EVENT RECORDER EQUIPPED
DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION

LOCOMOTIVE INSPECTION AND REPAIR RECORD

Reporting year **2016** Check if new ☐ If renumbered give previous no. ☐☐☐☐☐☐

1. OPERATED BY	RR CODE	2. OWNED BY (Railroad)	RR CODE
Long Island Rail Road	0 5 5 0	Long Island Rail Road	0 5 5 0

3. MODEL NO.	4. LOCO NO.	5. YR. BUILT	6. PROPELLED BY	7. HORSEPOWER	8. TYPE OF SERVICE PASSENGER (X)
M-7	7067	2004	MU	1060	ROAD ☒ YARD ☐ OTHER ☐

9. STEAM GEN.	GEN. #1.	Working Pressure	GEN. #2.	Working Pressure

10. MAXIMUM PISTON TRAVEL	11. OUT OF USE CREDIT
N/A Inches	

12. LAST PERIODIC INSPECTION DATE 12-17-15 PLACE HMC

PERIODIC INSPECTIONS Check one: ☑ 92 days per 229.23(a) ☐ 184 days per 229.23 (b) (1) only

13. DATE MO DAY YR	14. PLACE	15. * ITEMS	16. PERSON CONDUCTING	15. * ITEMS	16. PERSON CONDUCTING	17. CERTIFIED BY
	OUT OF SERVICE	3-18-16	IN SERVICE	3/19/16		
3/19/16	HMC	1 - 2 4 - 7	[redacted]	3 - 6	[redacted]	[redacted]
	OUT OF SERVICE	6/15/16	IN SERVICE	6/16/16		
6/16/16	HMC	1 - 2 4 - 7	[redacted]	3 - 5	[redacted]	
	OUT OF SERVICE	9/4/16	IN SERVICE	9/9/16		
9/9/16	HMC	1 - 2 4 - 7	[redacted]	3 - 5	[redacted]	
	OUT OF SERVICE	11/30/16	IN SERVICE	11/30/16		
11/30/16	HMC	1 - 2 4 - 7	[redacted]	3 - 5	[redacted]	
	OUT OF SERVICE		IN SERVICE			
		1 - 2 4 - 7		3 - 5		

15. * ITEM CODE: 1 BRAKES 2 RUNNING GEAR 3 CAB EQUIP. 4 MECH. EQUIP. 5 ELECT. EQUIP. 6 STEAM GEN. 7 SAFETY APPL.

TESTS

18. H&H TEST PRESSURE

19. WAIVER PART-229
FRA-229.135
FRA-2003-16265

20. WAIVER-OTHER
FRA-2003-15638
FRA-2004-17099

TYPE	INTERVAL NOT MORE THAN	21. PERSON CONDUCTING	22. TEST DATE AND PLACE	23. CERTIFIED BY	24. PREVIOUS TEST DATE AND PLACE
METER	368 calendar days		NOT APPLICABLE		
HAMMER AND HYDRO	736 calendar days		DRILLED		
AIR BRAKE 238.309 Truck	2208 calendar days				4/27/12 HMC
AIR BRAKE 238.309 Car Body	2208 calendar days				4/27/12 HMC

In accordance with the Locomotive Inspection Act, 49 USC Chapter 207 and the regulations issued pursuant to that Act, the parts and appurtenances of the locomotive unit have been inspected and all defects disclosed by the inspection have been properly repaired.

Certification of true copy: I certify that this is a true copy of the inspection and repair record of locomotive no. _____
Attention: A false entry on this form is punishable by fine or imprisonment (18 USC Sec 1001)

Officer-in-charge _____ Date _____

INSTRUCTIONS: This Locomotive Inspection and Repair Record (Record or F6180-49A) covers a calendar year, except as noted. The Record for the preceding calendar year shall be retained in the locomotive until the first periodic inspection of the new year or, until the Record is replaced on April 2 or July 3 (if 184 day eligible) as required by 49 CFR 229.23(f) or, until the locomotive changes ownership (see 2 below.) Enter the requested information in each block. Special instructions are given below.

1. OPERATED BY: Enter the name and code of the primary railroad operating the locomotive at the same time this Record is placed in it. Operator changes, including dates, shall be noted in "Remarks." The "RR Code" is as assigned by FRA to the railroad.
2. OWNER: Enter the name and RR Code of the owner. Changes in ownership shall be submitted as final reports.
3. MODEL NO.: Enter the original builder's model number.
4. LOCOMOTIVE NO.: Enter digits only. Include letters if they differ from the "RR Code." If renumbered, enter the previous number.
5. YEAR BUILT: Enter the year the locomotive was built and check if new. If remanufactured per 49 CFR 229.5, enter "RM" and the year.
6. PROPELLED BY: Enter Diesel Electric (D-E), Electric (E), Electric Multiple Unit (MU), Diesel Multiple Unit (DMU), MU Control Cab (MUC), Non-MU Control Cab (NMUC), Turbine (T), Torque Converter (TC), or Other (O).
7. HORSEPOWER: Enter the horsepower rating.
8. TYPE OF SERVICE: Enter type of service the locomotive is assigned to when the report is placed in the locomotive.
9. Enter the steam generator number(s) and safe working pressure(s).
10. MAXIMUM PISTON TRAVEL: Enter only "nominal" travel. Do not include the manufacturer's tolerance.
11. OUT-OF-USE CREDIT: Enter number of creditable calendar days the locomotive was out-of-use since the last periodic inspection on the previous F6180-49A. Less than 30 consecutive calendar days for any out-of-use period may not be counted per 49 CFR 229.33. For current periods out-of-use, and entry "Out-of-use from ____ to ____" shall be made on a Periodic Inspection line and certified when a locomotive which would otherwise be due for inspection is out-of-use. If the locomotive is ot of use at the end of the annual reporting period, complete the "To" entry with the last day of the period, An entry shall then be made on the new Record showing the first day of the new reporting period as the "From" date.
12. LAST PERIODIC INSPECTION: When a new Record is placed in the locomotive transfer the last periodic inspection information into block 12 a & b and the last test information into column 24 of the new Record. Tests that are not applicable should be noted "NA".
13. INSPECTIONS AND TESTS: Persons making the required tests and periodic inspections shall sign for the items tested or inspected. The employee's supervisor shall certify that the tests and inspection were completed.
15. TESTS: The maximum number of days for Event Recorder, Level 2 and Level 3 air brake tests shall be entered per the referenced sections of 49 CFR 229. Where the railroad has chosen to fragment air brake clean, repair and test requirements as permitted under 49 CFR 229.29, a separate air record shall be maintained in the cab of the locomotive and the word "Fragmented" shall be entered in the Level 2 and Level 3 lines.
18. H&H: Enter the test pressure for the hydrostatic air reservoir test. If the reservoirs are drilled, enter "NA" here and "Drilled" in the Hammer and Hydro line below.
19. WAIVERS: Any waivers applicable to this locomotive shall be entered by waiver number in block 19 if a waiver from Part 229, or block 20, if a waiver from any other regulation. Enter explanatory information regarding the scope and content of each waiver under "Remarks".

REPAIRS: Special notes relating to repairs performed to restore compliance.

NOISE: Enter any noise tests or related information in accordance with 49CFR 210.31.

REMARKS: Additional explanatory or clarifying information.

-FRA-229.135 Event Recorder Equipped BACH-SIMPSON BAC54000-01
-FRA-2003-15638 Inoperative Dynamic Brake
-FRA-2004-17099 Air Brake Extension to 2208 Days
-FRA-2003-16265 Emergency Pole; Shoe Insulation (Section 229.81)

RSU History Report

RSU(s): 7067 **Date Range: 10/1/16 to 1/4/17** **Include Task Detail: N**
System(s): ALL **Fleet: E Class: MU Model: M7** **Include Component Defect & Report Info: N**
Failure Code(s): ALL **Location(s): ALL Work Type(s): ALL W/O Status(es): ALL** **Remove PM/2C Defect/Repair Info: Y**

RSU		W/O #	W/O Date	W/O Reported By	W/O Status	Status Date	Train Number	Critical?	Vendor Failure?
7067	SYS: 5()	2127660	10/14/2016		COMP	11/30/2016		N	N
	RSU BODY	W/O: CA 2127660 MOD, LLEPM HPPL Decal install, M7							
7067	SYS: 5(5-99)	2156391	11/30/2016	GREEN LS	COMP	11/30/2016		N	N
	RSU BODY	W/O: CM 2156391 4 CASES WATER O.D.							
7067	SYS: 5()	2161621	12/2/2016		WAPPR	12/2/2016		N	N
	RSU BODY	W/O: CA 2161621 To re-locate the seco switch - Phase 1 - Run wires in A and B cars							
7067	SYS: 7(7-55)	2156345	11/30/2016	OLSHEFSKY BM	COMP	12/1/2016		N	N
	TRUCK	W/O: CM 2156345 #2 WHEEL *NGTR* F/S 2 1/2"							
7067	SYS: 8(8-36)	2156467	11/30/2016	DAUSCHER NG	COMP	11/30/2016		N	N
	HVAC	W/O: CM 2156467 CONDESOR FAN MOTOR INOP, # M700856							
7067	SYS: 9(9-52)	2120850	10/3/2016	ZITO J	COMP	10/3/2016		N	N
	TOILET	W/O: CM 2120850 bowl full							
7067	SYS: 9(9-60)	2122614	10/6/2016	RIOS LENON T	COMP	10/7/2016		N	N
	TOILET	W/O: CM 2122614 SINK WATER SENSOR INOP							
7067	SYS: 9(9-52)	2130345	10/17/2016	ZITO J	COMP	10/17/2016		N	N
	TOILET	W/O: CM 2130345 DV1 OPEN							
7067	SYS: 9(9-14)	2130433	10/17/2016	KLETT L	COMP	10/18/2016		N	N
	TOILET	W/O: CM 2130433 Bathroom door off of the track							
7067	SYS: 9(9-14)	2131849	10/21/2016	ALDINO P	COMP	11/18/2016		N	N
	TOILET	W/O: CM 2131849 TOILET DOOR Operator assembly Broken and kick plate missing hardware							
7067	SYS: 9(9-52)	2137675	10/31/2016	TURNER CA	COMP	11/18/2016		N	N
	TOILET	W/O: CM 2137675 Toilet Clog							
7067	SYS: 9(9-52)	2151632	11/18/2016	GALLO MJ	COMP	11/30/2016		N	N
	TOILET	W/O: CM 2151632 KICK PLATE ASSEMBLY (NMOH) REMOVED DAMAGED/ PLATES BATHROOM LOCKED OUT FOR SAFETY							

THE LONG ISLAND RAIL ROAD COMPANY

MP278-B3

Multiple Operated Electric Units - Inspections, Cleaning and Test Record

M7 AIR BRAKE CARD

Year 2016 RSU No. 7067

	Maximum Months of Service	Periodic Test Months	Previous Test	Jan.	Feb.	Mar.	April	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.
Air Gauges (Clean & Test)	3	3	12-17-15			18			15			4		30	
Dead Man Feature Test	3	3	12-17-15			18			15			4		30	
Parking Brake Tested	3	3	12-17-15			18			15			4		30	
MR & BP FILTERS & Strainers (TEST)	72	3	12-17-15			18			15			4		30	
Uncoupling Cylinders & Latch Mechanism	72	72	4/27/12												
B-3-C Valve F/E & B/E (TEST)	24	3	12-17-15			18			15			4		30	
Foundation Brake Equipment	72	72	4/27/12												
Pneumatic Operating Units	72	72	4/27/12												
CMV / EMV	72	72	4/27/12												
Leveling Valves (F/E & B/E)	72	72	4/27/12												
Air Compressor / Dryer (TEST)	72	3	12-17-15			18			15			4		30	
Tappet Valve (TEST)	72	3	12-17-15			18			15			4		30	

6 Year Air Brake Date (72 Month) Previous Date 4/27/12 New Date:

Long Island Rail Road

FM 9.1-39 - Revision 2/21/2013

M7 92 DAY PERIODIC INSPECTION

CAR # 7067 DATE 11/30/16 SHIFT 12 SHOP

#	ITEM	SECT	OK/NOTE	IBM#	SIGNATURE
1	STANDING POWER TEST	1.1			
2	ICC ELECTRICAL	14	Note	27121	[redacted]
3	ATC		OK	55384	
4	AUX POWER (APS)	2	Note	5417o	
5	ELECTRICAL COUPLER	4	Note	27121	
6	DOORS	5	NOTE	55549	
7	LIGHTING	12	Note	28385	
8	HVAC	8	NOTE	52720	
9	CONTACT SHOES	7	Note	54472	
10	ICC MECHANICAL	13	Note	24863	
11	AIR BRAKE	3	✓	53030	
12	AIR COMPRESSOR	3	✓	50352	
13	PROPULSION	1	Note	53015	
14	BRAKE SHOES/DISCS	3	✓	50352	
15	TOILET / ~~CARBODY~~	9	✓	50228	
16	COMMUNICATION/DOORS	10	Note	24167	
17	TRACTION MOTORS	6	NOTE	50924	
18	SHOE BEAM		Note	54564	
19	COUPLER		✓	29814	
20	TRACTION MOTOR COUPLER		✓	50352	

	GAUGE	XDUCER
F/E LOAD LEVELER	TP6 TP7 65/68	65 67
B/E LOAD LEVELER	72/65	63 61
MAX BRAKE PSI	43	44 42
MIN BRAKE PSI	13	13 13
EMER BRAKE PSI	47	48 47

P WIRE

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

	F-END	B-END
ODOMETER (MILES)	51,348 ✓	51,335 ✓
PWR CONS. (KWH)	95,823	105,802

	F-END	B-END
FREON LEVEL	✓	✓

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

SUPERVISOR'S SIGNATURE & IBM# [redacted] ✓

FM 9.1-39
Revision 2/21/2013

M-7 COMPONENT DEFECT REPAIR SHEET

CAR#: 7067 DATE: 11/30/16 SHIFT: 12 2c

	COMPONENT & DESRIPTION	DEFECT	REPAIR	QTY	IBM #	SIGNATURE
DOORS	L-1 DOOK	GRAFFITI	WIPE		29947	[redacted]
	R-1 BARREL LOCK	STIFF	Lube		29947	
	R-1 TRANSITION STRIP SCREW	MISS	MPI		29947	
	BATHROOM DOOR KICK PLATE	MISS	AIM			
	BATHROOM DOOR	OA	adj		29947	
	L-2 TRANSITION STRIP	MISS	MPI		1	
	L-2 BARREL LOCK	STIFF	Lube		29947	
DOORS	L-2 DOOR	GRAFFITI	Wipe		29947	
Grossing	F/E SRCO. BCGO	stiff	Lube		29947	
HVAC	F/E Condenser Fan	NOISY	Repl	1	29247	
DOORS	LAMP test button	P/P	Secu		52406	
Comm	Radio push button	MISS	Secu		52401	
IC	Radio Foot pedal cable	IBD	Ties		52406	
Beams	L1/1L Articulating Arm	LOOSE	SSS		28015	
	L2/3L Articulating Arm	LOOSE	SSS		28015	
	R2/4R " "	LOOSE	SSS		28015	
	R2/4R Arc ~~Shield~~ Shield	NPS/LOOSE				
	R1/2R Articulating Arm	LOOSE	SSS		28015	

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

SUPERVISOR'S SIGNATURE: _____ IBM #: _____

Long Island Rail Road

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M7 92 DAY PERIODIC INSPECTION

