u>.</u>	<del></del>	- <del></del>				·	
2 I: 5		Ba	attery 1	Battery 2	Battery 3	Battery	4	Battery 5	Battery 6	Battery 7	Battery 8
CrankingBa	- [	7	0.1					. 4			H
Voltage Battery Vo		/	Up 1			-					
Dattery VO						J				<u> </u>	
		Ba	attery 1	Battery 2	Battery 3	Battery	4	Battery 5	Battery 6	Battery 7	Battery 8
CrankingBa Voltage								2			

omotive ID	Time Started	1	ime Finished	
		-		,
	and the second s			
				, , , , , , , , , , , , , , , , , , ,
				0.000
	Form to fill ou			77 74

Date: 12-11-12

## DEFECTS FOUND DURING INSPECTION

DEFECT & 3 Traction notor Flead	INSPECTED BY:
neged out Traction motor-70. K	& white
REPAIR Upper crimp to Had put on by Night Shift-	CORRECTED
motor crimp to pand put on -	D Stuperk- Byron
DEFECT 7 lights out	INSPECTED BY:
	D.Stv-
REPAIR /o 7 light bulbs	CORRECTED
	- 17
DEFECT LI WICK BOX Cracked was by full of oil - Axle/bcass/wick-OK	INSPECTED BY:
esas 13 fall of oil - Axie/seass/wich the	Il book é
REPAIR Welded Installed Filed with 1/0 100	CORRECTED
	1 bundo / K Hass
DEFECT LI Rear 6-Case bolt missing	INSPECTED BY:
	- Plonoste
REPAIR Replaced both of Torqued	CORRECTED
	New Lê
Cracked to: let tvb - (Plastic)	INSPECTED BY:
Cracked toilet Tub - (Flastic)	D-stv-
EPAIR RTO from 3614 w/new top cover seal, slidera slideralve seal-handle boot-filled with lowf	CORRECTED
slideralve seal-handle boot - filled nigh lowf	D-Str. J. Back
TUX Cab Filters	155
63	1515
new filters	+
RI, RZ, RY sharp Flanges Trumed Ri, RZ, RY	10/- 1 /-
Trimmed K(, K2, 104	Alaochi J.

			UNIT
Service	Operations		DATE
na tilbang ng managang matang ang managang manag	THROTTLE 8 OUT	BOUND LOAD TESTS	CALCON METAL MEDITE COMMENT CONTROL OF COMMENT CONTROL OF CONTROL
EMD	Anti-dericentisis desirinta hammanan kasan i-gar-amari kat-ad-ido kasan rapunan mengrisa at-id-ad-annan kapan Anti-dericentisis desirinta hammanan kasan i-gar-amari kat-ad-ido kasan rapunan mengrisa at-id-ad-annan kapan	(ube ()il Pres	regerpromongen menscoppings supported by Colombine and State (State ) which displaced the Astronomy of the State (State ) which displaced the Astronomy of the State (State ) which displaced the Astronomy of the State (State ) which displaced the Astronomy of the State (State ) which displaced the Astronomy of the State (State ) which displaced the Astronomy of the State (State ) which displaced the Astronomy of the State (State ) which displaced the Astronomy of the Astronomy of the State (State ) which displaced the Astronomy of the Astronomy
GE	<del></del>	Water Temp	<u> </u>
		Overspeed Setting	
B-23		RACK SETTING	
C-30			
B-39			
ZZZZ ARBYCZNOZZARZ SPORYJA CHAPYNIA CRODIA BROBOCHO CURWOS	THROTTLE	CHISTALL TEST	
(PWR)	MESSENSIA MATERIAL MENERAL SERVICE AND	Andrew process and the second of the second	eta alkata eta sekora arrendo eta alemania eta alemania eta eta alemania eta eta eta eta eta eta eta eta eta e
(300)			
(1220)	NOT APPLIC	CABLE TO B-23 AND C-30	
(70v)	<del></del>		
	EMD GE B-23 C-30 B-39 PWR) (300) (1220)	EMD GE B-23 C-30 B-39 THROTTLE (PWR) (300) (1220) NOT APPLIC	### THROTTLE 8 OUTBOUND LOAD TESTS    EMD

