



M7 92 DAY PERIODIC INSPECTION

CAR # 7694 DATE 4/26/17 SHIFT 10th SHOP MC

| # | ITEM | SECT | OK/NOTE | IBM# | SIGNATURE |
|----|------------------------|------|---------|-------|-----------|
| 1 | STANDING POWER TEST | 1.1 | | | |
| 2 | ICC ELECTRICAL | 14 | Note | 27121 | |
| 3 | ATC | | ok | 55384 | |
| 4 | AUX POWER (APS) | 2 | Note | 54401 | |
| 5 | ELECTRICAL COUPLER | 4 | Note | 27121 | |
| 6 | DOORS | 5 | ✓ | 29466 | |
| 7 | LIGHTING | 12 | Note | 28410 | |
| 8 | HVAC | 8 | ✓ | 26809 | |
| 9 | CONTACT SHOES | 7 | NOTE | 22257 | |
| 10 | ICC MECHANICAL | 13 | NOTE | 29803 | |
| 11 | AIR BRAKE | 3 | Note | 26481 | |
| 12 | AIR COMPRESSOR | 3 | — | NA | |
| 13 | PROPULSION | 1 | NOTE | 5478 | |
| 14 | BRAKE SHOES/DISCS | 3 | ✓ | 5879 | |
| 15 | TOILET / CARBODY | 9 | — | NA | |
| 16 | COMMUNICATION/DOORS | 10 | NOTE | 24107 | |
| 17 | TRACTION MOTORS | 6 | NOTE | 54490 | |
| 18 | SHOE BEAM | | ✓ | 54565 | |
| 19 | COUPLER | | ✓ O.K | 57273 | |
| 20 | TRACTION MOTOR COUPLER | | ✓ | 5879 | |

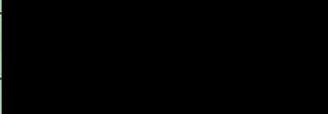


| | | | | |
|------------------|-----------------------|-----------------------|------------------------|------------|
| | GAUGE | XDUCER | P WIRE | |
| F/E LOAD LEVELER | <u>70</u> <u>63</u> | <u>69</u> <u>67</u> | MAX BRAKE (0 mA) | <u>6</u> |
| B/E LOAD LEVELER | <u>62</u> <u>59</u> | <u>57</u> <u>62</u> | MIN BRAKE (256-277 mA) | <u>264</u> |
| MAX BRAKE PSI | <u>45</u> | <u>43</u> <u>41</u> | COAST (290 - 310 mA) | <u>300</u> |
| MIN BRAKE PSI | <u>12</u> | <u>13</u> <u>14</u> | MIN PWR (323 - 343 mA) | <u>332</u> |
| EMER BRAKE PSI | <u>49</u> | <u>49</u> <u>46</u> | MAX PWR (485 - 515 mA) | <u>500</u> |
| | F-END | B-END | F-END | B-END |
| ODOMETER (MILES) | <u>110545</u> | <u>110592</u> | FREON LEVEL | ✓ |
| PWR CONS. (KWH) | <u>199.480</u> | <u>198.665</u> | | ✓ |

THE ABOVE WORK HAS BEEN PERFORMED IN ACCORDANCE WITH CURRENT MAINTENANCE GUIDELINES.

SUPERVISOR'S SIGNATURE & IBM#  28819

M-7 COMPONENT DEFECT REPAIR SHEET

CAR#: 7696 DATE: 4/20/17 SHIFT: 12²²

| | COMPONENT & DESCRIPTION | DEFECT | REPAIR | QTY | IBM # | SIGNATURE |
|---------------|------------------------------|--------|--------|-----|-------|---|
| CONTACT SHOES | L2 SHOE SHUNT | PI | Repl | 1 | 57778 |  |
| MOTORS | FIE BIE MOTOR CLEATS | NPS | Sec | | |  |
| ↑ | AXLE 1 2 ⁰⁰ GND | FMAV | Repl | | | |
| | AXLE 2 6 ⁰⁰ CLEAT | NPS | Sec | | | |
| ↓ | AXLE 3 3 ⁰⁰ GND | IBD | Press | | | |
| MOTORS | AXLE 4 3 ⁰⁰ GND | IBD | Press | | |  |
| Doors | R-2 door light o/s | Doll | Repl | | | |
| Lights | Bend 2ft light | INOP | Repl | | | |
| | Bend 4ft light | INOP | Repl | | | |
| Lights | Gimble light (non ECB) | INOP | Repl | | 57778 | |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |

GEAR CASE OIL: #1 OK #2 OK #3 OK #4 OK

SUPERVISOR'S SIGNATURE: _____ IBM #: _____



M7 92 DAY PERIODIC INSPECTION

CAR # _____ DATE _____ SHIFT _____ SHOP _____

| # | ITEM | SECT | OK/NOTE | IBM# | SIGNATURE |
|----|------------------------|------|---------|------|-----------|
| 1 | STANDING POWER TEST | 1.1 | | | |
| 2 | ICC ELECTRICAL | 14 | | | |
| 3 | ATC | | | | |
| 4 | AUX POWER (APS) | 2 | | | |
| 5 | ELECTRICAL COUPLER | 4 | | | |
| 6 | DOORS | 5 | | | |
| 7 | LIGHTING | 12 | | | |
| 8 | HVAC | 8 | | | |
| 9 | CONTACT SHOES | 7 | | | |
| 10 | ICC MECHANICAL | 13 | | | |
| 11 | AIR BRAKE | 3 | | | |
| 12 | AIR COMPRESSOR | 3 | | | |
| 13 | PROPULSION | 1 | | | |
| 14 | BRAKE SHOES/DISCS | 3 | | | |
| 15 | TOILET / CARBODY | 9 | | | |
| 16 | COMMUNICATION/DOORS | 10 | | | |
| 17 | TRACTION MOTORS | 6 | | | |
| 18 | SHOE BEAM | | | | |
| 19 | COUPLER | | | | |
| 20 | TRACTION MOTOR COUPLER | | | | |

