



MO-5

NOTE - LEAKING OIL
ON turbo green (DIP)

Locomotive Release from Shop Form

To be completed on every engine released from the Shop

I have reviewed the work packet for locomotive 5016 on this date 6-8-13 and take no exception to applicable laws, rules and or MMA standards, policies and standards.

Wheels measure - 6-8-13 A Black

oil sample B White

LG wick box cracked - wick is out - box drained
K. Hays

Greased Fan drive
Aux. blower motor
Rack

Need to grease comp. drive shaft = No coupling
grease in stock

K. Hays



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)	_____	

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)	
CHECK OPERATION OF:	
A. HEATING	
COMPLETE THE IN-BOUND LOAD TEST SHEETS	
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 + 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

MECHANICAL IN HOUSE

WORKED BY:



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

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)

R. Boachie N.C.
R. Boachie N.C.
R. Boachie N.C.
R. Boachie N.C.
R. Boachie N.C.

1 TRACTION MOTOR: OIL USED *H. Carbyne*
 # 2 TRACTION MOTOR: OIL USED *H. Carbyne*
 # 3 TRACTION MOTOR: OIL USED *H. Carbyne*
 # 4 TRACTION MOTOR: OIL USED *R. Boachie*
 # 5 TRACTION MOTOR: OIL USED *R. Boachie*
 # 6 TRACTION MOTOR: OIL USED *R. Boachie*

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

R. Boachie N.C.

CAB

CHECK FIRE EXTINGUISHERS, DATE AND TAG. REPLACE IF USED OR OUT OF DATE.
 CHECK HANDBRAKE AND INSPECT DATE. MAKE REPAIRS AS NECESSARY

V.P. Goodwin
V.P. Goodwin

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

N/A
H. Carbyne
H. Carbyne

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 SLIDES FOR/AFT EASILY
 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.

OK
R. Boachie
 [Large checkmark]

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

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.	<i>OK Burke</i>
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.	
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: 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	
	<i>OK Burke</i> <i>D. Carpenter</i> N/A

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

Revision Date: 8/18/2010
 Issued By: Tim Scalia



Electrical in House

WORKED BY:

SERVICE THE BATTERIES AND COMPLETE JSP-010

B White

VERIFY EVENT RECORDER IS WORKING

CHECK & RECORD THE DATE ON HEAD END DEVICE NA

CHECK THE FOLLOWING EQUIPMENT AND THEIR RELATED GUARDS AND LENSES FOR PROPER OPERATION:

ok B White

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

TRACTION MOTORS AND UNDERFRAME

CHECK ALL BRUSHES

ok B White

CHECK THE TRACTION MOTOR LEADS, VERIFY NO LEADS ARE RUBBING ON THE FRAME

INSPECT TRACTION MOTOR COVERS AND ENSURE BOLTS ARE IN PLACE AND TIGHT

CHECK M.U. RECEPTACLE PINS AND LIDS. MAKE NECESSARY REPAIRS

MAKE SURE M.U. CABLES DO NOT FOUL COUPLERS

[Signature]

