

Bangor and Aroostook Railroad
Locomotive
Quarterly Mechanical Maintenance

Unit 100

Date 5-10-06

PERFORM A PISTON RING CHECK AND RECORD CONDITION

PISTON	RING 1	RING 2	RING 3	RING 4	PISTON	RING 1	RING 2	RING 3	RING 4
1	OK	→	→	→	9	OK	→	→	→
2	OK	→	→	→	10	OK	→	→	→
3	OK	→	→	→	11	OK	→	→	→
4	OK	→	→	→	12	OK	→	→	→
5	OK	→	→	→	13	OK	→	→	→
6	OK	→	→	→	14	OK	→	→	→
7	OK	→	→	→	15	OK	→	→	→
8	OK	→	→	→	16	OK	→	→	→

B - BROKEN S - SMOOTH OK

SIGNATURE Hess

2. Inspect and repair cab seats	<u>Hess</u>
3. Inspect, repair and lube door hinges and latches.	<u>Hess</u>
4. Inspect and repair cab weatherstripping	<u>Hess</u>
5. Inspect and repair windows, slides, and latches	<u>Hess</u>
6. Check for FRA stenciling	<u>Hess</u>
9. Check for emergency brake decals and Hazmat book.	<u>Hess</u>
10. Inspect and repair toilet.	<u>Hess</u>

Comments:

Dumped toilet Hess

BANGOR AND AROOSTOOK RAILROAD

12-MONTH Fed. & AIR WORK

unit no. 100

Date 5-10-06

24-RL EQUIPMENT (UNITS 60-79)

- 1. Change Feed Valve. Vinnie
- 2. Change Relay Valve Portion. Vinnie
- 3. Change Main Reservoir Relief Valve. check on board
- 4. Remove and Clean Type "H" Filter. same
- 5. Remove and Clean Dirt Collector. Vinnie
- 6. Check Setting of Comp. Governor (130 to 140) Lb. .. check
- 7. Check Brake Pipe Pressure (75 Lb.). Vinnie
- 8. Check Brake Cyl. Pressure with Auto. App. (40 Lb.). Vinnie
- 9. Check Independent Brake Pressure (45 Lb.). Hosey
- 10. Cut out Compressor Unloaders and test Main Res. Relief Valve (Should pop at 155 Lb.).

COMMENTS:

Bangor and Aroostook Railroad
Locomotive
Quarterly Maintenance

Unit 100

Date 5-10-06

ANNUAL #1

- | | |
|---|-------------|
| 1. Tighten nuts and bolts on engine. | <u>JRW</u> |
| 2. Clean oil separator elements. | <u>DAVE</u> |
| 3. Blow dirt out of radiator passages. | <u>DAVE</u> |
| 4. Check out bell ringer piston assy. | <u>DAVE</u> |
| 5. Inspect fuel system for leaks, (Black light). | <u>JRW</u> |
| 6. Clean and check brushes in cab heater motors. | <u>DAVE</u> |
| 7. Blow dirt out of <u>Main Gen.</u> , <u>Aux. Gen.</u> & <u>Fuel pump</u>
<u>DONE</u> <u>DONE</u> <u>DONE</u> | <u>DAVE</u> |
| 5. Check operation of wheel slip relays. | <u>NA</u> |

Comments:

18419 EUCLID AVENUE
CLEVELAND, OH 44112-1016
(800) 726-5400, FAX (216) 383-9633

CUSTOMER NO.: 18421
UNIT NO.: 100
DESCRIPTION: ENGINE W/DIOL 17 SG 2000
END USER: LOCOMOTIVE MANAGER
MONTREAL MAINE & ATLANTIC RR
END USER LOCATION: DERBY, ME 04463

MAKE: EMD
MODEL 12-567
OIL BRAND: EXXON
OIL TYPE: DIOL 17RD 2000
SERIAL NO.:
FUEL TYPE: DIESEL

NO. COPIES 2

SAMPLE DATA

LAB#	SAMPLE DATE	TIME ON OIL	RECEIPT DATE	TIME ON UNIT
219568	09/20/2006	10000	10/14/2006	500000
42202	02/06/2006	100000	02/27/2006	500000
208883	08/17/2005	10000	09/15/2005	500000

