



92 DAY

Locomotive Release from Shop Form

To be completed on every engine released from the Shop

I have reviewed the work packet for locomotive 8578 on this date 8/11/11 and take no exception to applicable laws, rules and or MMA standards, policies and standards.

UNIT 8578

DATE 8/11/11

### Service Operations

#### THROTTLE 8 OUTBOUND LOAD TESTS

Eng RPM (700)	(100)	_____	Exhaust Oil Pres	_____
Eng RPM (1050)	(0)	_____	Water Temp	<u>173°F</u>
Horsepower		<u>3745</u>	Overspeed Setting	<u>-OK-</u>
Volts (5.3)	(B-23)	_____	RACK SETTING	_____
Volts (7)	(C-30)	<u>705</u>		
Volts (720)	(B-39)	_____		

#### THROTTLE #1 STALL TEST

OP Mode	(PWR)	_____	
AMPS	(300)	<u>3823</u>	
MGA	(1220)	_____	NOT APPLICABLE TO B-23 AND C-30
Charging Rate	(70v)	<u>74V</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		<i>[Signature]</i>
CHECK FOR LOW VOLTAGE GROUNDS (7 watt bulb)		<i>[Signature]</i>
WHILE IN THROTTLE 3 LOAD TEST. CHECK FOR AC GROUNDS		
CHECK OPERATION OF:		
A. HEATING		<i>[Signature]</i>
COMPLETE THE IN-BOUND LOAD TEST SHEETS		<i>[Signature]</i>
GROUND RELAY-(TEST THREE TIMES TO VERY LOCK-OUT)(DYNAMIC & POWER)		<i>[Signature]</i>
CHECK THE FOLLOWING FOR PROPER OPERATION:		
A. CREW ALERT		<i>[Signature]</i>
B. RADIO AND ANTENNA		
C. AXLE ALT. SPEEDO		<i>[Signature]</i>
D. MU ENGINE SHUTDOWN		<i>[Signature]</i>
E. FUEL CUT-OFF		
F. TEST WARNING DEVICES		<i>[Signature]</i>
<b>MECHANICAL</b>		
CLEAN AND SERVICE TOILET AND RESTROOM		
DRAIN RETENTION TANK		
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		
CHECK OPERATION OF ENGINE PROTECTION DEVICES:		<i>[Signature]</i>
A. CRANKCASE PRESSURE		
VISUALLY INSPECT AIR COMPRESSOR FOR WATER, AIR OR OIL LEAKS		<i>[Signature]</i>
PERFORM MANUAL AIR BRAKE TEST		
Verify Flow Gauge	NOTE: 120-	
130 main reservoir is 64 + or - 3,	130-140 main	
reservoir is 60 + 0		
PERFORM PENALTY BRAKE TEST		
CHECK FOR CORRECT AIR PRESSURE SETTINGS:		
A. MAIN RESERVOIR (130 - 140 PSI)		<i>[Signature]</i>
B. BRAKE PIPE (90 PSI)		<i>[Signature]</i>
C. EQUALIZING RESERVOIR (90 PSI)		<i>[Signature]</i>
D. BRAKE CYLINDER (72 - 74 PSI)		<i>[Signature]</i>
E. COMPRESSOR CONTROL (130 - 140 PSI +/-5 PSI)		<i>[Signature]</i>
CHECK FLUID LEVELS BEFORE LOADING:		
A: ENGINE OIL		<i>[Signature]</i>
B: COOLING WATER		<i>[Signature]</i>
C: AIR COMPRESSOR OIL		<i>[Signature]</i>
TEST OPERATION OF THE FOLLOWING DEVICES:		
A. BELL		<i>[Signature]</i>
B. SANDERS (FORWARD, REVERSE, EMERGENCY)		<i>[Signature]</i>
C. RADIATOR SHUTTERS		-NA-

B-23, B-39, C ), 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

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)

*Anderson*

CARBODY

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.

