

Montreal, Maine, & Atlantic Railway
Locomotive

Unit 8553

Date 12-3-10

3 Month Federal Air Work

Signature

1. Inspect and repair air piping and valves for leaks .. See defect sheet. Amer
2. Test all air gauges with gauge tester and set if required..... Amer
3. With full brake pipe pressure, make a 20lb. reduction, move the cutoff valve to "OUT" position and move the lead - dead valve to "DEAD" position. Brakes must remain applied for 5 minutes..... Amer
4. Cover each trainline hose coupling with hand and test for leakage through valve, then apply blank dummy couplings to the trainline hoses on each end of the unit and open trainline valves. Make a 20lb. reduction with the Automatic, move the cutoff valve to "OUT" position and check for brake pipe leakage. Leakage shall not exceed 5 lb. per minute..... Amer
5. Reduce main reservoir pressure to 85 lbs. by draining #2 main reservoir.(*). Check cab gauge for leakage from main reservoirs and piping for 3 minutes. Leakage must not exceed an average of 3 lb. per minute during the test..... Amer
6. Drain #1 main reservoir (*) completely and test check valve between reservoirs. Pressure should remain on the main reservoir gauge in the cab as #1 main reservoir is drained..... Amer
7. Check all MU valve handles to ensure the locking devices work properly. Lubricate or replace as necessary..... Amer
8. Check knuckle thrower to make sure it opens the knuckle. Lubricate or repair as necessary..... Amer

Note (*) #1 reservoir is without the check valve. # 2 is with the check valve.

LOCOMOTIVE **5023** DATE **12-3-10**

	Start Readings				Has Shim		END READING				Has Shim		OLD GAUGE
	Flange Height	Flange Thickness	Rim Thickness	Witness Groove	YES	NO	Flange Height	Flange Thickness	Rim Thickness	Witness Groove	YES	NO	
L#1	0-18	0-0	2.16				L#1						FLANGE THICKNESS MEASUREMENT 0-on-0...1" 0-on-1...1-1/8" 0-on-2...1-3/8" 0-on-3...1-3/4" 0-on-4...1-7/8" 0-on-5...1-7/8" 0-on-6...1-7/8" 2-on-6...1-13/32" 4-on-6...1-7/16" 6-on-6...1-31/64"
L#2	0-20	0-0	3.04				L#2						
L#3	0-21	0-0	2.00				L#3						
L#4	0-20	0-0	2.08				L#4						
L#5	0-18	0-0	2.00				L#5						
L#6	0-19	0-0	2.12				L#6						
R#1	0-21	0-0	2.12				R#1						OLD GAUGE FLANGE HEIGHT MEASUREMENT 0-on-0...1" 0-on-1...1-1/8" 0-on-2...1-3/8" 0-on-3...1-3/4" 0-on-4...1-7/8" 0-on-5...1-7/8" 0-on-6...1-7/8" 2-on-6...1-13/32" 4-on-6...1-7/16" 6-on-6...1-31/64"
R#2	0-20	0-0	3.04				R#2						
R#3	0-21	0-0	1.14				R#3						
R#4	0-22	0-3	2.08				R#4						
R#5	0-18	0-0	2.14				R#5						
R#6	0-21	0-0	2.14				R#6						

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

granted

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 1/4"

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 1/4"

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" MIN 31"	33	FRA MAX 6" MIN 3"	43 1/4	FRA MIN 30" MMA MIN 30" FRA MAX 50" MMA MAX 50"	FRA MIN 2 1/2" MMA MIN 3"
MMA MAX 34" MIN 32"	32 1/2	MMA MAX 6" MIN 3 1/2"	5		

*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. IS THE MAXIMUM VARIATION ALLOWED IN WHEEL DIAMETER BETWEEN ANY 2 WHEELS IN THE SAME TRUCK WITHOUT SHIMS
- 1. IS THE MAXIMUM VARIATION ALLOWED IN WHEEL DIAMETER BETWEEN ANY 2 WHEELS IN THE SAME TRUCK WITH SHIMS APPLIED
- 1. IS THE MAXIMUM VARIATION ALLOWED IN WHEEL DIAMETER BETWEEN ANY 2 WHEELS ON DIFFERENT TRUCKS

REMEMBER THIS RULE
 * COUPLER HEIGHTS ARE MEASURED TO THE TOP OF THE COUPLER PIN
 * WHEEL DIAMETER MEASUREMENTS ARE TAKEN FROM THE TOP OF THE WITNESS GROOVE
 * WITNESS GROOVES ARE TO BE KEPT CLEAR OF ALL DEBRIS AND OIL
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 * WITNESS GROOVES ARE TO BE KEPT CLEAR OF ALL DEBRIS AND OIL

EMPLOYEES SIGNATURE _____ SUPERVISORS SIGNATURE _____

3.04
5.00
1 1/8
8



B-23, B-39, C-30, GP-7 M12 MAINTENANCE

In-Bound Or Running Electrical

WORKED BY:

ELECTRICAL

SWITCH ENGINES DO NOT GET LOAD BOXED ON THE INBOUND, THEY ONLY GET LOAD BOXED ON THE OUTBOUND INSPECTION

COMPLETE BATTERY MAINTENANCE

✓ DOWNLOAD & TEST EVENT RECORDER SYSTEM,

VERIFY COOLING FAN OPERATION

CHECK INERTAL BLOWER OPERATION

✓ PERFORM ALL LOCOMOTIVE SELF TEST FUNCTIONS

B. CHECK FOR AC GROUNDS IN COOLING FAN CIRCUIT WITH TEST LIGHT (30 watt bulb)

✓ CHECK OPERATION OF GROUND RELAY

✓ CHECK FOR LOW VOLTAGE GROUNDS (7 watt bulb)

WHILE IN THROTTLE 3 LOAD TEST, CHECK FOR AC GROUNDS

CHECK OPERATION OF:

✓ A. HEATING/AIR CONDITIONING UNIT

In-Bound Or Running Mechanical

WORKED

CHECK FOR PROPER LUBRICATION AND CAM ROLLER ROTATION

VISUALLY INSPECT AIR COMPRESSOR FOR WATER, AIR OR OIL LEAKS

PERFORM MANUAL AIR BRAKE TEST AND PENALTY BRAKE TESTS

PERFORM AIR BRAKE SELF TEST

CHECK FOR WATER LEAKS

CHECK FOR OIL LEAKS

CHECK FOR FUEL LEAKS

CHECK FOR EXHAUST LEAKS

CHECK FOR VERIFY CLEAR STACK