| | | | | |
|------------------|-------|--------|--|------------------------------|
| | GAUGE | XDUCER | | P WIRE |
| F/E LOAD LEVELER | _____ | _____ | | MAX BRAKE (0 mA) _____ |
| B/E LOAD LEVELER | _____ | _____ | | MIN BRAKE (256-277 mA) _____ |
| MAX BRAKE PSI | _____ | _____ | | COAST (290 - 310 mA) _____ |
| MIN BRAKE PSI | _____ | _____ | | MIN PWR (323 - 343 mA) _____ |
| EMER BRAKE PSI | _____ | _____ | | MAX PWR (485 - 515 mA) _____ |
| | F-END | B-END | | F-END B-END |
| ODOMETER (MILES) | _____ | _____ | | FREON LEVEL _____ |
| PWR CONS. (KWH) | _____ | _____ | | |

THE ABOVE WORK HAS BEEN PERFORMED IN ACCORDANCE WITH CURRENT MAINTENANCE GUIDELINES.

SUPERVISOR'S SIGNATURE & IBM# _____

M-7 COMPONENT DEFECT REPAIR SHEET

CAR#: 7696 DATE: 4/26/17 SHIFT: 1230

| | COMPONENT & DESCRIPTION | DEFECT | REPAIR | QTY | IBM # | SIGNATURE |
|-----|---|---------|--------|-----|-------|-----------|
| APS | FILTER CABE MOUNTING BOLTS/WASH | MOUH | Sec | | 5478 | |
| | AUX INVERT cover & BOLTS | NPS | Sec | | | |
| | KNIFE SWITCH compartment | DIRT | clean | | | |
| | HEADLIGHT SWITCH | LOOS | Sec | | | |
| | Outlet cover in cab | PD | Repr | | | |
| | " " " B/E Vest | LOOS | Sec | | | |
| | N/S BATTERY WATER LEVEL | Low | Fill | | | |
| | S/S " " " | Low | Fill | | | |
| | N/S BATTERY TRAY/TRACK | BJL | Repr | | | |
| | N/S BATTERY temp CABLE | NPS | Sec | | | |
| | N/S " " " GUARD | RUB | Sec | | | |
| | GAP TEST UNDER 5 MIW | FAIL | Pass | | | |
| ✓ | *TLR ² INTERCAR JUMPER CABLE | PD | Repr | | | |
| APS | *ONPC - Rt BATTERY Temp Sens FH | Code 40 | Repr | | 5478 | |

GEAR CASE OIL: #1 _____ #2 _____ #3 _____ #4 _____

SUPERVISOR'S SIGNATURE: _____ IBM #: _____



M7 92 DAY PERIODIC INSPECTION

CAR # 7656 DATE 4/24/17 SHIFT 12th SHOP HMC

| # | ITEM | SECT | OK/NOTE | IBM# | SIGNATURE |
|----|------------------------|------|---------|------|-----------|
| 1 | STANDING POWER TEST | 1.1 | | | |
| 2 | ICC ELECTRICAL | 14 | | | |
| 3 | ATC | | | | |
| 4 | AUX POWER (APS) | 2 | | | |
| 5 | ELECTRICAL COUPLER | 4 | | | |
| 6 | DOORS | 5 | | | |
| 7 | LIGHTING | 12 | | | |
| 8 | HVAC | 8 | | | |
| 9 | CONTACT SHOES | 7 | | | |
| 10 | ICC MECHANICAL | 13 | | | |
| 11 | AIR BRAKE | 3 | | | |
| 12 | AIR COMPRESSOR | 3 | | | |
| 13 | PROPULSION | 1 | | | |
| 14 | BRAKE SHOES/DISCS | 3 | | | |
| 15 | TOILET / CARBODY | 9 | | | |
| 16 | COMMUNICATION/DOORS | 10 | | | |
| 17 | TRACTION MOTORS | 6 | | | |
| 18 | SHOE BEAM | | | | |
| 19 | COUPLER | | | | |
| 20 | TRACTION MOTOR COUPLER | | | | |

| | | | | |
|------------------|-------|--------|--|------------------------------|
| | GAUGE | XDUCER | | P WIRE |
| F/E LOAD LEVELER | _____ | _____ | | MAX BRAKE (0 mA) _____ |
| B/E LOAD LEVELER | _____ | _____ | | MIN BRAKE (256-277 mA) _____ |
| MAX BRAKE PSI | _____ | _____ | | COAST (290 - 310 mA) _____ |
| MIN BRAKE PSI | _____ | _____ | | MIN PWR (323 - 343 mA) _____ |
| EMER BRAKE PSI | _____ | _____ | | MAX PWR (485 - 515 mA) _____ |
| | F-END | B-END | | F-END B-END |
| ODOMETER (MILES) | _____ | _____ | | FREON LEVEL _____ |
| PWR CONS. (KWH) | _____ | _____ | | |

THE ABOVE WORK HAS BEEN PERFORMED IN ACCORDANCE WITH CURRENT MAINTENANCE GUIDELINES.