INSPECT COUPLERS & DRAFT GEARS. MAKE REPAIRS AS NECESSARY

CHECK KNUCKLE CLEARANCE AND KNUCKLE THROWER, MAKE REPAIRS AS NEEDED AND APPLY SPARE KNUCKLES (E AND F TYPE) (2.5")

INSPECT PIN LIFTERS CHECKING FOR PROPER HAND CLEARANCE AND ANTI-CREEP

CHECK SNOWPLOW (IF EQUIPPED) FOR HANDHOLDS AND PROPER DISTANCE

CHECK AUTO BLOWDOWNS FOR PROPER OPERATIONS IN AUTOMATIC MODE

ENSURE SUMP DRAINS ARE OPEN AND FREE OF DEBRIS

*D. Black  
D. Black*

TRUCKS

INSPECT WICK BOLT SECUREMENT AND REPAIR IF NECESSARY

CHECK SUSPENSION BEARING OIL LEVEL

CHECK JOURNAL BOX OIL LEVEL (FILL TO POINT OF OVERFLOW)

CHECK GEAR CASES AND INSPECT BULL GEAR (ADD 6lbs. OF GEARCASE GREASE)

CHECK OIL FILLED GEAR CASES AND FILL (RECORD USAGE BELOW)

*6800 SURG S  
all filled with 6000 lbs  
D. Black*

# 1 TRACTION MOTOR: OIL USED \_\_\_\_\_

# 2 TRACTION MOTOR: OIL USED \_\_\_\_\_

# 3 TRACTION MOTOR: OIL USED \_\_\_\_\_

# 4 TRACTION MOTOR: OIL USED \_\_\_\_\_

# 5 TRACTION MOTOR: OIL USED \_\_\_\_\_

# 6 TRACTION MOTOR: OIL USED \_\_\_\_\_

INSPECT ALL BRAKE HANGERS, HEADS, GUIDES AND STRAPS ENSURING BRAKE SHOES ARE IN LINE WITH WHEELS

*D. Black*

CAB

CHECK FIRE EXTINGUISHERS, DATE AND TAG. REPLACE IF USED OR OUT OF DATE.

CHECK CAB SEATS FOR PROPER OPERATION INSURING ALL BOLTS ARE IN PLACE AND TIGHT.

CHECK HANDBRAKE AND INSPECT DATE. MAKE REPAIRS AS NECESSARY

*D. Black  
D. Black  
D. Black*

MISC

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

DRAIN RETENTION TANK

TOILET MAINTENANCE

A. INSPECT/REPAIR AS NEEDED TOILET DRAIN VALVE & FLOOR SEALS

*D. Black  
D. Black  
D. Black*

Cab Seat Inspection:

A. INSPECT THE VERTICAL ADJUSTMENT LEVER. VERIFY THAT THE LEVER OPERATES AND THAT THE SEAT PAN ADJUSTS UP AND DOWN AND DOES NOT DROP SUDDENLY.

B. LUBRICATE PIVOT POINTS

C. INSPECT ROTATION ADJUSTMENT LOCKING PIN. VERIFY THAT THE LOCKING PIN OPERATES (PULL OUT TO RELEASE LOCK) AND THAT THE SEAT ROTATES WHEN UNLOCKED.

D. LUBRICATE THE PIN MECHANISM.

E. SEAT PAN COMPONENTS: INSPECT THE FORE-AFT FINE ADJUSTMENT LEVER.

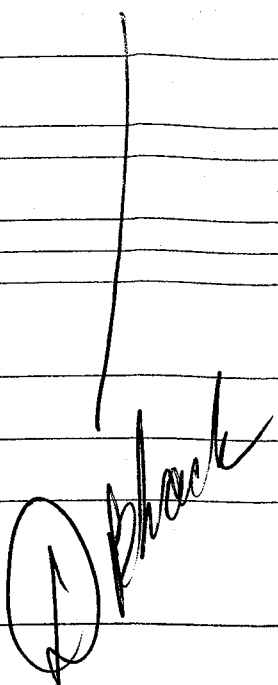
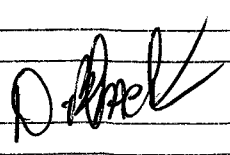
F. VERIFY THAT THE LEVER SLIDES SIDEWAYS TO UNLOCK SEAT FOR/AFT ADJUSTMENT AND

