



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

I have reviewed the work packet for locomotive 3613 on this  
date 7-16-10 and take no exception to applicable laws, rules and or MMA  
standards, policies and standards.

*Norman Leblond*



# Service Operations

## THROTTLE 8 INBOUND LOAD TESTS

UNIT 3613

DATE 7-14-10

Eng RPM (900)	EMD	<u>          </u>	Lube Oil Pres	<u>70</u>
Eng RPM (1050)	GE	<u>1050</u>	Water Temp.	<u>170</u>
Horsepower		<u>2806</u>	Overspeed Setting	<u>1050</u>
Volts (5.3)	B-23	<u>          </u>	RACK SETTING	<u>19.5</u>
Volts (7)	C-30	<u>6.62</u>		
Volts (720)	B-39	<u>          </u>		

## THROTTLE #1 STALL TEST

OP Mode	(PWR)	<u>Notch 1</u>	NOT APPLICABLE TO B-23 AND C-30
AMPS	(300)	<u>300</u>	
MGA	(1220)	<u>          </u>	
Charging Rate	(70v)	<u>73.8 V</u>	

## TL 24T

Throttle 1	(1V)	<u>5.4</u>
Throttle 2		<u>15.7</u>
Throttle 3		<u>28.3</u>
Throttle 4		<u>40.0</u>
Throttle 5		<u>50.7</u>
Throttle 6		<u>61.4</u>
Throttle 7		<u>65.5</u>
Throttle 8	(72V)	<u>69.0</u>

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

## In-Bound Loadtest Electrical/Mechanical

	WORKED BY:
<b>ELECTRICAL</b>	
VERIFY THE OPERATION OF THE GROUND RELAY	
CHECK FOR LOW VOLTAGE GROUNDS (7 watt bulb)	J. Hart
WHILE IN THROTTLE 3 LOAD TEST, CHECK FOR AC GROUNDS	J. Hart
CHECK OPERATION OF:	
A. HEATING	
COMPLETE THE OUTBOUND LOAD TEST SHEETS	J. Hart
GROUND RELAY-(TEST THREE TIMES TO VERY LOCK-OUT)(DYNAMIC & POWER)	J. Hart
IF EQUIPPED, VERIFY THE OPERATION OF THE LDVR CAMERA	J. Hart
<b>MECHANICAL</b>	
PROPER LUBRICATION? FUEL LEAKS? CAM ROLLER ROTATION? ETC.	Jw Black
INSPECT FUEL SYSTEM HOSES AND PIPES FOR LEAKS	Jw Black
INSPECT COOLING SYSTEM:	Jw Black
A: CHECK HOSES AND PIPES FOR LEAKS	Jw Black
CHECK OPERATION OF ENGINE PROTECTION DEVICES:	Jw Black
A. CRANKCASE PRESSURE	Jw Black
VISUALLY INSPECT AIR COMPRESSOR FOR WATER, AIR OR OIL LEAKS	Jw Black
PERFORM MANUAL AIR BRAKE TEST	Jw Black
Verify Flow Gauge	
130 main reservoir is 64 + or - 3,	NOTE: 120-
reservoir is 60 + 0	130-140 main
PERFORM PENALTY BRAKE TEST	Jw Black
CHECK FOR CORRECT AIR PRESSURE SETTINGS:	Jw Black
A. MAIN RESERVOIR (130 - 140 PSI)	Jw Black
B. BRAKE PIPE (90 PSI)	Jw Black
C. EQUALIZING RESERVOIR (90 PSI)	Jw Black
D. BRAKE CYLINDER (72 - 74 PSI)	Jw Black
E. COMPRESSOR CONTROL (130 - 140 PSI +/-5 PSI)	Jw Black
CHECK FLUID LEVELS BEFORE LOADING:	Jw Black
A: ENGINE OIL	Jw Black
B: COOLING WATER	Jw Black
C: AIR COMPRESSOR OIL	Jw Black
TEST OPERATION OF THE FOLLOWING DEVICES:	Jw Black
A. BELL	Jw Black
B. SANDERS (FORWARD, REVERSE, EMERGENCY)	Jw Black
C. RADIATOR SHUTTERS	N/A

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

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



## ELECTRICAL IN HOUSE

WORKED BY:

SERVICE THE BATTERIES	F-100% 34V R-100% 34.1V	J. Hart
VERIFY EVENT RECORDER IS WORKING		J. Hart
CHECK & RECORD THE DATE ON HEAD END DEVICE	7-29-09	J. Hart
CLOSELY INSPECT THE HEAD END DEVICE CONNECTOR. ENSURE IT IS TIGHTLY CONNECTED AND NOT CROSS THREADED		J. Hart
CHECK THE FOLLOWING EQUIPMENT AND THEIR RELATED GUARDS AND LENSES FOR PROPER OPERATION:		J. Hart
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.W. BLACK
<b>TRACTION MOTORS AND UNDERFRAME</b>		
CHECK THE TRACTION MOTOR LEADS, VERIFY NO LEADS ARE RUBBING ON THE FRAME		J. Hart
INSPECT TRACTION MOTOR COVERS AND ENSURE BOLTS ARE IN PLACE AND TIGHT		J. Hart
CHECK M.U. RECEPTACLE PINS AND LIDS. MAKE NECESSARY REPAIRS		J. Hart
MAKE SURE M.U. CABLES DO NOT FOUL COUPLERS		J. Hart