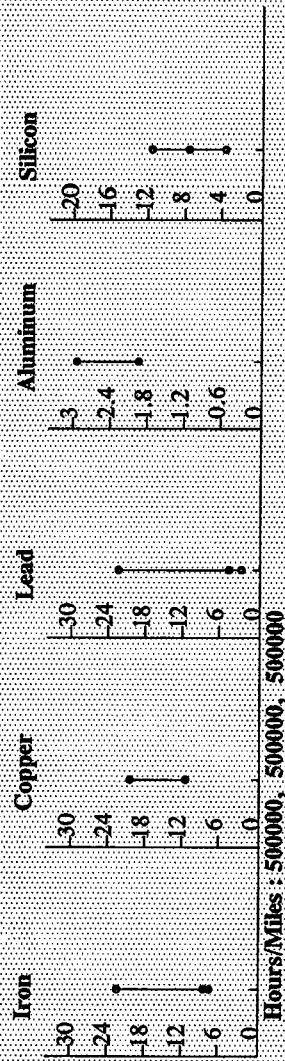
SPECTROCHEMICAL ANALYSIS (ppm)

IRON	CHROMIUM	LEAD	COPPER	TIN	ALUMINUM	NICKEL	SILVER	SILICON	BORON	SODIUM	MAGNESIUM	CALCIUM	BARIUM	PHOSPHORUS	ZINC	MOLYBDENUM	TITANIUM	VANADIUM	POTASSIUM	FUEL (%VOL)	VIS @ 40 C	VIS @ 100 C	WATER (%VOL)	SOOT/SOLIDS (%WT)	COOLANT
8	4	3	12	0	2	0	1	4	0	10	32	4838	0	4	5	122	0	0	0	<1	N/A	N/A	0.63	0.2	N/A
9	4	5	12	0	3	0	1	8	3	21	26	4854	0	1	7	108	0	0	0	<1	N/A	N/A	4.90	0.1	N/A
23	26	23	21	0	3	0	1	12	20	132	28	4582	0	9	4	98	0	0	0	<1	N/A	12.86	0	0.1	N/A

ADDITIONAL TESTS

TBN	Value
219568	12.88
42202	12.54
208883	10.95

GRAPHICAL ANALYSIS



LAB# ANALYSIS RECOMMENDATIONS

219568 TEST RESULTS INDICATE EXCESSIVE WATER PRESENT. RECOMMEND CHECK FOR SOURCE OF CONTAMINATION. TEST RESULTS INDICATE LUBE OIL FILTER(S) SHOULD BE CHANGED. RECOMMEND RESAMPLING IN 30 DAYS! ***RESULTS REPORTED BY FAX***

42202 TEST RESULTS INDICATE EXCESSIVE WATER PRESENT. RECOMMEND CHECK FOR SOURCE OF CONTAMINATION. TEST RESULTS INDICATE LUBE OIL FILTER(S) SHOULD BE CHANGED. RECOMMEND RESAMPLING IN 30 DAYS! ***RESULTS REPORTED BY FAX***

208883 WEAR METAL(S) HIGH - INDICATING POSSIBLE RING WEAR. RECOMMEND RESAMPLING IN 30 DAYS! ***RESULTS REPORTED BY FAX***

Key
A: Abnormal C: Critical

LOCOMOTIVE MANAGER
MONTREAL MAINE & ATLANTIC RR
18 B & A AVE
DERBY, ME 04463

THE FOLLOWING INFORMATION HAS BEEN PROVIDED TO ASSIST IN THE INTERPRETATION OF YOUR OIL ANALYSIS.

WEAR METALS

These metals indicate wear on particular components of an individual unit. The particles of these metals will indicate a wear problem on the microscopic level before the problem can be detected by conventional means. The existence of a wear problem is determined not only by absolute values of metals, but more importantly a relative increase or trend in one or more of these metals.