SEAT SLIDES FORWARD/EASILY

*D. Black*


*Drain wick boxes of water & rewire & filled with oil*

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

G. IF THE SEAT MOVEMENT IS IMPEDED, REMOVE SEAT CUSHION AND INSPECT SEAT PAN ROLLER TRACK FOR DEBRIS, MALFUNCTION, OR LACK OF LUBRICATION.		
H. INSPECT SEAT RAILS AND REPLACE IF DAMAGED OR WORN BEYOND PROVIDING SECURE, STABLE MOUNTING OF SEAT.		
I. INSPECT THE FORE/AFT SEAT POSITIONING TRACK. INSPECT THE SEAT RAILS AND REPLACE IF DAMAGED OR WORN BEYOND PROVIDING SECURE, STABLE MOUNTING OF SEAT.		
J. LUBRICATE THE SEAT RAILS WITH SILICONE LUBRICANT.		
K. INSPECT THE BACKREST RAKE ADJUSTMENT KNOB. VERIFY THAT THE KNOB ROTATES EASILY TO ADJUST BACKREST ANGLE.		
L. INSPECT KNOB FOR CRACKS OR SPLITS AND THAT IT IS SECURELY FASTENED.		
M. INSPECT GEAR MECHANISM FOR ANY WEAR OR DAMAGE.		
N. ENSURE THAT THE BACKREST MECHANICAL STOP IS INTACT AND FUNCTIONS AS INTENDED--PREVENTS THE SEAT BACKREST FROM RECLINING BEYOND APPROXIMATELY 45 DEGREES BACKWARDS FROM A VERTICAL POSITION.		
O. INSPECT THE LUMBAR SUPPORT ADJUSTMENT LEVER. VERIFY THAT THE ADJUSTMENT LEVER OPERATES EASILY TO ADJUST THE LUMBAR SUPPORT.		
P. VERIFY ALL ARMREST FASTENERS ARE SECURE. REPLACE ANY MISSING OR STRIPPED OUT FASTENERS.		
Q. INSPECT ARMREST SWIVEL FASTENERS. ENSURE SWIVEL FASTENER IS SECURE ON EACH ARMREST SUCH THAT THE ARMREST IS WITHOUT SIDE TO SIDE MOVEMENT. ARMREST SHOULD SWIVEL TO VERTICAL. ARMREST SHOULD NOT DROP DOWN PAST IT'S ORIGINAL STOP.		
R. INSPECT SEAT FABRIC ON SEAT PAN AND BACKREST. INSPECT FOR RIPS, TEARS, OR HOLES. SEAT PAN OR BACKREST COMPONENT MAY BE REPLACED IF THERE IS AN EXCESSIVE RIP, TEAR, OR HOLE.		
<b>SEAT PART NUMBERS:</b> Cab Seat, Freight with arms: 2043511 Cab Seat Mid Back: 20425731 Wall Mounted Pedestal: 20435541 Trunion Pedestal Assembly: 20425721 Seat Pedestal Rail Left Side 65": 20422211 Seat Pedestal Rail Right Side 46": 20422221		
<b>INSPECT AND REPAIR AS REQUIRED:</b> A. CAB / CARBODY/DOORS/HINGES/WINDOWS/LATCH SEALS/WEATHER STRIPPING AND SEALS/MIRRORS. ALSO LUBRICATE/CHANGE AS NEEDED A. CLEAN THE CAB, WINDOWS, AND EQUIPMENT COMPLETE WINTERIZATION SHEET (AUGUST - APRIL) WASH LOCOMOTIVE ENGINE/ENGINE ROOM/AND AIR COMPRESSOR ROOM WASH THE LOCOMOTIVE		

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

Revision Date: 8/18/2010  
 Issued By: Tim Scalia

	<b>Electrical in House</b>	WORKED BY:
SERVICE THE BATTERIES AND COMPLETE JSP-010		<i>[Signature]</i>
VERIFY EVENT RECORDER IS WORKING		<i>[Signature]</i>
CHECK & RECORD THE DATE ON HEAD END DEVICE <u>8 - DEC - 10</u>		<i>[Signature]</i>
COMPLETE THE HEAD END DEVICE CONNECTOR SHEET		- NA -
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>[Signature]</i>
<b>TRACTION MOTORS AND UNDERFRAME</b>		
CHECK THE TRACTION MOTOR LEADS, VERIFY NO LEADS ARE RUBBING ON THE FRAME		<i>[Signature]</i>
INSPECT TRACTION MOTOR COVERS AND ENSURE BOLTS ARE IN PLACE AND TIGHT		<i>[Signature]</i>
CHECK M.U. RECEPTACLE PINS AND LIDS. MAKE NECESSARY REPAIRS		<i>[Signature]</i>
MAKE SURE M.U. CABLES DO NOT FOUL COUPLERS		<i>[Signature]</i>