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)

**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)

# 1 TRACTION MOTOR: OIL USED 6 PKgs 6800

# 2 TRACTION MOTOR: OIL USED 6 PKgs 6800

# 3 TRACTION MOTOR: OIL USED OK

# 4 TRACTION MOTOR: OIL USED 6 PKgs 6800

# 5 TRACTION MOTOR: OIL USED 6 PKgs 6800

# 6 TRACTION MOTOR: OIL USED OK

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

**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

**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

⑦ out bound no leak

Jw Black  
M. Cooley

M. Cooley  
Jw Black  
Jw Black  
Jw Black  
Jw Black

M. Cooley  
M. Cooley  
M. Cooley  
M. Cooley  
M. Cooley  
M. Cooley  
M. Cooley  
M. Cooley  
M. Cooley  
Jw Black

Jw Black  
Jw Black  
Jw Black

Jw Black  
Jw Black  
Jw Black  
Jw Black  
Jw Black  
Jw Black

Jw Black  
Jw Black / M. Cooley  
Jw Black / M. Cooley

# 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	<i>J. B. MCK</i> <i>Coiley</i>
CHECK FOR LOW VOLTAGE GROUNDS (7 watt bulb)	
WHILE IN THROTTLE 3 LOAD TEST, CHECK FOR AC GROUNDS	<i>Coiley</i> <i>J. B. MCK</i>
CHECK OPERATION OF:	
A. HEATING	
COMPLETE THE OUTBOUND LOAD TEST SHEETS	<i>Coiley</i> <i>Coiley</i>
GROUND RELAY-(TEST THREE TIMES TO VERY LOCK-OUT)(DYNAMIC & POWER)	
IF EQUIPPED, VERIFY THE OPERATION OF THE LDVR CAMERA	<i>Coiley</i>
<b>MECHANICAL</b>	
PROPER LUBRICATION? FUEL LEAKS? CAM ROLLER ROTATION? ETC.	<i>Coiley</i> <i>Coiley</i>
INSPECT FUEL SYSTEM HOSES AND PIPES FOR LEAKS	
INSPECT COOLING SYSTEM:	<i>J. B. MCK</i> <i>Coiley</i>
A: CHECK HOSES AND PIPES FOR LEAKS	
CHECK OPERATION OF ENGINE PROTECTION DEVICES:	
A. CRANKCASE PRESSURE	<i>Coiley</i> <i>Coiley</i>
VISUALLY INSPECT AIR COMPRESSOR FOR WATER, AIR OR OIL LEAKS	
PERFORM MANUAL AIR BRAKE TEST	<i>Coiley</i> <i>Coiley</i>
Verify Flow Gauge	
130 main reservoir is 64 + or - 3, reservoir is 60 + 0	NOTE: 120- 130-140 main
PERFORM PENALTY BRAKE TEST	
CHECK FOR CORRECT AIR PRESSURE SETTINGS:	<i>J. B. MCK</i> <i>Coiley</i> <i>Coiley</i> <i>Coiley</i> <i>Coiley</i>
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)	<i>Coiley</i> <i>Coiley</i>
CHECK FLUID LEVELS BEFORE LOADING:	
A: ENGINE OIL	<i>Coiley</i> <i>Coiley</i>
B: COOLING WATER	
C: AIR COMPRESSOR OIL	<i>Coiley</i> <i>Coiley</i>
TEST OPERATION OF THE FOLLOWING DEVICES:	
A. BELL	<i>Coiley</i> <i>Coiley</i> <i>Coiley</i>
B. SANDERS (FORWARD, REVERSE, EMERGENCY)	
C. RADIATOR SHUTTERS	



# Service Operations

## THROTTLE 8 OUTBOUND LOAD TESTS

UNIT \_\_\_\_\_

DATE \_\_\_\_\_

Eng RPM (900)	EMD	_____	Lube Oil Pres	<u>70</u>
Eng RPM (1050)	GE	<u>1050</u>	Water Temp	<u>170</u>
Horsepower		<u>2811</u>	Overspeed Setting	<u>1080</u>
Volts (5.3)	B-23	_____	RACK SETTING	<u>19.5</u>
Volts (7)	C-30	<u><del>1000</del> 6.63</u>		
Volts (720)	B-39	_____		

## THROTTLE #1 STALL TEST

OP Mode	(PWR)	<u>Notcl 1</u>	
AMPS	(300)	<u>300 A</u>	
MGA	(1220)	_____	NOT APPLICABLE TO B-23 AND C-30
Charging Rate	(70v)	<u>74v.</u>	

## TL 24T

Throttle 1	(IV)	<u>5.4</u>
Throttle 2		<u>15.7</u>
Throttle 3		<u>28.9</u>
Throttle 4		<u>41.0</u>
Throttle 5		<u>58.9</u>
Throttle 6		<u>66.7</u>
Throttle 7		<u>68.5</u>
Throttle 8	(72V)	<u>69.4</u>

<b>WINTERIZ</b> <b>JN</b>	
	<b>Signature</b>
Winterization – All MMA 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.	



