

Montreal, Maine, & Atlantic Railway
Locomotive

Unit 8578

Date 02-13-12

3 Month Federal Air Work

Signature

1. Inspect and repair air piping and valves for leaks D. Black
2. Test all air gauges with gauge tester and set if required..... D. Black
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..... J. Black
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..... J. Black
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..... J. Black
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..... J. Black
7. Check all MU valve handles to ensure the locking devices work properly. Lubricate or replace as necessary..... D. Black
8. Check knuckle thrower to make sure it opens the knuckle. Lubricate or repair as necessary..... D. Black
- 9 test AND CALABRINI AIR Flow Meter J. Black

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

LOCOMOTIVE **8578** DATE **11-13-12**

	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	0-18	0-0	28										
L#2	0-17	0-0	36										
L#3	4-22	00	40										6-on 0-1-132"
L#4	0-20	00	24										
L#5													
L#6													
													NEW GAUGE
R#1	0-20	0-0	28										
R#2	0-18	0-0	36										
R#3	2-22	0-0	40										2-on 6--1-13/32"
R#4	0-19	0-0	24										
R#5													
R#6													

WEAR LIMITS FOR ROAD & SWITCH LOCOMOTIVES - MINIMUM DAILY REQUIREMENTS

- A 1 1/2" MMA 1 7/16" Flange Height
- A 7/8" MMA 15/16" Flange Thickness
- A 1" MMA 1 1/16" Rim Thickness
- A 5/16" MMA 1/4" Tread Wear

WEAR LIMITS - ROAD & SWITCH LOCOS - MIN 92 DAY REQ WEAR LIMITS - PASSENGER LOCOS - MIN 92 DAY REQ

WHEEL DIAMETER	FLANGE THICKNESS	RIM THICKNESS	TREAD WEAR	FLANGE HEIGHT	FLANGE THICKNESS	RIM THICKNESS	TREAD WEAR
A 1 1/2"	FRA 7/8"	FRA 1"	FRA 5/16"	FRA 1 1/2"	FRA 7/8"	FRA 1"	FRA 5/16"
A 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 1/4"

INVERSION CHART FOR WHEEL DIAMETER

37"	15"	37 7/8"	22"	38 3/4"	29"	39 5/8"	36"	40 1/2"
37 1/8"	16"	38"	23"	38 7/8"	30"	39 3/4"	37"	40 5/8"
37 1/4"	17"	38 1/8"	24"	39"	31"	39 7/8"	38"	40 3/4"
37 3/8"	18"	38 1/4"	25"	39 1/8"	32"	40"	39"	40 7/8"
37 1/2"	19"	38 3/8"	26"	39 1/4"	33"	40 1/8"	40"	41"
37 5/8"	20"	38 1/2"	27"	39 3/8"	34"	40 1/4"	41"	41 1/8"
37 3/4"	21"	38 5/8"	28"	39 1/2"	35"	40 3/8"	42"	41 1/2"

LOCOMOTIVE RAIL CLEARANCE

COUPLER HEIGHT	FRONT		PILOT HEIGHT		HEIGHT OF HORIZONTAL END HANDHOLD OR UNCOUPLING LEVER IF USED AS HORIZONTAL HANDHOLD	LOCO RAIL CLEARANCE	
	MAX	MIN	MAX	MIN		FRA	MMA
	33	31 1/2			5 1/2	MIN 30"	MIN 30"
	34	32 1/2			5	MIN 30"	MIN 30"

WHEEL DIAMETER MEASUREMENTS ARE TAKEN FROM THE TOP OF THE WITNESS GROOVE. 40" DIAMETER WHEELS WITNESS GROOVE = 36" DIAMETER WHEEL WITNESS GROOVE = 38"

REEL MATCHING STANDARDS FOR 6 AXLE LOCOMOTIVES (FRA & MMA STANDARDS ARE THE SAME)

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

IN ALL DIMENSIONS, UNLESS OTHERWISE SPECIFIED, DIMENSIONS ARE TO BE TAKEN TO THE CENTERLINE OF THE WHEEL DIAMETER MEASUREMENTS

REMEMBER THIS RULE

IF A WHEEL IS FOUND TO BE UNMATCHED TO THE OTHER WHEELS OF THE SAME TRUCK, THE WHEEL SHOULD BE REPAIRED OR REPLACED WITH A WHEEL OF THE SAME DIAMETER AS THE OTHER WHEELS OF THE SAME TRUCK. IF THE WHEEL IS FOUND TO BE UNMATCHED TO THE OTHER WHEELS OF A DIFFERENT TRUCK, THE WHEEL SHOULD BE REPAIRED OR REPLACED WITH A WHEEL OF THE SAME DIAMETER AS THE OTHER WHEELS OF THE SAME TRUCK.

EMPLOYEE SIGNATURE

JW Black

SUPERVISOR SIGNATURE