MONTREAL, MAINE, & ATLANTIC RAILWAY
BRUSH RECORD

UNIT # 5016

DATE 7/9/13

MAIN ALTERNATOR

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

SIGNATURE B White

NO. 1 TRACTION MOTOR

POS	1	2	3	B	W
3					
6		OK			
9					
12					

SIGNATURE B White

NO. 2 TRACTION MOTOR

POS	1	2	3	B	W
3					
6		OK			
9					
12					

SIGNATURE B White

NO. 3 TRACTION MOTOR

POS	1	2	3	B	W
3					
6		OK			
9					
12					

SIGNATURE B White

NO. 4 TRACTION MOTOR

POS	1	2	3	B	W
3					
6		OK			
9					
12					

SIGNATURE B White

AUXILIARY GENERATOR

POS	1	2	3	B	W
2					
4		OK			
8					
10					

SIGNATURE B White

NO. 5 TRACTION MOTOR

POS	1	2	3	B	W
3					
6		OK			
9					
12					

SIGNATURE B White

NO. 6 TRACTION MOTOR

POS	1	2	3	B	W
3					
6		OK			
9					
12					

SIGNATURE B White

EXCITER GENERATOR

POS	1	2	3	B	W
2					
4		OK			
8					
10					

SIGNATURE B White

heater

DYNAMIC BRAKING BLOWER MOTORS

FRONT

POS	1	3	W
2			
4		OK	
8			
10			

SIGNATURE B White

REAR

POS	1	3	W
2			
4			
8			
10			

SIGNATURE _____

FUEL PUMP MOTOR

POS	1	B	W
3			
9		OK	

SIGNATURE B White

16. On MUI engines, pull the Governor button and hold back the Lay-shaft while cranking the engine over to prevent unit from starting.

18. Based on the cranking voltages, is any battery suspect of needing replaced? YES **NO**

Burbank

2 Battery Units	Specific Gravity				Water Added			Battery Replaced-Reason
	Cell 1	Cell 2	Cell 3	Cell 4	Yes	No	Yes	
Battery 1								o
Section A	1275	1225	✓	✓	✓		✓	
Section B	✓	1275	1250	1250	✓			
Section C	✓	1300	1250	1275	✓			
Section D	✓	1300	✓	1175	✓			

Volts 6.2 6.36 6.19 6.35

2 Battery Units	Specific Gravity				Water Added			Battery Replaced-Reason
	Cell 1	Cell 2	Cell 3	Cell 4	Yes	No	Yes	
Battery 2								o
Section A	1175	1150	1275	1200		✓		
Section B	1275	1275	1300	1225		✓		
Section C	1300	1275	1300	1250		✓		
Section D	1300	1300	1300	1250		✓		

Volts 6.35 6.05 6.85 6.14

8 Battery Units	Specific Gravity				Water Added			Battery Replaced-Reason
	Cell 1	Cell 2	Cell 3	Cell 4	Yes	No	Yes	
Battery 1								
Battery 2								
Battery 3								
Battery 4								
Battery 5								
Battery 6								
Battery 7								
Battery 8								

BATTERY CRANKING VOLTAGE CHART

	Battery 1	Battery 2	Battery 3	Battery 4	Battery 5	Battery 6	Battery 7	Battery 8
Battery Voltage	31	33.1						
Battery Voltage								
Cranking Battery Voltage								
Battery Voltage								
Cranking Battery Voltage								

LOCOMOTIVE

5016

DATE

6-8-13

	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	
L#1	0-21	0-0	24				L#1							FLANGE THICKNESS MEASUREMENT 0-on 0-1-17/64" 1-on 0-1-15/64" 2-on 0-1-7/32" 3-on 0-1-5/32" 4-on 0-1-7/64" 5-on 0-1-3/64" 6-on 0-1-1/32" 7-on 0-63/64" 8-on 0-15/16"
L#2	0-18	0-0	38				L#2							
L#3	0-18	0-0	38				L#3							
L#4	0-19	0-0	28				L#4							
L#5	0-22	0-0	19				L#5							
L#6	0-18	0-0	29				L#6							
R#1	5-22	0-0	22				R#1	CUT Flange height TO.					OLD GAUGE FLANGE HEIGHT MEASUREMENT 0-on 0-1" 0-on 1-1-1/16" 0-on 2-1-1/8" 0-on 3-1-3/16" 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 6-1-3/64"	
R#2	0-18	0-0	35	Sharp Vertical Flange			R#2							
R#3	0-19	0-0	38				R#3							
R#4	0-18	0-0	28				R#4							
R#5	0-22	0-0	19				R#5							
R#6	0-19	0-0	29				R#6							