LOCOMOTIVE										DATE				
3613										7-14-10				
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	0-19	0-0	1.20	none		X	L#1							0-on-0-1-17/64
L#2	0-18	0-0	1.18			X	L#2							1-on-0-1-15/64
L#3	0-18	0-0	2.04			X	L#3							2-on-0-1-7/32
L#4	6-22	0-0	1.16			X	L#4	0-21						3-on-0-1-5/32
L#5	0-19	0-0	1.20			X	L#5							4-on-0-1-7/64
L#6	5-22	0-0	1.18			X	L#6	0-20						5-on-0-1-3/64
R#1	0-17	2-0	1.20	none		X	R#1							6-on-0-1-13/32
R#2	0-19	0-0	1.18			X	R#2							7-on-0-1-5/64
R#3	0-17	0-0	2.04			X	R#3							8-on-0-1-1/16
R#4	5-22	0-0	1.16			X	R#4	0-21						
R#5	0-22	2-0	1.20			X	R#5							
R#6	8-22	5-0	1.18			X	R#6	0-20						

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 1/2"	Tread Wear

Rim thickness in 32nds

NEW GAUGE
0-on-0-1-1/16"
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-6-1-31/64"

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 1/2"

CONVERSION CHART FOR WHEEL DIAMETER

8= 37"	15= 37 7/8"	22= 38 1/2"	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 3/4"

NEW GAUGE
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-0-1-5/64"
8-on-0-1-1/16"

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" MIN 31 1/2"	FRA	MAX 6" MIN 3"	5"	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)

- 1/4" IS THE MAXIMUM VARIATION ALLOWED, IN WHEEL DIAMETER, BETWEEN ANY 2 WHEELS IN THE SAME TRUCK WITHOUT SHIMS.
- 1/8" IS THE MAXIMUM VARIATION ALLOWED, IN WHEEL DIAMETER, BETWEEN ANY 2 WHEELS IN THE SAME TRUCK WITH SHIMS APPLIED
- 1/4" 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: 6 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. ONLY ONE 1/2" SHIM END PART NUMBER 8455981 SHELLED TREAD AND FLAT SPOTS MUST BE TRUED OR CHANGED WHEN FOUND ON PERIODIC OR UNSCHEDULED MAINTENANCE. KCS QUANTITIES 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. NOTE: ON EMD LOCOMOTIVES USE

EMPLOYEES SIGNATURE

*J.W. Black*

SUPERVISORS SIGNATURE

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

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

### DEFECTS FOUND DURING INSPECTION

DEFECT	Engineer Cab Heater B/O	INSPECTED BY:	J. Hartin
REPAIR	Cab Heater Good	CORRECTED BY:	M. Boyle

DEFECT	4" low on lube oil	INSPECTED BY:	J. Black
REPAIR	ADDED 30 gal lube oil	CORRECTED BY:	J. Black

DEFECT	Conductor seat missing	INSPECTED BY:	J. Hartin
REPAIR	Replaced conductors SEAT	CORRECTED BY:	J. Black

DEFECT	Door missing under handbrake	INSPECTED BY:	J. Hartin
REPAIR	Replaced Door	CORRECTED BY:	J. Black

DEFECT	TM#4 6 o'clock brushes short	INSPECTED BY:	J. Hartin
REPAIR	Replaced 3 brushes	CORRECTED BY:	J. Hartin

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

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

### DEFECTS FOUND DURING INSPECTION

DEFECT	#1 TM Loose Support Box Bolt L-SIDE Support Box CRACKED	INSPECTED BY: M. Orley
REPAIR	Took Support Box off Box Replaced Box OK	CORRECTED BY M. Orley

DEFECT	High Voltage Ground Low Meg reading	INSPECTED BY: J. Hartin
REPAIR	900K Cleaned connections on Dynamic Brake Circuits.	CORRECTED BY J Hartin

DEFECT	Engine Room oily needs WASH	INSPECTED BY: Jw Black
REPAIR	WASHED loco engine room WASHED Exterior	CORRECTED BY Jw Black

DEFECT	Nuts missing on compressor intake filter	INSPECTED BY: Jw Black
REPAIR	Replaced nuts on filter box	CORRECTED BY Jw Black

DEFECT	Front sand box empty	INSPECTED BY: Cooley
REPAIR	Filled Sand Box	CORRECTED BY Cooley

# Description of Work Performed

Locomotive ID

3613

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

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

①

ADDED 30 gal lube oil on Run-IN - JWB/BLACK

40 gal oil Added 7-11-10 MIKT

30 gal oil Added 7-8-10 MIKT

only drained 5 gal from Containment Tank

②

L-1 support Box CRACKED LEAKING OIL.

Removed Box / Repaired (weld) & Reinstalled Pass JWB

# Description of Work Performed

**Locomotive ID**

**Time Started**

**Time Finished**

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

