



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

I have reviewed the work packet for locomotive B553 on this  
date 1-28-11 and take no exception to applicable laws, rules and or MMA  
standards, policies and standards.



# 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)	_____	

## TL 24T

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



REVISION:  
 REVISION DATE: 06/22/2010  
 ISSUED BY: T. A. Scalia

**B-23, B-39, C-30, GP-7 UNSCHEDULED**

**UNIT:**

*In-Bound Or Running Electrical*

ITEM

**ELECTRICAL**

**WORKED BY:**

ONLY INBOUND LOAD BOX A SWITCHER IF IT'S NECESSARY AND REPORTED WITH LOADING ISSUES. OTHERWISE THE LOAD BOX ON A SWITCHER WILL BE DONE ON THE OUTBOUND

REVIEW COMPUTER ARCHIVE DATA AND NOTE ON DEFECT SHEETS IF APPLICABLE

NOTE SIGNIFICANT FAULTS ON DEFECT SHEETS.

DOWNLOAD & TEST EVENT RECORDER SYSTEM,

TEST RADIO ANTENNA WITH MFJ-269 ANALYZER

CLOSELY INSPECT THE HEAD END DEVICE CONNECTOR. ENSURE IT IS TIGHTLY CONNECTED AND NOT CROSS THREADED

PERFORM ALL LOCOMOTIVE SELF TEST FUNCTIONS

B. CHECK FOR AC GROUNDS IN COOLING FAN CIRCUIT WITH TEST LIGHT (30 watt bulb) ONLY APPLIES TO GP-7.

CHECK OPERATION OF GROUND RELAY

(TEST THREE TIMES TO VERY LOCK-OUT)(DYNAMIC & POWER)

CHECK FOR LOW VOLTAGE GROUNDS (7 watt bulb)

WHILE IN THROTTLE 3 LOAD TEST, CHECK FOR AC GROUNDS. DOES NOT APPLY TO C-30, B-23 AND B-39.

CHECK OPERATION OF:

A. HEATING

B. WINDSHIELD HEATERS/DEFOGGER (SEPTEMBER - FEBRUARY)

CHECK OPERATION OF ALERTNESS DEVICES

CHECK OPERATION OF ALL EMERGENCY FUEL SHUTOFF DEVICES

A. EMERGENCY FUEL CUTOFFS

B. MU ENGINE STOP



**B-23, B-39, C-30, GP-7 UNSCHEDULED**

**UNIT:**

ITEM	<i>In-Bound Or Running Mechanical</i> <b>MECHANICAL</b>	WORKED BY:
	INSPECT ENGINE OVERHEAD (WITH ENGINE AT IDLE):	
	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	
	VISUALLY INSPECT AIR COMPRESSOR FOR WATER, AIR OR OIL LEAKS	
	TEST AIR BRAKE EQUIPMENT PER RULE 212	
	PERFORM PENALTY BRAKE TEST	
	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	
	INSPECT AIR COMPRESSOR GOVERNOR SETTING. 135 TO 145 PSI	
	INSPECT SAFETY POP. 155 PSI	



English

**B-23, B-39, C-30, GP-7 UNSCHEDULED**

**UNIT:** 8553

*Out-Bound Loadtest Electrical/Mechanical*

WORKED

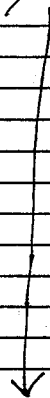
ITEM

**MECHANICAL**

BY:

- INSPECT ENGINE OVERHEAD (WITH ENGINE AT IDLE):
- 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
- VISUALLY INSPECT AIR COMPRESSOR FOR WATER, AIR OR OIL LEAKS
- TEST AIR BRAKE EQUIPMENT PER RULE 212
- PERFORM PENALTY BRAKE TEST
- CHECK FLUID LEVELS BEFORE LOADING:
- A: ENGINE OIL
- B: COOLING WATER
- C: AIR COMPRESSOR OIL
- INSPECT SAND TRAP, NOZZLES, HOSES AND BRACKETS
- TEST OPERATION OF THE FOLLOWING DEVICES:
- A. BELL
- B. SANDERS (FORWARD, REVERSE, EMERGENCY)
- C. RADIATOR SHUTTERS

