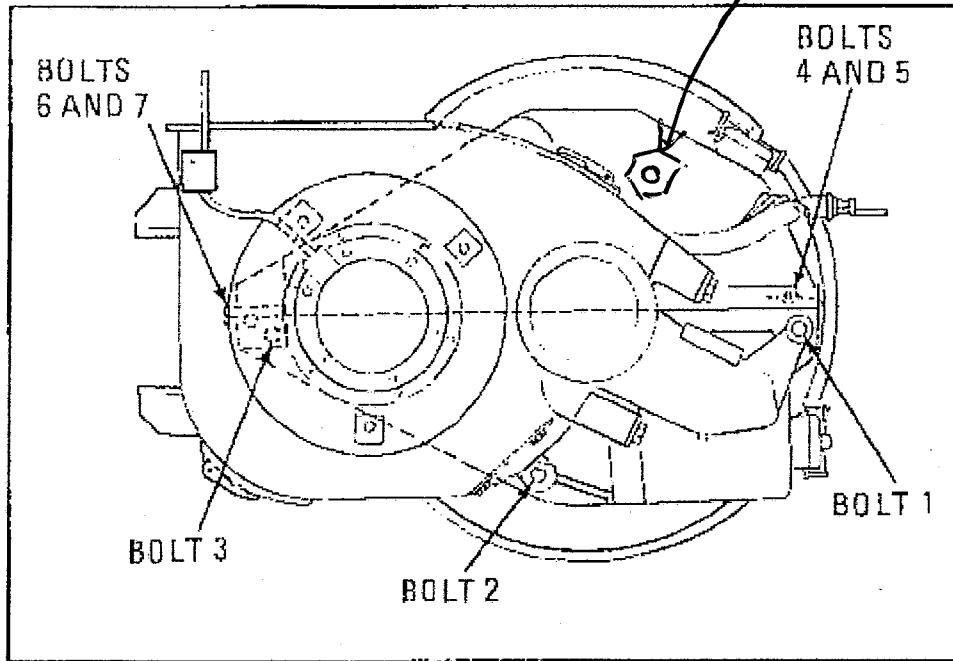


# INSTALLATION SEQUENCE

LOCATION OF LOOSE BOLT



unit # 3603

Position E-motor - Top Rear Position

Report Date: 05-09-2012

Manufacturer is QEI Version # S45E  
Serial Number is 0204050053  
Customer is MM&A

Data was removed on - 11:59:30 on 04/26/12  
Last Downloaded on - 18:15:00 on 04/23/12  
Battery was installed on - 04/21/04  
Locomotive Number is - 5026

Downloaded by - crcarr  
Location - 103.90  
Train - 301  
Wheel Size Entry - 40  
Wheel Size used by program:  
Circumference = 124.9 Diameter = 39.8  
No memo present.

Wheel size used for printout is 124.88

Data printout begins at 09:17:09 on 04/26/2012  
Milepost 103.24  
Mileposts have been set by the user.