CAR # 7067 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
F/E LOAD LEVELER	_____	_____
B/E LOAD LEVELER	_____	_____
MAX BRAKE PSI	_____	_____
MIN BRAKE PSI	_____	_____
EMER BRAKE PSI	_____	_____

P WIRE	
MAX BRAKE (0 mA)	_____
MIN BRAKE (256-277 mA)	_____
COAST (290 - 310 mA)	_____
MIN PWR (323 - 343 mA)	_____
MAX PWR (485 - 515 mA)	_____

	F-END	B-END
ODOMETER (MILES)	_____	_____
PWR CONS. (KWH)	_____	_____

	F-END	B-END
FREON LEVEL	_____	_____

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

SUPERVISOR'S SIGNATURE & IBM# _____

FM 9.1-39
Revision 2/21/2013

M-7 COMPONENT DEFECT REPAIR SHEET

CAR#: 7067 DATE: 11/30/16 SHIFT: 1230A - 830A

	COMPONENT & DESRIPTION	DEFECT	REPAIR	QTY	IBM #	SIGNATURE
propulsion	LB 11 & 13 (N) side Tips	cHb/pit	clea		52406	[redacted]
	LB 11 (N) side Tips	W/L	Secu			
	LB 11 & 13 (S) side Tips	cHb/pit	clea			
	CHBI (Fend) cables	Rub	Adj			[redacted]
	Covers (N+S) sides, Hardware	miss	Repl			
[illegible]	Inverter Air Inlet blocked (OTM)	comp	Reset			
CS	R1 Shoe Pin ~~hanger~~	p.d	Repl			
	R1 Contact Shoe	w/L	Repl			
	R2 Shoe + hanger	OA	Adju			
	R2 Shoe lead	nPS	Secu			
	L1 Shoe + hanger	OA	Adju			
	L1 Shoe lead	nPS	Secu			
	L2 Shoe + hanger	OA	Adju			
CS	L2 Shoe fuse cleat	nPS	Secu		52406	[redacted]

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

SUPERVISOR'S SIGNATURE:____ IBM #:____

Long Island Rail Road

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
F/E LOAD LEVELER	_____	_____
B/E LOAD LEVELER	_____	_____
MAX BRAKE PSI	_____	_____
MIN BRAKE PSI	_____	_____
EMER BRAKE PSI	_____	_____

	F-END	B-END
ODOMETER (MILES)	_____	_____
PWR CONS. (KWH)	_____	_____

P WIRE

MAX BRAKE (0 mA) _____

MIN BRAKE (256-277 mA) _____

COAST (290 - 310 mA) _____

MIN PWR (323 - 343 mA) _____

MAX PWR (485 - 515 mA) _____

	F-END	B-END
FREON LEVEL	_____	_____

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

SUPERVISOR'S SIGNATURE & IBM#_____

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M-7 COMPONENT DEFECT REPAIR SHEET

CAR#: 7067 DATE: ______ SHIFT: ______

	COMPONENT & DESRIPTION	DEFECT	REPAIR	QTY	IBM #	SIGNATURE
Lights	Number Sign	Inop	Repl		52406	[redacted]
	gauge lights		Repl			
	3-40w		Repr			
	3-20w		Repr			
	2-32w		Repr			
	Defuser lights	Miss/Inop	Repl		52406	

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

SUPERVISOR'S SIGNATURE: ______ IBM #: ______

Long Island Rail Road

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M7 92 DAY PERIODIC INSPECTION

CAR # 7067 DATE 11/29/16 SHIFT 12:30 SHOP Car 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
F/E LOAD LEVELER	F/E TP6/TP7 65/68	
B/E LOAD LEVELER	72/65	
MAX BRAKE PSI	48	
MIN BRAKE PSI	13	
EMER BRAKE PSI	47	

	F-END	B-END
ODOMETER (MILES)		
PWR CONS. (KWH)		

P WIRE

MAX BRAKE (0 mA)	
MIN BRAKE (256-277 mA)	
COAST (290 - 310 mA)	
MIN PWR (323 - 343 mA)	
MAX PWR (485 - 515 mA)	

	F-END	B-END
FREON LEVEL		

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

SUPERVISOR'S SIGNATURE & IBM# _____

FM 9.1-39
Revision 2/21/2013

M-7 COMPONENT DEFECT REPAIR SHEET

CAR#: 7067 DATE: 11/30/16 SHIFT: 12:30

	COMPONENT & DESRIPTION	DEFECT	REPAIR	QTY	IBM #	SIGNATURE
F/E	tappet valve Rubber	Worn	Repl		29947	[redacted]
F/E	S/S load weigh c/o	Stiff	Lube			
F/E	S/S " " tag	dirt	clean			
F/E	S/S SBCO tag	dirt	clean			
F/E	S/S BCCO c/o	Stiff	Lube			
F/E	S/S SBCO c/o	Stiff	Lube			
F/E	S/S BCCO tag	dirt	clean			
B/E	N/S load weigh c/o	Stiff	Lube			
B/E	N/S " " tag	dirt	clean			
B/E	N/S Main Res c/o	Stiff	Lube			
B/E	N/S Main Res tag	dirt	clean			
R7	N/S load leveler arm	X play	See			
B/E	N/S load weigh c/o	Stiff	Lube			
B/E	N/S load weigh tag	dirt	clean			
B/E	N/S SBCO c/o	Stiff	Lube			
B/E	N/S SBCO tag	dirt	clean			
B/E	N/S BCCO c/o	Stiff	Lube		29947	[redacted]

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

SUPERVISOR'S SIGNATURE:_____ IBM #:_____

Long Island Rail Road

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Revision 2/21/2013

M7 92 DAY PERIODIC INSPECTION

CAR # 7067 DATE 11/30/16 SHIFT 12:30 SHOP Car 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
F/E LOAD LEVELER	_____	_____
B/E LOAD LEVELER	_____	_____
MAX BRAKE PSI	_____	_____
MIN BRAKE PSI	_____	_____
EMER BRAKE PSI	_____	_____

	F-END	B-END
ODOMETER (MILES)	_____	_____
PWR CONS. (KWH)	_____	_____

P WIRE

MAX BRAKE (0 mA)	_____
MIN BRAKE (256-277 mA)	_____
COAST (290 - 310 mA)	_____
MIN PWR (323 - 343 mA)	_____
MAX PWR (485 - 515 mA)	_____

	F-END	B-END
FREON LEVEL	_____	_____

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

SUPERVISOR'S SIGNATURE & IBM# _____

FM 9.1-39
Revision 2/21/2013

M-7 COMPONENT DEFECT REPAIR SHEET

CAR# : 7067 DATE: _____ SHIFT: _____

	COMPONENT & DESRIPTION	DEFECT	REPAIR	QTY	IBM #	SIGNATURE
B/E	N/S B cc 0 tag	dirt	clean		29867	[redacted]
F/E	N/S load weight tag	dirt	clean		"	"
F/E	N/S load weigh c/o	Stiff	Lube		"	"
F/E	N/S load leveler tag	dirt	clean		"	"
F/E	N/S load leveler c/o	Stiff	Lube		29867	[redacted]

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

SUPERVISOR'S SIGNATURE: _____ IBM # : _____

Long Island Rail Road

FM 9.1-39 -
Revision 2/21/2013

M7 92 DAY PERIODIC INSPECTION

CAR # 7067 DATE 11/30/16 SHIFT 3rd SHOP HCS

#	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
F/E LOAD LEVELER		
B/E LOAD LEVELER		
MAX BRAKE PSI		
MIN BRAKE PSI		
EMER BRAKE PSI		

	F-END	B-END
ODOMETER (MILES)		
PWR CONS. (KWH)		

P WIRE

MAX BRAKE (0 mA) _____

MIN BRAKE (256-277 mA) _____

COAST (290 - 310 mA) _____

MIN PWR (323 - 343 mA) _____

MAX PWR (485 - 515 mA) _____

	F-END	B-END
FREON LEVEL		

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

SUPERVISOR'S SIGNATURE & IBM# _____

FM 9.1-39
Revision 2/21/2013

M-7 COMPONENT DEFECT REPAIR SHEET

CAR#: 7067 DATE: 11/30/16 SHIFT: 3rd

	COMPONENT & DESRIPTION	DEFECT	REPAIR	QTY	IBM #	SIGNATURE
APS	Filter Cage Mounting HW	BLJ	FBP		52406	[redacted]
	Filter Cage access door HW	miss	Repl			
	HV Indicator Led S.tc Glass	Dirt	clean			[redacted]
	I/S ICHUS CABLES	Rub	Adjy			
	OUTLET COVER	PD	Repl			
	Kinetic Switch Box	Dirt	clean			
APS	XA1 + XA2 1,2 Latch	Dirt	clean		52406	[redacted]

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

SUPERVISOR'S SIGNATURE:_____ IBM #:_____

Long Island Rail Road

FM 9.1-39 -
Revision 2/21/2013

M7 92 DAY PERIODIC INSPECTION

CAR # 7067 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
F/E LOAD LEVELER	_____	_____
B/E LOAD LEVELER	_____	_____
MAX BRAKE PSI	_____	_____
MIN BRAKE PSI	_____	_____
EMER BRAKE PSI	_____	_____

P WIRE

MAX BRAKE (0 mA) _____

MIN BRAKE (256-277 mA) _____

COAST (290 - 310 mA) _____

MIN PWR (323 - 343 mA) _____

MAX PWR (485 - 515 mA) _____

	F-END	B-END
ODOMETER (MILES)	_____	_____
PWR CONS. (KWH)	_____	_____

	F-END	B-END
FREON LEVEL	_____	_____

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

SUPERVISOR'S SIGNATURE & IBM# _____

FM 9.1-39
Revision 2/21/2013

M-7 COMPONENT DEFECT REPAIR SHEET

CAR#: 7067 DATE: 11/30/16 SHIFT: 12^32 8^30

TM	COMPONENT & DESRIPTION	DEFECT	REPAIR	QTY	IBM #	SIGNATURE
1	Ax #1 3oclock Cleat	Loose	Tight		52406	[redacted]
	Ax # 2 Top Ground Strap	FRAY	Secu			[redacted]
	Ax #3 3 oClock Cleat	NPS	Secu			
TM	Ax #4 TOP ground Strap	FRAY	Secu		52406	[redacted]

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

SUPERVISOR'S SIGNATURE:_____ IBM #:_____

Long Island Rail Road

FM 9.1-39 -
Revision 2/21/2013

M7 92 DAY PERIODIC INSPECTION

CAR # 7067 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
F/E LOAD LEVELER	_____	_____
B/E LOAD LEVELER	_____	_____
MAX BRAKE PSI	_____	_____
MIN BRAKE PSI	_____	_____
EMER BRAKE PSI	_____	_____

P WIRE

MAX BRAKE (0 mA)	_____
MIN BRAKE (256-277 mA)	_____
COAST (290 - 310 mA)	_____
MIN PWR (323 - 343 mA)	_____
MAX PWR (485 - 515 mA)	_____

	F-END	B-END
ODOMETER (MILES)	_____	_____
PWR CONS. (KWH)	_____	_____

	F-END	B-END
FREON LEVEL	_____	_____

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

SUPERVISOR'S SIGNATURE & IBM# _____

FM 3.1-33
Revision 2/21/2013

M-7 COMPONENT DEFECT REPAIR SHEET

CAR#: 7067 DATE: 11/30/16 SHIFT: 12-8

	COMPONENT & DESRIPTION	DEFECT	REPAIR	QTY	IBM #	SIGNATURE
Toilet	Fill line toilet Fitting S/S	Miss	See		27714	[redacted]
	Fill line SINK Fitting	Miss				
	Rinse line toilet Fitting	Miss				
	Toilet stand pipe Fitting	Nps				
	Toilet waste	Nps				
	Gray water service	Nps				
	Fill line toilet Fitting N/S	Miss				
	Fill line SINK Fitting	Miss				
	Rinse line toilet Fitting	Miss				
	Toilet Stand pipe Fitting	Nps				
	Toilet waste	Nps				
	Gray water service	Nps				
	Restroom door	PD				
	Restroom Mirror	Miss				
Toilet	Restroom dryer	INop	See		27714	[redacted]

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

SUPERVISOR'S SIGNATURE:_____ IBM #:_____

LONG ISLAND RAIL ROAD

ATC 92 Day Inspection – M-7 Equipment

Test Location:	HMC	A Car No.:	7068	Type of Test:	(Periodic) Road Failure
Date:	11/30/16	B Car No.:	7067		

4.1- ATC Initial Inspection (B Car)				4.1- Initial Inspection (A Car)	
ATC Bypass initial position	(Normal) / Bypass	ADU	OK	ADU	OK
SS Bypass initial position	(Normal) / Bypass	ODU	OK	ODU	OK
ALE Bypass initial position	(Normal) / Bypass	Acknowledge Switch	OK	Acknowledge Switch	OK
ATC Cabinet	OK	Deadman Foot Pedal	OK	Deadman Foot Pedal	OK

4.1- Equipment Dates		4.1 - Software Version		4.2- Track Receiver Inspection		
USBR Relay (B Car)	DATE (Y-M-D) 12-6-18	ATC	Ver: 4.3	B Car Left Side (7.5 to 8.5)	OK	Inch 7.5
ATCEBR Relay (B Car)	DATE (Y-M-D) 12-6-21	DEC (Decoder)	Ver: 0.3	B Car Right Side (7.5 to 8.5)	OK	Inch 7.5
VZR1 Relay (B Car)	DATE (Y-M-D) 12-6-19	ALE (Alerter)	Ver: 0.8	A Car Left Side (7.5 to 8.5)	OK	Inch 8.25
CMR Relay (B Car)	DATE (Y-M-D) 12-6-14	Speed Sensing	Ver: 1.8	A Car Right Side (7.5 to 8.5)	OK	Inch 8.25
CMR Relay (A Car)	DATE (Y-M-D) 12-11-26					

4.3 - ATC Resistance Test		4.3 - Speed Sensor Resistance Test		
Higher than 1 Meghom	(Yes) No	SS1 (1800 +/- 270 Ohms)	OK	Ohm 1889
If no, list the test points:		SS2 (1800 +/- 270 Ohms)	OK	Ohm 1885

4.4- ATC Voltage Test					
Battery Voltage V +29 (+/- 3.0)	Vdc 28.5	CPS Brd V +31.5 (+/- 1.5)	Vdc 31.6	CPS Board V +12 (+/- 1.0)	Vdc 11.9
CPS Board V +5 (+/- 0.25)	Vdc 5.1	CPS Board V –12(+/- 1.0)	Vdc -12.0		

4.5 - B Car Decoder Calibration		4.5 - Speed Sensing Cal.		4.14 - A Car Decoder Calibration	
Low Energy Channel		Wheel dia. axle 2 (measured)	Inch 33.5	Low Energy Channel	
Re-calibrated?	(Yes) / No	Wheel dia. axle 2 (CPU board)	Inch 33.5	Re-calibrated?	(Yes) / No
Pick up current (2.25 to 2.55 A)	Ampere 2.40	Wheel dia. axle 3 (measured)	Inch 34.25	Pick up current (2.25 to 2.55 A)	Ampere 2.41
High Energy Channel		Wheel dia. axle 3 (CPU board)	Inch 34.25	High Energy Channel	
Re-calibrated?	(Yes) / No	6.5 - Decelerometer Cal.		Re-calibrated?	(Yes) / No
Calibration current (< 2.80A)	Ampere 2.68	Decel. re-calibrated?	(Yes) / No	Calibration current (< 2.80A)	Ampere 2.66