WEAR METAL SOURCES

- Iron Cylinders, Gears, Rings, Crankshafts, Liners, Bearings, Housings, Rust.
- Chromium Rings, Roller/Taper Bearing, Rods, Platings.
- Lead Bearing Overlays, additive in gear oil and gasoline.
- Copper Bushings, Bearings, Thrust-Washers, Friction Plates, Oil Cooler, additive in oil.
- Tin Bearings, Bushings, Pistons, Platings.
- Aluminum Pistons, Bearings, Pumps, Blowers, Rotors, Thrust-Washers.
- Nickel Valves.
- Silver Bearings, Bushings, Platings.
- Manganese Trace elements in liners and rings, additive in gasoline.
- Titanium Trace element.
- Vanadium Trace element.

CONTAMINANTS

These elements can be an indicator of both internal and external contamination. The source and amount of contamination can be determined by comparison to a previously normal sample or to a new oil reference. Specific tests for some contaminants can supplement the analysis.

CONTAMINANT SOURCES

- Silicon Dirt and abrasives in the oil (sometimes used as an anti-foam agent).
- Boron Present in most permanent anti-freeze systems and cooling system inhibitors (sometimes used as an additive).
- Sodium Present in most permanent anti-freeze systems and cooling system inhibitors (sometimes used as an additive).
- Potassium Present in most permanent anti-freeze systems and cooling system inhibitors (sometimes used as an additive in gear oil).

WATER AND SEDIMENT

Reports percent water and percent insolubles (ASTM D-91).

GLYCOL

A specific test for the presence of Glycol (Anti-Freeze) in an oil (ASTM D-2982).

ADDITIVES

These elements are blended into the oil in different forms and quantities by the manufacturer. The additive package in an oil will vary depending on the type of oil.

ADDITIVE FUNCTIONS

- Magnesium Dispersant/Detergent additive.
- Calcium Dispersant/Detergent additive.
- Barium Dispersant/Detergent additive.
- Phosphorus Anti-Wear additive.
- Zinc Anti-Wear additive.
- Molybdenum Anti-Wear additive.

FUEL DILUTION

Unburned fuel in the oil may signal fuel system leaks or incomplete combustion.

FUEL SOOT

A result of incomplete combustion, blow-by. High levels may indicate combustion problems or overextended drain intervals.

VISCOSITY

The kinematic viscosity (ASTM D-445) determined at 40° C and/or 100° C is a measure of the flow rate of an oil in relation to time. This data is used to assign an SAE grade to an oil.

ENGINE OIL VISCOSITY CLASSIFICATION CHART

SAE GRADE	MIN-cst-100° C	MAX-cst
10W	4.10	9.29
20	5.60	12.49
30	9.30	16.29
40	12.50	21.89
50	16.30	

Spectrochemical Analysis

Determines component wear, airborne dirt, cooling system contamination, and oil additive concentrations. Information is reported in parts per million (PPM).

Physical Properties

Changes in the physical qualities of the lubricant are determined and evaluated. These changes and the presence of contaminants affecting the properties of lubricants have a direct bearing on its serviceability.

Graphical Analysis

This key section gives the customer an "at a look" glance at their unit's wear trend for the last six sample histories. For industrial applications, this section will contain detailed particle count data.

Analysis Recommendations

Our data provides specific information about your equipment. In case of imminent danger to a piece of equipment, the customer is alerted to the emergency by phone or fax.

stavelexservices
Industrial Lubricants, Fluids Analysis

CUSTOMER INFO
1819 EUCLID AVENUE
ANYTOWN, OH 43015
PHONE: 724-940-6100, FAX: 724-353-8533

LABZ
LAB# 44181 887
LAB TYPE: OIL ANALYSIS
NO. COPIES: 1

ENGINE INFORMATION
MAKE, YEAR, MODEL, MAKE, YEAR, MODEL, MAKE, YEAR, MODEL
OIL BRAND, TYPE, OIL TYPE, ISO-VG, ISO-VG, ISO-VG
OIL GRADE, OIL GRADE, OIL GRADE