*M. Conley*



**ELECTRICAL**

- CHECK FOR LOW VOLTAGE GROUNDS (7 watt bulb)
- IF A TRACTION MOTOR WAS REPALCED, ROLL TEST THE LOCOMOTIVE TO ENSURE THE TM LEADS ARE PROPERLY HOOKED UP
- WHILE IN THROTTLE 3 LOAD TEST, CHECK FOR AC GROUNDS. DOES NOT APPLY TO C-30, B-23 AND B-39.
- CHECK OPERATION OF:
- A. HEATING
- COMPLETE THE LOAD TEST SHEETS
- INSPECT AIR COMPRESSOR GOVERNOR SETTING. 135 TO 145 PSI
- INSPECT SAFETY POP. 155 PSI

*M. Conley*





UNIT 9503

# Service Operations

DATE 1-28-11

## THROTTLE 8 OUTBOUND LOAD TESTS

Eng RPM (900)	EMD	_____	Lube Oil Pres	_____
Eng RPM (1050)	GE	_____	Water Temp	<u>184°</u>
Horsepower		<u>3000</u>	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)	_____	

## TL 24T

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

only had 19 psi Air box pressure when load boxed  
 O-ring bad At Turbo/elbow - didn't have new one to put in,  
 when In Newport, VT. - P. Boochie

Unit: 8553

Date: 1-28-11

### DEFECTS FOUND DURING INSPECTION

DEFECT <u>Michiana Door supposedly cracked -</u> <u>Unit shut down/draind in Newport/VJ</u>	INSPECTED BY: <u>P. Smith / M. Cooley</u>
REPAIR <u>Replaced Michiana door / seal Torqued bolts</u> <u>to 125 Ft lbs</u>	CORRECTED BY: <u>P. Smith / M. Cooley</u>

DEFECT <u>Cost tank 3/4 full</u>	INSPECTED BY: <u>P. Smith / M. Cooley</u>
REPAIR <u>Drained off 3 5 gal buckets</u>	CORRECTED BY: <u>P. Smith / M. Cooley</u>

DEFECT <u>oil Above Cond. side walkway</u>	INSPECTED BY: <u>P. Smith / M. Cooley</u>
REPAIR <u>wiped up oil best way possible</u>	CORRECTED BY: <u>P. Smith / M. Cooley</u>

DEFECT <u>Both rear ditch lines bad</u>	INSPECTED BY: <u>P. Smith / M. Cooley</u>
REPAIR <u>Replaced 2 ditch lines</u>	CORRECTED BY: <u>M. Cooley / P. Smith</u>

DEFECT <u>Fr. Sanders plugged</u>	INSPECTED BY: <u>P. Smith / M. Cooley</u>
REPAIR <u>Unplugged sander</u>	CORRECTED BY: <u>P. Smith / M. Cooley</u>

Unit: 0553

Date: 1-28-11

**DEFECTS FOUND DURING INSPECTION**

DEFECT <u>8" Low on oil</u>	INSPECTED BY: <u>T. Boode / M. Corley</u>
REPAIR <u>Added 80 gals Eng oil - All they had left in VT. still 2" low</u>	CORRECTED BY: <u>T. Boode / M. Corley</u>

DEFECT <u>WATER system was drained when shut down</u>	INSPECTED BY: <u>T. Boode / M. Corley</u>
REPAIR <u>REFilled - inspected for leaks</u>	CORRECTED BY: <u>T. Boode / M. Corley</u>

DEFECT _____	INSPECTED BY: _____
REPAIR _____	CORRECTED BY: _____

DEFECT _____	INSPECTED BY: _____
REPAIR _____	CORRECTED BY: _____

DEFECT _____	INSPECTED BY: _____
REPAIR _____	CORRECTED BY: _____



# Description of Work Performed

Locomotive ID 8553 Time Started 1030 ~~1050~~ Time Finished 1330

PUT UP BLUE signal protection + Locked/maligned switches

DRAINED OFF MICHIANA oil TANK.

REMOVED MICHIANA DOOR BECAUSE WAS TOLD IT WAS CRACKED & CAUSING oil leakage.

REPLACED MICHIANA DOOR/SEAL AND TORQUED BOLTS TO 125 FT LBS.

oil on Cond SIDE WALKWAY - WIPED UP BEST we could.

DRAINED OFF 15 GALS OF oil FROM CONT TANK - (3) 5 gal buckets Full.

REFILLED LOCOMOTIVE WITH WATER - STARTED & let warm up to 150°

before load box test. - Only would produce about 3000 HP because

AIR Box O-ring was bad at Turbo ELbow - None to Replace with.

Added All the oil they had (80 gals) still 2" Low

Finished Dairying Locomotive - 1-28-11 1330 hrs TP Boudie / M. Conley