Bu

معتب عب سرديدرت						LOCO	MOTIVE	8505	<del>-</del>			DATE	12-	12-12
		Start	Readings	***	На	s Shims .		Ť	END RE	ADING		Ha	s Shims	OLD GAUGE
	Flangé Height	Flange Thickness	Rum Thickness	Witness Grove	YES	NO		Flange Height	Flange Thickness	Rim Thickness	Witness Grove	YES	NO	FLANGE THICKNESS
L#1	0-21.	500	్ఞ ఎ.25				L#1							0 - on 0 - 1 - 17.64 1 - on 0 - 1 - 18.64
L#2	0-21	0-0	2.26				L#2							2 + 5 n 5 + 1 + 7/32 3 + 5 n 5 + 1 + 5/32*
L#3	0-21	0-0	2.26				L#3							4 - on 0 - 1 - 7/64" 5 - on 0 - 1 - 3/64" 6 - on 0 - 1 - /32"
L#4	0-21	0~0	2.25				L#4							7 - on 0 - 63/64" 8 - on 0 - 19/6"
L#5							L#5							
#6	-						L#6							OLD GAUGE
R#1		2-0	2.24											HEIGHT MEASUREMENT
₹#2	0-21.5		4				R#1 R#2			ļ		-		0-on-01" 0-on-11-1/16"
R#3	0 -22	0-0	2.28				R#2						<del> </del>	0-on-21-1/8" 0-on-31-3/16" 0-on-41-1/4"
R#4	0-22	4-0	2.24			<del> </del>	R#4			-		<del> </del>		0-on-51-5/18° 0-on-61-3/8°
R#5							R#5					<u> </u>	1	2-on-61-13/32" 4-on-61-7/16"
R#6	MT6 F 6 5	045.50	TCH LOCOM				R#6							6-an-61-31/64"
5/16" W	EAR LIMITS –	1/16" ROAD & SWI	Flange Thickr Rim Thicknes Tread Wear TCH LOCOS - M Rim	s	EQ Tread	WEAR LIMITS	- PASSENGER	LOCOS – MIN 92 I	DAY REQ Tread	<u>ب</u> 1	side b	ww	FLANGE HEIGHT MEASUREMENT	2-on-221-13/32"
5/16" W IGE it 1.1½"	MMA 1 ' MMA 1/4'	7/16" ROAD & SWI	Rim Thicknes Tread Wear TCH LOCOS - M	S IIN. 92 DAY RE		Flange HEIGHT FRA 1 ½"	Flange THICKNESS FRA 7/8"	Rim THICKNESS FRA 1"			RF 3	ww	HEIGHT MEASUREMENT	0-on-191-3/16" 0-on-201-1/4" 0-on-211-5/16" 0-on-221-3/8"
5/16" W IGE nt 1.1/2" 1.7/16"	MMA 1 MMA 1/2'  /EAR LIMITS - Flange THICKNESS FRA 7/8" MMA 1 1/32'  SION CHAR' 37"	ROAD & SWI	Rim Thicknes Tread Wear  TCH LOCOS - M Rim THICKNESS FRA 1" MMA 1 1/8"  EEL DIAMETE 37 7/8"	S JIN. 92 DAY RE	Tread WEAR FRA 5/16" MMA 1/4"	Flange HEIGHT FRA 1 ½" MMA 1 7/16"	Flange THICKNESS FRA 7/8" MMA 1"	Rim THICKNESS FRA 1" MMA 1 1/4"	Tread WEAR FRA 5/16" MMA '4"	40 ½"	RF RF 3/1	ww	HEIGHT MEASUREMENT	0-on-191-3/16" 0-on-201-1/4" 0-on-211-5/16" 0-on-221-3/8" <b>2-on-221-13/32"</b> 4-on-221-15/32"
5/16" W IGE at 1 1/2" 1 7/16"	MMA 1 // MMA 1// /EAR LIMITS – Flange THICKNESS FRA 7/8" MMA 1 1/32 SION CHAR 37" 37 1/8" 37 1/8"	ROAD & SWI 6 "" T FOR WHE 15= 16= 17=	Rim Thicknes Tread Wear TCH LOCOS - M Rim THICKNESS FRA 1" MMA 1 1/8" EEL DIAMETE 337 7/8" 38" 38 1/8"	S JIN. 92 DAY RE	Tread WEAR FRA 5/16" MMA 1/4" 22= 23= 24=	Flange HEIGHT FRA 1 ½" MMA 1 7/16"	Flange THICKNESS FRA 7/8" MMA 1"	Rim THICKNESS FRA 1" MMA 1 ½" 39 5/8" 39 3/4"	Tread WEAR FRA 5/16" MMA ¼"		Side b	ww	HEIGHT MEASUREMENT	0-on-191-3/16* 0-on-201-1/4* 0-on-211-5/16* 0-on-221-13/8* 2-on-221-13/32* 4-on-221-15/52* 8-on-221-1/2*
5/16" W IGE at 1 1/2" 1 7/16"	MMA 1 MMA 1/2'  /EAR LIMITS -    Flange	ROAD & SWI B B T FOR WHE 15= 16= 17= 18=	Rim Thicknes Tread Wear TCH LOCOS - M Rim THICKNESS FRA 1" MMA 1 1/8" EEL DIAMETE 37 7/8" 38" 38 1/8" 38 1/8"	S DIN. 92 DAY RI	Tread WEAR FRA 5/16" MMA 1/4" 22= 23= 24= 25=	Flange HEIGHT FRA 1 ½" MMA 1 7/16" 38 ¾" 38 7/8" 39 39 1/8"	Flange THICKNESS FRA 7/8" MMA 1" 29= 30= 31= 32=	Rim THICKNESS FRA 1" MMA 1 '¼" 39 5/8" 39 3/4" 39 7/8" 40"	Tread WEAR FRA 5/16" MMA '4" 36= 37= 38= 39=	40 ½" 40 5/8" 40 ¾" 40 7/8"	RF 3/1	cons	HEIGHT MEASUREMENT	0-on-191-3/16" 0-on-201-1/4" 0-on-211-5/16" 0-on-221-3/8" 2-on-221-7/15" 6-on-221-1/2" 8-on-221-1/2" NEW GAUGE 0 - on 0 - 1 - 17/64" 1 - on 0 - 1 - 15/64" 2 - on 0 - 1 - 7/32"