*tm#4 - 1/2 one brush at bottom - stranded shunt - [Signature]*  
*tm#2 - 1/2 4 brushes - stranded/broken shunts and carbon [Signature]*  
*tm#2 - tm cover gasket coming off - glued on w/super 77 [Signature]*

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		J. H. S.
CHECK FOR LOW VOLTAGE GROUNDS (7 watt bulb)		J. H. S.
WHILE IN THROTTLE 3 LOAD TEST. CHECK FOR AC GROUNDS		_____
CHECK OPERATION OF:		_____
A. HEATING		J. H. S.
COMPLETE THE IN-BOUND LOAD TEST SHEETS		
GROUND RELAY-(TEST THREE TIMES TO VERY LOCK-OUT)(DYNAMIC & POWER)		J. H. S.
CHECK THE FOLLOWING FOR PROPER OPERATION:		_____
A. CREW ALERT		J. H. S.
B. RADIO AND ANTENNA		J. H. S.
C. AXLE ALT. SPEEDO		J. H. S.
D. MU ENGINE SHUTDOWN		J. H. S.
E. FUEL CUT-OFF		J. H. S.
F. TEST WARNING DEVICES		J. H. S.
<b>MECHANICAL</b>		
CLEAN AND SERVICE TOILET AND RESTROOM		J. H. S.
DRAIN RETENTION TANK		J. H. S.
PROPER LUBRICATION? FUEL LEAKS? CAM ROLLER ROTATION? ETC.		_____
INSPECT FUEL SYSTEM HOSES AND PIPES FOR LEAKS		J. H. S.
INSPECT COOLING SYSTEM:		_____
A. CHECK HOSES AND PIPES FOR LEAKS		J. H. S.
CHECK OPERATION OF ENGINE PROTECTION DEVICES:		_____
A. CRANKCASE PRESSURE		_____
VISUALLY INSPECT AIR COMPRESSOR FOR WATER, AIR OR OIL LEAKS		J. H. S.
PERFORM MANUAL AIR BRAKE TEST		
Verify Flow Gauge	NOTE: 120-	
130 main reservoir is 64 + or - 3,	130-140 main	
reservoir is 60 + 0		
PERFORM PENALTY BRAKE TEST		J. H. S.
CHECK FOR CORRECT AIR PRESSURE SETTINGS:		_____
A. MAIN RESERVOIR (130 - 140 PSI)		J. H. S.
B. BRAKE PIPE (90 PSI)		J. H. S.
C. EQUALIZING RESERVOIR (90 PSI)		J. H. S.
D. BRAKE CYLINDER (72 - 74 PSI)		J. H. S.
E. COMPRESSOR CONTROL (130 - 140 PSI +/-5 PSI)		J. H. S.
CHECK FLUID LEVELS BEFORE LOADING:		_____
A. ENGINE OIL		J. H. S.
B. COOLING WATER		J. H. S.
C. AIR COMPRESSOR OIL		J. H. S.
TEST OPERATION OF THE FOLLOWING DEVICES:		_____
A. BELL		J. H. S.
B. SANDERS (FORWARD, REVERSE, EMERGENCY)		_____
C. RADIATOR SHUTTERS		_____

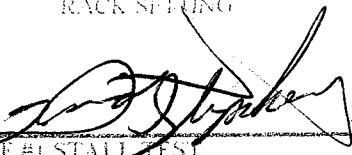
UNIT 8578

DATE 11-4-11

### Service Operations

#### THROTTLE & OUTBOUND LOAD TESTS

Eng RPM (900)	BAD	_____	Lube Oil Pres	_____
Eng RPM (1050)	GI	_____	Water Temp	<u>155°F</u>
Horsepower		<u>3745</u>	overspeed Setting	_____
Volts (5.3)	B-23	_____	RACK SETTING	_____
Volts (7)	C-30	_____		
Volts (720)	B-39	<u>716</u>		



#### THROTTLE #1 STALL TEST

OP Mode	(PWR)	_____	
AMPS	(300)	<u>3765</u>	
MGA	(1220)	_____	NOT APPLICABLE TO B-23 AND C-30
Charging Rate	(70v)	<u>73V</u>	



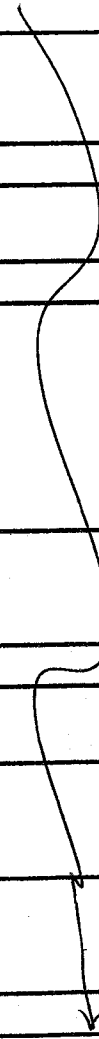
# JSP-010 (BATTERY MAINTENANCE AND QUALIFICATION)

## JOB SPECIFIC PROCESS

Locomotive Type: ALL MODELS  
Valid for Road Numbers: (All Models)

Overview: This job process sheet will assist with the maintenance and qualification of batteries.