EMPLOYEE INFORMATION
EMPLOYEE NAME, EMPLOYEE NAME, EMPLOYEE NAME
EMPLOYEE LOCATION, EMPLOYEE LOCATION, EMPLOYEE LOCATION

TEST RESULTS

LABZ	TEST NAME	UNIT	RESULT	UNIT	RESULT	UNIT	RESULT	UNIT	RESULT
44181	WATER	%	0.0	0.0	0.0	0.0	0.0	0.0	0.0
44181	SEDIMENT	%	0.0	0.0	0.0	0.0	0.0	0.0	0.0
44181	GLYCOL	PPM	0	0	0	0	0	0	0
44181	IRON	PPM	100	100	100	100	100	100	100
44181	COPPER	PPM	50	50	50	50	50	50	50

ADDITIONAL TESTS

LABZ	TEST NAME	UNIT	RESULT	UNIT	RESULT
44181	IRON	PPM	100	100	100
44181	COPPER	PPM	50	50	50

PHYSICAL PROPERTIES

LABZ	TEST NAME	UNIT	RESULT	UNIT	RESULT
44181	VISCOSITY @ 40°C	MM ² /S	100	100	100
44181	VISCOSITY @ 100°C	MM ² /S	100	100	100

ANALYSIS RECOMMENDATIONS

RESULTS OF TESTS PERFORMED INDICATE NO CORRECTIVE ACTION REQUIRED.

ANALYST: JYC

44181

44181

44181

44181

GRAPHICAL ANALYSIS

Customer Unit Information
This section of the report lists the identification of the unit sampled, equipment manufacturer, model, oil brand and oil type. This information is supplied by the customer.

Sample Data
Indicates data sample was taken/tested, oil and unit hours/mile. Laboratory identification number to track sample history. In addition, the unit condition of each sample is listed.

Additional Test Results
Reporting of additional test results (e.g. TAN, IBN, oxidation and nitration) not part of spectrochemical tests reported in these sections

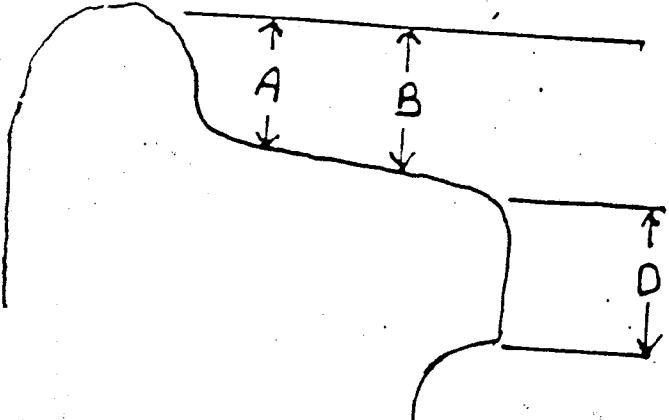
MONTREAL, MAINE AND ATLANTIC RAILWAY

Quarterly Mechanical Maintenance

Unit 100

Date 5-10-06

REPORT SHEET
WHEEL, COUPLER and SIDE BEARING



$C = B \text{ MINUS } A$

COUPLER HEIGHT (31.5" to 34.5")		MACHINIST <i>[Signature]</i>
FRONT 32 1/2	REAR 33 1/2	
SIDE BEARING CLR. (total 3/16" - 1/2")		MACHINIST <i>[Signature]</i>
R.F. 1/8	L.F. 1/16	
R.R. 1/4	L.R. 1/8	
PILOT HEIGHT (min. 3" - max. 6")		MACHINIST <i>[Signature]</i>
FRONT 5	REAR 4	

WHEEL	RIGHT SIDE				LEFT SIDE				NOSE SUSPENS. CLEARANCE
	A	B	C	D	A	B	C	D	
NO. 1	1.8	1.8		2.2	1.8	1.9		2.0	1/4
NO. 2	1.7	1.6		1.10	1.4	1.5		1.12	3/16
NO. 3	1.12	1.13		1.09	1.10	1.9		1.09	1/4
NO. 4	1.6	1.8		1.24	1.4	1.6		1.22	3/16

MACHINIST: *[Signature]*

Condemning limit at "C", Tread worn hollow 5/16" Road units.
Condemning limit at "A", High flange 1-1/2" All units.