SUPERVISOR'S SIGNATURE & IBM# _____

M-7 COMPONENT DEFECT REPAIR SHEET

CAR#: 7696 DATE: _____ SHIFT: 12³⁰ 8³⁰

| | COMPONENT & DESCRIPTION | DEFECT | REPAIR | QTY | IBM # | SIGNATURE |
|------|------------------------------------|--------------|-----------|-----|-------|-----------|
| PROP | FEND - Speed Sensor Failure Axle 1 | CODE 023 SET | Reset | | 54478 | |
| | FEND Speed Sensor Failure Axle 2 | CODE 024 SET | Reset | | | |
| | FEND Speed Sensor Failure Axle 3 | CODE 025 SET | Reset | | | |
| | FEND Loss of Speed Detection | CODE 159 | Reset | | | |
| | FEND CHBI Tip | CARB | clean | | | |
| | FEND LB11 Tips | CARB/WL | clean | | | |
| | FEND LB13 Tip | CARB | clean | | | |
| | FEND HSEB Tip | CARB | clean | | | |
| | BEND Speed Sensor Failure Axle 3 | CODE 025 | Reset | | | |
| | BEND Speed Sensor Failure Axle 2 | CODE 024 | Reset | | | |
| | BEND Speed Sensor Failure Axle 1 | CODE 023 | Reset | | | |
| | BEND Loss of Speed Detection | CODE 159 | Reset | | | |
| | BEND LB11 Tips | WL | OAI/clean | | | |
| | BEND LB13 Tips | CARB | clean | | | |
| | BEND CHBI Tips | CARB | clean | | | |
| PROP | BEND HSEB Tips | CARB | clean | | | |
| PROP | BEND Filter | N.M. | Repl | | 54478 | |

GEAR CASE OIL: #1 _____ #2 _____ #3 _____ #4 _____

SUPERVISOR'S SIGNATURE: _____ IBM #: _____



M7 92 DAY PERIODIC INSPECTION

CAR # 7696 DATE _____ SHIFT _____ SHOP _____

| # | ITEM | SECT | OK/NOTE | IBM# | SIGNATURE |
|----|------------------------|------|---------|------|-----------|
| 1 | STANDING POWER TEST | 1.1 | | | |
| 2 | ICC ELECTRICAL | 14 | | | |
| 3 | ATC | | | | |
| 4 | AUX POWER (APS) | 2 | | | |
| 5 | ELECTRICAL COUPLER | 4 | | | |
| 6 | DOORS | 5 | | | |
| 7 | LIGHTING | 12 | | | |
| 8 | HVAC | 8 | | | |
| 9 | CONTACT SHOES | 7 | | | |
| 10 | ICC MECHANICAL | 13 | | | |
| 11 | AIR BRAKE | 3 | | | |
| 12 | AIR COMPRESSOR | 3 | | | |
| 13 | PROPULSION | 1 | | | |
| 14 | BRAKE SHOES/DISCS | 3 | | | |
| 15 | TOILET / CARBODY | 9 | | | |
| 16 | COMMUNICATION/DOORS | 10 | | | |
| 17 | TRACTION MOTORS | 6 | | | |
| 18 | SHOE BEAM | | | | |
| 19 | COUPLER | | | | |
| 20 | TRACTION MOTOR COUPLER | | | | |

| | | | | |
|------------------|-------|--------|--|------------------------------|
| | GAUGE | XDUCER | | P WIRE |
| F/E LOAD LEVELER | _____ | _____ | | MAX BRAKE (0 mA) _____ |
| B/E LOAD LEVELER | _____ | _____ | | MIN BRAKE (256-277 mA) _____ |
| MAX BRAKE PSI | _____ | _____ | | COAST (290 - 310 mA) _____ |
| MIN BRAKE PSI | _____ | _____ | | MIN PWR (323 - 343 mA) _____ |
| EMER BRAKE PSI | _____ | _____ | | MAX PWR (485 - 515 mA) _____ |
| | F-END | B-END | | F-END B-END |
| ODOMETER (MILES) | _____ | _____ | | FREON LEVEL _____ |
| PWR CONS. (KWH) | _____ | _____ | | |

THE ABOVE WORK HAS BEEN PERFORMED IN ACCORDANCE WITH CURRENT MAINTENANCE GUIDELINES.

SUPERVISOR'S SIGNATURE & IBM# _____

COMPONENT DEFECT/REPAIR SHEET

CAR #

7696

SHIFT:

1230-830

DATE:

4-26-17 *AS*

| COMP LOC | COMPONENT | DEFECT | REPAIR | QTY | IBM# | EMPLOYEE SIGNATURE |
|----------|-------------------|--------|--------|-----|-------|--------------------|
| U750 | Slicker | Dirty | Clean | | 50035 | [Redacted] |
| UFR004 | Arm Bushing | MISS | | | | |
| L2 | DBU Parking cable | WPA | See | | 50035 | [Redacted] |
| R750 | Slicker | Dirty | Clean | | | |
| L2 | Yaw Damper Sleeve | NPS | See | | | |
| R750 | Slicker | Dirty | Clean | | | |
| R1 | 750 Slicker | Dirty | Clean | | 50035 | [Redacted] |
| R1 | FRONT Arm Bushing | MISS | | | | |
| FE | Track Receiver | Bent | SSS | | 22819 | [Redacted] |
| R21 | Seat Cushion | Worn | OAI | | 50035 | [Redacted] |
| L21 | Back Cushion | Worn | OAI | | | |
| L8 | Back Cushion | Worn | OAI | | 50035 | [Redacted] |
| R2 | Door Floor | Bubble | SSS | | | |
| B/E | Bridge Plate Door | NPS | See | | 50035 | [Redacted] |
| B/E | Bracket (Bridge) | NPS | See | | | |
| L3 | Back Cushion | Worn | OAI | | | |
| L4 | Back Cushion | Worn | OAI | | 50035 | [Redacted] |