Report Date: 05-09-2012

Locomotive 5026 Data Removed on 04-26-12

TIME	MILES	SPEED	TMC	ABRK	IBRK	THR	REV	EIE	PCS	HORN
09:17:09- 04/26/2012	103.24	0	0	89	0	1	0	0	1	0
09:17:10- 04/26/2012	103.24	0	82	89	0	1	0	0	1	0
09:17:11- 04/26/2012	103.24	0	205	89	0	1	0	0	1	0
09:17:12- 04/26/2012	103.24	0	245	89	0	1	0	0	1	0
09:17:13- 04/26/2012	103.24	0	286	89	0	1	0	0	1	0
09:17:14- 04/26/2012	103.24	0	286	89	0	1	0	0	1	0
09:17:15- 04/26/2012	103.24	0	286	89	0	1	0	0	1	0
09:17:16- 04/26/2012	103.24	0	286	89	0	1	0	0	1	0
09:17:17- 04/26/2012	103.24	0	286	89	0	1	0	0	1	0
09:17:18- 04/26/2012	103.24	0	327	89	0	1	0	0	1	0
09:17:19- 04/26/2012	103.24	0	286	89	0	1	0	0	1	0
09:17:20- 04/26/2012	103.24	0	286	89	0	1	0	0	1	0
09:17:21- 04/26/2012	103.24	0	286	89	0	1	0	0	1	0
09:17:22- 04/26/2012	103.24	0	286	89	0	1	0	0	1	0
09:17:23- 04/26/2012	103.24	0	327	89	0	1	0	0	1	0
09:17:24- 04/26/2012	103.24	0	286	89	0	1	0	0	1	0
09:17:25- 04/26/2012	103.24	0	286	89	0	1	0	0	1	0
09:17:26- 04/26/2012	103.24	0	286	89	0	1	0	0	1	0
09:17:27- 04/26/2012	103.24	0	286	89	0	1	0	0	1	0
09:17:28- 04/26/2012	103.24	0	327	89	0	1	0	0	1	0
09:17:29- 04/26/2012	103.24	0	286	89	0	1	0	0	1	0
09:17:30- 04/26/2012	103.24	0	286	89	0	1	0	0	1	0
09:17:31- 04/26/2012	103.24	0	327	89	0	1	0	0	1	0
09:17:32- 04/26/2012	103.24	0	286	89	0	1	0	0	1	0
09:17:33- 04/26/2012	103.24	0	286	89	0	1	0	0	1	0
09:17:34- 04/26/2012	103.24	0	286	89	0	1	0	0	1	0
09:17:35- 04/26/2012	103.24	0	286	89	0	1	0	0	1	0
09:17:36- 04/26/2012	103.24	0	327	89	0	1	0	0	1	0
09:17:37- 04/26/2012	103.24	0	327	89	0	2	0	0	1	0
09:17:38- 04/26/2012	103.24	0	409	89	0	2	0	0	1	0
09:17:39- 04/26/2012	103.24	0	491	89	0	2	0	0	1	0
09:17:40- 04/26/2012	103.24	0	532	89	0	2	0	0	1	0
09:17:41- 04/26/2012	103.24	0	573	89	0	2	0	0	1	0
09:17:42- 04/26/2012	103.24	0	573	89	0	2	0	0	1	0
09:17:43- 04/26/2012	103.24	0	573	89	0	2	0	0	1	0
09:17:44- 04/26/2012	103.24	0	573	89	0	2	0	0	1	0
09:17:45- 04/26/2012	103.24	0	573	89	0	2	0	0	1	0
09:17:46- 04/26/2012	103.24	1	573	89	0	2	0	0	1	0
09:17:47- 04/26/2012	103.24	1	532	89	0	2	0	0	1	0
09:17:48- 04/26/2012	103.24	1	532	89	0	2	0	0	1	0
09:17:49- 04/26/2012	103.24	1	573	89	0	2	0	0	1	0
09:17:50- 04/26/2012	103.24	1	573	89	0	2	0	0	1	0
09:17:51- 04/26/2012	103.24	0	573	89	0	2	0	0	1	0
09:17:52- 04/26/2012	103.24	0	614	89	0	1	0	0	1	0
09:17:53- 04/26/2012	103.24	0	655	89	0	3	0	0	1	0
09:17:54- 04/26/2012	103.24	0	695	89	0	3	0	0	1	0
09:17:55- 04/26/2012	103.24	0	777	89	0	3	0	0	1	0
09:17:56- 04/26/2012	103.24	0	777	89	0	3	0	0	1	0
09:17:57- 04/26/2012	103.24	1	777	89	0	3	0	0	1	0
09:17:58- 04/26/2012	103.24	1	818	89	0	3	0	0	1	0
09:17:59- 04/26/2012	103.24	1	859	89	0	3	0	0	1	0
09:18:00- 04/26/2012	103.24	1	777	89	0	4	0	0	1	0
09:18:01- 04/26/2012	103.24	1	777	89	0	4	0	0	1	0
09:18:02- 04/26/2012	103.24	2	859	89	0	4	0	0	1	0
09:18:03- 04/26/2012	103.24	2	859	89	0	4	0	0	1	0
09:18:04- 04/26/2012	103.24	2	859	89	0	4	0	0	1	0
09:18:05- 04/26/2012	103.24	2	818	89	0	4	0	0	1	0
09:18:06- 04/26/2012	103.24	2	818	89	0	4	0	0	1	0
09:18:07- 04/26/2012	103.25	2	859	89	0	4	0	0	1	0
09:18:08- 04/26/2012	103.25	2	900	89	0	4	0	0	1	0
09:18:09- 04/26/2012	103.25	3	900	89	0	4	0	0	1	0
09:18:10- 04/26/2012	103.25	3	900	89	0	4	0	0	1	0
09:18:11- 04/26/2012	103.25	3	859	89	0	4	0	0	1	0
09:18:12- 04/26/2012	103.25	3	859	89	0	4	0	0	1	0
09:18:13- 04/26/2012	103.25	3	900	89	0	4	0	0	1	0
09:18:14- 04/26/2012	103.25	3	859	89	0	4	0	0	1	0
09:18:15- 04/26/2012	103.25	4	859	89	0	4	0	0	1	0
09:18:16- 04/26/2012	103.25	4	859	89	0	4	0	0	1	0
09:18:17- 04/26/2012	103.25	4	859	89	0	4	0	0	1	0
09:18:18- 04/26/2012	103.25	4	818	89	0	4	0	0	1	0

