



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

I have reviewed the work packet for locomotive 835 on this  
date 12-28-10 and take no exception to applicable laws, rules and or MMA  
standards, policies and standards.

fire out + stack - repaired - M.B. PA  
oil leak - repaired - H. Hassey

UNIT 8525

DATE 12-28-70

### Service Operations

#### THROTTLE 8 INBOUND LOAD TESTS

Eng RPM (900)	FMD	_____	Lube Oil Pres	_____
Eng RPM (1050)	GE	<del>1000</del> <u>978</u>	Water Temp	<u>202°</u>
Horsepower		<u>3742</u>	Overspeed Setting	_____
Volts (5.3)	B-23	_____	RACK SETTING	_____
Volts (7)	C-30	_____		
Volts (720)	B-39	<u>700</u>		

3855 AMPS

#### THROTTLE #1 STALL TEST

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

31 psi Air box pressure

H2O Temp ~~200~~ in self load

Lube oil temp 190

Crank case psi - 0

Bp in Carb 90 psi

ind. Fullset 72 psi

outbound test 12-28-10

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

**In-Bound Loadtest Electrical/Mechanical**

ELECTRICAL		WORKED BY:
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)		<i>M. Lovato</i>
CHECK THE FOLLOWING FOR PROPER OPERATION:		
A. CREW ALERT		
B. RADIO AND ANTENNA		
C. AXLE ALT. SPEEDO		
D. MU ENGINE SHUTDOWN		<i>M. Lovato</i>
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		<i>M. Lovato</i>
CHECK OPERATION OF ENGINE PROTECTION DEVICES:		
A. CRANKCASE PRESSURE		
VISUALLY INSPECT AIR COMPRESSOR FOR WATER, AIR OR OIL LEAKS		
PERFORM MANUAL AIR BRAKE TEST		0
Verify Flow Gauge		
130 main reservoir is 64 + or - 3,		
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)		131-142
D. BRAKE CYLINDER (72 - 74 PSI)		90
E. COMPRESSOR CONTROL (130 - 140 PSI +/-5 PSI)		90
CHECK FLUID LEVELS BEFORE LOADING:		
A. ENGINE OIL		72
B. COOLING WATER		131-142
C. AIR COMPRESSOR OIL		
TEST OPERATION OF THE FOLLOWING DEVICES:		
A. BELL		
B. SANDERS (FORWARD, REVERSE, EMERGENCY)		
C. RADIATOR SHUTTERS		

NOTE: 120-130-140 main

# Service Operations

UNIT \_\_\_\_\_

DATE \_\_\_\_\_

## THROTTLE 8 INBOUND LOAD TESTS

Eng RPM (900)	EMD	_____	Lube Oil Pres	_____
Eng RPM (1050)	GE	_____	Water Temp	_____
Horsepower		_____	Overspeed Setting	_____
Volts (5.3)	B-23	_____	RACK SETTING	_____
Volts (7)	C-30	_____		
Volts (720)	B-39	_____		

## THROTTLE #1 STALL TEST

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

Unit: 8525

Date: 12-08-10

### DEFECTS FOUND DURING INSPECTION

DEFECT <u>Turbo Elbow to Airbox off on Eng side</u> <u>bolts broken</u>	INSPECTED BY: <u>J.A. JPK</u>
REPAIR <u>installed new strings &amp; bolts</u>	CORRECTED BY: <u>J.A. JPK</u>

DEFECT <u>Turbo intake boot slid back</u>	INSPECTED BY: <u>J.A. JPK</u>
REPAIR <u>moved in to correct position</u>	CORRECTED BY: <u>J.A. JPK</u>

DEFECT <u>2 worn brake shoes</u>	INSPECTED BY:
REPAIR <u>replaced 2 shoes</u>	CORRECTED BY:

DEFECT <u>LR step right out / socket loose</u>	INSPECTED BY: <u>J. Anderson</u>
REPAIR <u>replaced bulb / tightened socket</u>	CORRECTED BY: <u>J. Anderson</u>

DEFECT <u>oil leak at pipe by oil cooler</u>	INSPECTED BY: <u>J. Black</u>
REPAIR <u>replaced seal</u>	CORRECTED BY: <u>K. Hussey</u>

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

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

### DEFECTS FOUND DURING INSPECTION

DEFECT _____ _____ _____	INSPECTED BY: _____ _____
REPAIR _____ _____ _____	CORRECTED BY: _____ _____

DEFECT _____ _____ _____	INSPECTED BY: _____ _____
REPAIR _____ _____ _____	CORRECTED BY: _____ _____

DEFECT _____ _____ _____	INSPECTED BY: _____ _____
REPAIR _____ _____ _____	CORRECTED BY: _____ _____

DEFECT _____ _____ _____	INSPECTED BY: _____ _____
REPAIR _____ _____ _____	CORRECTED BY: _____ _____

DEFECT _____ _____ _____	INSPECTED BY: _____ _____
REPAIR _____ _____ _____	CORRECTED BY: _____ _____

# Description of Work Performed

Locomotive ID 8525 Time Started 12-27-10 Time Finished 12-28-10

1030 hrs

1300 hrs

oil leak at Michigan foil cooler pipe. - Replaced oil seal - K. Hasse

Turbo to Air box elbow separated - Reinstalled with new O-Rings / bolts

Dailyed - 12-28-10

Self load - Tested OK.

# Description of Work Performed

Locomotive ID

Time Started

Time Finished

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