SUPERVISOR'S SIGNATURE:

[Redacted Signature]

IBM#:

57412

COMPONENT DEFECT/REPAIR SHEET

CAR #

7696

SHIFT:

12 30 8 30

DATE:

4-26-17 #2 of 2

| COMP LOC | COMPONENT | DEFECT | REPAIR | QTY | IBM# | EMPLOYEE SIGNATURE |
|----------|--------------------|---------|--------|-----|-------|--------------------|
| L4 | Back Cushion | Worn | OAT | | 50035 | [Redacted] |
| R2 | Back Cushion | Worn | OAT | | | [Redacted] |
| R1 | Seat Cushion | Worn | OAT | | | [Redacted] |
| Cab | Cond Window | Slit | LUBE | | 50035 | [Redacted] |
| Cab | Window Lube | LOW | NM | | | [Redacted] |
| H | Buffer Stem | B.M | LUBE | | 50035 | [Redacted] |
| Cab | Cond Sun Viger Top | NPS | See | | | [Redacted] |
| Cab | Brake Slip, Rub's | MISS | Repl | | 50035 | [Redacted] |
| Cab | Eng Window Shield | Scratch | SS | | 22219 | [Redacted] |
| Cab | Eng Window | Slit | LUBE | | 50035 | [Redacted] |
| <hr/> | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |

SUPERVISOR'S SIGNATURE:

[Redacted Signature]

IBM#:

57412

COMPONENT DEFECT/REPAIR SHEET

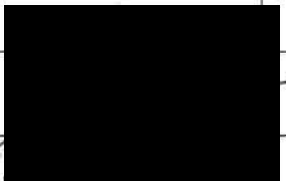
CAR # 7696

SHIFT: 12:30 to 8:30

DATE: 4-26-17

| COMP LOC | COMPONENT | DEFECT | REPAIR | QTY | IBM# | EMPLOYEE SIGNATURE |
|-----------|--|--------|--------|-----|------|--------------------|
| #2 axle | the bottom ground wire in cleat that goes to the 6 o'clock brush holder | | | | | |
| #2 axle | the top ground strap that goes to the 12 o'clock brush holder | miss | Sec | | | |
| under car | middle elect. cables in back of the south side grid cage (rubber boots) | NPS | Sec | | | |
| " | the 1/2" seal tight to the left of the CTII Aux Fuse Group Cover 1 by the south side grid cage | NPS | Sec | | | |
| under car | the heavy elect. cables in back of the HSCP#1 and HSCP#2 boxes | NPS | Sec | | | |
| " | the 1/2" seal tight in back of the HSCP#1 box | NPS/PO | Sec | | | |
| " | middle elect. cables by the Blower cage (rubber boots) | NPS | Sec | | | |
| " | ground wire in back of the north side battery box | NPS | Sec | | | |
| under car | the 1/2" seal tight to the left of the CTII Aux Fuse Group cover by the north side grid cage | NPS/PO | Sec | | | |
| under car | various 120V. signs and labels on grid cages and elect. boxes | dirt | Clear | | | |
| F-End | Track receiver protection board | PO | Sec | | | |
| " | south side junction box cover bolts | Loos | Tight | | | |
| " | elect. coupler pins and gasket | dirt | Clear | | | |
| " | elect. coupler cables | NPS | Sec | | | |

SUPERVISOR'S SIGNATURE:



IBM#:


[Handwritten initials]

COMPONENT DEFECT/REPAIR SHEET

CAR # 7696

SHIFT: 12:30 to 8:30

DATE: 4-26-17

| COMP LOC | COMPONENT | DEFECT | REPAIR | QTY | IBM# | EMPLOYEE SIGNATURE |
|----------------|---|-----------|--------|-----|------|---|
| F-End | Labels in back of the electo Coupler box (4/) | dirt | Clea | | |  |
| u | Electo Coupler door | bind | FRP | | | |
| B-End | (ICHUS) 750v. electo jumper cables (rubber boots) | miss | Repl | | | |
| u | (ICHUS) 750v. electo jumper cables (support chain link) | NPS | Sec | | | |
| u | TL PL electo jumper cable (jacket) | PD | Parte | | | |
| B-End | Electo jumper cables (labels) | dirt | Clea | | | |
| North side | Inter-car BUS Line Fuse Box and Fuse | carb | Clea | | | |
| u | Main Knife Switch Box | dirt | Clea | | | |
| Contact shoes | R-1 contact shoe fuse box | PD | Parte | | | |
| u | ALL contact shoe fuse boxes, 750v. signs | PD/dirt | Clea | | | |
| non-cab side | P.A. panel door (latch) | PN | Repl | | | |
| F-End | Duplex outlet cover by the cab | PN | N/M | | | |
| u | Gimbel light lenses (both sides) | MISS | Repl | | | |
| u | Master Door Control Stations, both sides, panel cover screws, Master Controller mounting screws | MISS/Loos | Repl | | | |
| South Side Cab | Square Inter-car BUS Line spare | | | | | |
| Electo Locker | Fuse. | MISS | N/M | | | |
| F-End | Electo lockers both sides safety cables for the doors | MISS | N/M | | | |

SUPERVISOR'S SIGNATURE: _____



IBM#: 5012

COMPONENT DEFECT/REPAIR SHEET

CAR #

7696

SHIFT:

12th

DATE:

4/20/17

| COMP LOC | COMPONENT | DEFECT | REPAIR | QTY | IBM# | EMPLOYEE SIGNATURE | |
|----------|-----------------------------|-------------------------------|--------|-------|-------|--------------------|-------|
| Grease | G.C Tag #1 | Dirty | clean | | 51215 | | |
| | #2 | | | | | | |
| | #3 | | | | | | |
| | #4 | | | | | | |
| | G.C Breather #1 | | | | | | |
| | #2 | | | | | | |
| | #3 | | | | | | |
| | #4 | | | | | | |
| | G.C Sight Glass #1 | | | | | | |
| | #2 | | | | | | |
| | #3 | | | | | | |
| | #4 | | Dirty | clean | | | |
| | Grease | R2 Disc Pads inside-outside | Worn | repl | | | 51215 |
| | PROP | FAN'S FEND BEN | DIRTY | clean | | | 54471 |
| | | FEND /BEND Moduln 1&2 | DIRTY | clean | | | 54471 |
| | APS | FILTERS, Blower Motor, & CAGE | DIRTY | clean | All | | 54471 |
| APS | N/S & S/S BATTERIES & TRAYS | DIRTY | clean | All | 54471 | | |

SUPERVISOR'S SIGNATURE:

IBM#:

28019

THE LONG ISLAND RAIL ROAD

EVENT RECORDER VALIDATION REPORT FOR M-7 CARS

This form shall be used for Periodic Inspections and after Road Failures.
 All testing to be in accordance with the latest revision of MIL _____ - _____

Car # 7696 Test Location ME Test Date 4/20/17

Type of test: PI Road Failure Train # _____

| Operational Indicators | | Y | N |
|------------------------|-----------------------------|---|---|
| 1 | On Light (Download Unit) ON | | |
| 2 | FAULT LIGHT | | |
| 3 | SELF TEST (Button Operates) | | |
| 4 | Download was successful | | |

| CHANNEL GROUP | | TABULAR DATA PRESENCE | |
|---------------|--|-----------------------|---|
| | | Y | N |
| 1 | Car Number Accuracy | | |
| 2 | Time/Date Accuracy | | |
| 3 | Aspect, (NOC, 075, 120, 420, 270, 180) | | |
| 4 | "A" Car Direction, (FWD,REV) | | |
| 5 | P-Wire, (TPW) | | |
| 6 | Brake Cylinder Pressure, (BCA, BCB) | | |
| 7 | Brake Pipe Pressure, (BPP) | | |
| 8 | Brake Command, (FSA, FSB) | | |
| 9 | Speed, (SPD) | | |
| 10 | TM Current, (TMA, TMB) | | |
| 11 | Distance | | |

Inspected By: [REDACTED] IBM # 202019

Corrective Action Taken, If Any: _____

If Change Out:
 Event Recorder Serial # Before Serial # After

Mechanical Door PI Checklist

Car # 7696

Track: _____

Date 4/26/17

| | R1 | L1 | R2 | L2 |
|---|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|
| Emergency handle clips: (OK or D for damaged) | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> |
| Emergency handle operations: (OK or B for Binding) | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> |
| Male Nose rubber condition: (OK, R for reinstalled or D for damaged) | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> |
| Female Nose rubber condition: (OK, R for reinstalled or D for damaged) | <input checked="" type="checkbox"/> | <input type="checkbox" value="D"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> |
| Barrel lock operation: (OK or Inop) | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> |
| Mechanical lock operation: (OK or B for binding) | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> |
| Door guide cleaning: (C for cleaned) | <input type="checkbox" value="C"/> | <input type="checkbox" value="C"/> | <input type="checkbox" value="C"/> | <input type="checkbox" value="C"/> |
| Drive Screw: (OK or D for damaged) | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> |
| Nut Assembly (OK or D for damaged) | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> |

NOTES:

Inspectors signature _____

IBM 29466

7694

M-7 92 Day APS Periodic Inspection Data Sheet

Fast Capacitor Discharge Test

A-Car
PASS ✓ FAIL _____

B-Car
PASS ✓ FAIL _____

Ground Fault Detector Test

A-Car
PASS NA FAIL _____

B-Car
PASS NA FAIL _____

Both Cars

Inter-Car Jumper Verified ✓ Filters Replaced /Blowers Vacuumed ✓

North Side Battery Tray

+Measured Cell to Car body Voltage 0V (Note: Simpson Meter Must be used)

-Measured Cell to Car body Voltage 0V (Note: Simpson Meter Must be used)

South Side Battery Tray

+Measured Cell to Car body Voltage 0V (Note: Simpson Meter Must be used)

-Measured Cell to Car body Voltage 0V (Note: Simpson Meter Must be used)

Transfer Contactor Functionality (B-Car 85 KVA Inverter)

Contactor Transfers ✓

Load Shed Control Circuit Operation (CB054)

A-Car
PASS ✓ FAIL _____

B-Car
PASS ✓ FAIL _____

Battery Rail Gap Test A-Car

Time when CB 706 was opened 1258AM

Beginning Battery Voltage 74.6

Battery Current 1A

Time when LSC1 Opened 102AM Elapsed Time 4min

Battery Voltage when LSC1 Opened 61.6V

Right Battery Temp 61° Left Battery Temp 57°

Date: 4/26/17

Signature: [Redacted] IBM# 54471

Mechanical Coupler PI Checklist

Car # 7696

Track # M5

Date 04/26/17

GO

NO- GO

Sec 3.4.1

Perform Coupling pin inspection:

Coupling pin gauge sits flush against coupler face.

Sec 3.4.2

Perform coupler head inspection:

Note: Latch must be manually wound out to install gage then manually wound in to engage latch to gage

A. Latch fully engages notched prong of gage and coupler notched prong enters gage funnel without obstruction.

B. Notch interface pin on gage does not enter prong notch on coupler.

Note: Main coupler pin and face gage must remain installed during the latch wear inspection:

Sec 3.4.4

Perform coupler latch wear inspection:

No go end of gage does not enter the gage hole in latch cover

Go end of gage fully enters gage hole in latch cover.