Report Date: 05-09-2012

Locomotive 5026 Data Removed on 04-26-12

TIME	MILES	SPEED	TMC	ABRK	IBRK	THR	REV	EIE	PCS	HORN
09:18:19- 04/26/2012	103.25	4	777	89	0	4	0	0	1	0
09:18:20- 04/26/2012	103.26	4	859	89	0	4	0	0	1	0
09:18:21- 04/26/2012	103.26	4	859	89	0	4	0	0	1	0
09:18:22- 04/26/2012	103.26	4	777	89	0	4	0	0	1	0
09:18:23- 04/26/2012	103.26	4	777	89	0	4	0	0	1	0
09:18:24- 04/26/2012	103.26	4	818	89	0	4	0	0	1	0
09:18:25- 04/26/2012	103.26	4	777	89	0	4	0	0	1	0
09:18:26- 04/26/2012	103.26	5	777	89	0	4	0	0	1	0
09:18:27- 04/26/2012	103.26	5	777	89	0	4	0	0	1	0
09:18:28- 04/26/2012	103.27	5	736	89	0	4	0	0	1	0
09:18:29- 04/26/2012	103.27	5	736	89	0	4	0	0	1	0
09:18:30- 04/26/2012	103.27	5	736	89	0	4	0	0	1	0
09:18:31- 04/26/2012	103.27	5	736	89	0	4	0	0	1	0
09:18:32- 04/26/2012	103.27	6	736	89	0	4	0	0	1	0
09:18:33- 04/26/2012	103.27	6	695	89	0	4	0	0	1	0
09:18:34- 04/26/2012	103.27	6	695	89	0	4	0	0	1	0
09:18:35- 04/26/2012	103.28	6	695	89	0	4	0	0	1	0
09:18:36- 04/26/2012	103.28	6	695	89	0	4	0	0	1	0
09:18:37- 04/26/2012	103.28	6	695	89	0	4	0	0	1	0
09:18:38- 04/26/2012	103.28	6	655	89	0	4	0	0	1	0
09:18:39- 04/26/2012	103.28	6	655	89	0	4	0	0	1	0
09:18:40- 04/26/2012	103.28	6	655	89	0	4	0	0	1	0
09:18:41- 04/26/2012	103.29	6	655	89	0	4	0	0	1	0
09:18:42- 04/26/2012	103.29	6	655	89	0	4	0	0	1	0
09:18:43- 04/26/2012	103.29	6	655	89	0	4	0	0	1	0
09:18:44- 04/26/2012	103.29	6	614	89	0	4	0	0	1	0
09:18:45- 04/26/2012	103.29	7	614	89	0	4	0	0	1	0
09:18:46- 04/26/2012	103.29	7	614	89	0	4	0	0	1	0
09:18:47- 04/26/2012	103.30	7	614	89	0	4	0	0	1	0
09:18:48- 04/26/2012	103.30	7	614	89	0	4	0	0	1	0
09:18:49- 04/26/2012	103.30	7	614	89	0	4	0	0	1	0
09:18:50- 04/26/2012	103.30	7	614	89	0	4	0	0	1	0
09:18:51- 04/26/2012	103.30	8	573	89	0	4	0	0	1	0
09:18:52- 04/26/2012	103.31	8	573	89	0	4	0	0	1	0
09:18:53- 04/26/2012	103.31	8	573	89	0	4	0	0	1	0
09:18:54- 04/26/2012	103.31	8	573	89	0	4	0	0	1	0
09:18:55- 04/26/2012	103.31	8	573	89	0	4	0	0	1	0
09:18:56- 04/26/2012	103.31	8	573	89	0	4	0	0	1	0
09:18:57- 04/26/2012	103.32	8	573	89	0	4	0	0	1	0
09:18:58- 04/26/2012	103.32	9	573	89	0	4	0	0	1	0
09:18:59- 04/26/2012	103.32	9	532	89	0	4	0	0	1	0
09:19:00- 04/26/2012	103.32	9	532	89	0	4	0	0	1	0
09:19:01- 04/26/2012	103.33	9	573	89	0	4	0	0	1	0
09:19:02- 04/26/2012	103.33	9	532	89	0	4	0	0	1	0
09:19:03- 04/26/2012	103.33	9	532	89	0	4	0	0	1	0
09:19:04- 04/26/2012	103.33	9	532	89	0	4	0	0	1	0
09:19:05- 04/26/2012	103.33	9	532	89	0	4	0	0	1	0
09:19:06- 04/26/2012	103.34	9	532	89	0	4	0	0	1	0
09:19:07- 04/26/2012	103.34	9	491	89	0	4	0	0	1	0
09:19:08- 04/26/2012	103.34	9	532	89	0	4	0	0	1	0
09:19:09- 04/26/2012	103.34	9	532	89	0	4	0	0	1	0
09:19:10- 04/26/2012	103.35	9	491	89	0	4	0	0	1	0
09:19:11- 04/26/2012	103.35	9	491	89	0	4	0	0	1	0
09:19:12- 04/26/2012	103.35	9	532	89	0	4	0	0	1	0
09:19:13- 04/26/2012	103.35	10	532	89	0	4	0	0	1	0
09:19:14- 04/26/2012	103.36	10	491	89	0	4	0	0	1	0
09:19:15- 04/26/2012	103.36	10	491	89	0	4	0	0	1	0
09:19:16- 04/26/2012	103.36	10	491	89	0	4	0	0	1	0
09:19:17- 04/26/2012	103.36	10	491	89	0	4	0	0	1	0
09:19:18- 04/26/2012	103.37	10	491	89	0	4	0	0	1	0
09:19:19- 04/26/2012	103.37	10	491	89	0	4	0	0	1	0
09:19:20- 04/26/2012	103.37	10	491	89	0	4	0	0	1	0
09:19:21- 04/26/2012	103.38	10	491	89	0	4	0	0	1	0
09:19:22- 04/26/2012	103.38	10	491	89	0	4	0	0	1	0
09:19:23- 04/26/2012	103.38	11	491	89	0	4	0	0	1	0
09:19:24- 04/26/2012	103.38	11	450	89	0	4	0	0	1	0
09:19:25- 04/26/2012	103.39	11	450	89	0	4	0	0	1	0
09:19:26- 04/26/2012	103.39	11	491	89	0	4	0	0	1	0
09:19:27- 04/26/2012	103.39	11	491	89	0	4	0	0	1	0
09:19:28- 04/26/2012	103.39	11	491	89	0	4	0	0	1	0