### SPECIAL TOOLS OR EQUIPMENT:

SEQUENCE OF JOB STEPS	Please print your name, NO signatures	
1. Ensure the locomotive is shutdown, discharged, all of the circuit breakers are open and the battery knife switch is open.	David Stupakewicz	
<b>Battery Qualification/Maintenance</b>		
2. <b>NOTE: If batteries are dead, connect the charger until the charge rate falls below 10 amps to determine state of charge. Readings under 20 V are suspect for units with just 2 batteries.</b>		
3. Insert hose stem into battery cell and squeeze bulb.		
4. Release pressure until enough acid solution is drawn into the tube allowing the float to float freely. Be sure float does not touch rubber stopper at the top of the tube.		
5. The float reading at the water line is the uncorrected charge level of the battery.		
6. Read and record the specific gravity of all 16 pilot cells. "record readings below": acceptable range is 1.225 – 1.300 ( if out of this range notify tech support)		
<p><b>Note 1:</b> the sheet below is set up for 2 or 8 batteries as some units have 8 batteries.</p> <p><b>Note 2:</b> accurate readings cannot be obtained if water has recently been added to cells. Differences of 50 points or more between readings in battery cells may indicate pending battery failure.</p>		
7. Based on the above specific gravity readings, do any batteries need replaced? Remember, if the unit came in with already dead batteries, an attempt to charge the batteries must be made before taking the specific gravity readings. YES		
8. Return acid to cell from which it was drawn.		
9. Be sure all vent plugs are replaced and tight.		
10. With Unit shut down measure the voltage reading across each battery at the terminals, record readings on the chart below.		
11. Make a general check of the battery as to proper blocking, clean and tight connections at all points, and any unusual appearance or condition. If any unusual appearance or conditions exit, like corrosion, clean with scotch-brite buffer or wire br		
12. Apply approved protective coating to connections after terminals are cleaned and dried		
13. Add water as required (Add water to bottom of filler neck).		DAVID STUPAKEWICZ
<b>Battery Cranking Voltage Test</b>		
14. Close battery knife switch, and circuit breakers.		
15. Open the injector toggle switch, on EUI units to prevent unit from starting.		
<p><b>NOTE: Battery cranking voltage readings do not need to be taken on Air Start Locomotives.</b></p>		

16. On MUI engines, pull the Governor button and hold back the Lay-shaft while cranking the engine over to prevent unit from starting.

18. Based on the cranking voltages, is any battery suspect of needing replaced? YES  NO

David Stupakewicz  
68.3V @ switch

2 Battery Units	Specific Gravity				Water Added			Battery Replaced-Reason
Battery 1	Cell 1	Cell 2	Cell 3	Cell 4	Yes	No	Yes	o
Section A	1.28 w	1.28 w	1.22 w	1.28 w	✓			
Section B	1.22 w	1.22 w	1.22 w	1.22	✓			
Section C	1.28 w	1.28	1.22 w	1.28	✓			
Section D	1.28 w	1.28 w	1.22	1.28 w	✓			

2 Battery Units	Specific Gravity				Water Added			Battery Replaced-Reason
Battery 2	Cell 1	Cell 2	Cell 3	Cell 4	Yes	No	Yes	o
Section A	1.28 w	1.28 w	1.28 w	1.28 w	✓			
Section B	1.28 w	1.22 w	1.22 w	1.22	✓			
Section C	1.22 w	1.28 w	1.28 w	1.28 w	✓			
Section D	1.28 w	1.28 w	1.28 w	1.28 w	✓			

8 Battery Units	Specific Gravity				Water Added			Battery Replaced-Reason
	Cell 1	Cell 2	Cell 3	Cell 4	Yes	No	Yes	o
Battery 1								
Battery 2								
Battery 3								
Battery 4								
Battery 5								
Battery 6								
Battery 7								
Battery 8								