WEAR LIMITS FOR ROAD & SWITCH LOCOMOTIVES - MINIMUM DAILY REQUIREMENTS

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

FLANGE HEIGHT MEASUREMENT

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

WEAR LIMITS - PASSENGER LOCOS - MIN 92 DAY REQ

FLANGE Height	Flange THICKNESS	Rim THICKNESS	Tread WEAR	Flange HEIGHT	Flange THICKNESS	Rim THICKNESS	Tread WEAR
FRA 1 1/2"	FRA 7/8"	FRA 1"	FRA 5/16"	FRA 1 1/2"	FRA 7/8"	FRA 1"	FRA 5/16"
MMA 1 7/16"	MMA 1 1/32"	MMA 1 1/8"	MMA 1/4"	MMA 1 7/16"	MMA 1"	MMA 1 1/2"	MMA 1/4"

NEW GAUGE

0-on 17-1-1/16"
 0-on 18-1-1/8"
 0-on 19-1-3/16"
 0-on 20-1-1/4"
 0-on 21-1-5/16"
 0-on 22-1-3/8"
 2-on 22-1-13/32"
 4-on 22-1-7/16"
 6-on 22-1-15/32"
 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 1/4"

LOCOMOTIVE RAIL CLEARANCE

COUPLER HEIGHT	FRONT	PILOT HEIGHT	FRONT	HEIGHT OF HORIZONTAL END HANDHOLD OR UNCOUPLING LEVER IF USED AS HORIZONTAL HANDHOLD	LOCO RAIL CLEARANCE
FRA	MAX 34 1/2" MIN 31 1/2"	FRA	MAX 6" MIN 3"	4 7/8"	FRA MIN 2 1/2"
MMA	MAX 34 1/2" MIN 32 1/2"	MMA	MAX 6" MIN 3 1/2"	3 3/4"	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)

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

NOTE:
 WHEN FIGURING THE DIFFERENCE IN WHEEL DIAMETER, TO DETERMINE IF SHIMS ARE REQUIRED, YOU MUST USE THE AVERAGE WHEEL DIAMETER FIGURES

REMEMBER THIS RULE

0 TO 5 DIAMETER DIFFERENCE NO SHIMS REQUIRED 6 TO 10 DIAMETER DIFFERENCE ADD APPROPRIATE SHIMS TO BOTH BOXES ON BOTH SIDES OVER 10 IN DIAMETER DIFFERENCE REQUIRES WHEEL CHANGE OR TRUED NOTE: ON EMD LOCOMOTIVES USE ONLY ONE 1/2" SHIM EMD PART NUMBER 8455981 SHELLED TREAD AND FLAT SPOTS MUST BE TRUED OR CHANGED WHEN FOUND ON PERIODIC OR UNSCHEDULED MAINTENANCE KCS CONDEMNING LIMITS FOR SHELLED TREAD ON A SERVICE TRACK:

• ONE SHELLED SPOT 1" OR GREATER IN LENGTH • ONE SHELLED SPOT WITH A DEPTH OF 1/4" OR MORE.

EMPLOYEES SIGNATURE

D. Black

SUPERVISORS SIGNATURE

[Signature Box]

Montreal, Maine, & Atlantic Railway
Mechanical Department

Unit Number. 5016

Date 6-9-13

1. Inspect traction motor wicks and report action

- #1. OK ... A. Curly
- #2. OK ...
- #3. OK ...
- #4. OK - ... OK ... J. P. Bouché
- #5. OK - ... 16 wick out ... J. P. Bouché
- #6. OK - ... OK ... BOX 5" crack ... J. P. Bouché

Montreal, Maine, & Atlantic Railway
Locomotive

Unit 5024

Date 6-10-73

3 Month Federal Air Work

Signature

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

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

Lube MU brake pistons King

WINTERIZATION

Signature

Winterization - Air WIMA Locomotives. (August - April)

Inspect front and rear cab door seals replace, as needed (NO TAPE)

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.

Operate Window Defrosters-Check condition of Defroster @ 45o F above Ambient Temperature.

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)

Inspect Cab Windows Slider Rail, Adjust Top Rail as needed, Lubricate with Silicone Grease.

Renew all Wiper Blades.

Criteria for Door seal Replacement:

A. Seal shows signs of Deterioration and or Medium to Heavy Cracking.

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.