Report Date: 05-09-2012

Locomotive 5026 Data Removed on 04-26-12

TIME	MILES	SPEED	TMC	ABRK	IBRK	THR	REV	EIE	PCS	HORN
09:19:29- 04/26/2012	103.40	11	450	89	0	4	0	0	1	0
09:19:30- 04/26/2012	103.40	11	450	89	0	4	0	0	1	0
09:19:31- 04/26/2012	103.40	11	491	89	0	4	0	0	1	0
09:19:32- 04/26/2012	103.41	11	491	89	0	4	0	0	1	0
09:19:33- 04/26/2012	103.41	11	450	89	0	4	0	0	1	0
09:19:34- 04/26/2012	103.41	11	450	89	0	5	0	0	1	0
09:19:35- 04/26/2012	103.42	11	491	89	0	5	0	0	1	0
09:19:36- 04/26/2012	103.42	11	491	89	0	5	0	0	1	0
09:19:37- 04/26/2012	103.42	11	491	89	0	5	0	0	1	0
09:19:38- 04/26/2012	103.42	11	532	89	0	5	0	0	1	0
09:19:39- 04/26/2012	103.43	11	532	89	0	5	0	0	1	0
09:19:40- 04/26/2012	103.43	11	491	89	0	5	0	0	1	0
09:19:41- 04/26/2012	103.43	11	532	89	0	5	0	0	1	0
09:19:42- 04/26/2012	103.44	11	573	89	0	5	0	0	1	0
09:19:43- 04/26/2012	103.44	11	532	89	0	5	0	0	1	0
09:19:44- 04/26/2012	103.44	11	532	89	0	5	0	0	1	0
09:19:45- 04/26/2012	103.45	11	573	89	0	5	0	0	1	0
09:19:46- 04/26/2012	103.45	12	573	89	0	5	0	0	1	0
09:19:47- 04/26/2012	103.45	12	573	90	0	5	0	0	1	0
09:19:48- 04/26/2012	103.45	12	532	90	0	5	0	0	1	0
09:19:49- 04/26/2012	103.46	12	532	90	0	5	0	0	1	0
09:19:50- 04/26/2012	103.46	12	573	90	0	5	0	0	1	0
09:19:51- 04/26/2012	103.46	12	573	90	0	5	0	0	1	0
09:19:52- 04/26/2012	103.47	12	573	90	0	5	0	0	1	0
09:19:53- 04/26/2012	103.47	12	573	90	0	5	0	0	1	0
09:19:54- 04/26/2012	103.47	12	573	90	0	5	0	0	1	0
09:19:55- 04/26/2012	103.48	12	573	90	0	5	0	0	1	0
09:19:56- 04/26/2012	103.48	12	573	90	0	5	0	0	1	0
09:19:57- 04/26/2012	103.48	12	573	90	0	5	0	0	1	0
09:19:58- 04/26/2012	103.49	12	573	90	0	5	0	0	1	0
09:19:59- 04/26/2012	103.49	12	532	90	0	5	0	0	1	0
09:20:00- 04/26/2012	103.49	12	532	90	0	5	0	0	1	0
09:20:01- 04/26/2012	103.50	12	573	90	0	4	0	0	1	0
09:20:02- 04/26/2012	103.50	12	532	90	0	4	0	0	1	0
09:20:03- 04/26/2012	103.50	12	491	90	0	4	0	0	1	0
09:20:04- 04/26/2012	103.51	12	491	90	0	4	0	0	1	0
09:20:05- 04/26/2012	103.51	12	491	90	0	4	0	0	1	0
09:20:06- 04/26/2012	103.51	12	450	90	0	4	0	0	1	0
09:20:07- 04/26/2012	103.52	12	409	90	0	4	0	0	1	0
09:20:08- 04/26/2012	103.52	12	409	90	0	4	0	0	1	0
09:20:09- 04/26/2012	103.52	12	409	90	0	4	0	0	1	0
09:20:10- 04/26/2012	103.53	12	450	90	0	4	0	0	1	0
09:20:11- 04/26/2012	103.53	12	450	90	0	4	0	0	1	0
09:20:12- 04/26/2012	103.53	12	409	90	0	4	0	0	1	0
09:20:13- 04/26/2012	103.54	12	409	90	0	4	0	0	1	0
09:20:14- 04/26/2012	103.54	12	409	90	0	4	0	0	1	0
09:20:15- 04/26/2012	103.54	12	409	90	0	4	0	0	1	0
09:20:16- 04/26/2012	103.55	12	409	90	0	4	0	0	1	0
09:20:17- 04/26/2012	103.55	12	409	90	0	4	0	0	1	0
09:20:18- 04/26/2012	103.55	12	409	90	0	4	0	0	1	0
09:20:19- 04/26/2012	103.56	12	450	90	0	4	0	0	1	0
09:20:20- 04/26/2012	103.56	12	450	90	0	4	0	0	1	0
09:20:21- 04/26/2012	103.56	12	409	90	0	4	0	0	1	0
09:20:22- 04/26/2012	103.57	12	409	90	0	4	0	0	1	0
09:20:23- 04/26/2012	103.57	12	409	90	0	4	0	0	1	0
09:20:24- 04/26/2012	103.57	12	450	90	0	4	0	0	1	0
09:20:25- 04/26/2012	103.58	12	450	90	0	4	0	0	1	0
09:20:26- 04/26/2012	103.58	12	409	90	0	5	0	0	1	0
09:20:27- 04/26/2012	103.58	12	450	90	0	5	0	0	1	0
09:20:28- 04/26/2012	103.59	12	491	90	0	5	0	0	1	0
09:20:29- 04/26/2012	103.59	12	491	90	0	5	0	0	1	0
09:20:30- 04/26/2012	103.59	12	450	90	0	5	0	0	1	0
09:20:31- 04/26/2012	103.60	12	450	90	0	5	0	0	1	0
09:20:32- 04/26/2012	103.60	12	532	90	0	5	0	0	1	0
09:20:33- 04/26/2012	103.60	12	532	90	0	5	0	0	1	0
09:20:34- 04/26/2012	103.61	12	491	90	0	5	0	0	1	0
09:20:35- 04/26/2012	103.61	12	532	90	0	5	0	0	1	0
09:20:36- 04/26/2012	103.61	12	532	90	0	5	0	0	1	0
09:20:37- 04/26/2012	103.62	12	532	90	0	5	0	0	1	0
09:20:38- 04/26/2012	103.62	12	532	90	0	5	0	0	1	0