5/16" W IGE at 1 ½" 1 7/16"	MMA 1 / MMA 1/4'  /EAR LIMITS - Flange THICKNESS FRA 7/8"  MMA 1 1/32  SION CHAR 37 1/8" 37 1/8" 37 3/8" 37 3/8" 37 5/8"	ROAD & SWI	Rim Thicknes Tread Wear TCH LOCOS - M Rim THICKNESS FRA 1" MMA 1 1/8"  EEL DIAMETE 37 7/8" 38 1/8" 38 1/8" 38 3/8" 38 3/8"	S IIN. 92 DAY R	Tread WEAR FRA 5/16" MMA 1/4" 22= 23= 24= 25= 26= 27=	Flange HEIGHT FRA 1 ½" MMA 1 7/16" 38 ¾" 38 7/8" 39 1/8" 39 1/8" 39 3/8"	Flange THICKNESS FRA 7/8" MMA 1" 29= 30= 31= 32= 33= 34=	Rim THICKNESS FRA 1" MMA 1 ¼" 39 5/8" 39 ¾" 39 7/8" 40" 40 1/8" 40 ½"	Tread WEAR FRA 5/16" MMA '4"  36= 37= 38= 39= 40= 41=	40 ½" 40 5/8" 40 3/" 40 7/8" 41 1/8"	RF 3/	cum;	HEIGHT MEASUREMENT  RR HB RR H	0 on 191-3/16" 0 on 201-1/4" 0 on 221-3/16" 0 on 221-3/16" 2 on 221-1/3/2" 4 on 221-1/3/2" 8 on 221-1/2' NEW GAUGE 0 - on 0 - 1 - 17/64" 1 - on 0 - 1 - 17/32" 3 - on 0 - 1 - 5/32" 4 - on 3 - 1 - 7/34"
5/16" WIGE at 1-1/2" 1-7/16" VERS	MMA 1 // MMA 1// MMA 1// MMA 1// MAR LIMITS – Flange THICKNESS FRA 7/8" MMA 1 1/32 SION CHAR 37" 37 1/8" 37 3/8" 37 3/8" 37 5/8" 37 5/8"	ROAD & SWI	Rim Thicknes Tread Wear TCH LOCOS - M Rim THICKNESS FRA 1" MMA 1 1/8"  SEEL DIAMETE 37 7/8" 38" 38 1/8" 38 3/8" 38 3/8"	S IIN. 92 DAY R	Tread WEAR FRA 5/16" MMA 1/4" 22= 23= 24= 25= 26=	Flange HEIGHT FRA 1 ½" MMA 1 7/16" 38 ¾" 38 7/8" 39 1/8" 39 ½"	Flange THICKNESS FRA 7/8" MMA 1" 29= 30= 31= 32= 33=	Rim THICKNESS FRA 1" MMA 1 ¼" 39 5/8" 39 ¾" 39 7/8" 40" 40 1/8" 40 ½"	Tread WEAR FRA 5/16" MMA ½" 36= 37= 38= 39= 40=	40 ½" 40 5/8" 40 5/8" 40 7/8" 41"	RF 3/	cum;	HEIGHT MEASUREMENT  R R R R R R R R R R R R R R R R R R	0 on 191 3/16" 0 on 201 1/4" 0 on 221 1/6" 0 on 221 3/6" 2 on 221 1/5" 2 on 221 1/5" 8 on 221 1/5" 8 on 221 1/72' NEW GAUGE 0 on 0 - 1 - 1/64" 1 on 0 - 1 - 1/64" 2 on 0 - 1 - 1/32" 3 on 0 - 1 - 3/52' 4 on 0 - 1 - 1/64" 5 on 0 - 1 - 3/52' 5 on 0 - 1 - 3/52'
WIGE at I 1/2" I 7/16" VERS	MMA 1 MMA 1/4	ROAD & SWI  FOR WHE  15= 16= 17= 18= 19= 20= 21= XANGE	Rim Thicknes Tread Wear TCH LOCOS - M Rim THICKNESS FRA 1" MMA 1 1/8"  EEL DIAMETE 37 7/8" 38 1/8" 38 3/8" 38 3/8" 38 5/8"	S  IIN. 92 DAY RE  ER  OT HEIGHT	Tread WEAR FRA 5/16" MMA ½" 22= 23= 24= 25= 26= 27= 28=	Flange HEIGHT FRA 1 ½" MMA 1 7/16" 38 ¾" 38 7/8" 39 1/8" 39 1/8" 39 3/8"	Flange THICKNESS FRA 7/8" MMA 1"  29= 30= 31= 32= 33= 34= 35= HEIGHT OF HI OR UNCOUPL	Rim THICKNESS FRA 1" MMA 1 ¼" 39 5/8" 39 ¾" 39 7/8" 40" 40 1/8" 40 ½"	Tread WEAR FRA 5/16" MMA ¼"  36= 37= 38= 39= 40= 41= 42=	40 ½" 40 5/8" 40 5/8" 40 7/8" 41 1/8" 41 1/8"	RF 3/	ill C	HEIGHT MEASUREMENT  RR HB RR H	0 on 191-3/16" 0 on 221-1/4" 0 on 221-1/5/16" 0 on 221-3/6" 2 on 221-1/5/2" 4 on 221-1/5/2" 8 on 221-1/5/2" 8 on 221-1/2' NEW GAUGE 0 on 0 -1 -1/64" 1 - on 0 -1 -1/5/64" 2 - on 0 -1 -7/32" 3 - on 0 -1 -5/52" 4 - on 0 -1 -7/32" 5 - on 0 -1 -3/64"