Sec. 3.4.3

Perform secondary alignment pin inspection:

Gage jaws do not pass over the secondary alignment pin.

Plug end of gage does not enter the secondary alignment pin hole on coupler.

Perform Carrier Iron level and HDWR check:

Inspect Carrier Iron stop hdwr for condition and ensure carrier Iron is level.



M7 92 Day Periodic Inspection Propulsion PIU Worksheet

Car # 7696 Test Location HNL Test Date 4/26/17

PIU Tag # _____

| CTS3 Current Transducer Inspection (Ref. Step 9.1 Aux. Line Current) | | | | Dump Valve Operational Check (Ref. Step 9.2) | | | |
|---|-----------------------|---------------------------------|-----------|---|----------------|-------------|-----------|
| Truck | Condition | Verification Item | Pass/Fail | | Test | Result | Pass/Fail |
| "F"- End | With 3rd rail voltage | PIU shows neg. current | PASS | "F"- End | VM11 Energized | Venting | PASS |
| | W/O 3rd rail voltage | PIU shows (zero) 0 +/- 1.5 amps | PASS | | VM12 Energized | NOT Venting | PASS |
| "B"- End | With 3rd rail voltage | PIU shows neg. current | PASS | "B"- End | VM11 Energized | Venting | PASS |
| | W/O 3rd rail voltage | PIU shows (zero) 0 +/- 1.5 amps | PASS | | VM12 Energized | NOT Venting | PASS |

| Air Compressor Start/Stop Test (B-Car F-End ONLY) (Ref. Step 12) | | |
|---|---|-----------|
| Condition | Verification Item | Pass/Fail |
| Main Res <140 psi | Main Res @ 150 psi and Compressor Stops | N/A |

Load Weight/Brake Pressure
(Ref. Step 11)

F - End* (psi) B - End* (psi)

LEFT LOAD LEVELER

69 57

RIGHT LOAD LEVELER

67 62

MAX BRAKE BCP

43 41

MIN BRAKE BCP

13 14

EMER BRAKE BCP

49 46

P WIRE
(Ref. Step 10)

MAX BRAKE (0 mA)

0

MIN BRAKE (256 - 277 mA)

264

COAST (290 - 310 mA)

300

MIN PWR (323 - 343 mA)

332

MAX PWR (485 - 515 mA)

500

* With PIU connected to PCUF, Near = "F"- End and Far = "B" - End
With PIU connected to PCUB Near = "B" - End and Far = "F" - End

Current PCU Data

F-End

B-End

ODOMETER (MILES)
(Ref. Step 13)

110545

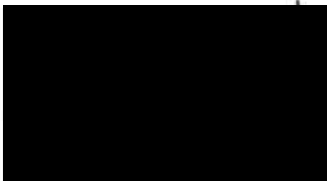
110542

POWER CONSUMPTION (KWH)
(Ref. Step 14) (Motoring)

199.980

198.665

Insp. By: _____



IBM #

54478



Long Island Rail Road

Emergency Window Exit - Random Testing Data Sheet

Notes: This is a simulated test of the emergency window exits to verify that they operate as intended. The emergency rubber and window are to be completely removed.

Car Number Inspected: 7695-96

Date: 4-26-17

| | |
|--|-------------------------------------|
| <u>LEGEND</u> | |
| Record Results of Emergency Window Test if Work Order Exists During PI | |
| <u>WINDOW LOCATION INSPECTED</u> | <u>No Work Order</u> |
| _____ | <input checked="" type="checkbox"/> |
| <u>TEST</u> (If Applicable) | |
| PASS | FAIL |
| <input type="checkbox"/> | <input type="checkbox"/> |
| <u>NOTES</u> | |
| Examples: "Handle tore away from rubber" or "Rubber tore in half" etc. | |
| | |
| | |
| | |

Emergency Tool/Fire [REDACTED] # 7695 Car# 7696

Signature of Inspector [REDACTED] IBM: 29203 Date: 4-26-17 Time: 5:16 A.M.

Signature of Gang Foreman: [REDACTED] IBM: 22015

98 M-7 92 Day PI (HVAC) Measurement Records

FHC1-2 (floor heating contactor 1st stage) and carbody

B Car: 58.2 . □ } 7.5% (53.8 . to 62.6 .)
A Car: 59.3 . □ } 7.5% (54.9 . to 63.7 .)

Measured Resistance Value B-Car: 55

Measured Resistance Value A-Car: 55

7695-6

FHC2-2 (floor heating contactor 2nd stage) and carbody

B Car: 52.5 . □ } 7.5% (48.6 . to 56.4 .)
A Car: 53.6 . □ } 7.5% (49.6 . to 57.6 .)

Measured Resistance Value B-Car: 55

Measured Resistance Value A-Car: 55

DTHL2 (door threshold heater left 2) & DPHL2 (door pocket heater left 2)

• Measured between CB103-A1 & CB103-C1
(39.8 . □ } 7.5% @ 72°F (36.8 . to 42.8.))

Measured Resistance Value B-Car: 30

Measured Resistance Value A-Car: 30

DTHR2 (door threshold heater right 2) & DPHR2 (door pocket heater right 2)

Measured between CB104-A1 & CB104-B1
(39.8 . □ } 7.5% @ 72°F (36.8 . to 42.8.))