Report Date: 05-09-2012

Locomotive 5026 Data Removed on 04-26-12

TIME	MILES	SPEED	TMC	ABRK	IBRK	THR	REV	EIE	PCS	HORN
09:20:39- 04/26/2012	103.62	12	532	90	0	5	0	0	1	0
09:20:40- 04/26/2012	103.63	12	573	90	0	5	0	0	1	0
09:20:41- 04/26/2012	103.63	12	532	90	0	5	0	0	1	0
09:20:42- 04/26/2012	103.63	12	532	90	0	5	0	0	1	0
09:20:43- 04/26/2012	103.64	12	573	90	0	5	0	0	1	0
09:20:44- 04/26/2012	103.64	12	573	90	0	5	0	0	1	0
09:20:45- 04/26/2012	103.64	12	573	90	0	5	0	0	1	0
09:20:46- 04/26/2012	103.65	12	573	90	0	5	0	0	1	0
09:20:47- 04/26/2012	103.65	12	573	90	0	5	0	0	1	0
09:20:48- 04/26/2012	103.65	12	573	90	0	5	0	0	1	0
09:20:49- 04/26/2012	103.66	12	573	90	0	5	0	0	1	0
09:20:50- 04/26/2012	103.66	12	573	90	0	5	0	0	1	0
09:20:51- 04/26/2012	103.66	12	573	90	0	5	0	0	1	0
09:20:52- 04/26/2012	103.67	12	532	90	0	5	0	0	1	0
09:20:53- 04/26/2012	103.67	12	573	90	0	5	0	0	1	0
09:20:54- 04/26/2012	103.67	12	614	90	0	6	0	0	1	0
09:20:55- 04/26/2012	103.68	12	573	90	0	6	0	0	1	0
09:20:56- 04/26/2012	103.68	12	614	90	0	6	0	0	1	0
09:20:57- 04/26/2012	103.68	12	614	90	0	6	0	0	1	0
09:20:58- 04/26/2012	103.69	12	614	90	0	6	0	0	1	0
09:20:59- 04/26/2012	103.69	12	655	90	0	6	0	0	1	0
09:21:00- 04/26/2012	103.69	12	655	90	0	6	0	0	1	0
09:21:01- 04/26/2012	103.70	12	655	90	0	6	0	0	1	0
09:21:02- 04/26/2012	103.70	12	655	90	0	6	0	0	1	0
09:21:03- 04/26/2012	103.70	12	655	90	0	6	0	0	1	0
09:21:04- 04/26/2012	103.71	12	655	90	0	6	0	0	1	0
09:21:05- 04/26/2012	103.71	12	655	90	0	6	0	0	1	0
09:21:06- 04/26/2012	103.71	12	655	90	0	6	0	0	1	0
09:21:07- 04/26/2012	103.72	12	695	90	0	6	0	0	1	0
09:21:08- 04/26/2012	103.72	12	695	90	0	6	0	0	1	0
09:21:09- 04/26/2012	103.72	12	655	90	0	6	0	0	1	0
09:21:10- 04/26/2012	103.73	12	655	90	0	6	0	0	1	0
09:21:11- 04/26/2012	103.73	12	695	90	0	6	0	0	1	0
09:21:12- 04/26/2012	103.73	12	695	90	0	6	0	0	1	0
09:21:13- 04/26/2012	103.74	12	655	90	0	6	0	0	1	0
09:21:14- 04/26/2012	103.74	12	695	90	0	6	0	0	1	0
09:21:15- 04/26/2012	103.74	12	695	90	0	6	0	0	1	0
09:21:16- 04/26/2012	103.75	12	655	90	0	7	0	0	1	0
09:21:17- 04/26/2012	103.75	12	695	90	0	7	0	0	1	0
09:21:18- 04/26/2012	103.75	12	736	90	0	7	0	0	1	0
09:21:19- 04/26/2012	103.76	12	736	90	0	7	0	0	1	0
09:21:20- 04/26/2012	103.76	12	736	90	0	7	0	0	1	0
09:21:21- 04/26/2012	103.76	12	736	90	0	7	0	0	1	0
09:21:22- 04/26/2012	103.77	12	777	90	0	7	0	0	1	0
09:21:23- 04/26/2012	103.77	12	777	90	0	7	0	0	1	0
09:21:24- 04/26/2012	103.77	12	777	90	0	7	0	0	1	0
09:21:25- 04/26/2012	103.78	12	777	90	0	7	0	0	1	0
09:21:26- 04/26/2012	103.78	12	777	90	0	7	0	0	1	0
09:21:27- 04/26/2012	103.78	12	818	90	0	7	0	0	1	0
09:21:28- 04/26/2012	103.78	12	818	90	0	7	0	0	1	0
09:21:29- 04/26/2012	103.79	12	777	90	0	7	0	0	1	0
09:21:30- 04/26/2012	103.79	12	777	90	0	7	0	0	1	0
09:21:31- 04/26/2012	103.79	12	818	90	0	7	0	0	1	0
09:21:32- 04/26/2012	103.80	12	818	90	0	7	0	0	1	0
09:21:33- 04/26/2012	103.80	12	818	90	0	7	0	0	1	0
09:21:34- 04/26/2012	103.80	12	818	90	0	7	0	0	1	0
09:21:35- 04/26/2012	103.81	13	818	90	0	7	0	0	1	0
09:21:36- 04/26/2012	103.81	13	818	90	0	7	0	0	1	0
09:21:37- 04/26/2012	103.81	13	818	90	0	7	0	0	1	0
09:21:38- 04/26/2012	103.82	13	818	90	0	7	0	0	1	0
09:21:39- 04/26/2012	103.82	13	818	90	0	7	0	0	1	0
09:21:40- 04/26/2012	103.83	13	818	90	0	7	0	0	1	0
09:21:41- 04/26/2012	103.83	13	818	90	0	7	0	0	1	0
09:21:42- 04/26/2012	103.83	13	818	90	0	7	0	0	1	0
09:21:43- 04/26/2012	103.84	13	818	90	0	7	0	0	1	0
09:21:44- 04/26/2012	103.84	13	818	90	0	7	0	0	1	0
09:21:45- 04/26/2012	103.84	13	818	90	0	7	0	0	1	0
09:21:46- 04/26/2012	103.85	13	818	90	0	7	0	0	1	0
09:21:47- 04/26/2012	103.85	13	818	90	0	7	0	0	1	0
09:21:48- 04/26/2012	103.85	13	818	90	0	7	0	0	1	0