5/16"  Wide fint 1 1/4" 1 17/16"  VERS	MMA 1 MMA 1/1 MMA 1/1 Flange THICKNESS FRA 7/8" MMA 1 1/32 SION CHAR 37" 37 1/8" 37 3/8" 37 3/8" 37 5/8" 37 5/8" 37 5/8" 48 FRAIL CLEAR CHEIGHT  MAX 34 1/5 MIN 31 1/5	ROAD & SWI	Rim Thicknes Tread Wear TCH LOCOS - M Rim THICKNESS FRA 1" MMA 1 1/8"  EEL DIAMETE 37 7/8" 38 1/8" 38 3/8" 38 3/8" 38 3/8" 38 5/8"	S  DIN. 92 DAY RE  ER	Tread WEAR FRA 5/16" MMA ½"  22= 23= 24= 25= 26= 27= 28=  MAX 6"  MAX 6"  MAX 6"	Flange HEIGHT FRA 1 ½" MMA 1 7/16" 38 ¾" 38 7/8" 39 1/8" 39 ½" 39 ½" 39 ½"	Flange THICKNESS FRA 7/8" MMA 1" 29= 30= 31= 32= 33= 34= 35=	RIM THICKNESS FRA 1" MMA 1 ½"  39 5/8" 39 3½" 39 7/8" 40" 40 1/8" 40 1/8" 40 1/8" 50 1/8" 10 1/8" 11 1/8" 12 1/8" 13 1/8" 14 1/8" 15 1/8" 16 1/8" 17 1/8" 18 1	Tread WEAR FRA 5/16" MMA ¼"  36= 37= 38= 39= 40= 41= 42=	40 ½" 40 5/8" 40 5/8" 40 7/8" 41 1/8" 41 1/8"	25 CF 3/1	ill C	HEIGHT MEASUREMENT  R R R R FLANGE THICKNESS MEASUREMENT  CLEARANCE	0-on-191-3/16* 0-on-201-3/16* 0-on-211-5/16* 0-on-221-3/18* 2-on-221-1/15* 6-on-221-1/15* 8-on-221-1/2*  NEW GAUGE  0-on-0-1-17/64* 1-on-0-1-17/64* 2-on-0-1-7/32* 3-on-0-1-5/32* 4-on-0-1-7/64* 5-on-0-1-7/64* 5-on-0-1-7/64* 7-on-0-1-7/64*
NGE ht 1 ½" 1 7/16"  NVERS	MMA 1 // MMA 1// MMA 1// MMA 1// MMA 1// MAR 1 // MMA 1 1/32 SION CHAR 37" 37 1/8" 37	ROAD & SWI	Rim Thicknes Tread Wear TCH LOCOS - M Rim THICKNESS FRA 1" MMA 1 1/8"  EEL DIAMETE 37 7/8" 38 1/8" 38 1/8" 38 1/8" 38 1/8" 38 5/8"  PIL	S  DIN. 92 DAY RE  ER	Tread WEAR FRA 5/16" MMA ½"  22= 23= 24= 25= 26= 27= 28=  MAX 6" MIN 3"	Flange HEIGHT FRA 1 ½" MMA 1 7/16" 38 ¾" 38 7/8" 39 1/8" 39 ½" 39 ½" 39 ½"	Flange THICKNESS FRA 7/8" MMA 1"  29= 30= 31= 32= 33= 34= 35= HEIGHT OF HI OR UNCOUPL	RIM THICKNESS FRA 1" IMMA 1 ½"  39 5/8" 39 ¾" 39 7/8" 40" 40 1/8" 40 ½" 40 3/8"  ORIZONTAL END ING LEVER IF USE	Tread WEAR FRA 5/16" MMA ¼"  36= 37= 38= 39= 40= 41= 42=	40 ½" 40 5/8" 40 5/8" 40 7/8" 41 1/8" 41 1/8"	2.F 3/1	LOCO RAIL	HEIGHT MEASUREMENT  R R R R FLANGE THICKNESS MEASUREMENT  CLEARANCE	0-on-191-3/16* 0-on-201-3/16* 0-on-211-5/16* 0-on-221-3/18* 2-on-221-1/15* 6-on-221-1/15* 8-on-221-1/2*  NEW GAUGE  0-on-0-1-17/64* 1-on-0-1-17/64* 2-on-0-1-7/32* 3-on-0-1-5/32* 4-on-0-1-7/64* 5-on-0-1-7/64* 5-on-0-1-7/64* 7-on-0-1-7/64*
WWIGE IN 1 1/1/16"  WOUNTERS  MOTIVIOUPLES	MMA 1 MMA 1/4 MMA 1/4 MMA 1/4 MMA 1/4 MMA 1/4 MMA 1 1/32 MMA 1 1/32 MMA 1 1/32 MMA 1 1/32 MMA 1/4 MMA 3/4 MMA	ROAD & SWI  FOR WHE  15= 16= 16= 17= 18= 19= 20= 21= ANNCE  RONT  33/ REAR  32/  JREMENTS A  TNESS GROOT	Rim Thicknes Tread Wear TCH LOCOS - M Rim THICKNESS FRA 1" MMA 1 1/8" EEL DIAMETE 37 7/8" 38 1/8" 38 1/8" 38 3/8" 38 3/8" 38 3/8" 38 5/8" PIL FRA  WMA  RE TAKEN FRO OVE = 38"	S  DIN 92 DAY RE  ER  OT HEIGHT	Tread WEAR FRA 5/16" MMA ½"  22= 23= 24= 25= 27= 28= MAX 6" MIN 3" MAX 6" MIN 3 ½  OF THE WITH	Flange HEIGHT FRA 1 ½" MMA 1 7/16"  38 ¾" 38 7/8" 39 39 1/8" 39 3/8" 39 ½" FRONT  4 3/4  REAR  4 4  VESS GROOVE	Flange THICKNESS FRA 7/8" MMA 1"  29= 30= 31= 32= 33= 34= 35= HEIGHT OF HE HANDHOLD  40" DIAMETE	RIM THICKNESS FRA 1" MMA 1 ½"  39 5/8" 39 ½" 39 7/8" 40" 40 1/8" 40 1/8" 40 1/8" 40 1/8" FRA MIN 30" FRA MIN 30" FRA MAX 50" MMA MAX 50" R WHEELS WITNI	Tread WEAR FRA 5/16" MMA ½"  36= 37= 38= 39= 40= 41= 44= HANDHOLD ED AS HORIZON	40 ½" 40 5/8" 40 ½" 40 ½" 41 7/8" 41 1/8" 41 ½"	2.F 3/1	LOCO RAIL	HEIGHT MEASUREMENT  R R R R FLANGE THICKNESS MEASUREMENT  CLEARANCE	0 on 191 3/16" 0 on 201 1/16" 0 on 201 1/16" 0 on 221 3/8" 2 on 221 1/3/2" 4 on 221 1/5/2 8 on 221 1/5/2 8 on 221 1/7/64" 1 on 0 - 1 1/5/64" 2 - on 0 - 1 - 1/5/64" 2 - on 0 - 1 - 1/5/2 4 - on 0 - 1 - 1/3/2" 5 - on 0 - 1 - 1/3/2" 7 - on 0 - 1 - 3/64" 6 - on 0 - 1 - 1/3/2"