Measured Resistance Value B-Car: 30

Measured Resistance Value A-Car: 30

DTHL1 (door threshold heater left 1) & DPHL1 (door pocket heater left 1)

Measured between CB105-A1 & CB105-B1
(39.8 . □ } 7.5% @ 72°F (36.8 . to 42.8.))

Measured Resistance Value B-Car: 30

Measured Resistance Value A-Car: 30

DTHR1 (door threshold heater right 1) & DPHR1 (door pocket heater right 1)

Measured between CB106-B1 & CB106-C1
(39.8 . □ } 7.5% @ 72°F (36.8 . to 42.8.))

Measured Resistance Value B-Car: 30

Measured Resistance Value A-Car: 30

MANOMETER READINGS

A CAR

Evaporator Coil: F end: High: 2 Low: 5

Evaporator Coil: B end: High: 1 Low: 4

Condenser Coil: F end: High: 1 Low: 1

Condenser Coil: B end: High: 1 Low: 1

B CAR

Evaporator Coil: F end: High: 1 Low: 5

Evaporator Coil: B end: High: 1 Low: 5

Condenser Coil: F end: High: 1 Low: 1

Condenser Coil: B end: High: 1 Low: 1

Date: 4/26/17

Signature: 



LONG ISLAND RAIL ROAD

REPORT OF CONDITION OF LOCOMOTIVES OTHER THAN STEAM EXAMINED AND TESTED

LOCATION HMC

OUT OF SERVICE 4/26/17 TO 4/26 2017

LOCO # 7696

| AIR GAUGES CLEANED & TESTED | PARKING BRAKE TEST & TAG | (TEST) DEAD MAN FEATURE | UNCOUPLING CYLINDERS & LATCH MECHANISM | (TEST) B3C VALVES FE & BE | FOUNDATION BRAKE EQUIPMENT | PNEUMATIC OPERATING UNITS | CMV / EMV | LEVELING VALVES & CHECKS F/E & B/E | (TEST) AIR COMPRESSOR / DRYER | (TEST) TAPPET VALVE | (TEST) MR & BP FILTERS & STAINERS | CENTER CASTING INSPECTION | INSPECTOR'S SIGNATURE  26481 |
|-----------------------------|--------------------------|----------------------------|--|------------------------------|----------------------------|---------------------------|-------------|------------------------------------|----------------------------------|------------------------|--------------------------------------|---------------------------|---|
| | | | | | | | | | | | | | SUPERVISORS SIGNATURE  |
| 3 | 3 | 102 | 102 | 102 | 102 | 102 | 102 | 102 | 102 | 102 | 102 | 102 | MAX MONTHS SERVICE |
| 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | PERIODIC TEST MONTHS |
| 4/26/17 | 4/26/17 | 4/26/17 | 5/6/11 | 4/26/17 | 4/8/16 | 5/6/11 | 5/6/11 | 4/8/16 | NA | 4/26/17 | 4/26/17 | 5/6/11 | |
| CAR: A&B | CAR: A&B | CAR: A&B | CAR: A&B | CAR: A&B | CAR: A&B | CAR: A&B | CAR: A&B | CAR: A&B | CAR: B | CAR: A&B | CAR: A&B | CAR: A&B | |

8 YEAR AIR BRAKE DATE (102 Months): Previous Date 5/6/11 New Date _____

REMARKS: _____

LIRR: MPL207-M7

GENERAL FOREMAN: 

THE LONG ISLAND RAILROAD
REPORT of M3 & M7 CAR ATC 6-YEAR WORK

MIL No. 1692C-E8
FORM CS-1
(Rev 03/28/08)

Location: HMC Car Number: 7695/7696 Date: 4/26/17

- Examine the ATC equipment to determine if it is an M-3 or M-7 MicroCab System.
- If M3 equipped with a MicroCab System, complete appropriate sections of Table 1.
 - If M7 equipped with a MicroCab System complete appropriate sections of Table 2.

Table 1 US&S PN-159B Relays and PCBs (MicroCab System) M3 Pairs Only

| Item | Date: | Serial # | PCB with Battery | Date Battery Replaced | PCB Serial/Number |
|---------|-------|----------|------------------|-----------------------|-------------------|
| SCBR | | | REAL TIME CLOCK | | |
| ATCR | | | | | |
| EMR | | | | | |
| NMR | | | | | |
| ACL | | | | | |
| BCL | | | | | |
| CPS-POR | | | | | |
| RAM PCB | | | | | |

Table 2 US&S PN-159B, MORS TECH. & DEUTSCH Relays and PCBs (MicroCab Systems) M-7 Pairs Only

| Item | Date | Serial/Number | PCB's With Batteries | Date Battery Replaced | PCB Serial/Number |
|----------------|---------|---------------|----------------------|-----------------------|-------------------|
| USBR (B Car) | 4/6/17 | 080600474 | MAIN LOGIC CPU | 4/6/17 | 500500921 |
| ATCEBR (B Car) | 4/6/17 | 81304001 | SPEED SENSING CPU | 4/6/17 | 400400049 |
| VZR1 (B Car) | 4/6/17 | 060501008 | ALERTER CPU | 4/6/17 | 480500982 |
| CMR1 (B Car) | 4/6/17 | 040501426 | | | |
| CMR7 (B Car) | N/A | 996991246 | | | |
| PBR (B Car) | N/A | 84851 | | | |
| ACOR (B Car) | N/A | 79324 | | | |
| CMR1 (A Car) | 2/27/17 | 220600308 | | | |
| CMR7 (A Car) | N/A | 996991246 | | | |
| PBR (A Car) | N/A | 84849 | | | |
| ACOR (A Car) | N/A | 79323 | | | |