Report Date: 05-09-2012

Locomotive 5026 Data Removed on 04-26-12

TIME	MILES	SPEED	TMC	ABRK	IBRK	THR	REV	EIE	PCS	HORN
09:21:49- 04/26/2012	103.86	13	818	90	0	7	0	0	1	0
09:21:50- 04/26/2012	103.86	13	818	90	0	1	0	0	1	0
09:21:51- 04/26/2012	103.86	13	491	14	0	ID	0	1	1	0
09:21:52- 04/26/2012	103.87	12	82	0	0	ID	0	1	1	0
09:21:53- 04/26/2012	103.87	12	0	0	0	ID	0	1	1	0
09:21:54- 04/26/2012	103.87	12	0	0	0	ID	0	1	1	0
09:21:55- 04/26/2012	103.88	12	0	0	0	ID	0	1	1	0
09:21:56- 04/26/2012	103.88	12	0	0	0	ID	0	1	1	0
09:21:57- 04/26/2012	103.88	10	0	0	0	ID	0	1	1	0
09:21:58- 04/26/2012	103.89	10	0	0	0	ID	0	1	1	0
09:21:59- 04/26/2012	103.89	9	0	0	0	ID	0	1	1	0
09:22:00- 04/26/2012	103.89	9	0	0	0	ID	0	1	1	0
09:22:01- 04/26/2012	103.89	8	0	0	0	ID	0	1	1	0
09:22:02- 04/26/2012	103.89	7	0	0	0	ID	0	1	1	0
09:22:03- 04/26/2012	103.90	6	0	0	0	ID	0	1	1	0
09:22:04- 04/26/2012	103.90	5	0	0	0	ID	0	1	1	0
09:22:05- 04/26/2012	103.90	4	0	0	0	ID	0	1	1	0
09:22:06- 04/26/2012	103.90	3	0	0	0	ID	0	1	1	0
09:22:07- 04/26/2012	103.90	2	0	0	0	ID	0	1	1	0
09:22:08- 04/26/2012	103.90	1	0	0	0	ID	0	1	1	0
09:22:09- 04/26/2012	103.90	0	0	0	0	ID	0	1	1	0



U.S. Department  
of Transportation  
**Federal Railroad  
Administration**

**LOCOMOTIVE INSPECTION AND REPAIR RECORD**

In accordance with the Locomotive Inspection Act 36  
State, 913, as amended and regulations issued  
pursuant to that Act, the parts and appurtenances of the  
locomotive unit have been inspected and all defects  
disclosed by the inspection have been properly repaired.