- Testing (B Car)		- Testing (A Car)	
4.6 - No Motion Test	Tested OK		
4.7 - ATC Lamp Test	Tested OK	4.15 - ATC Lamp Test	Tested OK
4.8 - Daily Test	Tested OK	4.16 - Daily Test	Tested OK
• Speed Control Brake application	Tested OK	• Speed Control Brake application	Tested OK
• Penalty Brake Application	Tested OK	• Penalty Brake Application	Tested OK
• Emergency Brake Application	Tested OK	• Emergency Brake Application	Tested OK
4.9 - Deadman Test	Tested OK	4.17 - Deadman Test	Tested OK
4.10 - Alerter Test	Tested OK	4.18 - Alerter Test	Tested OK
4.11 - SECO Test	Tested OK	4.19 - SECO Test	Tested OK
4.12 - ATC Bypass Test	Tested OK	4.20 - ATC Trail Mode test	Tested OK
4.13 - Speed Sensing Bypass Test	Tested OK	4.21 - ATC Final Inspection	Done OK

Remarks:

Inspected By:	Adjust. made by:	Multimeter	ATC Test Set	Form: MP-362 (M7-MicroCab)
[redacted]	[redacted]	Calibration Date: 9/26/16	Calibration Date: 3/2/16	Revision: - Page 1 of 2
IBM: 55384	IBM: 55384	Serial Number: 01965	Serial Number: 81793	Issued/Revised: 3/4/10 Log File attached Yes

NOTE: This Form shall be used for Periodic Inspections and after Road Failures. All Testing to be in accord with the latest revision of MIL-2018-E8.
PLEASE NOTE: TO ENSURE THAT YOU ARE UTILIZING THE LATEST APPROVED VERSION OF THIS DOCUMENT, PLEASE REFER TO THE LIRR M OF E FILENET SYSTEM AND, IF REQUIRED, PRINT THE LATEST APPROVED DOCUMENT FOR YOUR USE, OR CONTACT THE OFFICE OF EQUIPMENT ENGINEERING FOR THE LATEST APPROVED DOCUMENT

LONG ISLAND RAIL ROAD

ATC 92 Day Inspection – M-7 Equipment

Test Location:	HMC	A Car No.:	7068	Type of Test:	(Periodic) Road Failure
Date:	11/30/16	B Car No.:	7067		

EQUIPMENT REPLACEMENT & ATC "ROAD FAILURE" LOG COUNT DOWNLOAD

[FORM MP-362 (M7-MicroCab)]

FAILED DEVICE DESIGNATION OR LOG DOWNLOAD (CODE / COUNT)	BAR CODE or SERIAL NUMBERS		DATE OF REPLACEMENT UNITS
	Failed Unit/ Revision	Replacement Unit/ Revision	Cab Signal (only)
ATC 555 A/E 122/10 120/11 121/9			
634/1 202/15 603/1 862/1 303/3			
1201/140 306/1 1206/2 503/1			
1207/5 1208/1			
1210/132 1301/1			
1303/1 1403/1			
1404/11 1405/2			

Remarks:

SEALED

Inspected By:	Adjustment made by:	ATC: 2909337 555: 2909375 A/E: 2909322	Form: MP-362 (M7 [illegible]Cab)
[redacted] IBM: 55384	[redacted] IBM: 55384		Revision: - Page 2 of 2
			Issued/Revised: 3/4/10

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LONG ISLAND RAIL ROAD
REPORT OF CONDITION OF LOCOMOTIVES OTHER THAN STEAM EXAMINED AND TESTED

LOCATION HMC OUT OF SERVICE 11 TO 30 20 16

LOCO # 7067

AIR GAUGES CLEANED & TESTED	PARKING BRAKE TEST & TAG	DEAD MAN FEATURE (TEST)	UNCOUPLING CYLINDERS & LATCH MECHANISM	B3C VALVES FE & BE (TEST)	FOUNDATION BRAKE EQUIPMENT	PNEUMATIC OPERATING UNITS	CMV / EMV	LEVELING VALVES & CHECKS F/E & B/E	AIR COMPRESSOR / DRYER (TEST)	TAPPET VALVE (TEST)	MR & BP FILTERS & STAINERS (TEST)	CENTER CASTING INSPECTION	INSPECTOR'S SIGNATURE / SUPERVISORS SIGNATURE
3	3	72	72	72	72	72	72	72	72	72	72	72	MAX MONTHS SERVICE
3	3	3	3	3	3	3	3	3	3	3	3	3	PERIODIC TEST MONTHS
11/30/16	11/30/16	11/30/16	4/27/12	11/30/16	4/27/12	4/27/12	4/27/12	4/27/12	11/30/16	11/30/16	11/30/16	4/27/12	
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	

[redacted] 53230

[redacted]

6 YEAR AIR BRAKE DATE (72 Month): Previous Date 4/27/12 New Date _____

REMARKS: _____

LIRR: MPL207-M7

GENERAL FOREMAN'S: [redacted]

JAC042108

COMPONENT DEFECT/REPAIR SHEET

CAR # 7067 SHIFT: 12:30 - 8:30 DATE: 11/30/16

COMP LOC	COMPONENT	DEFECT	REPAIR	QTY	IBM#	EMPLOYEE SIGNATURE
TM	GROUND BRUSH	WL	REPL	2	50921	[redacted]
↑	GROUND BOX GASKETS	WORN	REPL	2	50921	
↓	Hardware	STRIP	REPL	1	50921	
	TM air INTAKE	DIRT	CLEAN	All	50921	
	GROUND BOXES	DIRT	CLEA	All	50921	
TM	DUST COLLECTORS	DIRT	CLEA	All	50921	

SUPERVISOR'S SIGNATURE: [redacted] IBM#: [redacted]

EMS E)

COMPONENT DEFECT/REPAIR SHEET

CAR # 7067 SHIFT: 3rd DATE: 11-30-16

COMP LOC	COMPONENT	DEFECT	REPAIR	QTY	IBM#	EMPLOYEE SIGNATURE
Greasing	L4 pad	worn	Repl		50352	[redacted]
	L1 shoe	worn	Repl			
	R1 shoe	worn	Repl			
	R2 shoe	worn	Repl			
	L2 shoe	worn	Repl			
	Gear case sight glass #1,2,3,4	dirt	clea			
	Gear case breather #1,2,3,4	dirt	clea			
	Gear case Tags #1,2,3,4	dirt	clea			
	air compressor sight glass	dirt	clea			
Greasing	air compressor Tags	dirt	clea		50352	[redacted]
Greasing	#4 Gear case oil	low	Fill		50352	

SUPERVISOR'S SIGNATURE: [redacted] IBM#: [redacted]

I.C.C. Electrical

COMPONENT DEFECT/REPAIR SHEET

CAR # 7067 SHIFT: 12:30 to 8:30 DATE: 11-30-16

COMP LOC	COMPONENT	DEFECT	REPAIR	QTY	IBM#	EMPLOYEE SIGNATURE
#1 #3 and #4 axles	The top ground straps that go to the top axsle brush boxes.	PO	Repm		27109	[redacted]
Under Car	Middle elect cables by the CH01 Group (B-End)	NPS	see			
"	Middle elect cables in back of the north and south sides grid cages (rubber boots)					
		miss/NPS	see			
Under Car	Life elect cables in back of the HSCB #2 box.	NPS	See			
"	The heavy elect cable in back of the HSCB #1 box.	NPS	See			
Under Car	Various 750v signs and labels on grid cages and elect boxes.	dirt	Clea			
South Side	Main Knife Switch Box, test pin for the test position, square copper washer.	miss	ADJ			
"	Intercar Bus / Line Fuse Box and Fuse.	Carb	Clea			
"	Main Knife Switch Box	dirt	Clea			
F-End	The round rubber support for the elect couples cables.	miss	See			
"	North side junction box cover bolts.	Loos	Tight			
"	Elect couplers cables	NPS	see			
"	Cabels in back of the elect couplers box (4)	dirt	Clea			
"	Elect coupler door	bind	loose			
"	Elect couplers pins and gasket	dirt	Clea			
B-End	TL R1 B-End elect jumper cable (jacket)	PD	Repm		27109	L Charles.

SUPERVISOR'S SIGNATURE: [redacted] IBM#: [redacted]

I.C.L Electrical

COMPONENT DEFECT/REPAIR SHEET

CAR # 7067 SHIFT: 12:30 to 8:30 DATE: 11-30-16

COMP LOC	COMPONENT	DEFECT	REPAIR	QTY	IBM#	EMPLOYEE SIGNATURE
Contact Shoes	ALL contact shoe fuse boxes) 750V. Signs.	PD/dirt	Cleq		27109	[redacted]
F-End	Gimbel light lenses (both sides)	miss	NM			
"	Duplex outlet cover by the cab.	PD	Repl			
"	Elect. lockers both sides Safety cables for the doors.	miss	Sec			
North side Elect. Lockers	Various spare fuses	miss	NM			
FF-End	Elect. lockers both sides safety cables for the doors.	NPS/	IBDSec		27109	[redacted]

SUPERVISOR'S SIGNATURE: [redacted] IBM#: [redacted]

COMPONENT DEFECT/REPAIR SHEET

CAR # 7067 SHIFT: 1230-830 DATE: 11/30/16 1 of 3

COMP LOC	COMPONENT	DEFECT	REPAIR	QTY	IBM#	EMPLOYEE SIGNATURE
R1	750 Sticker	Dirty	clean		29863	[redacted]
RE	Vapent valve NS	Rub	Adj		29863	
la	Toilet Stand Pipe cap NS	NPS	sec		29863	
la	Fresh water caps NS	Miss	Mm			
la	Waste caps NS	NPS	sec			
R2	750 Sticker	Dirty	clean		29863	
L2	Yaw Damper Sleeve	NPS	sec		29863	
L2	750 Sticker	Dirty	clean		29863	
la	Toilet Stand Pipe cap 9S	NPS	sec		29863	
la	Fresh water caps 9S	Miss	Mm			
la	Waste caps 9S	NPS	sec		29863	
L1	750 Sticker	Dirty	clean		29863	
RE	PDA wear Pad 9S	P.D			29810	
RE	Lateral Damper	leak				
RE	#1 Suspension Bushing	NPS	Sec/Tqw		[redacted]	
R20	Seat Cushion	Torn	RS Patch			
R19	Seat Cushion	Torn	RS			

SUPERVISOR'S SIGNATURE: [redacted] IBM#: [redacted]

COMPONENT DEFECT/REPAIR SHEET

#2 of 3

CAR # 7067 SHIFT: 1230-830 DATE: 11/30/16

COMP LOC	COMPONENT	DEFECT	REPAIR	QTY	IBM#	EMPLOYEE SIGNATURE
R18	Seat Cushion	Torn	85			[redacted]
L5	Seat Cushion	Torn	85			
BE	Vestibule Door	Bubble				
R16	Seat Cushion	Torn	85			
Lav	Bathroom door top latch	Trap				
B12	Bridge Plate Door	OPS	See Rep		29863	[redacted]
L12	Seat Cushion	Torn	Rep 85			
R11	Seat Cushion	Torn				
R10	Seat Cushion	Torn				
L10	Seat Cushion	Torn				
L9	Back Cushion	Torn				
L9	Seat Cushion	Torn				
L5	Seat Cushion	Torn				
L4	Seat Cushion	Torn	85			
9E	Vestibule Door	Bubble				
Cab	Cond. Seat Cushion	Torn	Rep		29863	[redacted]
Cab	Cond. Window	Stiff	lube		29863	

SUPERVISOR'S SIGNATURE: [redacted] IBM#: [redacted]

COMPONENT DEFECT/REPAIR SHEET

CAR # 7067 SHIFT: 12 3 8 3 DATE: 11/30/16 # 3 of 3

COMP LOC	COMPONENT	DEFECT	REPAIR	QTY	IBM#	EMPLOYEE SIGNATURE
cab	4 4 cases of water	OD	Rep		29863	[redacted]
cab	Comm. Door Bracket	MISS	N/M			
cab	Window fluid	Low	full		29863	
RT	Bumper stem	Bad	Adj		29863	
cab	Air Brake Card Holder	MISS	N/M			
cab	Eng Window	Stiff	Lube		29863	

SUPERVISOR'S SIGNATURE: [redacted] IBM#: [redacted]

GEAR CASE OIL LEVEL

RSU# 7067 DATE: 11/30/16

#1 ok #2 ok #3 ok #4 ok

COMMENTS: #4 Gear Case oil filled

RSU# 7068

#1 ok #2 ok #3 ok #4 OK

COMMENTS: _____

	A CAR	B CAR
*ENSURE GEAR CASE BREATHERS ARE CLEANED	✓	✓
*CHECK GEAR CASE OIL LEVEL	✓	✓
*TBU'S & DBU MUST OPERATE PROPERLY, INSPECT SHOES & PADS	✓	✓
*INSPECT FOR WORN BRAKE SHOES: (MIN 0.5")&PADS (MIN 0.30")	✓	✓
*AIR COMPRESSOR: CHECK OIL LEVEL AND FOR LEAKS		✓
*AIR COMPRESSOR: REPLACE AIR FILTERS WHEN NEEDED		

*ASU Serial Number (S/N ON FRAME ABOVE TWIN TOWERS) 06040565

MECHANIC [redacted] IBM# 50352

SUPERVISOR [redacted] IBM# 208017

M7 "B" Car Interior Decals - PI Check List

RSU: 7067 DATE: 11/30/16

✓	LIRR#	DESCRIPTION	Qty B CAR	COMMENT
	A0020	LOW LOCATION EXIT PATH MARKING, LEFT-HAND	16	OK
	A0025	LOW LOCATION EXIT PATH MARKING, RIGHT-HAND	21	
	A3232	DECAL "EMERGENCY BRAKE VALVE" BRAILLE - ADA	1	cord (miss)
	A3235	DECAL ADA PRIORITY SEATING	2	
	A3234	DECAL CAR NUMBER 2" HIGH	1	
	A3236	DECAL, DOOR WARNING	4	
	A3238	DECAL, HANDICAPPED REST ROOM	1	
	A3237	DECAL, HANDICAPPED SYMBOL	1	
	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 10.125 IN LG	2	
	A3248	DECAL "FIRE EXTINGUISHER"	1	
	A3245	DECAL PASSING FROM CARS PROHIBITED	2	
	A3250	DECAL, WATCH YOUR STEP, RH	2	
	66955-47	DECAL, EMERGENCY DOOR RELEASE	4	
	A3256	DECAL, RH AND LH, "EMGENERCY EXIT" WINDOW, CEILING	4	
	52798-47	DECAL, DOOR "EXIT"	8	
	A3269	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 6.125 IN LG	1	
	A3801	EXIT PATH MARKING, LOW LOCATION, ADA FLIP-UP	2	
	A5714	EXIT PATH MARKING, LOW LOCATION, OBSERVER FLIP UP, RIGHT-HAND	1	
	60783	DECAL, "EXIT" RIGHT HAND WINDSCREEN	6	
	60784	DECAL, UPPL STRIP, 12 IN LG	20	
	60785	DECAL, UPPL STRIP, 2.756 IN LG	10	
	60786	DECAL, "EXIT" LEFT HAND WINDSCREEN	6	
	60788	DECAL, END DOOR LATCH	3	
	60929	DECAL, DOG LATCH, TYPE 1	5	
	60928	DECAL, DOG LATCH, TYPE 2	1	
	60930	DECAL, UPPL STRIP, 10.250 LG	1	
	67272	DECAL, INSTRUCTIONS, EMERGENCY LADDER	1	
	03060	DECAL, EMERGENCY EVACUATION INSTRUCTIONS	12	
	52799-47	DECAL, "EXIT", RIGHT HAND	2	
	52804-47	DECAL, "EXIT", LEFT HAND	4	
	45113-47	Name plate caution Stand clear of Door	1	
	40563-47	DECAL "WATCH THE GAP"	12	OK
	46290-47	DECAL, ASSAULT, GRAFFITI, WARNINGS	2	
	46584-47	DECAL EMERGENCY INTERCOM	3	
	53978-47	DECAL DO NOT EVACUATE	2	
	43105-47	DECAL FURNACE OBSERVER'S SIDE	1	