Inspect all wheels for thin flanges (15/16" min.).
Inspect all wheels for flat and shell spots.

Inspect Front and rear draft gears and couplers.

Inspect support brgs., caps, and gear cases for cracks. *See defect sheet*

REPORT ALL DEFECTS AND NEAR DEFECTS TO FOREMAN

FRACTIONAL MEASUREMENTS TO BE IN 32nds"
ONLY CORRECT MEASUREMENTS ARE USEFUL

Comments:

See defect sheet

Locomotive
Quarterly Mechanical Maintenance

Unit 100

Date 5-10-86

M M A R.R

SIGNATURE

1. INSPECT ENGINE

- a. Blowers, Lube oil Separator and stack studs for oil and water leaks. Tighten stack studs. Torgued Dave
- b. Gear train housing, pumps, governor and governor linkage for defect and leaks. Dave
- c. Crankcase, connecting rods, Bearings for cracks and leaks. Jew
- d. Air Boxes, Liners, Pistons and Piston Rings for cracks, oil and water leaks. Hypert
- e. Wipe out air boxes. 9-16-Hypert-91-Hypert

- 2. Change Michiana Filter Elements. Dave
- 3. Remove and Clean Lube Oil Suction Strainers. Dave
- 4. Change or Clean Fuel Oil Filters.
 - a. Sintered Bronze. DAVE
 - b. Fullflo Filter Elements. NA
 - c. Suction Filter Elements. *NISA*

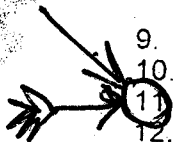
5. LUBRICATE THE FOLLOWING:

- a. Traction Motor Gears. (4 pkg. Per gear case).... JW
- b. Journal Boxes. JW
- c. Speed Recorder Drive Chain. NA
- d. Throttle Governor. DAVE
- e. Shutter Linkage. DAVE
- f. Bell Ringer. DAVE
- g. Air Compressor Flexible Coupling DAVE

- 6. Inspect, Repair and Lube Hand Brake. DAVE
- 7. Inspect and Repair TM Gear Case. DAVE
- 8. CHECK COOLING WATER SYSTEM.

- a. Inspect for leaks. Jew
- b. Water Inhibitor Concentration. Jew
- c. Water Gauges. Jew

- 9. Drain Condensate from Fuel Tank Sump. Jew
- 10. Drain Condensate from Lube Oil Sump. Jew



- 11. Check Fuel Emergency Cutoff Valve Operation. Jew
- 12. Check Fuel System for Leaks and Repair. Jew
- 13. Check Traction Motor Air Duct Bellows. Jew
- 14. Change Engine Air Filters. DAVE
- 15. Change Carbody Air Filters. DAVE
- 16. Change High Voltage Cabinet Air Filters. DAVE
- 17. Change or Clean Air Compressor Intake Air Filters. DAVE
- 18. Clean Screen in Air Comp. Discharge Oil Separator. DAVE
- 19. Clean Aftercooler Discharge Filter. DAVE
- 20. Clean Oil Cooler Breather. NA

21. CHECK OPERATION OF ALL GAUGES

- a. Engine lube oil pressure. CS
- b. Engine lube oil suction. MB
- c. Water temperature. CS
- d. Water pressure. CS
- e. Air compressor lube oil pressure. CS
- f. Main reservoir/air compressor governor. CS
- g. Fuel gauges. CS

- 22. Perform Daily Inspection.
- 23. On 350s and 360s take compressor oil sample.