Reporting year 2011 Check if new loco  If loco renumbered, previous number \_\_\_\_\_

1. OPERATED BY Montreal Maine & Atlantic Railway Ltd.			RR Code I I IMMA	2. OWNED BY Montreal Maine & Atlantic Railway Ltd.			RR Code I I MMA
3. MODEL NO. C30-7	4. LOCO NO. 5078	5. YR. BUILT 1980	6. PROPELLED BY D-E	7. HORSEPOWER 3000	8. TYPE OF SERVICE: PASSENGER <input type="checkbox"/> ROAD <input checked="" type="checkbox"/> YARD <input type="checkbox"/> OTHER <input type="checkbox"/>		
9. STEAM GEN. GEN. #1 N/A Working Pressure				GEN. #2 N/A Working Pressure			
10. MAXIMUM PISTON TRAVEL 4 Inches			TYPE OF AIR BRAKE 26L		11. OUT OF USE CREDIT		
12. LAST PERIODIC INSPECTION DATE 12/2/2010				PLACE Derby Maine			

**PERIODIC INSPECTIONS**

13. DATE MO DAY YR	14. PLACE	15 ITEMS	16. PERSON CONDUCTING	15 ITEMS	16. PERSON CONDUCTING	17. CERTIFIED BY
6/3/2011	Derby Maine	1-4,7	M. Colby	3+5	5	DB Mank
9-11-11	Derby Maine	1-4,7	J. Arden		5	Paul B. Mank
12-6-11	Derby Maine	1-4,7	K. Ghyse		5	Paul B. Mank
	Derby Maine	1-4,7			5	

15. ITEM CODE: [1]BRAKES [2]RUNNING GEAR [3]CAB EQUIP. [4]MECH. EQUIP [5]ELECT. EQUIP [6]STEAM GEN [7]SAFETY APPL

TESTS		18. H&H TEST PRESSURE DRILLED	19. WAIVER PART-229 N/A	20. WAIVER-OTHER N/A	
TYPE	INTERVAL NOT MORE THAN	21. PERSON CONDUCTING	22. TEST DATE AND PLACE	23. CERTIFIED BY	24. PREVIOUS TEST DATE AND PLACE
METER	368 CALENDAR DAYS	M. Colby	6/3/11 DERBY ME.	DB Mank	6/3/2010 Derby, Maine
HAMMER & HYDRO	736 CALENDAR DAYS				DRILLED
AIRBRAKE 229.27	368 CALENDAR DAYS	J. Arden	6/3/11 DERBY ME.	DB Mank	6/3/2010 Derby, Maine
AIRBRAKE 229.29	NUMBER OF CALENDAR DAYS 1104				7/21/2009 Derby, Maine

CERTIFICATION OF TRUE COPY  
I CERTIFY THAT THIS IS A TRUE COPY OF THE INSPECTION AND REPAIR RECORD OF LOCOMOTIVE NO. 5078

\_\_\_\_\_  
(Officer-in-charge) DATE

ATTENTION: A false entry on this form is punishable by fine or imprisonment (U.S. Code Title 18 Sec. 1001)  
FROM FRA F6180-49 A (5-93) OMB Approval No. 2130-0004  
GOVERNMENT PROPERTY DO NOT REMOVE