C. With windows fully in the closed position there is a gap between window frame and carbody.

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

B. Williams
B. Williams
B. Williams

B. Williams

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
 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)
 - 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

H. Campbell
N/A
D. Smith
D. Smith
D. Smith

O. Smith

NOTE: 120-130-140 main

66
2791 H.P.



Service Operations

THROTTLE 8 OUTBOUND LOAD TESTS

UNIT _____

DATE _____

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)	_____	

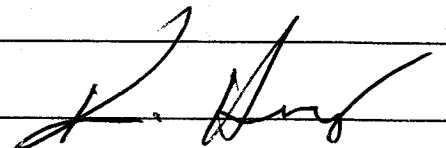
Description of Work Performed

Locomotive ID

Time Started

Time Finished

- Work done on 5016 Engine
- WASHED unit covered oil
 - Tighten boot up on WATER TANK
 - unpluged Sump
 - Shim missing on oil cover (FIXED)
 - replaced to base cover gaskets
 - changed out 5 BASE covers
 - Took #5 TM out - replaced wheel & FIXED support box
 - exhaust leaking - replaced Gaskets & tighten all bolt up


B.C.

NOTE STILL leaking oil (stream under turbo)
cut #1 R wheel to 3 ON 22

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

Description of Work Performed

Locomotive ID _____

Time Started _____

Time Finished _____

Unit: 5016

Date: 6-10-13

DEFECTS FOUND DURING INSPECTION

DEFECT <u>L5 wick box 5" crack</u> <u>wick box drained & wick out</u>	INSPECTED BY: <u>J. P. Bouché</u>
REPAIR <u>Company out fixed</u>	CORRECTED BY: <u>K. Harg</u>

DEFECT <u>inner brake slide bushings broke & missing</u> <u>R4, L4</u>	INSPECTED BY: <u>J. P. Bouché</u>
REPAIR <u>replaced with</u> <u>new bushings & bolts</u>	CORRECTED BY: <u>K. Harg / D.B.</u>

DEFECT <u>#4 B-Case bolt missing behind B-head</u>	INSPECTED BY: <u>J. P. Bouché</u>
REPAIR <u>replaced</u>	CORRECTED BY: <u>B. Cleary</u>

DEFECT <u>#5 B-Case bolt missing - Behind B-head</u>	INSPECTED BY: <u>J. P. Bouché</u>
REPAIR <u>Repaired T-Motor gear case Holds</u> <u>Replaced wheel w/ 1 1/2 Tread.</u> <u>Company out</u>	CORRECTED BY: <u>J. B. / K. H.</u>

DEFECT <u>oil leak somewhere - Fuel tank covered</u> <u>cond. side walkway has oil on it by generator</u> <u>door running down on rear truck</u>	INSPECTED BY: <u>J. P. Bouché</u>
REPAIR <u>Washed</u>	CORRECTED BY: <u>B. C. / K. Harg</u>

Unit: _____

Date: _____

DEFECTS FOUND DURING INSPECTION

DEFECT	Several exhaust leaks somewhere ES covered with soot	INSPECTED BY:	J.P. Goodwin
REPAIR	Tighten up & replace gaskets	CORRECTED BY:	K. King / BC

DEFECT	water leak at big rubber on oil cooler to water holding tank cond side	INSPECTED BY:	J.P. Goodwin
REPAIR	Tighten up	CORRECTED BY:	K. King

DEFECT	Fire Ext in Eng Room could not read Exp. date - oily	INSPECTED BY:	J.P. Goodwin
REPAIR	Replaced	CORRECTED BY:	J.P. Goodwin

DEFECT	Eng. Room very oily - needs wash job	INSPECTED BY:	J.P. Goodwin
REPAIR	Washed	CORRECTED BY:	BC / K. King

DEFECT	gauge (Main Res) not holding when tested	INSPECTED BY:	B. White
REPAIR	replaced gauge mount	CORRECTED BY:	M. Corbett B. White