



7-15-10

8592

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

I have reviewed the work packet for locomotive 8592 on this  
date 7-19-10 and take no exception to applicable laws, rules and or MMA  
standards, policies and standards.

# Service Operations

## THROTTLE 8 INBOUND LOAD TESTS

UNIT 8592

DATE 7-15-0

Eng RPM (900)	EMD	<u>—</u>	Lube Oil Pres	<u>—</u>
Eng RPM (1050)	GE	<u>1044</u>	Water Temp	<u>193</u>
Horsepower		<u>—</u>	Overspeed Setting	<u>1090</u>
Volts (5.3)	B-23	<u>—</u>	RACK SETTING	<u>—</u>
Volts (7)	C-30	<u>—</u>		
Volts (720)	B-39	<u>704</u>		

## THROTTLE #1 STALL TEST

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

## TL 24T

Throttle 1	(1V)	<u>—</u>
Throttle 2		<u>—</u>
Throttle 3		<u>—</u>
Throttle 4		<u>—</u>
Throttle 5		<u>—</u>
Throttle 6		<u>—</u>
Throttle 7		<u>—</u>
Throttle 8	(72V)	<u>—</u>

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

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

**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	<i>DR Savic</i>
VERIFY EVENT RECORDER IS WORKING	<i>DR Savic</i>
CHECK & RECORD THE DATE ON HEAD END DEVICE <u>7.15.10</u>	<i>DR Savic</i>
CLOSELY INSPECT THE HEAD END DEVICE CONNECTOR. ENSURE IT IS TIGHTLY CONNECTED AND NOT CROSS THREADED	<i>DR Savic</i>
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	<i>DR Savic</i>
<b>TRACTION MOTORS AND UNDERFRAME</b>	—
CHECK THE TRACTION MOTOR LEADS, VERIFY NO LEADS ARE RUBBING ON THE FRAME	<i>DR Savic</i>
INSPECT TRACTION MOTOR COVERS AND ENSURE BOLTS ARE IN PLACE AND TIGHT	<i>DR Savic</i>
CHECK M.U. RECEPTACLE PINS AND LIDS. MAKE NECESSARY REPAIRS	<i>DR Savic</i>
MAKE SURE M.U. CABLES DO NOT FOUL COUPLERS	<i>DR Savic</i>

**B-23, B-39, C-33, 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	DR Saucier
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)	
<b>CARBODY</b>	
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.	DR Saucier <sup>see Defects</sup>
INSPECT COUPLERS & DRAFT GEARS. MAKE REPAIRS AS NECESSARY	DR Saucier
CHECK KNUCKLE CLEARANCE AND KNUCKLE THROWER, MAKE REPAIRS AS NEEDED AND APPLY SPARE KNUCKLES (E AND F TYPE) (2.5")	DR Saucier
INSPECT PIN LIFTERS CHECKING FOR PROPER HAND CLEARANCE AND ANTI-CREEP	DR Saucier
CHECK SNOWPLOW (IF EQUIPPED) FOR HANDHOLDS AND PROPER DISTANCE	DR Saucier <sup>see Defects</sup>
CHECK AUTO BLOWDOWNS FOR PROPER OPERATIONS IN AUTOMATIC MODE	DR Saucier
ENSURE SUMP DRAINS ARE OPEN AND FREE OF DEBRIS	DR Saucier
<b>TRUCKS</b>	
INSPECT WICK BOLT SECUREMENT AND REPAIR IF NECESSARY	DR Saucier
CHECK SUSPENSION BEARING OIL LEVEL	DR Saucier
CHECK JOURNAL BOX OIL LEVEL (FILL TO POINT OF OVERFLOW)	N/A
CHECK GEAR CASES AND INSPECT BULL GEAR (ADD 6lbs. OF GEARCASE GREASE)	DR Saucier
CHECK OIL FILLED GEAR CASES AND FILL (RECORD USAGE BELOW)	DR Saucier
# 1 TRACTION MOTOR: OIL USED <u>4 Bags</u>	
# 2 TRACTION MOTOR: OIL USED <u>4 Bags</u>	
# 3 TRACTION MOTOR: OIL USED <u>4 Bags</u>	
# 4 TRACTION MOTOR: OIL USED <u>4 Bags</u>	
# 5 TRACTION MOTOR: OIL USED <u>2</u>	
# 6 TRACTION MOTOR: OIL USED <u>---</u>	
INSPECT ALL BRAKE HANGERS, HEADS, GUIDES AND STRAPS ENSURING BRAKE SHOES ARE IN LINE WITH WHEELS	DR Saucier
<b>CAB</b>	
CHECK FIRE EXTINGUISHERS, DATE AND TAG. REPLACE IF USED OR OUT OF DATE.	DR Saucier
CHECK CAB SEATS FOR PROPER OPERATION INSURING ALL BOLTS ARE IN PLACE AND TIGHT.	DR Saucier
CHECK HANDBRAKE AND INSPECT DATE. MAKE REPAIRS AS NECESSARY	DR Saucier
<b>MISC</b>	
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	DR Saucier <sup>see Defects</sup>
DRAIN RETENTION TANK	DR Saucier
TOILET MAINTENANCE:	
A. INSPECT/REPAIR AS NEEDED TOILET DRAIN VALVE & FLOOR SEALS	DR Saucier
INSPECT CAB SEATS. REPAIR AND LUBRICATE AS REQUIRED	DR Saucier
INSPECT AND REPAIR AS REQUIRED:	
A. CAB / CARBODY/DOORS/HINGES/WINDOWS/LATCH SEALS/WEATHER STRIPPING AND SEALS/MIRRORS. ALSO LUBRICATE/CHANGE AS NEEDED	DR Saucier
A. CLEAN THE CAB, WINDOWS, AND EQUIPMENT	
COMPLETE WINTERIZATION SHEET (SEPTEMBER-FEBRUARY)	
WASH LOCOMOTIVE ENGINE/ENGINE ROOM/AND AIR COMPRESSOR ROOM	DR Saucier
WASH THE LOCOMOTIVE	DR Saucier