**INSTRUCTIONS**

- 1 **OPERATED BY:** Enter the name and code\* of the railroad primarily responsible for operating the locomotive at the time the report is placed in the locomotive. Operator changes, including dates, shall be noted in "Remarks."
- 2 **OWNER:** Enter the name and code\* of the owner. Changes in ownership shall be submitted in final reports.
- 3 **MODEL NO.:** Enter the original builder's model number.
- 4 **LOCOMOTIVE NO.:** Enter only the locomotive number. Include letters only if they are part of the locomotive markings.  
If the locomotive number is changed, include the information at the top of the form.
- 5 **YEAR BUILT:** Enter the year the locomotive was built or rebuilt.
- 6 **PROPELLED BY:** Enter Diesel-Electric (D-E), Electric (E), MU, MU Control Cab (MUC), Mom-MU Control Cab (NMUC), Turbo (T), Torque Converter (TC), Other (O)
- 7 **HORSEPOWER:** Enter horsepower rating.
- 8 **TYPE OF SERVICE:** Enter type of service the locomotive is assigned to when the report is placed in the locomotive.
- 9 Enter steam generator number(s) and safe working pressure(s).
- 10 Enter maximum piston travel. Enter only "Nominal" travel and do not include Manufacturer's Tolerances.  
Also include type of AIR BRAKE.
- 11 Enter number of creditable calendar days the locomotive was out-of-use. Less than 30 consecutive calendar days for any out-of-use period may not be counted. Any entry "out-of-use from \_\_\_\_\_ to \_\_\_\_\_" shall be made on an inspection line and certified when a locomotive is not in use when an inspection would otherwise be due. If the locomotive is out-of-use at the end of the reporting period, complete the "To" entry with the last day of the period. The entry on the replacement report should then record the "From" as the beginning of the new period.
- 12 **LAST PERIODIC INSPECTION AND TESTS:** This report covers annual periods (January 1 to December 31). The report of the preceding annual period shall be retained in the locomotive until the first periodic inspection is made after January 1 of each year or until the form is replaced as required by Section 229.23 (e). When a new form 6180.49A is placed in the locomotive, enter the last periodic inspection information onto the new form in item 12 and the test information from item 24. Tests that are not applicable should be noted "NA".  
**INSPECTIONS AND TESTS:** Persons making the required tests and periodic inspections shall sign for the items tested or inspected. The employee's supervisor shall certify that the tests and inspections were completed.  
**TESTS:** Where the carrier has chosen to fragment air brake cleaning, repairing and testing required by Sections 229.27 & 229.29, an air record shall be maintained in the cab of the locomotive.
- 18 **H & H:** Enter test pressure from hydrostatic test. If reservoirs are drilled, enter word :Drilled".  
**CODE\*:** Carriers shall enter only the code assigned by FRA to their railroad.
- 19 Any waivers of any type from a requirement of 49CFR Part 229 shall be identified in block 19 by its waiver number or by the section number affected. Explanatory information regarding the scope and content of the waiver shall be included under "Remarks".
- 20 Any waiver from any FRA requirement other than a requirement of 49CFR Part 229 shall be identified in block No. 20 by its waiver number or by the part and section number affected. Explanatory information regarding the scope and content of the waiver shall be included under "Remarks".
- 21 Under Tests (AIR BRAKE 229.29), Fill in the number of calendar days subject air brake equipment is subjected to cleaning, repairing and testing.  
**REPAIRS:** Defects not properly repaired.  
**NOISE:** Enter any noise tests or related information in accordance with 49CFR 210.31.

**OUT OF SERVICE CREDITS**

**OUT-OF-USE FROM**

**Date of previous annual hand brake inspection:** 6/3/2010

**Date of 2011 annual hand brake inspection:** \_\_\_\_\_

**Event Recorder Equipped-Quantam Model #1067E  
Horn fully FRA compliant-Test Data on File at Main Office, Derby Maine**

**REMARKS:** The carriers should enter under "Remarks" any other clarifying or explanatory information.

**"MAIN RESERVOIR SAFETY VALVE SET FOR 150 PSI"**

**Oil Sample Data**

Thomas Tancula [tntancula@railworld-inc.com]

**Sent:** Tuesday, June 25, 2013 10:46 AM**To:** Black, Jeff W.; Scalia, Timothy A.; Hartin, James M.; Stahl, Randy S.; Green, Clifton S.; Rhoda, Chris S.; Keller, Jerry P.**Attachments:** 06-21-2013 - Oil Data- MMA~1.xls (663 KB)

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Gentlemen:

See my previous e mail on zinc in new oil. Aside from that, first on the hit parade are overdue oil samples.

2006-278 days since last oil sample-Are we trying for a full year without sampling the oil?

Fresh oil at Farnham-732 days since last oil sample today-If we still add oil at Farnham we should test the oil when new.?

Second on the hit parade are these units. Those in RED require immediate attention!

- MMA 8578-WATER LEAK! -VISCOSITY HIGH AT LEVEL 1-COPPER HIGH AT LEVEL 2-LEAD HIGH ABOVE LEVEL 3-CALL HOME AND CHECK MAIN AND CON ROD BEARINGS ASAP!!!
- MMA 2000- EXTREME WATER LEAK!
- MMA 2003-ZINC IN THE OIL-WHERE WAS THE OIL ADDED? Also, consider changing oil on next scheduled inspection.
- 3071- EXTREME WATER LEAK!
- 3091- EXTREME WATER LEAK!
- 3097- EXTREME WATER LEAK!
- 3166- EXTREME WATER LEAK!
- MMA 8208-IRON AT LEVEL 2, CHECK CYLINDER LINERS FOR ABRASION AND SCUFFING. VISCOSITY HIGH AT LEVEL 3-Consider changing oil on next scheduled inspection.
- MMAL 23- OBVIOUS WATER LEAK
- MMA 2001-APPEARS TO HAVE AIR FILTERS THAT ALLOW SAND TO ENTER INTAKE MANIFOLD
- MMA 2002-Consider changing oil on next scheduled inspection.
- MMA 2004-VISCOSITY HIGH AT LEVEL 2-Consider changing oil on next scheduled inspection.
- MMA 2005-VISCOSITY HIGH AT LEVEL 1-Consider changing oil on next scheduled inspection.
- MMA 5018-VISCOSITY LOW AT LEVEL 2-Consider changing oil on next scheduled inspection
- MMA 5078-WATER LEAK -VISCOSITY LOW AT LEVEL 1-Consider changing oil on next scheduled inspection
- MMA 8541-VISCOSITY HIGH AT LEVEL 1-Consider changing oil on next scheduled inspection

TNT