**BATTERY CRANKING VOLTAGE CHART**

	Battery 1	Battery 2	Battery 3	Battery 4	Battery 5	Battery 6	Battery 7	Battery 8
Battery Voltage								
Battery Voltage	Battery 1	Battery 2	Battery 3	Battery 4	Battery 5	Battery 6	Battery 7	Battery 8
Cranking Battery Voltage								
Battery Voltage								
Cranking Battery Voltage	Battery 1	Battery 2	Battery 3	Battery 4	Battery 5	Battery 6	Battery 7	Battery 8
Battery Voltage								

Unit: 8578

Date: 8-11-11

DEFECTS FOUND DURING INSPECTION

DEFECT <u>Smells like something overheating in Eng. cab heater</u>	INSPECTED BY: <u>D. St.</u>
REPAIR _____	CORRECTED BY: BY: _____

DEFECT <u>Alarm bell not working - unplugged</u>	INSPECTED BY: <u>D. St.</u>
REPAIR <u>Plugged in - retested - OK</u>	CORRECTED BY: BY: <u>D. St.</u>

DEFECT <u>Exhaust leak at turbo flange - engeneer's side pipe</u>	INSPECTED BY: <u>D. St.</u>
REPAIR <u>repacked chamber pipe before turbo</u>	CORRECTED BY: BY: <u>D. St.</u>

DEFECT <u>Exhaust leak at pipe joint between L2 PA and L3 PA @ L2 pipe -</u>	INSPECTED BY: <u>D. St.</u>
REPAIR <u>replaced new gasket in chamber tube</u>	CORRECTED BY: BY: <u>D. St.</u>

DEFECT <u>Pr. rear sand hose plugged (top part of rubber hose)</u>	INSPECTED BY: <u>D. St.</u>
REPAIR <u>Rodded + blown out air hose @ sander hose flange, pipe, + O-ring, lubed shut off lever - checked for obstructions - OK</u>	CORRECTED BY: BY: <u>D. St.</u>

Unit: 8578

Date: 8-11-11

DEFECTS FOUND DURING INSPECTION

DEFECT <u>Spitter Valve heaters are missing - wires left hanging -</u> <u>Blow down heaters never installed</u>	INSPECTED BY: <u>[Signature]</u>
REPAIR <u>Fixed</u> <u>Waiting for parts for Blow down heaters - [Signature]</u>	CORRECTED BY: <u>?</u>

DEFECT <u>Valve heater circuit not labelled in cab</u>	INSPECTED BY: <u>[Signature]</u>
REPAIR <u>Labelled</u>	CORRECTED BY: <u>[Signature]</u>

DEFECT <u>Rear wiper motor hose Eng. side gets stuck in the door hinge</u>	INSPECTED BY: <u>[Signature]</u>
REPAIR <u>repaired with clamp</u>	CORRECTED BY: <u>D. Black</u>

DEFECT <u>Rear MV hanger bent</u>	INSPECTED BY: <u>[Signature]</u>
REPAIR <u>Strengthened hanger</u>	CORRECTED BY: <u>[Signature]</u>

DEFECT <u>Left rear sand hose missing</u>	INSPECTED BY: <u>[Signature]</u>
REPAIR <u>NA</u>	CORRECTED BY: <u>[Signature]</u>

## ELECTRICAL DEFECTS FOUND DURING INSPECTION

DEFECT <u>Hotstart fuel lines leaking</u> _____ _____	INSPECTED BY: <u>JH</u>
REPAIR _____ _____ _____	CORRECTED BY: _____

DEFECT <u>AFM o-rings leaking</u> _____ _____	INSPECTED BY: <u>JH</u>
REPAIR <u>Replaced O-Rings</u> _____ _____	CORRECTED BY: <u>JH</u>

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

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

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

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

# ELECTRICAL DEFECTS FOUND DURING INSPECTION

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

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

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

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

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

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

# Description of Work Performed

Locomotive ID

8578

Time Started

Time Finished

Unit missing - spare brake adj. <sup>spare</sup> pin - Knuckle pin - brake bar

\* Flags

# Description of Work Performed

Locomotive ID

Time Started

Time Finished

Locomotive ID	Time Started	Time Finished

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



Montreal, Maine & Atlantic Railway  
Locomotive

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

5 Month Federal Air Work

Signature

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

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