[redacted] 11/30/16

Signature Date

RCI : M0-2031-M5 (1/17/14)

M-7 92 DAY TOILET PI CHECKSHEET

RSU# 7067 **DATE:** 11/30/16

		YES	NO
1.1	Initial condition of toilet system		
1.1.1	Toilet is working property	✓	
1.1.2	Toilet needs service but no other faults exist	✓	
1.1.3	Toilet is INOP		✓
2.1	**Clean Pressure Transducer Manifold**		
2.1.1	Pressure inside intermediate tank.	✓	
2.1.2	Debris removed @ pressure transducer & pressure switch inlets.	✓	
2.2	**Discharge valve #1**		
2.2.1.1	Manifold block tight	✓	
2.2.1.2	Solenoid valve mounting screw tight.	✓	
2.2.1	Mounting screw tightened using Loctite #242 As required	✓	
2.3	**Discharge Valve #1 Proximity sensor**		
2.3.1	Verify DV#1 opens and closes during normal Flush cycle.	✓	
2.3.2	Verify proximity sensor reads metallic bracket.	✓	
2.3.3	Proximity sensor adjusted.	✓	
2.4	**Oil Canister Verification**		
2.4.1.1	Oil canister is in place	✓	
2.4.1.2	Oil canister check valve is property placed	✓	
2.4.2	Oil canister Activation Date	~	
2.4.3	Oil level is within proper level	✓	
2.4.4	Oil line from canister to DV#1 is charged	✓	
2.5	**3/8 Check Valve**		
2.5.1.1	3 Spray nozzles operate correctly	✓	
2.5.1.2	Spray nozzles cleaned	✓	
2.5.1.3	Water Passes through nozzles after cycle is complete	✓	
2.6	**Function Test (cycles)**		
2.6.2	Unit is fully functional	✓	
2.7	**Function Test (DV #1)**	✓	

M-7 92 DAY DOOR PI (ELECTRICAL)

DATE: 11/30/16

CAR# 7067-8

	CAB SIDE	NON-CAB
1. DOOR CONTROL PANEL.		
1.1 KEY SWITCH TEST.		
1.2 LAMP TEST.		
1.3 BUZZER. (AUDIBLE)		
1.4 OPEN & CLOSE BUTTONS. (ALL DOORS)		
1.5 DOOR CLOSING BELL & PRECLOSE.		
1.6 PARTIAL OPEN FUNCTION.		
1.7 DOOR OVERRIDE.	✓	✓
2. INDIVIDUAL DOOR LOCATION.		
2.1 INTERIOR & EXTERIOR LIGHTS.		
2.2 INTERIOR & EXTERIOR CREW SWITCHS.		
2.3 MECHANICAL LOCK CLOSE LIGHT. (DCM)		
2.4 MOTOR CUTOUT SWITCH.		
2.5 IN& EXT DOOR DISABLE LIGHT. (DCM)		
2.6 TSCU FUNCTIONALITY.	✓	
3. DOOR CONTROL MODULE. (DCM)		
3.1 NO ACTIVE FAULTS LIGHT.		
3.2 OPEN & CLOSE NO INTERMITTENT FAULT.		
3.3 WIRE HARNESS INSPECTION.		
3.4 MOUNTING BOLTS.	✓	

SIGNATURE & IBM# [redacted] 81157

Mechanical Door PI Checklist

Car # 7067 Track: E-1 Date 11/30/16

	R1	L1	R2	L2
Emergency handle clips: (OK or D for damaged)	OK	OK	OK	OK
Emergency handle operations: (OK or B for Binding)	OK	OK	OK	OK
Male Nose rubber condition: (OK, R for reinstalled or D for damaged)	OK	OK	OK	OK
Female Nose rubber condition: (OK, R for reinstalled or D for damaged)	OK	OK	OK	OK
Barrel lock operation: (OK or Inop)	OK	OK	OK	OK
Mechanical lock operation: (OK or B for binding)	OK	OK	OK	OK
Door guide cleaning: (C for cleaned)	C	C	C	C
Drive Screw: (OK or D for damaged)	OK	OK	OK	OK
Nut Assembly (OK or D for damaged)	OK	OK	OK	OK

NOTES:

Inspectors signature [redacted] **IBM** 55549

M-7 92 Day PI

Coupler Cable / Intercar Jumper Inspection Form

Car# 7067

F-End Jumper Locked. ✓

F-End Jumper Back Shell Tightened. ✓

B-End Jumper Locked. ✓

B-End Jumper Back Shell Tightened. ✓

Coupler Cable Handcuffs Installed. ✓

Car# 7068

F-End Jumper Locked. ✓

F-End Jumper Back Shell Tightened. ✓

B-End Jumper Locked. ✓

B-End Jumper Back Shell Tightened. ✓

Coupler Cable Handcuffs Installed. ✗ See I.C.C defects

Date: 11/30/16

Signature: **IBM#**

Inspected By: [redacted] 27121

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 _____ FAIL N/A

B-Car
PASS _____ 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 6:22:00

Beginning Battery Voltage 63.0V

Battery Current -81

Time when LSC1 Opened 6:24:44 Elapsed Time 2m 44s

Battery Voltage when LSC1 Opened 62.6V

Right Battery Temp 65 Left Battery Temp 64

Date: 11/3/16

Signature: [redacted] IBM# 5417

706/68

Mechanical Coupler PI Checklist

Car # 7067 Track # E1 Date 11/30/16

	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.	☑	☐

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

7067-8

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: 60

Measured Resistance Value A-Car: 60

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: 24
Measured Resistance Value A-Car: 24

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: 24

Measured Resistance Value A-Car: 24

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: 24

Measured Resistance Value A-Car: 24

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: 24

Measured Resistance Value A-Car: 24

MANOMETER READINGS

A CAR
Evaporator Coil: F end: High: 3 Low 7
Evaporator Coil: B end: High: 3 Low 7
Condenser Coil: F end: High: 2 Low 3
Condenser Coil: B end High: 2 Low 3

B CAR
Evaporator Coil: F end: High: 3 Low 7
Evaporator Coil: B end: High: 3 Low 7
Condenser Coil: F end: High: 2 Low 3
Condenser Coil: B end High: 2 Low 3

Date : 11/30/16 Signature: [redacted]

Long Island Rail Road

M7 92 Day Periodic Inspection Propulsion PIU Worksheet

Car # 7067 Test Location Hm C Test Date 11/30/16

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	-10	"F"- End	VM11 Energized	Venting	PASS
	W/O 3rd rail voltage	PIU shows (zero) 0 +/- 1.5 amps	N/A		VM12 Energized	NOT Venting	PASS
"B"- End	With 3rd rail voltage	PIU shows neg. current	-10	"B"- End	VM11 Energized	Venting	PASS
	W/O 3rd rail voltage	PIU shows (zero) 0 +/- 1.5 amps	N/A		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	PASS

Load Weight/Brake Pressure (Ref. Step 11)	F - End* (psi)	B - End* (psi)
LEFT LOAD LEVELER	65	63
RIGHT LOAD LEVELER	67	61
MAX BRAKE BCP	44	42
MIN BRAKE BCP	13	13
EMER BRAKE BCP	48	47

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)	51,348	51,335
POWER CONSUMPTION (KWH) (Ref. Step 14) (Motoring)	95,823	105,802

Insp. By: [redacted] IBM # 53045

MTA Long Island Rail Road

M3, M7 WHEEL REPORT

CAR # 7047 LOCATION: HMC DATE: 11/30/16

TRUCK SERIAL #	WHEEL POSITION		FLANGE HEIGHT	FLANGE THICKNESS	WHEEL THICKNESS
F/END 11518	L1		1 1/16	1 17/64	2 1/16
	R1		1 1/16	1 17/64	2 1/16
	L2	FS'e3h	1 1/16	1 17/64	2 1/16
	R2	FS'e3h	1 1/16	1 17/64	2 1/16
B/END 11517	L3		1 1/16	1 17/64	2 1/4
	R3		1 1/16	1 17/64	2 1/4
	L4		1 1/16	1 17/64	2 1/4
	R4		1 1/16	1 17/64	2 1/4

INSPECTED BY: [illegible signature] IBM: 29863

NOTES/REMARKS: R2-FS'e3h, L2 FS'e3h,

GANG FOREMAN: [redacted] IBM: 22019

NOTES/REMARKS: #2 wheel NGTR F/S 21/2"

EVENT RECORDER EQUIPPED
DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION

LOCOMOTIVE INSPECTION AND REPAIR RECORD

If renumbered give previous no. [ ][ ][ ][ ][ ][ ]

Reporting year **2016** Check if new ☐

1. OPERATED BY	RR CODE	2. OWNED BY (Railroad)	RR CODE
Long Island Rail Road	0 5 5 0	Long Island Rail Road	0 5 5 0

3. MODEL NO.	4. LOCO NO.	5. YR. BUILT	6. PROPELLED BY	7. HORSEPOWER	8. TYPE OF SERVICE PASSENGER (X)
M-7	7068	2004	MU	1060	ROAD ☒ YARD ☐ OTHER ☐

9. STEAM GEN.	GEN. #1.	Working Pressure	GEN. #2.	Working Pressure

10. MAXIMUM PISTON TRAVEL	11. OUT OF USE CREDIT
N/A Inches	

12. LAST PERIODIC INSPECTION DATE 12-17-15 PLACE HMC

PERIODIC INSPECTIONS

Check one: ☑ 92 days per 229.23(a) ☐ 184 days per 229.23 (b) (1) only

13. DATE MO DAY YR	14. PLACE	15. * ITEMS	16. PERSON CONDUCTING	15. * ITEMS	16. PERSON CONDUCTING	17. CERTIFIED BY
	OUT OF SERVICE	3-18-16	IN SERVICE	3/19/16		[redacted]
3/19/16	HMC	1 - 2 4 - 7	[redacted]	3 - 5	[redacted]	
	OUT OF SERVICE	6/15/16	IN SERVICE	6/16/16		
6/16/16	HMC	1 - 2 4 - 7	[redacted]	3 - 5	[redacted]	
	OUT OF SERVICE	9/4/16	IN SERVICE	9/9/16		
9/9/16	HMC	1 - 2 4 - 7	[redacted]	3 - 5	[redacted]	
	OUT OF SERVICE	11/30/16	IN SERVICE	11/30/16		
11/30/16	HMC	1 - 2 4 - 7	[redacted]	3 - 5	[redacted]	
	OUT OF SERVICE		IN SERVICE			
		1 - 2 4 - 7		3 - 5		

15. * ITEM CODE: 1 BRAKES 2 RUNNING GEAR 3 CAB EQUIP. 4 MECH. EQUIP. 5 ELECT. EQUIP. 6 STEAM GEN. 7 SAFETY APPL.

TESTS

18. H&H TEST PRESSURE

19. WAIVER PART-229
FRA-229.135
FRA-2003-16265

20. WAIVER-OTHER
FRA-2003-15638
FRA-2004-17099

TYPE	INTERVAL NOT MORE THAN	21. PERSON CONDUCTING	22. TEST DATE AND PLACE	23. CERTIFIED BY	24. PREVIOUS TEST DATE AND PLACE
METER	368 calendar days		NOT APPLICABLE		
HAMMER AND HYDRO	736 calendar days		DRILLED		
AIR BRAKE 238.309 Truck	2208 calendar days				4/27/12 HMC
AIR BRAKE 238.309 Car Body	2208 calendar days				4/27/12 HMC

In accordance with the Locomotive Inspection Act, 49 USC Chapter 207 and the regulations issued pursuant to that Act, the parts and appurtenances of the locomotive unit have been inspected and all defects disclosed by the inspection have been properly repaired.

Certification of true copy: I certify that this is a true copy of the inspection and repair record of locomotive no. _____
Attention: A false entry on this form is punishable by fine or imprisonment (18 USC Sec 1001)

Officer-in-charge _____ Date _____

INSTRUCTIONS: This Locomotive Inspection and Repair Record (Record or F6180-49A) covers a calendar year, except as noted. The Record for the preceding calendar year shall be retained in the locomotive until the first periodic inspection of the new year or, until the Record is replaced on April 2 or July 3 (if 184 day eligible) as required by 49 CFR 229.23(f) or, until the locomotive changes ownership (see 2 below.) Enter the requested information in each block. Special instructions are given below.

1. OPERATED BY: Enter the name and code of the primary railroad operating the locomotive at the same time this Record is placed in it. Operator changes, including dates, shall be noted in "Remarks." The "RR Code" is as assigned by FRA to the railroad.
2. OWNER: Enter the name and RR Code of the owner. Changes in ownership shall be submitted as final reports.
3. MODEL NO.: Enter the original builder's model number.
4. LOCOMOTIVE NO.: Enter digits only. Include letters if they differ from the "RR Code." If renumbered, enter the previous number.
5. YEAR BUILT: Enter the year the locomotive was built and check if new. If remanufactured per 49 CFR 229.5, enter "RM" and the year.
6. PROPELLED BY: Enter Diesel Electric (D-E), Electric (E), Electric Multiple Unit (MU), Diesel Multiple Unit (DMU), MU Control Cab (MUC), Non-MU Control Cab (NMUC), Turbine (T), Torque Converter (TC), or Other (O).
7. HORSEPOWER: Enter the horsepower rating.
8. TYPE OF SERVICE: Enter type of service the locomotive is assigned to when the report is placed in the locomotive.
9. Enter the steam generator number(s) and safe working pressure(s).
10. MAXIMUM PISTON TRAVEL: Enter only "nominal" travel. Do not include the manufacturer's tolerance.
11. OUT-OF-USE CREDIT: Enter number of creditable calendar days the locomotive was out-of-use since the last periodic inspection on the previous F6180-49A. Less than 30 consecutive calendar days for any out-of-use period may not be counted per 49 CFR 229.33. For current periods out-of-use, and entry "Out-of-use from ____ to ____" shall be made on a Periodic Inspection line and certified when a locomotive which would otherwise be due for inspection is out-of-use. If the locomotive is ot of use at the end of the annual reporting period, complete the "To" entry with the last day of the period, An entry shall then be made on the new Record showing the first day of the new reporting period as the "From" date.
12. LAST PERIODIC INSPECTION: When a new Record is placed in the locomotive transfer the last periodic inspection information into block 12 a & b and the last test information into column 24 of the new Record. Tests that are not applicable should be noted "NA".
13. INSPECTIONS AND TESTS: Persons making the required tests and periodic inspections shall sign for the items tested or inspected. The employee's supervisor shall certify that the tests and inspection were completed.
15. TESTS: The maximum number of days for Event Recorder, Level 2 and Level 3 air brake tests shall be entered per the referenced sections of 49 CFR 229. Where the railroad has chosen to fragment air brake clean, repair and test requirements as permitted under 49 CFR 229.29, a separate air record shall be maintained in the cab of the locomotive and the word "Fragmented" shall be entered in the Level 2 and Level 3 lines.
18. H&H: Enter the test pressure for the hydrostatic air reservoir test. If the reservoirs are drilled, enter "NA" here and "Drilled" in the Hammer and Hydro line below.
19. WAIVERS: Any waivers applicable to this locomotive shall be entered by waiver number in block 19 if a waiver from Part 229, or block 20, if a waiver from any other regulation. Enter explanatory information regarding the scope and content of each waiver under "Remarks".