5/16"  Wige  It  1 '''  1 7/16"  VERS  MOTIVI  UPLES  L DIAM  A METE  LL MATTHE MATTHE M	MMA 1 MMA 1/2 MMA 1/2 MMA 1/2 MMA 1/2 MMA 1/32 MMA 1 1/3 MM	ROAD & SWI ROAD & SWI FOR WHE 15= 16= 16= 17= 18= 19= 20= 21= RANGE RONT REAR 3 2 2 REMENTS A TNESS GROONDARDS FOR	Rim Thicknes Tread Wear TCH LOCOS - M Rim THICKNESS FRA 1" MMA 1 1/8" EEL DIAMETE 37 7/8" 38 1/8" 38 1/8" 38 1/8" 38 1/8" 38 1/8" 38 1/8" 38 1/8" 38 1/8" 38 1/8" 38 1/8" 38 1/8" 38 1/8" 38 1/8" 8 6 AXLE LOC. OWED IN WH	S  DIN 92 DAY RE  ER  OT HEIGHT  OMOTIVES (  EEL DIAMET	Tread WEAR FRA 5/16" MMA ½"  22= 23= 24= 25= 26= 27= MMX 6" MMN 3"  MMX 6" MMN 3 ½  OF THE WITH	FRA1 12" MMA 1 7/16"  38 34" 38 7/8" 39 1/8" 39 1/8" 39 3/8" 39 3/8" 39 3/8" 4 5/4 FRONT  FRO	Flange THICKNESS FRA 7/8" MMA 1"  29= 30= 31= 32= 33= 34= 35= HEIGHT OF HU OR UNCOUPL HANDHOLD  E 40" DIAMETE S ARE THE SA	RIM THICKNESS FRA 1" MMA 1 ½" 39 5/8" 39 ¾" 39 7/8" 40" 40 1/8" 40 ½" 40 3/8" 50 FRA MIN 30" FRA MAX 50" MMA MIN 30" FRA MAX 50" R WHEELS WITNI ME) SAME TRUCK ¼	Tread WEAR FRA 5/16" MMA '4"  36= 37= 38= 39= 40= 41= HANDHOLD ED AS HORIZON  ESS GROVE =	40 ½" 40 5/8" 40 7/8" 41 1/8" 41 1/8" 41 ½"	2.F 3/1	LOCO RAIL	HEIGHT MEASUREMENT  R R R R R FLANGE HICKNESS MEASUREMENT  CLEARANCE	0 on 191.3/16" 0 on 201.1/14" 0 on 201.1/15" 0 on 221.3/16" 0 on 221.3/16" 2 on 221.1/3/2" 4 on 221.1/3/2" 8 on 221.1/2  NEW GAUGE  0 - on 0 - 1.1/764" 1 - on 0 - 1.1/764" 2 - on 0 - 1.1/764" 3 - on 0 - 1.5/54" 4 - on 0 - 1.3/164" 5 - on 0 - 1.3/164" 6 - on 0 - 1.1/3/2" 7 - on 0 - 5/564"
5/16"  W  W  GE  It  Y  1 7/16"  1 7/16"  L DIAM  A METE  LL MAT  THE M  S THE	MMA 1 MMA 1/2  Flange THICKNESS FRA 7/8" MMA 1 1/32  SION CHAR 37" 37 1/8" 37 1/8" 37 1/8" 37 1/8" 37 1/8" 37 1/8" 37 1/8" 48 TEIGHT  MAX 34 1/2" MIN 32 1/2" MIN 32 1/2" METER MEASLE FR WHEEL WI FCHING STAI  MAXIMUM VAF	T FOR WHE  15= 16= 19= 20= 21= ANCE RONT  32/ ITREMENTS A ITRESS GROWN  NDARDS FOR RIATION ALL  ARIATION ALL  ARIA	Rim Thicknes Tread Wear TCH LOCOS - M Rim TTHICKNESS FRA 1" MMA 1 1/8"  EEL DIAMETE 37 7/8" 38 1/8" 38 1/8" 38 1/8" 38 5/8"  PIL FRA  MMA  RE TAKEN FRO OVE = 38" R 6 AXLE LOCO OVE IN WH LLLOWED, IN WH	S DAY RESEARCE OMOTIVES EEL DIAMET	Tread WEAR MMA ½"  22= 23= 24= 25= 26= 27= 28= MAX 6" MIN 3"  OF THE WITH (FRA & MMA (FR	FRA1 12" MMA 1 7/16"  38 3/4" 38 7/8" 39 1/8" 39 1/8" 39 3/8" 39 1/8" 4 3/4  FRONT  FRONT  FRONT  A STANDARDI  STANDARDI  EEN ANY 2 W VEEN ANY 2 W	Flange THICKNESS FRA 7/8" MMA 1"  29= 30= 31= 32= 33= 34= 35= HEIGHT OF HOOR UNCOUPL HANDHOLD  40" DIAMETE S ARE THE SA HEELS IN THE	RIM THICKNESS FRA 1" MMA 1 ½"  39 5/8" 39 ½" 39 7/8" 40" 40 1/8" 40 ½" 40 3/8"  PRIZONTAL END ING LEVER IF USE FRA MIN 30" MMA MIN 30" FRA MAX 50" MMA MAX 50" R WHEELS WITNI	Tread WEAR FRA 5/16" MMA '/"  36= 37= 38= 39= 40= 41= HANDHOLD D AS HORIZON  ESS GROVE =	40 ½" 40 5/8" 40 7/8" 41 1/8" 41 1/8" 41 ½"	2.F 3/1	LOCO RAIL	HEIGHT MEASUREMENT  R R R R R FLANGE HICKNESS MEASUREMENT  CLEARANCE	0-on-191-3/16* 0-on-201-3/16* 0-on-211-5/16* 0-on-221-3/18* 2-on-221-1/15* 6-on-221-1/15* 8-on-221-1/2*  NEW GAUGE  0-on-0-1-17/64* 1-on-0-1-17/64* 2-on-0-1-7/32* 3-on-0-1-5/32* 4-on-0-1-7/64* 5-on-0-1-7/64* 5-on-0-1-7/64* 7-on-0-1-7/64*