COMMENTS

Checked fuel tank for water, checked screen DAVE

Montreal, Maine, & Atlantic Railway
Mechanical Department

Unit Number. 100

Date 5-10-06

1. Inspect traction motor wicks and report action

- #1. OK ... OK
- #2. ↓ ... ↓
- #3. ↓ ... ↓
- #4. ↓ ... ↓
- #5. ~~~~~ ... ~~~~~
- #6. ~~~~~ ... ~~~~~

Bangor and Aroostook System
Locomotive
Quarterly Mechanical Maintenance

Unit 100

Date 5-10-06

3 Month Federal Air Work

=> 26-L Air Brake System <=

Signature

[Signature]

[Signature]

[Signature]

[Signature]

[Signature]

[Signature]

1. Inspect and repair air piping and valves for leaks.
2. Test all air gauges with Gauge tester and set if required.
3. With full brake pipe pressure, make a 20 lb. reduction, move the cutoff valve to "OUT" position and move the lead-dead valve to "dead" position. Brakes must remain applied for 5 minutes.
4. Cover each trainline hose coupling with hand and test for leakage thru valve, then apply blank dummy couplings to trainline hoses on each end of unit and open Trainline Valves. Make a 20 lb. reduction with the automatic, move the cutoff valve to "OUT" position and check Brake Pipe leakage. Leakage shall not exceed 5 lb. per minute.
5. Reduce main reservoir pressure to 85 lb. by draining #2 Main Reservoir (*) Check cab gauge for leakage from Main Reservoirs and piping for three minutes. Leakage must not exceed an average of 3 lbs. per minute during the test.
6. Drain #1 Main Reservoir (*), completely and test check valve between reservoirs. Pressure should remain on M. R. gauge in cab as #1 Main Reservoir is drained.

NOTE (*) Main Reservoir locations:
GP-38=> Res. L. Side: #2 Res R. Side.

COMMENTS:

rubbers in gauge was back of pipe.

BANGOR & AROOSTOOK SYSTEM
LOCOMOTIVE
QUARTERLY ELECTRICAL MAINTENANCE

UNIT 100 DATE 5 / 10 / 06

TYPE OF MILEAGE

TYPE OF UNIT

(M-1) (M-2) (LM) (M-12) (M-24) (M-36) (GP-7) (GP-9) (GP-35R) (GP-38) (GP-40)

		SIGNATURE
1.	INSPECT, CLEAN, AND CHECK BRUSHES	
	A. TRACTION MOTORS	
	1. NO. 1.....	<u>DF</u>
	2. NO. 2.....	<u>DF</u>
	3. NO. 3.....	<u>DF</u>
	4. NO. 4.....	<u>DF</u>
	B. MAIN GENERATOR.....	<u>DF</u>
	C. AUXILIARY GENERATOR.....	<u>DF</u>
	D. ALTERNATOR SLIP RINGS.....	<u>DF</u>
	E. FUEL PUMP MOTOR.....	<u>DF</u>
	F. DYNAMIC BRAKING MOTOR.....	<u>DF</u>
	G. TURBO LUBE PUMP MOTOR.....	<u>NA</u>
2.	CHECK MAIN ALTERNATOR	<u>NA</u>
	A. DIODES.....	<u>NA</u>
	B. FUSES.....	<u>NA</u>
3.	DRAIN WATER AND LUBE MOTOR SUPPORT BEARINGS	<u>NA</u>
4.	LUBE SPEED RECORDER. (UNITS 60-79).....	<u>NA</u>
5.	INSPECT AND CLEAN CONTROLLER STAND.....	<u>NA</u>
6.	INSPECT AND CLEAN ALL EQUIPMENT IN ELECTRICAL CABINETS.....	<u>DF</u>
7.	CHECK WATER LEVEL AND GRAVITY OF BATTERIES.....	<u>DF</u>
8.	WASH OUT BATTERY BOXES AND GREASE TERMINALS	<u>DF</u>
9.	INSPECT AND CLEAN COMMUTATOR AND SLIP RING ASSEMBLY OF THE LOAD REGULATOR.....	<u>DF</u>
10.	INSPECT, CLEAN, AND REPAIR ALL POWER CONTRACTORS	<u>DF</u>
11.	INSPECT, CLEAN, AND REPAIR ALL REVERSER CONTRACTORS.....	<u>DF</u>
12.	INSPECT, CLEAN, AND REPAIR ALL DYNAMIC BRAKING CONTRACTORS.....	<u>DF</u>
13.	CHECK FOR LOOSE TERMINALS AND INSULATION DEFECTS IN CABINETS.....	<u>NA</u>
14.	CHECK ELECTRICAL SYSTEM FOR GROUNDS	<u>DF</u>
	A. HIGH VOLTAGE.....	<u>DF</u>
	B. LOW VOLTAGE.....	<u>DF</u>
	C. A/C VOLTAGE SYSTEM.....	<u>DF</u>