REPAIRS: Special notes relating to repairs performed to restore compliance.

NOISE: Enter any noise tests or related information in accordance with 49CFR 210.31.

REMARKS: Additional explanatory or clarifying information.

-FRA-229.135 Event Recorder Equipped BACH-SIMPSON BAC54000-01
-FRA-2003-15638 Inoperative Dynamic Brake
-FRA-2004-17099.Air Brake Extension to 2208 Days
-FRA-2003-16265 Emergency Pole; Shoe Insulation (Section 229.81)

RSU History Report

RSU(s): 7068 **Date Range: 10/1/16 to 1/4/17** **Include Task Detail: N**
System(s): ALL **Fleet: E Class: MU Model: ALL** **Include Component Defect & Report Info: N**
Failure Code(s): ALL **Location(s): ALL Work Type(s): ALL W/O Status(es): ALL** **Remove PM/2C Defect/Repair Info: Y**

RSU		W/O #	W/O Date	W/O Reported By	W/O Status	Status Date	Train Number	Critical?	Vendor Failure?
7068	SYS: 10(10-59)	2156494	11/30/2016	CLAYTON DJ	COMP	11/30/2016		N	N
	COMMUNICATIONS	W/O: CM 2156494 MM & COND. BUZZER RELAYS INOP.							
7068	SYS: 5()	2127670	10/14/2016		COMP	11/30/2016		N	N
	RSU BODY	W/O: CA 2127670 MOD, LLEPM HPPL Decal install, M7							
7068	SYS: 5(5-101)	2148567	11/11/2016	STROBL R	COMP	11/12/2016		N	N
	RSU BODY	W/O: CM 2148567 OFFENSIVE GRAFFITI ON TDI POSTER							
7068	SYS: 5(5-99)	2156392	11/30/2016	GREEN LS	COMP	11/30/2016		N	N
	RSU BODY	W/O: CM 2156392 4 CASES WATER O.D.							
7068	SYS: 5(5-40)	2159842	12/1/2016	REILLY PK	COMP	12/1/2016		N	N
	RSU BODY	W/O: CM 2159842 Observer Flip Seat Bottom Shell P/D- C/O A2448							
7068	SYS: 5()	2161031	12/2/2016		WAPPR	12/2/2016		N	N
	RSU BODY	W/O: CA 2161031 To re-locate the seco switch - Phase 1 - Run wires in A and B cars							
7068	SYS: 7(7-37)	2156346	11/30/2016	GREEN LS	COMP	11/30/2016		N	N
	TRUCK	W/O: CM 2156346 L-4 VERT DAMPER LEAKING							
7068	SYS: 8(8-36)	2156469	11/30/2016	DAUSCHER NG	COMP	11/30/2016		N	N
	HVAC	W/O: CM 2156469 ACCU BOARD INOP, FAULTS M700925							

THE LONG ISLAND RAIL ROAD COMPANY

MP278-B3

Multiple Operated Electric Units - Inspections, Cleaning and Test Record

M7 AIR BRAKE CARD

Year 2016

RSU No. 7068

	Maximum Months of Service	Periodic Test Months	Previous Test	Jan.	Feb.	Mar.	April	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.
Air Gauges (Clean & Test)	3	3	12·17·15			18			15			4		30	
Dead Man Feature Test	3	3	12·17·15			18			15			4		30	
Parking Brake Tested	3	3	12·17·15			18			15			4		30	
MR & BP FILTERS & Strainers (TEST)	72	3	12·17·15			18			15			4		30	
Uncoupling Cylinders & Latch Mechanism	72	72	4·27·12												
B-3-C Valve F/E & B/E (TEST)	24	3	12·17·15			18			15			4		30	
Foundation Brake Equipment	72	72	4·27·15												
Pneumatic Operating Units	72	72	4·27·15												
CMV / EMV	72	72	4·27·15												
Leveling Valves (F/E & B/E)	72	72	4·27·15												
Air Compressor / Dryer (TEST)	72	3	N/A												
Tappet Valve (TEST)	72	3	12·17·15			18			15			4		30	

6 Year Air Brake Date (72 Month) Previous Date 4/27/12 New Date:

Long Island Rail Road

FM 9.1-39 -
Revision 2/21/2013

M7 92 DAY PERIODIC INSPECTION

CAR # 7068 DATE 11/30/16 SHIFT 12 SHOP M

#	ITEM	SECT	OK/NOTE	IBM#	SIGNATURE
1	STANDING POWER TEST	1.1			
2	ICC ELECTRICAL	14	Note	27121	[redacted]
3	ATC		ok	55384	
4	AUX POWER (APS)	2	Note	54170	
5	ELECTRICAL COUPLER	4	Note	27121	
6	DOORS	5	NOTE	55549	
7	LIGHTING	12	Note	29388	
8	HVAC	8	NOTE	52770	
9	CONTACT SHOES	7	Note	54472	
10	ICC MECHANICAL	13	NOTE	29863	
11	AIR BRAKE	3	✓	53230	
12	AIR COMPRESSOR	3	—	NA	
13	PROPULSION	1	Note	53045 ✓	
14	BRAKE SHOES/DISCS	3	✓	50352	
15	TOILET / CARBODY	9	—	NA	
16	COMMUNICATION/DOORS	10	NOTE	21157	
17	TRACTION MOTORS	6	Note	5094	
18	SHOE BEAM		Note	54566	
19	COUPLER		Note	29814	
20	TRACTION MOTOR COUPLER		✓	50352	

	GAUGE	XDUCER
F/E LOAD LEVELER	tP6 tP7 66/75	69/68
B/E LOAD LEVELER	65/64	60/59
MAX BRAKE PSI	45	46/44
MIN BRAKE PSI	14	14/16
EMER BRAKE PSI	48	48/47

MAX BRAKE (0 mA)	0
MIN BRAKE (256-277 mA)	260
COAST (290 - 310 mA)	292
MIN PWR (323 - 343 mA)	328
MAX PWR (485 - 515 mA)	496

	F-END	B-END
ODOMETER (MILES)	51,320 ✓	51,364 ✓
PWR CONS. (KWH)	90,530	87,631

	F-END	B-END
FREON LEVEL	✓	✓

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

SUPERVISOR'S SIGNATURE & IBM# [redacted] ✓

FM 9.1-39
Revision 2/21/2013

M-7 COMPONENT DEFECT REPAIR SHEET

CAR#: 7068 DATE: 11/30/16 SHIFT: 12 3rd

	COMPONENT & DESRIPTION	DEFECT	REPAIR	QTY	IBM #	SIGNATURE
Doors	B-END STORM DOOR	OA	adj		29947	[redacted]
Doors	R-2 BARREL LOCK	LOOSE	tight			
Doors	L-2 BARREL LOCK	STIFF	Lube			
Greasing	FE SBCo. BCCO	Stiff	Lube			
Carden	Carden Chain	NPS	See		29947	
HVAC	F/E Liquid Line valve #1 FBK	fault	Repl		29247	
HVAC	F/E AI Board lollipop	OH	Repl		29247	
Comm	Bend Sign inside:	dull	Insp		52655	
11	CDS Screen green Line thru	C/D	Repl			
11	Speaker panel PTT button	P/D	Repl			
	Buzzer inop and push button	INOP/PD	Repl		52655	
Beams	L2/3L Articulating Arm	Loose	sss		72203	

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

SUPERVISOR'S SIGNATURE: _____ IBM #: _____

Long Island Rail Road

FM 9.1-39 -
Revision 2/21/2013

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
F/E LOAD LEVELER	_____	_____
B/E LOAD LEVELER	_____	_____
MAX BRAKE PSI	_____	_____
MIN BRAKE PSI	_____	_____
EMER BRAKE PSI	_____	_____

	F-END	B-END
ODOMETER (MILES)	_____	_____
PWR CONS. (KWH)	_____	_____

P WIRE	
MAX BRAKE (0 mA)	_____
MIN BRAKE (256-277 mA)	_____
COAST (290 - 310 mA)	_____
MIN PWR (323 - 343 mA)	_____
MAX PWR (485 - 515 mA)	_____

	F-END	B-END
FREON LEVEL	_____	_____

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

SUPERVISOR'S SIGNATURE & IBM#_____

FM 9.1-39
Revision 2/21/2013

M-7 COMPONENT DEFECT REPAIR SHEET

CAR#: 7068 DATE: _____ SHIFT: _____

	COMPONENT & DESRIPTION	DEFECT	REPAIR	QTY	IBM #	SIGNATURE
Lights	Headlight Switch	Loose	Spc		52655	[redacted]
	Gauge Lights	Inop	Repl			
	3-40w [redacted]					
	2-20w					
	2-32w					
	Defuser Lights	Miss Insp	Repl			
CS	R1 Shunt	miss	Repl			
	R1 Shoe Fuse Clear	nps	Spc			
	R2 Shoe + hanger	OA	Adj			
	L1 Shoe Fuse Clear	nps	Spc			
	L1 Shoe + hanger	OA	Adj			
	L2 Shunt	miss	Repl			
CS	L2 Shoe Fuse Clear	nps	Spc		52651	[redacted]

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

SUPERVISOR'S SIGNATURE: _____ IBM #: _____

Long Island Rail Road

FM 9.1-39 -
Revision 2/21/2013

M7 92 DAY PERIODIC INSPECTION

CAR # 7065 DATE 11/30/16 SHIFT 3rd SHOP HCS

#	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
F/E LOAD LEVELER		
B/E LOAD LEVELER		
MAX BRAKE PSI		
MIN BRAKE PSI		
EMER BRAKE PSI		

	F-END	B-END
ODOMETER (MILES)		
PWR CONS. (KWH)		

P WIRE

MAX BRAKE (0 mA) _____

MIN BRAKE (256-277 mA) _____

COAST (290 - 310 mA) _____

MIN PWR (323 - 343 mA) _____

MAX PWR (485 - 515 mA) _____

	F-END	B-END
FREON LEVEL		

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

SUPERVISOR'S SIGNATURE & IBM# _____

FM 9.1-39
Revision 2/21/2013

M-7 COMPONENT DEFECT REPAIR SHEET

CAR#: 7068 DATE: 11/30/16 SHIFT: 3rd

	COMPONENT & DESRIPTION	DEFECT	REPAIR	QTY	IBM #	SIGNATURE
APS	GAP TEST (2 PTS)	Fail	PASS		52655	[redacted]
	Filter Case Access door HW	Miss	REPL			
	HV Indicator Led Site Glass	DMT	Clean			
	M/S ICHUS CABLES	Rub	KEPT			
	OUTLET COVER	DO	REPL			
	Knife Switch Box	DMT	Clean			
APS	XA1 + XA2 I.D. Labels	DMT	Clean		52655	

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

SUPERVISOR'S SIGNATURE:_____ IBM #:_____

Long Island Rail Road

FM 9.1-39 -
Revision 2/21/2013

M7 92 DAY PERIODIC INSPECTION

CAR # 7068 DATE 11/30/16 SHIFT 10:30 SHOP Carshop

#	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 (TP6 / TP7)	XDUCER
F/E LOAD LEVELER	66/75	
B/E LOAD LEVELER	65/64	
MAX BRAKE PSI	45	
MIN BRAKE PSI	14	
EMER BRAKE PSI	40	

P WIRE	
MAX BRAKE (0 mA)	
MIN BRAKE (256-277 mA)	
COAST (290 - 310 mA)	
MIN PWR (323 - 343 mA)	
MAX PWR (485 - 515 mA)	

	F-END	B-END
ODOMETER (MILES)		
PWR CONS. (KWH)		

	F-END	B-END
FREON LEVEL		

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

SUPERVISOR'S SIGNATURE & IBM# _____

FM 9.1-39
Revision 2/21/2013

M-7 COMPONENT DEFECT REPAIR SHEET

CAR#: 7068 DATE: 11/30/16 SHIFT: 12:30

	COMPONENT & DESRIPTION	DEFECT	REPAIR	QTY	IBM #	SIGNATURE
B/E	Load Weight tag	dirt	clean		29497	[redacted]
B/E	" " c/b	Stiff	Like			
B/E	BSCO tag	dirt	clean			
B/E	S/S SBCO c/b	Stiff	Like			
B/E	S/S SBCO tag	dirt	clean			
F/E	Load Weight c/o	Stiff	Like			
F/E	" " tag	dirt	clean			
F/E	Load leveler tag	dirt	clean			
F/E	Load leveler c/b	Stiff	Like			
F/E	tappet valve Rubber	Worn	Repl			
F/E	N/S Load weight c/o	Stiff	Like			
F/E	N/S Load Weight tag	dirt	clean			
B/E	N/S Load weight tag	dirt	clean			
B/E	N/S Load weight c/o	Stiff	Like			
B/E	N/S Load leveler c/o	Stiff	Like			
B/E	N/S Load leveler tag	dirt	clean		"	"
B/E	Main Res tag	dirt	clean		29497	[redacted]

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

SUPERVISOR'S SIGNATURE:_____ IBM #:_____

Long Island Rail Road

FM 9.1-39 -
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M7 92 DAY PERIODIC INSPECTION

CAR # 7068 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
F/E LOAD LEVELER	_____	_____
B/E LOAD LEVELER	_____	_____
MAX BRAKE PSI	_____	_____
MIN BRAKE PSI	_____	_____
EMER BRAKE PSI	_____	_____

	F-END	B-END
ODOMETER (MILES)	_____	_____
PWR CONS. (KWH)	_____	_____

P WIRE

MAX BRAKE (0 mA) _____

MIN BRAKE (256-277 mA) _____

COAST (290 - 310 mA) _____

MIN PWR (323 - 343 mA) _____

MAX PWR (485 - 515 mA) _____

	F-END	B-END
FREON LEVEL	_____	_____

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

SUPERVISOR'S SIGNATURE & IBM# _____

FM 9.1-39
Revision 2/21/2013

M-7 COMPONENT DEFECT REPAIR SHEET

CAR#: 7068 DATE: 11/30/16 SHIFT: 1230^ - 830^

	COMPONENT & DESRIPTION	DEFECT	REPAIR	QTY	IBM #	SIGNATURE
Propulsion	LB 1/+/3 Tips (N) side	crack/pit	Clean		52655	[redacted]
	LB 1/2/3 Tips (S) side	crack/pit	Clean			
	Covers, Hardware	miss	Repl			
	ChB1, cables (Front)	Rub	Repair			
	ChB1, cables (Rear)	Rub	Repair			
Propulsion	Inverter Air Inlet Blocked (OH)	comp	Insp		52655	

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

SUPERVISOR'S SIGNATURE:_____ IBM #:_____

Long Island Rail Road

FM 9.1-39 -
Revision 2/21/2013

M7 92 DAY PERIODIC INSPECTION

CAR # 7068 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
F/E LOAD LEVELER	_____	_____
B/E LOAD LEVELER	_____	_____
MAX BRAKE PSI	_____	_____
MIN BRAKE PSI	_____	_____
EMER BRAKE PSI	_____	_____