WUPLES  L DIAM A METE L MAT THE MATHEM STHE STHE STHE STHE STHE STHE STHE STHE	MMA 1 MMA 1/4  MMA 1/4  WEAR LIMITS -  Flange THICKNESS FRA 7/8"  MMA 1 1/32  SION CHAR 37" 37 1/8" 37 3/8" 37 3/8" 37 3/8" 37 3/8" 37 3/8" 4" E RAIL CLEAR R HEIGHT  MAX 34 ½" MIN 32 ½" MIN 32 ½"  METER MEASI ER WHEEL WI FCHING STAF  MAXIMUM VAF  MAXIM	ROAD & SWI  FOR WHE  T FOR WHE  15= 16= 10= 20= 21= EANCE  FRONT  REAR  JREMENTS A  TNESS GROON  NDARDS FO  RIATION ALL  ARIATION ALL  ARIATIO	RIM Thicknes Tread Wear TCH LOCOS M RIM THICKNESS FRA 1" MMA 1 1/8" EEL DIAMETE 37 7/8" 38 1/8" 38 1/8" 38 1/8" 38 1/8" 38 5/8" PIL FRA  WMA  RE TAKEN FRO OVE = 38" R 6 AXLE LOC OWED, IN WH LLOWED, IN W LLOWED, IN W LLOWED, IN W LLOWED, IN W	S  IN 92 DAY RE  ER.  OT HEIGHT  OMOTIVES I EEL DIAMET HEEL DIAMET HEEL DIAMET HEEL DIAMET HEEL DIAMET HEEL DIAMET	Tread WEAR WEAR FRA 5/16" MMA ½"  22= 23= 24= 25= 26= 27= 28=  MAX 6" MIN 3"  OF THE WITH (FRA & MMA LER, BETVVE ETER, BETV	FRANT  38 % 38 7/8" 39 39 1/8" 39 39 8 39 1/8" 39 3/8" 39 3/8" 39 1/8" 4 3/4  FRONT  4 3/4  REAR  4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4	Flange THICKNESS FRA 718" MMA 1"  29= 30= 31= 32= 33= 34= 35= HEIGHT OF HE OR UNCOUPL HANDHOLD  40" DIAMETE S ARE THE SA HEELS IN THE WHEELS IN THE WHEELS ON D	RIM THICKNESS FRA 1" MMA 1 ½"  39 5/8" 39 ½" 39 7/8" 40" 40 1/8" 40 ½" 40 3/8"  PRIZONTAL END ING LEVER IF USE FRA MIN 30" FRA MIN 30" FRA MAX 50" MMA MIN 30" FRA MAX 50"  R WHEELS WITNI ME) SAME TRUCK WE SAME TRUCK WE SAME TRUCK WHEEL DIAMETER FRO WHEEL DIAME	Tread WEAR FRA 5/16" MMA ¼"  36= 37= 38= 39= 40= 41= 44= HANDHOLD ED AS HORIZON  ESS GROVE =: VITHOUT SHIM WITH SHIMS EKS	40 ½" 40 5/8" 40 5/8" 40 7/8" 41 1/8" 41 1/4" ITAL	RF 3/	LOCO RAIL FRA MIN 2 V	HEIGHT MEASUREMENT  R R R R R FLANGE THICKNESS MEASUREMENT  CLEARANCE	0 on 191 3/16" 0 on 221-14" 0 on 221-36" 0 on 221-36" 2 on 221-36" 2 on 221-1552" 8 on 221-1552" 8 on 221-1552" 8 on 21-1554" 2 on 0 -1 -1762" 3 - on 0 -1 -1762" 3 - on 0 -1 -1764" 5 - on 0 -1 -1764" 6 - on 0 -1 -1764" 7 - on 0 -5964" 7 - on 0 -5964" 7 - on 0 -15765"
5/16"  WEGE  It 1 'A' 1 7/16"  VERS  MOTIVITY  MOTIVITY  L DIAM  A MATE  T THE ME  S THE:  GRAMETE  GRAMETE  HEIGHEIN  HEIGHEI	MMA 1 MMA 1/4  MMA 1/4  MMA 1/4  Flange THICKNESS FRA 7/8"  MMA 1 1/32  SION CHAR  37 1/8"  3	T FOR WHE  T T FOR WHE  T FOR WH  T	RIM Thicknes Tread Wear TCH LOCOS - M RIM THICKNESS FRA 1" MMA 1 1/8"  EEL DIAMETE 37 7/8" 38 1/8" 38 1/8" 38 1/8" 38 3/8" 38 1/8" 38 5/8"  PIL FRA  WMA  RE TAKEN FRO OVE = 38" R 6 AXLE LOC LOWED IN WH LLOWED, IN W LLOWED, IN W LLOWED, IN W LLOWED IN W LLOWED IN W LLOWED IN W LLOWED IN W	S  MN. 92 DAY RE  ER  OT HEIGHT  OMOTIVES I  EEL DIAME HEEL DIAME HEEL DIAME HEEL DIAME AND FLAT SPO	Tread WEAR MEAR MMA ½"  22= 23= 24= 25= 26= 27= 28= MAX 6" MIN 3"  MAX 6" MIN 3 "  OF THE WITH (FR.A. & MMA MIN 3")  (FR.A. & MMA MIN 3")  IFER. BET WEETER. BET WETER. BET WEETER. BET WETER.	