Remarks: _____

Signature:  IBM # 55384



Long Island Rail Road

M3, M7 WHEEL REPORT

CAR # 7695

LOCATION: Hmc

DATE: 4-26-17

| TRUCK SERIAL # | WHEEL POSITION | FLANGE HEIGHT | FLANGE THICKNESS | WHEEL THICKNESS |
|----------------|----------------|---------------|------------------|-----------------|
| F/END 10497 | L1 | 1 1/4 | 1 7/16 | 3 |
| | R1 | 1 1/4 | 1 7/16 | 3 |
| | L2 | 1 1/4 | 1 7/16 | 3 |
| | R2 | 1 1/4 | 1 7/16 | 3 |
| B/END 11540 | L3 | 1 1/4 | 1 7/16 | 3 |
| | R3 Sh. | 1 1/4 | 1 7/16 | 3 |
| | L4 Sh. | 1 1/4 | 1 7/16 | 3 |
| | R4 | 1 1/4 | 1 7/16 | 3 |

INSPECTED BY: [Redacted]

IBM: 29803

NOTES/REMARKS:

L4 Sh, R3 Sh

GANG FOREMAN: [Redacted]

IBM: 28819

NOTES/REMARKS:

all wheels with in spec

M7 "A" Car Interior Decals - PI Check List

RSU:

7696

DATE:

4-26-17

| ✓ | LIRR# | DESCRIPTION | QTY A CAR | COMMENT |
|---|----------|---|-----------|---------|
| | A0020 | LOW LOCATION EXIT PATH MARKING, LEFT-HAND | 21 | |
| | A0025 | LOW LOCATION EXIT PATH MARKING, RIGHT-HAND | 21 | |
| | A3232 | DECAL, "EMERGENCY BRAKE VALVE" BRAILLE - ADA | 2 | |
| | A3233 | DECAL, ADA PRIORITY SEATING | 2 | |
| | A3234 | DECAL, CAR NUMBER, 2' HIGH | NR | |
| | A3235 | DECAL, DOOR WARNING | 4 | |
| | A3236 | DECAL, HANDICAPPED REST ROOM | 0 | |
| | A3237 | DECAL, HANDICAPPED SYMBOL | 2 | |
| | A3242 | DECAL, "EMERGENCY EQUIPMENT" | 1 | |
| | A3243 | DECAL, PROHIBITORY | 2 | |
| | A3244 | DECAL, "DOOR DISABLED WHEN FLASHING" | 4 | |
| | A3247 | DECAL, "EMERGENCY WINDOW REMOVAL", 2.125 IN X 10.188 IN LG | 3 | |
| | A3248 | DECAL, "FIRE EXTINGUISHER" | 1 | |
| | A3249 | DECAL, PASSING BETWEEN CARS PROHIBITED | 2 | |
| | A3250 | DECAL, WATCH YOUR STEP, RH | 4 | |
| | 66455-47 | DECAL, EMERGENCY DOOR RELEASE | 4 | |
| | A3256 | DECAL, RIGHT LH, "EMERGENCY EXIT" WINDOW, CEILING | 4 | |
| | 52798-47 | DECAL, DOOR, "EXIT" | 8 | |
| | A3260 | EXIT DECAL, "EMERGENCY", ABOVE WINDOW | 4 | |
| | A3262 | DECAL, LEFT DOOR DIRECTION | 2 | |
| | A3263 | DECAL, RIGHT DOOR DIRECTION | 2 | |
| | A3264 | DECAL, "EMERGENCY BRAKE VALVE" NORMAL | 2 | |
| | A3266 | DECAL, "WATCH YOUR STEP", LH | 4 | |
| | A3324 | DECAL, "EMERGENCY WINDOW REMOVAL", 2.125 IN X 11.125 IN LG | 3 | |
| | A3801 | EXIT PATH MARKING, LOW LOCATION, ADA FLIP-UP | 4 | |
| | A5714 | EXIT PATH MARKING, LOW LOCATION, OBSERVER FLIP-UP, RIGHT-HAND | 1 | |
| | B0783 | DECAL, "EXIT" RIGHT HAND WINDSCREEN | 8 | |
| | B0784 | DECAL, HPPPL STRIP, 12 IN LG | 17 | |
| | B0785 | DECAL, HPPPL STRIP, 2.750 IN LG | 10 | |
| | B0786 | DECAL, "EXIT" LEFT HAND WINDSCREEN | 8 | |
| | B0789 | DECAL, END DOOR LATCH | 2 | |
| | B3926 | DECAL, DOG LATCH, TYPE 1 | 2 | |
| | B3929 | DECAL, DOG LATCH, TYPE 2 | 1 | |
| | B3930 | DECAL, HPPPL STRIP, 10.250" LG | 1 | |
| | B7272 | DECAL, INSTRUCTIONS, EMERGENCY LADDER | 2 | |
| | C3560 | DECAL, EMERGENCY EVACUATION INSTRUCTIONS | 12 | |
| | 52799-47 | DECAL, "EXIT", RIGHT HAND | 4 | |
| | 52804-47 | DECAL, "EXIT", LEFT HAND | 4 | |
| | 43113-47 | Name plate caution Stand clear of Door | 1 | |
| | 46583-47 | DECAL, "WATCH THE GAP" | 12 | |
| | 46290-47 | DECAL, ASSAULT, TRAIN CREWMEMBERS | 2 | |
| | 46584-47 | DECAL, EMERGENCY INTERCOM | 2 | |
| | 53978-40 | DECAL, DO NOT EVACUATE | 2 | |
| | 53110 | | 1 | |

4-26-17

Signature

Date

REF:MH-2051-M6 (3/17/16)