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

# Service Operations

UNIT \_\_\_\_\_

DATE \_\_\_\_\_

## THROTTLE 8 OUTBOUND LOAD TESTS

Eng RPM (900)	EMD	_____	Lube Oil Pres	_____
Eng RPM (1050)	GF	1050	Water Temp	110
Horsepower		3750	Overspeed Setting	yes
Volts (5.3)	B-23	_____	RACK SETTING	OK
Volts (7)	C-30	_____		
Volts (720)	B-39	740		

## THROTTLE #1 STALL TEST

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

## TL 24T

Throttle 1	(1V)	_____
Throttle 2		_____
Throttle 3		_____
Throttle 4		_____
Throttle 5		_____
Throttle 6		_____
Throttle 7		_____
Throttle 8	(72V)	_____

WINTERIZATION	Signature
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				
8592										7-16-10				
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	110	116	212			L#1						0-on 0-1-17/64"		
L#2	118	112	212			L#2						1-on 0-1-15/64"		
L#3	112	112	212			L#3						2-on 0-1-7/32"		
L#4	112	112	212			L#4						3-on 0-1-5/32"		
L#5						L#5						4-on 0-1-7/64"		
L#6						L#6						5-on 0-1-3/64"		
												6-on 0-1-13/32"		
												7-on 0-1-63/64"		
												8-on 0-15/16"		
R#1	112	17/64"	208			R#1						0-on 0-1"		
R#2	113	110	208			R#2						0-on 1-1-1/16"		
R#3	112	112	212			R#3						0-on 2-1-1/8"		
R#4	110	120	214			R#4						0-on 3-1-3/16"		
R#5						R#5						0-on 4-1-1/4"		
R#6						R#6						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 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

**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 22-1-5/32"  
 8-on 22-1-1/2"

FLANGE HEIGHT MEASUREMENT

FLANGE THICKNESS 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 1/4"	MMA 1/2"

CONVERSION CHART FOR WHEEL DIAMETER

8=	37"	15=	37 7/8"	22=	38 1/4"	29=	39 5/8"	36=	40 1/2"
9=	37 1/8"	16=	38"	23=	38 7/8"	30=	39 1/4"	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"

**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 0-1-5/32"  
 8-on 0-15/16"

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 1/4"	FRA MIN 2 1/2"
MMA	MAX 34 1/2" MIN 32 1/2"	MMA	MAX 6" MIN 3 1/2"	5 1/2"	MMA MIN 3"
				FRA MIN 30" MMA MIN 30" FRA MAX 50" MMA MAX 50"	

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.  
 1/2" 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

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

*[Signature]*

SUPERVISORS SIGNATURE

*[Signature]*

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

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

### DEFECTS FOUND DURING INSPECTION

DEFECT	<i>Michigan filter Housing cover</i> <i>Cracked, leaking</i>	INSPECTED BY:	<i>DRS</i>
REPAIR	<i>Repair</i>	CORRECTED BY:	<i>Joany</i>

DEFECT	<i>Engine oil low</i>	INSPECTED BY:	<i>DRS</i>
REPAIR	<i>Added oil</i>	CORRECTED BY:	<i>DRS/BL</i>

DEFECT	<i>#7 L Arbox bolt missing</i>	INSPECTED BY:	<i>DRS</i>
REPAIR	<i>Replaced bolt</i>	CORRECTED BY:	<i>DRS</i>

DEFECT	<i>Both <del>Front</del> Rear sand nozzles missing</i>	INSPECTED BY:	<i>DRS</i>
REPAIR	<i>installed nozzles</i>	CORRECTED BY:	<i>DRS</i>

DEFECT	<i>Rt. Front Sander nozzle missing</i>	INSPECTED BY:	<i>DRS</i>
REPAIR	<i>installed Nozzle</i>	CORRECTED BY:	<i>DRS</i>

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

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

### DEFECTS FOUND DURING INSPECTION

DEFECT	5 tires out	INSPECTED BY:	DRS
REPAIR	C/O 2 Bulbs 3 bulbs N/S C/O Bulbs	CORRECTED BY:	DRS

DEFECT	Check radiator for water leaks. Pressure test - (water on cond. side closes to engine. Top Hatch.	INSPECTED BY:	NL
REPAIR	B/O Hose (Required)	CORRECTED BY:	DRS

DEFECT	Rear pilot High	INSPECTED BY:	DRS
REPAIR	Re worked plow to 5"	CORRECTED BY:	DRS/MC

DEFECT	Both rear / 1 ft sand pipe alignment off.	INSPECTED BY:	DRS
REPAIR	re aligned	CORRECTED BY:	DRS

DEFECT	Left Rear Left 1st M.R. Handles Not working properly	INSPECTED BY:	DRS
REPAIR	tightened & lubed handles	CORRECTED BY:	DRS

# Description of Work Performed

Locomotive ID \_\_\_\_\_

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

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

RT rear Brake rigging safety hanger bent DRS

L/F R/F R/R Sand hose brackets off DRS

# Description of Work Performed

Locomotive ID

Time Started

Time Finished

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