	F-END	B-END
ODOMETER (MILES)	_____	_____
PWR CONS. (KWH)	_____	_____

P WIRE

MAX BRAKE (0 mA) _____

MIN BRAKE (256-277 mA) _____

COAST (290 - 310 mA) _____

MIN PWR (323 - 343 mA) _____

MAX PWR (485 - 515 mA) _____

	F-END	B-END
FREON LEVEL	_____	_____

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

SUPERVISOR'S SIGNATURE & IBM# _____

FM 9.1-39
Revision 2/21/2013

M-7 COMPONENT DEFECT REPAIR SHEET

CAR#: 7068 DATE: 11/30/16 SHIFT: 12 30 8 30

TM	COMPONENT & DESRIPTION	DEFECT	REPAIR	QTY	IBM #	SIGNATURE
|	Ax #4 6 OClock Cleat	Loose	Sec		52655	[redacted]
|	Ax #3 Ground Cables Boots	MISS	Repl		|	
**	Ax #2 750 Volt Cables	RUB	Repa		|	
	Ax #2 Top Ground Strap	FRAY	Repa		|	
|	Ax #1 6 OClock Cleat Boots	MISS	Repl		|	
|	Ax #1 3 OClock Cleat	Loose	Sec		|	
TM	Ax #1 Top Ground Strap	FRAY	Repa		52655	

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

SUPERVISOR'S SIGNATURE:_____ IBM #:_____

LONG ISLAND RAIL ROAD
REPORT OF CONDITION OF LOCOMOTIVES OTHER THAN STEAM EXAMINED AND TESTED

LOCATION #MC OUT OF SERVICE 11 TO 30 20 16

LOCO # 7068

AIR GAUGES CLEANED & TESTED	PARKING BRAKE TEST & TAG	DEAD MAN FEATURE (TEST)	UNCOUPLING CYLINDERS & LATCH MECHANISM	B3C VALVES FE & BE (TEST)	FOUNDATION BRAKE EQUIPMENT	PNEUMATIC OPERATING UNITS	CMV / EMV	LEVELING VALVES & CHECKS F/E & B/E	AIR COMPRESSOR / DRYER (TEST)	TAPPET VALVE (TEST)	MR & BP FILTERS & STAINERS (TEST)	CENTER CASTING INSPECTION	INSPECTOR'S SIGNATURE / SUPERVISORS SIGNATURE
3	3	72	72	72	72	72	72	72	72	72	72	72	MAX MONTHS SERVICE
3	3	3	3	3	3	3	3	3	3	3	3	3	PERIODIC TEST MONTHS
11/30/16	11/30/16	11/30/16	4/27/12	11/30/16	4/27/12	4/27/12	4/27/12	4/27/12	—	11/30/16	11/30/16	4/27/12	
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	

6 YEAR AIR BRAKE DATE (72 Month): Previous Date 4/27/12 New Date _____

REMARKS: _____

LIRR: MPL207-M7

GENERAL FOREMAN'S: [redacted]

JAC042108

COMPONENT DEFECT/REPAIR SHEET

CAR # 7068 SHIFT: 12:30 - 8:30 DATE: 11/30/16

COMP LOC	COMPONENT	DEFECT	REPAIR	QTY	IBM#	EMPLOYEE SIGNATURE
TM	GROUND BRUSH	WL	REPL	3	50921	[redacted]
↑	GROUND BOX GASKETS	WORN	REPL	1	50921	
↓	Hardware	STRIP	REPL	1	50921	
	TM air INTAKE	DIRT	CLEAN	ALL	50921	
	GROUND BOXES	DIRT	CLEA	ALL	50921	
TM	DUST COLLECTORS	DIRT	CLEA	ALL	50921	

SUPERVISOR'S SIGNATURE: [redacted] IBM#: [redacted]

JMN EI

COMPONENT DEFECT/REPAIR SHEET

CAR # 7068 **SHIFT:** 3rd **DATE:** 11-30-16

COMP LOC	COMPONENT	DEFECT	REPAIR	QTY	IBM#	EMPLOYEE SIGNATURE
Greasing	R4 pads	worn	Repl		50352	[redacted]
↓	R3 shoe	worn	Repl		↓	↓
	Gear case sight glass #1,2,#3,4	dirt	clea			
↓	Gear case breather #1,2,3,4	dirt	clea		✓	
Greasing	Gear case Tag S #1,2,3,4	dirt	clea		50352	[redacted]

SUPERVISOR'S SIGNATURE: _____ **IBM#:** _____

To C & C Electrical

COMPONENT DEFECT/REPAIR SHEET

CAR # 7068 SHIFT: 12:30 to 8:30 DATE: 11-30-16

COMP LOC	COMPONENT	DEFECT	REPAIR	QTY	IBM#	EMPLOYEE SIGNATURE
#1 axsle	The bottom ground wire in cleat that goes to the bottom axsle brush box.					
		NPS	Sec		27109	[redacted]
#1 axsle	The middle ground wire in cleat that goes to the middle axsle brush box.	NPS	Sec			
#2 axsle	The bottom ground wire in cleat that goes to the bottom axsle brush box.					
		PD	Repm			
X F-End	CPH52 F-End elect Jumper cable (Jacket)	PD	Repm			
"	South side Junction box cover bolts.	Loos	Tight			
"	A round rubber support for the elect. coupler cables.	miss	Sec			
"	Elect. coupler cables	NPS	Sec			
"	Labels in back of the elect. coupler box 141	dirt	Clea			
"	Elect. coupler door	bind	loose			
"	Elect. coupler pins and gasket.	dirt	Clea			
B-End	Elect. Jumper cables (labels)	dirt	Clea			
Contact Shoes	ALL contact shoe fuse boxes 750 Vo Signs.	PD	dirt Clea			
"	L-1 and L-2 contact shoe hangers leads and rubber boots by the hangers.	NPS	Sec			
North Side	Main Knife Switch Box	dirt	Clea			
"	Intercar Bus Line Fuse Box and Fuse.	carb	Clea		27109	[redacted]

SUPERVISOR'S SIGNATURE: [redacted] IBM#: [redacted]

I. G.G. Electrical

COMPONENT DEFECT/REPAIR SHEET

CAR # 7068 **SHIFT:** 12:30 to 8:30 **DATE:** 11-30-16

COMP LOC	COMPONENT	DEFECT	REPAIR	QTY	IBM#	EMPLOYEE SIGNATURE
under car	The 1/2" sealtight to the left of the CT11 Aux fuse group cover, by the south side grid cage.	NPS	Sec		27109	[redacted]
under car	The heavy elect. cables for the F-End truck.	NPS	Sec		↓	↓
"	Lite elect. cables in back of the HSCB #1 box.	NPS	Sec			
"	The heavy elect. cables in back of the HSCB #1 box.	NPS	Sec			
under car	Elect. cables for the external elect. connections located at the back and the top of the North side grid cage. to the F-End.	NPS	Sec			
under car	middle elect. cables by the CHB1 Group (B-End)	NPS	Sec			
"	Various 750V signs and labels on grid cages and elect. boxes.	dirt	Clean			
F-End	The black tie wrap that secures CPHJ1 and CPHJ2 F-End elect. jumper cables.	NPS	Sec			
Cab	Master Door Control Station, panel cover screws.	Loos	Tight			
Non-cab side	P.A. panel door (latch)	Miss	Sec			
"	Gimbel light lens	Miss	NM			
South Side Elect. Locker	Various spare fuses	Miss	NM			
"	Molding at the edge of the door (top)	NPS	Sec			
"	Elect. feed wire for the (outlet)	IBA	Sec		27109	[redacted]

SUPERVISOR'S SIGNATURE: [redacted] **IBM#:** 5012

F. C.C. Electrical

COMPONENT DEFECT/REPAIR SHEET

CAR # 7068 SHIFT: 12:30 to 8:30 DATE: 11-30-16

COMP LOC	COMPONENT	DEFECT	REPAIR	QTY	IBM#	EMPLOYEE SIGNATURE
South side Elect. Lockers	Door threshold heater breaker panel etc., panel cover screws.	Loos	Tight		27109	[redacted]
F-end	Elect. lockers both sides safety cables for the doors.	miss	Sec		27109	

SUPERVISOR'S SIGNATURE: [redacted] IBM#: [redacted]

COMPONENT DEFECT/REPAIR SHEET

#4 of 3

CAR # 7068 SHIFT: 230-830 DATE: 11/30/16

COMP LOC	COMPONENT	DEFECT	REPAIR	QTY	IBM#	EMPLOYEE SIGNATURE
R2	750 Sticker	Dirty	Clean		29863	[redacted]
L1	Vertical Shock	leak	Rep.		↓	
L1	750 Sticker	Dirty	clean		29863	
FE	Draw Head wear Pad	P.D	[illegible]		28814	
FE	Draw Head Chain S/S	NPS	Sec		29863	
FE	Tape 44 valve S/S	Rub	Adj		↓	
R1	750 Sticker	Dirty	clean		↓	
R2	750 Sticker	Dirty	clean		29863	
RE	Lateral Damper	leak	[illegible]		2889	
FE	Center Pin Dust Ring	miss	Repl		29863	
Cab	Cond. Seat lock	Inop	NM			
Cab	4 Cases of water	OS	Repl		29863	
Cab	Cond. window	Stiff	lube		29863	
Cab	Comm Door Bracket	miss	NM			
Cab	Window [redacted]	Low	Pull		29863	
FE	Buffer Stem	Bind	Adj		↓	
Cab	Cond. Brake Valve [redacted]	miss	Repl		29863	

SUPERVISOR'S SIGNATURE: [redacted] IBM#: [redacted]

COMPONENT DEFECT/REPAIR SHEET

CAR # 7068 SHIFT: 1230-830 DATE: 11/30/16 3

COMP LOC	COMPONENT	DEFECT	REPAIR	QTY	IBM#	EMPLOYEE SIGNATURE
Cab	Eng Window	Slick	lube		2P63	[redacted]
Cab	Eng Seat Cushion	Torn	35			[redacted]
R1	Seat Cushion	Torn	35			
L1	Seat Cushion	Torn	35			
L2	Back Cushion	Torn	35			
RE	Vestibule Door	Bubble				
R1	Door Door	Bubble				
L1	Door Door	Bubble				
L4	Seat Cushion	Torn	35			
L5	Seat Cushion	Torn				
R5	Seat Cushion	Torn				
L6	Seat Cushion	Torn				
L7	Seat Cushion	Torn				
R7	Seat Cushion	Torn				
L8	Seat Cushion	Torn				
R8	Seat Cushion	Torn				
L9	Seat Cushion	Torn	35			

SUPERVISOR'S SIGNATURE: [redacted] IBM#: [redacted]

COMPONENT DEFECT/REPAIR SHEET

CAR # 70628 SHIFT: 12:30-8:30 DATE: 11/30/16 #3 of 3

COMP LOC	COMPONENT	DEFECT	REPAIR	QTY	IBM#	EMPLOYEE SIGNATURE
L10	Seat Cushion	Torn	DEF 85			[redacted]
L11	Seat Cushion	Torn				
R12	Seat Cushion	Torn				
L13	Seat Cushion	Torn				
L14	Back Cushion	Torn				
L14	Seat Cushion	Torn				
R14	Seat Cushion	Torn				
L15	Seat Cushion	Torn				
L16	Seat Cushion	Torn	DEF 85			
L17	Seat Cushion	Torn				
R17	Back Cushion	Torn	DEF 85			
B1	Vestibule Floor	Bubble				
B2	Bridge Plate Door	NPS	SEC		29863	[redacted]
L18	Seat Cushion	Torn	DEF 85			[redacted]
L19	Seat Cushion	Torn				
R19	Seat Cushion	[redacted]				
R18	Seat Cushion	[redacted]	DEF 85			

SUPERVISOR'S SIGNATURE: [redacted] IBM#: [redacted]

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 # 7068 Test Location [illegible] Test Date 11/30/16

Type of test: PI [X] 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 # [redacted]

Corrective Action Taken, If Any: _____

If Change Out:

Event Recorder Serial # Before [ ] Serial # After [ ]

M7 "A" Car Interior Decals - PI Check List

RSU# 7068 DATE 11/30/16

✓	ITEM	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	OK
	A3233	DECAL, ADA PRIORITY SEATING	2	
	A3234	DECAL, CAR NUMBER, 2" HIGH	A/R	
	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 10.185 IN LG	3	
	A3248	DECAL, "FIRE EXTINGUISHER"	1	
	A3249	DECAL, PASSING BETWEEN CARS PROHIBITED	2	
	A3250	DECAL, WATCH YOUR STEP, RH	4	OK
	46855-47	DECAL, EMERGENCY DOOR RELEASE	2	
	A3256	DECAL, RH AND LH, "EMERGENCY EXIT" WINDOW CEILING	4	
	52788-47	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 8.125 IN LG	1	
	A3901	EXIT PATH MARKING, LOW LOCATION, ADA FLIP-UP	4	
	A5714	EXIT PATH MARKING, LOW LOCATION, OBSERVER FLIP-UP, RIGHT-HAND	1	
	B0763	DECAL, "EXIT" RIGHT HAND WINDSCREEN	8	
	B0764	DECAL, HPPL STRIP, 12 IN LG	17	
	B0765	DECAL, HPPL STRIP, 2.750 IN LG	10	
	B0766	DECAL, "EXIT" LEFT HAND WINDSCREEN	8	
	B0769	DECAL, END DOOR LATCH	2	
	B3926	DECAL, DOG LATCH, TYPE 1	2	OK
	B3929	DECAL, DOG LATCH, TYPE 2	1	
	B3930	DECAL, HPPL STRIP, 10.750" LG	1	
	[illegible]	DECAL, [illegible] EMERGENCY LADDER	1	
	C3560	DECAL, EMERGENCY EVACUATION INSTRUCTIONS	12	
	52798-47	DECAL, "EXIT", RIGHT HAND	4	
	52804-47	DECAL, "EXIT", LEFT HAND	4	
	43412-47	[illegible] caution [illegible] of Door	1	
	46853-47	DECAL, "WATCH THE GAP"	12	
	46250-47	DECAL, ASSAULT, TRAIN CREWMEMBERS	2	
	46554-47	DECAL, EMERGENCY INTERCOM	2	
	53878-48	DECAL, DO NOT EVACUATE	2	
	41105-47	[redacted]	1	

[redacted] 11/30/16

PI Signature Date

Mechanical Door PI Checklist

Car # 7068 Track: E-1 Date 11/30/16

	R1	L1	R2	L2
Emergency handle clips: (OK or D for damaged)	OK	OK	OK	OK
Emergency handle operations: (OK or B for Binding)	OK	OK	OK	OK
Male Nose rubber condition: (OK, R for reinstalled or D for damaged)	OK	OK	OK	OK
Female Nose rubber condition: (OK, R for reinstalled or D for damaged)	OK	OK	OK	OK
Barrel lock operation: (OK or Inop)	OK	OK	OK	OK
Mechanical lock operation: (OK or B for binding)	OK	OK	OK	OK
Door guide cleaning: (C for cleaned)	C	C	C	C
Drive Screw: (OK or D for damaged)	OK	OK	OK	OK
Nut Assembly (OK or D for damaged)	OK	OK	OK	OK

NOTES:

Inspectors signature [redacted] IBM 55549

Mechanical Coupler PI Checklist

Car # 7068 Track # E1 Date 11/30/16

	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.	☑	☐

Long Island Rail Road

M7 92 Day Periodic Inspection Propulsion PIU Worksheet

Car # 7068 Test Location HMC Test Date 11/30/16

PIU Tag # —

CTS3 Current Transducer Inspection (Ref. Step 9.1 Aux. Line Current)			
Truck	Condition	Verification Item	Pass/Fail
"F"- End	With 3rd rail voltage	PIU shows neg. current	-10
	W/O 3rd rail voltage	PIU shows (zero) 0 +/- 1.5 amps	N/A
"B"- End	With 3rd rail voltage	PIU shows neg. current	-10
	W/O 3rd rail voltage	PIU shows (zero) 0 +/- 1.5 amps	N/A

Dump Valve Operational Check (Ref. Step 9.2)			
	Test	Result	Pass/Fail
"F"- End	VM11 Energized	Venting	PASS
	VM12 Energized	NOT Venting	PASS
"B"- End	VM11 Energized	Venting	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/P

Load Weight/Brake Pressure (Ref. Step 11)	F - End* (psi)	B - End* (psi)
LEFT LOAD LEVELER	69	60
RIGHT LOAD LEVELER	68	59
MAX BRAKE BCP	46	44
MIN BRAKE BCP	14	16
EMER BRAKE BCP	48	47

P WIRE (Ref. Step 10)	
MAX BRAKE (0 mA)	0
MIN BRAKE (256 - 277 mA)	260
COAST (290 - 310 mA)	292
MIN PWR (323 - 343 mA)	328
MAX PWR (485 - 515 mA)	496

* 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)	51,320	51,364
POWER CONSUMPTION (KWH) (Ref. Step 14) (Motoring)	90,530	87,631

Insp. By: [redacted] IBM # 53045

Long Island Rail Road

M3, M7 WHEEL REPORT

CAR # 7068 LOCATION: Yard DATE: 11/30/12

TRUCK SERIAL #	WHEEL POSITION	FLANGE HEIGHT	FLANGE THICKNESS	WHEEL THICKNESS
F/END 11725	L1	1 1/16	1 17/64	2 7/16
	R1	1 1/16	1 17/64	2 7/16
	L2	1 1/16	1 17/64	2 3/8
	R2	1 1/16	1 17/64	2 3/8
B/END 10166	L3	1 1/16	1 17/64	2 1/2
	R3	1 1/16	1 17/64	2 1/2
	L4 Sh.	1 1/16	1 17/64	2 1/2
	R4 Sh.	1 1/16	1 17/64	2 1/2

INSPECTED BY: [redacted] IBM: 21863

NOTES/REMARKS: L4-Sh, R4-Sh,

GANG FOREMAN: [redacted] IBM: [redacted]

NOTES/REMARKS: all wheels with in specs

EVENT RECORDER EQUIPPED
DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION

LOCOMOTIVE INSPECTION AND REPAIR RECORD

If renumbered give previous no.

Reporting year **2016** Check if new ☐

1. OPERATED BY	RR CODE	2. OWNED BY *(Railroad)*	RR CODE
Long Island Rail Road	0 5 5 0	Long Island Rail Road	0 5 5 0

3. MODEL NO.	4. LOCO NO.	5. YR. BUILT	6. PROPELLED BY	7. HORSEPOWER	8. TYPE OF SERVICE PASSENGER (X)
M-7	7073	2004	MU	1060	ROAD ☒ YARD ☐ OTHER ☐

9. STEAM GEN.	GEN. #1.	Working Pressure	GEN. #2.	Working Pressure

10. MAXIMUM PISTON TRAVEL	11. OUT OF USE CREDIT
N/A Inches	

12. LAST PERIODIC INSPECTION DATE	PLACE
11/5/15	HMC

PERIODIC INSPECTIONS Check one: ☑ 92 days per 229.23(a) ☐ 184 days per 229.23 (b) (1) only

13. DATE MO DAY YR	14. PLACE	15. * ITEMS	16. PERSON CONDUCTING	15. * ITEMS	16. PERSON CONDUCTING	17. CERTIFIED BY
	OUT OF SERVICE	2/5/16	IN SERVICE	2/5/16		[redacted]
2/5/16	HMC	1 - 2 4 - 7	[redacted]	3 - 5	[redacted]	
	OUT OF SERVICE	5/4/16	IN SERVICE	5/4/16		
5/4/16	HMC	1 - 2 4 - 7	[redacted]	3 - 5	[redacted]	
	OUT OF SERVICE	8/2/16	IN SERVICE	8/2/16		
8/2/16	HMC	1 - 2 4 - 7	[redacted]	3 - 5	[redacted]	
	OUT OF SERVICE	10/24/16	IN SERVICE	10-27-16		
10-27-16	HMC	1 - 2 4 - 7	[redacted]	3 - 5	[redacted]	
	OUT OF SERVICE		IN SERVICE			
		1 - 2 4 - 7		3 - 5		

15. * ITEM CODE: 1 BRAKES 2 RUNNING GEAR 3 CAB EQUIP. 4 MECH. EQUIP. 5 ELECT. EQUIP. 6 STEAM GEN. 7 SAFETY APPL.

TESTS

18. H&H TEST PRESSURE	19. WAIVER PART-229	20. WAIVER-OTHER
	FRA-229.135 FRA-2003-16265	FRA-2003-15638 FRA-2004-17099

TYPE	INTERVAL NOT MORE THAN	21. PERSON CONDUCTING	22. TEST DATE AND PLACE	23. CERTIFIED BY	24. PREVIOUS TEST DATE AND PLACE
METER	368 calendar days		NOT APPLICABLE		
HAMMER AND HYDRO	736 calendar days		DRILLED		
AIR BRAKE 238.309 Truck	2208 calendar days				3/7/12 HMC
AIR BRAKE 238.309 Car Body	2208 calendar days				3/7/12 HMC

In accordance with the Locomotive Inspection Act, 49 USC Chapter 207 and the regulations issued pursuant to that Act, the parts and appurtenances of the locomotive unit have been inspected and all defects disclosed by the inspection have been properly repaired.

Certification of true copy: I certify that this is a true copy of the inspection and repair record of locomotive no. _____
Attention: A false entry on this form is punishable by fine or imprisonment (18 USC Sec 1001)

Officer-in-charge _____ **Date** _____

INSTRUCTIONS: This Locomotive Inspection and Repair Record (Record or F6180-49A) covers a calendar year, except as noted. The Record for the preceding calendar year shall be retained in the locomotive until the first periodic inspection of the new year or, until the Record is replaced on April 2 or July 3 (if 184 day eligible) as required by 49 CFR 229.23(f) or, until the locomotive changes ownership (see 2 below.) Enter the requested information in each block. Special instructions are given below.

1. OPERATED BY: Enter the name and code of the primary railroad operating the locomotive at the same time this Record is placed in it. Operator changes, including dates, shall be noted in "Remarks." The "RR Code" is as assigned by FRA to the railroad.
2. OWNER: Enter the name and RR Code of the owner. Changes in ownership shall be submitted as final reports.
3. MODEL NO.: Enter the original builder's model number.
4. LOCOMOTIVE NO.: Enter digits only. Include letters if they differ from the "RR Code." If renumbered, enter the previous number.
5. YEAR BUILT: Enter the year the locomotive was built and check if new. If remanufactured per 49 CFR 229.5, enter "RM" and the year.
6. PROPELLED BY: Enter Diesel Electric (D-E), Electric (E), Electric Multiple Unit (MU), Diesel Multiple Unit (DMU), MU Control Cab (MUC), Non-MU Control Cab (NMUC), Turbine (T), Torque Converter (TC), or Other (O).
7. HORSEPOWER: Enter the horsepower rating.
8. TYPE OF SERVICE: Enter type of service the locomotive is assigned to when the report is placed in the locomotive.
9. Enter the steam generator number(s) and safe working pressure(s).
10. MAXIMUM PISTON TRAVEL: Enter only "nominal" travel. Do not include the manufacturer's tolerance.
11. OUT-OF-USE CREDIT: Enter number of creditable calendar days the locomotive was out-of-use since the last periodic inspection on the previous F6180-49A. Less than 30 consecutive calendar days for any out-of-use period may not be counted per 49 CFR 229.33. For current periods out-of-use, and entry "Out-of-use from ____ to ____" shall be made on a Periodic Inspection line and certified when a locomotive which would otherwise be due for inspection is out-of-use. If the locomotive is ot of use at the end of the annual reporting period, complete the "To" entry with the last day of the period. An entry shall then be made on the new Record showing the first day of the new reporting period as the "From" date.
12. LAST PERIODIC INSPECTION: When a new Record is placed in the locomotive transfer the last periodic inspection information into block 12 a & b and the last test information into column 24 of the new Record. Tests that are not applicable should be noted "NA".
13. INSPECTIONS AND TESTS: Persons making the required tests and periodic inspections shall sign for the items tested or inspected. The employee's supervisor shall certify that the tests and inspection were completed.
15. TESTS: The maximum number of days for Event Recorder, Level 2 and Level 3 air brake tests shall be entered per the referenced sections of 49 CFR 229. Where the railroad has chosen to fragment air brake clean, repair and test requirements as permitted under 49 CFR 229.29, a separate air record shall be maintained in the cab of the locomotive and the word "Fragmented" shall be entered in the Level 2 and Level 3 lines.
18. H&H: Enter the test pressure for the hydrostatic air reservoir test. If the reservoirs are drilled, enter "NA" here and "Drilled" in the Hammer and Hydro line below.
19. WAIVERS: Any waivers applicable to this locomotive shall be entered by waiver number in block 19 if a waiver from Part 229, or block 20, if a waiver from any other regulation. Enter explanatory information regarding the scope and content of each waiver under "Remarks".

REPAIRS: Special notes relating to repairs performed to restore compliance.

NOISE: Enter any noise tests or related information in accordance with 49CFR 210.31.

REMARKS: Additional explanatory or clarifying information.

-FRA-229.135 Event Recorder Equipped BACH-SIMPSON BAC54000-01
-FRA-2003-15638 Inoperative Dynamic Brake
-FRA-2004-17099 Air Brake Extension to 2208 Days
-FRA-2003-16265 Emergency Pole; Shoe Insulation (Section 229.81)

Long Island Rail Road

RSU History Report

RSU(s): 7073 | **Date Range: 10/1/16 to 1/4/17** | **Include Task Detail: N**
System(s): ALL | **Fleet: E Class: MU Model: ALL** | **Include Component Defect & Report Info: N**
Failure Code(s): ALL | **Location(s): ALL Work Type(s): ALL W/O Status(es): ALL** | **Remove PM/2C Defect/Repair Info: Y**

RSU		W/O #	W/O Date	W/O Reported By	W/O Status	Status Date	Train Number	Critical?	Vendor Failure?
7073	SYS: 5()	2127682	10/14/2016		WAPPR	10/14/2016		N	N
	RSU BODY	W/O: CA 2127682 MOD, LLEPM HPPL Decal install, M7							
7073	SYS: 5(5-99)	2133310	10/24/2016	LARREA F	COMP	10/24/2016		N	N
	RSU BODY	W/O: CM 2133310 CPHJ2 CABLE P/D							
7073	SYS: 5(5-67)	2133316	10/24/2016	JONES J	COMP	10/24/2016		N	N
	RSU BODY	W/O: CM 2133316 M/M SEAT TORN							
7073	SYS: 5(5-53)	2133317	10/24/2016	JONES J	COMP	10/24/2016		N	N
	RSU BODY	W/O: CM 2133317 F/E FLOOR BUBBLE							
7073	SYS: 5(5-99)	2133401	10/24/2016	FOELL SB	COMP	10/25/2016		N	N
	RSU BODY	W/O: CM 2133401 R1 LOADLEVELER HOSES INSTALLED INCORRECTLY.							
7073	SYS: 5(5-99)	2133402	10/24/2016	FOELL SB	COMP	10/26/2016		N	N
	RSU BODY	W/O: CM 2133402 L1 LOAD LEVELER UNABLE TO ADJUST / FROZEN							
7073	SYS: 5(5-75)	2137703	10/31/2016	COPPOLA S	COMP	10/31/2016		N	N
	RSU BODY	W/O: CM 2137703 Cab light/Gimble light is out							
7073	SYS: 5(5-75)	2140093	10/31/2016	COPPOLA S	COMP	10/31/2016	1633	N	N
	RSU BODY	W/O: LG 2140093 No ditch lights in Dim and only one (off cab side) in bright *Must Ride Buried*							
7073	SYS: 5()	2161325	12/2/2016		WAPPR	12/2/2016		N	N
	RSU BODY	W/O: CA 2161325 To re-locate the seco switch - Phase 1 - Run wires in A and B cars							
7073	SYS: 5(5-70)	2164114	12/6/2016	SMITH M	COMP	12/7/2016		N	N
	RSU BODY	W/O: CM 2164114 ENGINEER WIPER ARM PHYSICALLY DAMAGED "MUST RIDE BURIED"							
7073	SYS: 7(7-55)	2133311	10/24/2016	JONES J	COMP	10/25/2016		N	N
	TRUCK	W/O: CM 2133311 *NGTR* - #4 AXLE FLAT SPOTS - OK TO WTM							
7073	SYS: 7(7-54)	2133312	10/24/2016	RIGALOS G	COMP	10/24/2016		N	N
	TRUCK	W/O: CM 2133312 R/2 L/L BOOT TORN							
7073	SYS: 7(7-54)	2133313	10/24/2016	RIGALOS G	COMP	10/24/2016		N	N
	TRUCK	W/O: CM 2133313 R/1 L/L BOOT TORN							
7073	SYS: 7(7-99)	2133315	10/24/2016	BAILEY CO	COMP	10/24/2016		N	N
	TRUCK	W/O: CM 2133315 F/E SBCO CABLE B/J/L							
7073	SYS: 7(7-99)	2133427	10/24/2016	FOELL SB	COMP	10/24/2016		N	N
	TRUCK	W/O: CM 2133427 L1 DOGBONE P.D.							
7073	SYS: 7(7-29)	2134010	10/25/2016	PIOTROWSKI KS	COMP	10/26/2016		N	N
	TRUCK	W/O: CM 2134010 F/E Traction mechanism center hub rubber deteriorated							

RSU History Report

RSU(s): 7073 **Date Range: 10/1/16 to 1/4/17** **Include Task Detail: N**
System(s): ALL **Fleet: E Class: MU Model: ALL** **Include Component Defect & Report Info: N**
Failure Code(s): ALL **Location(s): ALL Work Type(s): ALL W/O Status(es): ALL** **Remove PM/2C Defect/Repair Info: Y**

RSU		W/O #	W/O Date	W/O Reported By	W/O Status	Status Date	Train Number	Critical?	Vendor Failure?
7073	SYS: 7(7-56)	2134058	10/25/2016	IFILL LH	COMP	10/26/2016		N	N
	TRUCK	W/O: CM 2134058 R1 Fuse Box Delaminating.							
7073	SYS: 8(8-50)	2133390	10/24/2016	KELLY DJ	COMP	10/24/2016		N	N
	HVAC	W/O: CM 2133390 F/E ACCU board blower fan feedback faults							
7073	SYS: 8(8-89)	2175005	12/28/2016	HVAC SURVEY	COMP	12/29/2016		N	N
	HVAC	W/O: CM 2175005 MARGINAL TEMP 65 AMBIENT TEMP 39							