Flange HEIGHT FRA 1 ½" MMA 1 7/16"  38 ¾" 38 7/8" 39 1/8" 39 1/8" 39 1/8" 39 ½" FRONT  4 3/4/ REAR  4 2 NESS GROOVE A STANDARDI EEN ANY 2 ½ VEEN ANY	Flange THICKNESS FRA 7/8" MMA 1"  29= 30= 31= 32= 33= 34= 35= HEIGHT OF HOOD OF THICKNESS FRA 7/8"  HEIGHT OF HOOD OF THICKNESS ARE THE SA HEELS IN THE WHEELS IN THE WHEELS ON D	RIM THICKNESS FRA 1" MMA 1 ½"  39 5/8" 39 ½" 39 7/8" 40" 40 1/8" 40 ½" 40 3/8"  PRIZONTAL END ING LEVER IF USE FRA MIN 30" FRA MIN 30" FRA MAX 50" MMA MIN 30" FRA MAX 50"  R WHEELS WITNI ME) SAME TRUCK WE SAME TRUCK WE SAME TRUCK WHEEL DIAMETER FRO WHEEL DIAME	Tread WEAR FRA 5/16" MMA ¼"  36= 37= 38= 39= 40= 41= HANDHOLD ED AS HORIZON  ESS GROVE =:  WITHOUT SHIM WITH SHIMS  KIS  SURES	40 ½" 40 5/8" 40 7/8" 41 1/8" 41 1/8" 41 1/4"  ITAL  36"	CF 3/	LOCO RAIL FRA MIN 2 1/3 MMA MIN 3	HEIGHT MEASUREMENT  R R R R R R R R R R R R R R R R R R	0 on 191-3/16" 0 on 201-1/16" 0 on 221-3/16" 0 on 221-3/16" 0 on 221-3/16" 2 on 221-1/3/2" 4 on 221-1/3/2" 8 on 221-1/3/2" 0 on 0 - 1 - 1/764" 1 - on 0 - 1 - 1/764" 1 - on 0 - 1 - 1/764" 3 - on 0 - 1 - 3/64" 5 - on 0 - 1 - 3/64" 5 - on 0 - 1 - 3/64" 5 - on 0 - 1 - 1/3/2" 7 - on 0 - 5/3/6" 8 - on 0 - 1 - 1/3/2" 7 - on 0 - 5/3/6"
GE tt 'W' WERS  WOTIME L DIAMETE L MAT FHE M MS THE DIAMETE BERTHE DIAMETE ES SPOT	MMA 1 MMA 1/4  MMA 1/4  MMA 1/4  Flange THICKNESS FRA 7/8"  MMA 1 1/32  SION CHAR  37 1/8"  3	T FOR WHE  T FOR WH	RIM Thicknes Tread Wear TCH LOCOS M RIM THICKNESS FRA 1" MMA 1 1/8" EEL DIAMETE 37 7/8" 38 1/8" 38 1/8" 38 1/8" 38 1/8" 38 5/8" PIL FRA  MMA  RE TAKEN FRO OVE = 38" R 6 AXLE LOC OWED, IN WH LLOWED, IN W LLOWED, IN W CHAMETER TO DETE UIRED & TO 10 DIAM IT SHELLED TREAD OWE SHELLED TREAD OWE SHELLED SPOT	S  MIN. 92 DAY RE  ER  OT HEIGHT  OMOTIVES I  EEL DIAME HEEL DIAME HEEL DIAME HEEL DIAME AND FLAT SPO	Tread WEAR MEAR MMA ½"  22= 23= 24= 25= 26= 27= 28= MAX 6" MIN 3"  MAX 6" MIN 3 "  OF THE WITH (FR.A. & MMA MIN 3")  (FR.A. & MMA MIN 3")  IFER. BET WEETER. BET WETER. BET WEETER. BET WETER.	Flange HEIGHT FRA 1 ½" MMA 1 7/16"  38 ¾" 38 7/8" 39 1/8" 39 1/8" 39 1/8" 39 ½" FRONT  4 3/4/ REAR  4 2 NESS GROOVE A STANDARDI EEN ANY 2 ½ VEEN ANY	Flange THICKNESS FRA 7/8" MMA 1"  29= 30= 31= 32= 33= 34= 35= HEIGHT OF HOOD OF THICKNESS FRA 7/8"  HEIGHT OF HOOD OF THICKNESS ARE THE SA HEELS IN THE WHEELS IN THE WHEELS ON D	RIM THICKNESS FRA 1" IMMA 1 ½"  39 5/8" 39 3½" 39 7/8" 40" 40 1/8" 40 1/8" 40 3/8"  PRIZER STAND	Tread WEAR WEAR FRA 5/16" MMA ¼"  36= 37= 38= 39= 40= 41= 42= HANDHOLD ED AS HORIZON  WITH SHIMS WI	40 ½" 40 5/8" 40 5/8" 40 7/8" 41 1/8" 41 1/8" 41 1½"  ITAL  Series APPLIED.	CF 3/	LOCO RAIL FRA MIN 2 1/3 MMA MIN 3	HEIGHT MEASUREMENT  R R R R R R R R R R R R R R R R R R	0 on 191-3/16" 0 on 201-1/16" 0 on 221-3/16" 0 on 221-3/16" 0 on 221-3/16" 2 on 221-1/3/2" 4 on 221-1/3/2" 8 on 221-1/3/2" 0 on 0 - 1 - 1/764" 1 - on 0 - 1 - 1/764" 1 - on 0 - 1 - 1/764" 3 - on 0 - 1 - 3/64" 5 - on 0 - 1 - 3/64" 5 - on 0 - 1 - 3/64" 5 - on 0 - 1 - 1/3/2" 7 - on 0 - 5/3/6" 8 - on 0 - 1 - 1/3/2" 7 - on 0 - 5/3/6"