SIGNATURE

- | | | |
|-----|---|-----------|
| 15. | CHECK ENGINE COOLING SYSTEM | |
| | A. COOLING FANS..... | <u>CS</u> |
| | B. SHUTTER OPERATION..... | <u>OK</u> |
| 16. | CHECK RUNNING VOLTAGES | |
| | A. AUXILIARY GENERATOR VOLTAGE (72 VOLTS)..... | <u>CS</u> |
| | B. 3 PHASE A/C VOLTAGE..... | <u>OK</u> |
| 17. | CHECK OPERATION OF ALARM CIRCUITS AND SAFETY SWITCHES | |
| | A. LOW OIL PRESSURE..... | <u>OK</u> |
| | B. SUCTION ALARM..... | <u>OK</u> |
| | C. HIGH TEMPERATURE..... | <u>OK</u> |
| | D. CREW ALERT SYSTEM..... | <u>NA</u> |
| | E. TURBO LUBE PUMP TIMER..... | <u>NA</u> |
| 18. | CHECK OPERATION OF WHEEL SLIP RELAYS..... | <u>NA</u> |
| 19. | PERFORM A DAILY INSPECTION..... | <u>NA</u> |
| 20. | DOWN LOAD EVENT RECORDER..... | |
| 21. | CALIBRATE LOAD METER (+/-5%)..... | <u>DF</u> |
| 22. | GOVERNOR | |
| | A. CHANGE OIL..... | <u>DF</u> |
| | B. REMOVE PACK AND CLEAN ALL SOLENOIDS..... | <u>NA</u> |
| | | <u>NA</u> |

COMMENTS:

See defect sheet.

Bangor and Aroostook Railroad

Brush Record

Unit 100

Date 5-10-06

MAIN GENERATOR

POS	1	2	3	4	5	B	W
1							
2							
3							
4							
5							
6							
7							
8							
9							
10							
11							
12							

Signature [Signature]

Aux. Generator

POS	1	2
2		
4		
8		
10		

Signature [Signature]

Fuel Pump

3	
9	

Signature [Signature]

NO.1 TRACTION MOTOR

POS	1	2	3	B	W
3					
6					
9					
12					

SIGNATURE DE

No. 2 Traction Motor

3					
6					
9					
12					

Signature DE

No. 3 Traction Motor

3					
6					
9					
12					

Signature DE

No. 4 Traction Motor

3					
6					
9					
12					

Signature DE

100

3-10-06

DEFECT	CORRECTIVE ACTION TAKEN	SIGNATURE
Fuel Unit	Run IN	
Dump toilet		
SAND OK		
DRAIN Containment TANK		
CLEAN CAB		
Water Oil OK		
First Aid kit out dated	Replaced with new one	
#1 T.M. Gear case bolt loose	tightened	
#1 dust seal clamp missing Right side	replaced	
#1 dust seal left side	replaced	
#2 Gear case dust seals & brake cone	replaced	
# L.1 brake shoe overriding	OK	
#2 brake shoe overriding	Fixed	
Front draw bar carrying plate bolt missing	replaced	
Front draft gear Rubber's coming apart	OK	
Rear draft gear Rubber's coming apart	OK	
Insulation split open on "FF" lead on T.M.#4.	Covered with protective tape and taped.	
Brush lead bolt missing on 3 o'clock brush holder on T.M.#4.	Replaced bolt.	
Oil dripping into T.M.#3 & #4 through air bellows.		
Ground lead on T.M.#4 broken.	Cut back and replaced connector.	
Cond. Sidewall Heater Sw- stuck	replaced w/used from 226	

Inspector: _____ Time: _____

Time and Date Ok'd For Service: _____

The above work has been performed, except as noted, and the report is approved.

Foreman in Charge

Signature: _____ Occupation: _____

Unit No. _____