Common. Maine, & Atlantic Rusley

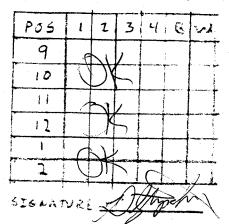
Tinto 12-12-12-13 Jani Harma Air Wan

	TO MANAGE CONTRACTOR AND A STATE OF THE STAT
	Signario of thispect and repair air piping and valves for real of this air piping and valves for real of the second of the secon
	Test all air gauges with gauge tester and set if required
· (*,	With full brake pipe pressure, make a 20th, reduction, move the cutoff valve to "OUT" position, and move the lead – dead valve to "DEAD" position. Brakes must remain applied for 5 minutes.  M. M
<u>4</u>	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.  M. Mehor
Ch Les test	Drain #1 main reservoir (*) completely and test check valve between reservoirs.
	ined. At the main reservoir gauge in the cab as #1 main reservoir is the cab as #1 main reserv
or i	Check all MU valve handles to ensure the locking devices work properly. Lubricate replace as
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Vic G	test and CALABRA + Aik Fhow Meter Thanki
1	test and CALABRA + Aik Thow Meter Comme

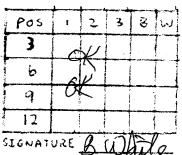
UNIT # 8525

SA 12-12-12

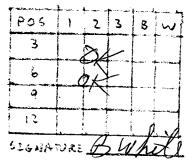
### MATH ALTERNATOR



NO. I TRALIZON MOTOR



NOIZ TRACTION MOTOR



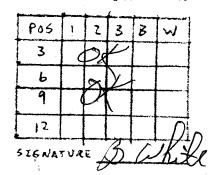
SLIPRING AUXILIARY G<del>ENERATO</del>R

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NO.4 TRACTION MOTOR



EXCITER GENERATOR

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NO. 5 TRACTION MOTOR

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CAB HEATER BRUSHES ENG. OK COND. OK

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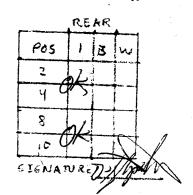
## FUEL FUMP MOTOR

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4	SIGNATULE THOMAS									

# DYNAMIC BRAKING BLOWER MOTORS





Manufacturer is QEI Version # S45E Serial Number is 0204110402 Customer is MMAR

Data was removed on

-08:38:08 on 12/12/12

Last Downloaded on

- 09:11:00 on 09/11/12

Battery was installed on

- 11/12/04

Locomotive Number is

- 8525

Downloaded by -

Dave Stupak...

Location

- Derby, Maine, US

Train

MMA#1

Wheel Size Entry - 42.6

ly - 42.0

Wheel Size used by program:

Circumference = 133.8 Diameter = 42.6

No memo present.

Wheel size used for printout is 133.83

QDP Version V



#### Quantum Desktop Playback Data Scan Report

Report Date: 12-12-2012 Locomotive 8525

Data Removed on 12-12-12

SPEED (MPH) OK
TRACTION MOTOR CURRENT OK
BRAKE PIPE PRESSURE OK
INDEPENDENT BRAKE OK

END-OF-TRAIN PSI Never above 20. EP BRAKE REQUESTED Never ON/ACTIVE

THROTTLE Dynamic Brake never reported.

Stop never reported. Low Idle never reported.

REVERSE OK

EIE Never ON/ACTIVE

PCS OK HORN OK

EOT MOVING

EOT MSG. JUST RX

Never ON/ACTIVE

EOT LIGHT

EP OPERATING MODE

EP PENALTY BRAKE

EP ENGINEER EMERGENCY

Never ON/ACTIVE

Never ON/ACTIVE

Never ON/ACTIVE

CONFIDENTIAL MMA-0002923