THE LONG ISLAND RAIL ROAD COMPANY

MP278-B3

Multiple Operated Electric Units - Inspections, Cleaning and Test Record

M7 AIR BRAKE CARD

Year 2016

RSU No. 7073

	Maximum Months of Service	Periodic Test Months	Previous Test	Jan.	Feb.	Mar.	April	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.
Air Gauges (Clean & Test)	3	3	11/5/15		5			4			2		24		
Dead Man Feature Test	3	3	11/5/15		5			4			2		24		
Parking Brake Tested	3	3	11/5/15		5			4			2		24		
MR & BP FILTERS & Strainers (TEST)	72	3	11/5/15		5			4			2		24		
Uncoupling Cylinders & Latch Mechanism	72	72	3/7/12												
B-3-C Valve F/E & B/E (TEST)	24	3	11/5/15		5			4			2		24		
Foundation Brake Equipment	72	72	3/7/12												
Pneumatic Operating Units	72	72	3/7/12												
CMV / EMV	72	72	3/7/12												
Leveling Valves (F/E & B/E)	72	72	3/7/12												
Air Compressor / Dryer (TEST)	72	3	11/5/15		5			4			2		24		
Tappet Valve (TEST)	72	3	11/5/15		5			4			2		24		

6 Year Air Brake Date (72 Month) Previous Date 3/7/12 New Date:

Long Island Rail Road

FM 9.1-39 - Revision 2/21/2013

M7 92 DAY PERIODIC INSPECTION

CAR # 7073 DATE 10/24/16 SHIFT 1230-830 SHOP HMC

#	ITEM	SECT	OK/NOTE	IBM#	SIGNATURE
1	STANDING POWER TEST	1.1			
2	ICC ELECTRICAL	14	NOTE	54387	
3	ATC		OK	57212	
4	AUX POWER (APS)	2	Note	54387	
5	ELECTRICAL COUPLER	4	"	54387	
6	DOORS	5	not	29082	
7	LIGHTING	12	Note	28660	
8	HVAC	8	Note	2911	
9	CONTACT SHOES	7	Note	57042	
10	ICC MECHANICAL	13	✓	53181	
11	AIR BRAKE	3	Note	52272	
12	AIR COMPRESSOR	3	✓	51932	
13	PROPULSION	1	NOTE	55387	
14	BRAKE SHOES/DISCS	3	✓	51982	
15	TOILET / ~~CARBODY~~	9	note	51393	
16	COMMUNICATION/DOORS	10	Note	28904	
17	TRACTION MOTORS	6	Note	54329	
18	SHOE BEAM		✓	54961	
19	COUPLER		✓	50035	
20	TRACTION MOTOR COUPLER		✓	51932	

[redacted]

	GAUGE	XDUCER
F/E LOAD LEVELER	62 / 60	63 / 57
B/E LOAD LEVELER	67 / 68	69 / 68
MAX BRAKE PSI	45	46 / 43
MIN BRAKE PSI	13	14 / 13
EMER BRAKE PSI	48	47 / 48

P WIRE

MAX BRAKE (0 mA)	0
MIN BRAKE (256-277 mA)	268
COAST (290 - 310 mA)	296
MIN PWR (323 - 343 mA)	328
MAX PWR (485 - 515 mA)	500

	F-END ✓	B-END ✓
ODOMETER (MILES)	57,403	57,349
PWR CONS. (KWH)	109,476	100,547

	F-END	B-END
FREON LEVEL	✓	✓

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

SUPERVISOR'S SIGNATURE & IBM# [redacted]

FM 9.1-39
Revision 2/21/2013

M-7 COMPONENT DEFECT REPAIR SHEET

CAR#: 7073 DATE: 10/24/16 SHIFT: 12³⁰-8³⁰

	COMPONENT & DESRIPTION	DEFECT	REPAIR	QTY	IBM #	SIGNATURE
doors	LI Threshold strip plate	bent	ADJU		57195	[redacted]
	B/E storm door handle	nps	SEC			
	screw					
	LI barrel lock	Inop	ADJU			
	LI overhead door panel	MISS	REPL			
	cable hardware					
	RI overhead door panel	nps	REPL			
	cable					
doors	LI mechanical lock-out operation	Incomplete	ADJU		57195	[redacted]
Comm	TN Gateway	[illegible]	[illegible]		53208	
APS	Blower case	[illegible]	[illegible]			
	[illegible] switch	CARB	[illegible]			
	S/S TLR2 jumper	PO	[illegible]			
	coupler test	fail	pass			
APS	ICHVS cable by cleat	NPS	[illegible]		53208	[redacted]
Greasing	F/E SbCO cable	bind				

GEAR CASE OIL: #1 ✓ #2 ✓ #3 ✓ #4 ✓

SUPERVISOR'S SIGNATURE: ________________ IBM #: ________________

Long Island Rail Road

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
F/E LOAD LEVELER	_____	_____
B/E LOAD LEVELER	_____	_____
MAX BRAKE PSI	_____	_____
MIN BRAKE PSI	_____	_____
EMER BRAKE PSI	_____	_____

P WIRE	
MAX BRAKE (0 mA)	_____
MIN BRAKE (256-277 mA)	_____
COAST (290 - 310 mA)	_____
MIN PWR (323 - 343 mA)	_____
MAX PWR (485 - 515 mA)	_____

	F-END	B-END
ODOMETER (MILES)	_____	_____
PWR CONS. (KWH)	_____	_____

	F-END	B-END
FREON LEVEL	_____	_____

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

SUPERVISOR'S SIGNATURE & IBM#_____

PM 9.1-39
Revision 2/21/2013

M-7 COMPONENT DEFECT REPAIR SHEET

CAR#: 7073 DATE: 10-24-16 SHIFT: 12 30 AM

	COMPONENT & DESRIPTION	DEFECT	REPAIR	QTY	IBM #	SIGNATURE
Lights	S/S exterior Brake Release	—				
	green light Led	Low	ADJ		53108	[redacted]
	bathroom occupied light	poop	N/M			
	bathroom out of service light	poop	N/M			
	Cab PA/PBT/IC/Radio	—				
	Led lamp test	Fail	PASS		53108	[redacted]
	Cab Brake apply train line	—				
	cover lense	miss	N/C			
	Cab gimbel light bulbs	poop	N/C	2		
	F'T'B end truck Brake	—				
	Release green light cover lense	miss	N/C	2	53108	[redacted]
	ELL1 light bulb	miss	N/M			
	ELL2 ligh bulb	poop	N/M			
Lights	Headlight switch	NPS/Loose			53108	[redacted]

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

SUPERVISOR'S SIGNATURE:_____ IBM #:_____

Long Island Rail Road

FM 9.1-39 -
Revision 2/21/2013

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
F/E LOAD LEVELER	_____	_____
B/E LOAD LEVELER	_____	_____
MAX BRAKE PSI	_____	_____
MIN BRAKE PSI	_____	_____
EMER BRAKE PSI	_____	_____

	F-END	B-END
ODOMETER (MILES)	_____	_____
PWR CONS. (KWH)	_____	_____

P WIRE	
MAX BRAKE (0 mA)	_____
MIN BRAKE (256-277 mA)	_____
COAST (290 - 310 mA)	_____
MIN PWR (323 - 343 mA)	_____
MAX PWR (485 - 515 mA)	_____

	F-END	B-END
FREON LEVEL	_____	_____

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

SUPERVISOR'S SIGNATURE & IBM#_____

FM 9.1-39
Revision 2/21/2013

M-7 COMPONENT DEFECT REPAIR SHEET

CAR#: 7073 DATE: _____ SHIFT: _____

	COMPONENT & DESRIPTION	DEFECT	REPAIR	QTY	IBM #	SIGNATURE
Toilet	Lav. DOOR Handle Screws	loose	Sec		2774	[redacted]
↑	Lav. DOOR	OA	↑		↑	↑
	Lav. DOOR Mirror	miss				
	faucet/Dryer/Soap Decal	miss				
	Sink mirror	PD				
	Trash can Decal	miss				
	Soap Dispenser	empty				
	Oil Canister	miss				
	TVPSA	NPS				
	N/S + S/S Toilet water fill caps	miss				
	N/S + S/S Sink water fill caps	miss				
	N/S Toilet water rinse cap	miss				
	N/S Toilet Stand pipe cap	miss				
	N/S + S/S waste cap	NPS				
↓	N/S + S/S Gray cap	NPS	↓		↓	↓
Toilet	S/S All Water Caps	NPS	Sec		2774	[redacted]

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

SUPERVISOR'S SIGNATURE: _____ IBM #: _____

Long Island Rail Road

FM 9.1-39 -
Revision 2/21/2013

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
F/E LOAD LEVELER	_____	_____
B/E LOAD LEVELER	_____	_____
MAX BRAKE PSI	_____	_____
MIN BRAKE PSI	_____	_____
EMER BRAKE PSI	_____	_____

	F-END	B-END
ODOMETER (MILES)	_____	_____
PWR CONS. (KWH)	_____	_____

P WIRE

MAX BRAKE (0 mA) _____

MIN BRAKE (256-277 mA) _____

COAST (290 - 310 mA) _____

MIN PWR (323 - 343 mA) _____

MAX PWR (485 - 515 mA) _____

	F-END	B-END
FREON LEVEL	_____	_____

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

SUPERVISOR'S SIGNATURE & IBM#_____

FM 5.1-38
Revision 2/21/2013

M-7 COMPONENT DEFECT REPAIR SHEET

CAR#: 7073 DATE: 10/24/16 SHIFT: 3RD

	COMPONENT & DESRIPTION	DEFECT	REPAIR	QTY	IBM #	SIGNATURE
PROP	LINE contactor fault LB11 B-END	comp	R&C		53108	[redacted]
	Speed sensor failure " "	comp	R&C			
	Loss of speed detection " "	comp	R&C			
	Speed sensor fail F-END	comp	R&C			
	Inverter mod cover #1 F-END	MMH	R&C			
	LB11 TIPS F-END	W.L	CLE			
	LB13 TIPS F-END, BEND	CARB/PITT	Clean			
	SPIN FILTERS F-END, B-END	N.H.	R&C			
	Inverter mod covers #1, #2 B-END	MMH	R&C			
	CHB1 TIPS F-END, B-END.	CARB/PITT	Clean			
PROP	LB11 TIPS B-END	W.L.	CLE			
Shoes	L1 Shoe hanger	OA	R&I			
	R1 Shoe hange	OA	R&I			
	R1 Shoe Shunt	Miss	R&C			
Shoes	R2 Shoe Shut	Miss	R&C		53108	[redacted]
HVAC	F-end ACCU Board	Inop.	Repl	1	2817	[redacted]

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

SUPERVISOR'S SIGNATURE:_____ IBM #:_____

Long Island Rail Road

FM 9.1-39 -
Revision 2/21/2013

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
F/E LOAD LEVELER	_____	_____
B/E LOAD LEVELER	_____	_____
MAX BRAKE PSI	_____	_____
MIN BRAKE PSI	_____	_____
EMER BRAKE PSI	_____	_____

	F-END	B-END
ODOMETER (MILES)	_____	_____
PWR CONS. (KWH)	_____	_____

P WIRE

MAX BRAKE (0 mA) _____

MIN BRAKE (256-277 mA) _____

COAST (290 - 310 mA) _____

MIN PWR (323 - 343 mA) _____

MAX PWR (485 - 515 mA) _____

	F-END	B-END
FREON LEVEL	_____	_____

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

SUPERVISOR'S SIGNATURE & IBM#_____

FM 9.1-39
Revision 2/21/2013

M-7 COMPONENT DEFECT REPAIR SHEET

CAR#: 7073 DATE: _____ SHIFT: 7:30-4:30

	COMPONENT & DESRIPTION	DEFECT	REPAIR	QTY	IBM #	SIGNATURE
T.M.	Axle 1 Gearlock Ground Cable	Loos	Tight		5308	[redacted]
1	Axle 2 Gearlock Ground Cable	Loos	Tight			
	Axle 2 Gearlock Ground Cable	Loos	Tight			
	Axle 3 Dust Collector	Mtm	Mtn			
	Axle 3 Gearlock Ground Cable	Loos	Tight			
T.M.	Axle 4 Gearlock Ground Cable	Loos	Tight		5308	[redacted]

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

SUPERVISOR'S SIGNATURE: _____ IBM #: _____

LONG ISLAND RAIL ROAD

ATC 92 Day Inspection – M-7 Equipment

Test Location:	HSF	A Car No.:	7074	Type of Test:	(Periodic) Road Failure
Date:	10/24/16	B Car No.:	7073		

4.1- ATC Initial Inspection (B Car)				4.1- Initial Inspection (A Car)	
ATC Bypass initial position	(Normal) / Bypass	ADU	(OK)	ADU	(OK)
SS Bypass initial position	(Normal) / Bypass	ODU	(OK)	ODU	(OK)
ALE Bypass initial position	(Normal) / Bypass	Acknowledge Switch	(OK)	Acknowledge Switch	(OK)
ATC Cabinet	(OK)	Deadman Foot Pedal	(OK)	Deadman Foot Pedal	(OK)

4.1- Equipment Dates		4.1 - Software Version		4.2- Track Receiver Inspection		
USBR Relay (B Car)	DATE (Y-M-D) 13-6-5	ATC	Ver: 41.3	B Car Left Side (7.5 to 8.5)	(OK)	Inch 8 1/2
ATCEBR Relay (B Car)	DATE (Y-M-D) 13-1-5	DEC (Decoder)	Ver: 0.3	B Car Right Side (7.5 to 8.5)	(OK)	Inch 8 1/2
VZR1 Relay (B Car)	DATE (Y-M-D) 12-3-26	ALE (Alerter)	Ver: 0.8	A Car Left Side (7.5 to 8.5)	(OK)	Inch 7 1/2
CMR Relay (B Car)	DATE (Y-M-D) 12-3-28	Speed Sensing	Ver: 1.8	A Car Right Side (7.5 to 8.5)	(OK)	Inch 7 1/2
CMR Relay (A Car)	DATE (Y-M-D) 12-1-31					

4.3 - ATC Resistance Test			4.3 - Speed Sensor Resistance Test		
Higher than 1 Meghom	(Yes) / No		SS1 (1800 +/- 270 Ohms)	(OK)	Ohm 1800
If no, list the test points:			SS2 (1800 +/- 270 Ohms)	(OK)	Ohm 1687

4.4- ATC Voltage Test					
Battery Voltage V +29 (+/- 3.0)	Vdc 28.41	CPS Brd V +31.5 (+/- 1.5)	Vdc 31.64	CPS Board V +12 (+/- 1.0)	Vdc 11.89
CPS Board V +5 (+/- 0.25)	Vdc 5.12	CPS Board V –12(+/- 1.0)	Vdc -12.00		

4.5 - B Car Decoder Calibration			4.5 - Speed Sensing Cal.		4.14 - A Car Decoder Calibration	
Low Energy Channel			Wheel dia. axle 2 (measured)	Inch 34.5	Low Energy Channel	
Re-calibrated?	Yes/(No)		Wheel dia. axle 2 (CPU board)	Inch 34.5	Re-calibrated?	Yes/(No)
Pick up current	(2.25 to 2.55 A)	Ampere 2.30	Wheel dia. axle 3 (measured)	Inch 34.5	Pick up current (2.25 to 2.55 A)	Ampere 2.34
High Energy Channel			Wheel dia. axle 3 (CPU board)	Inch 34.5	High Energy Channel	
Re-calibrated?	Yes/(No)		6.5 - Decelerometer Cal.		Re-calibrated?	Yes/(No)
Calibration current (< 2.80A)	Ampere 2.76		Decel. re-calibrated?	Yes/(No)	Calibration current (< 2.80A)	Ampere 2.69

- Testing (B Car)		- Testing (A Car)	
4.6 - No Motion Test	Tested/OK		
4.7 - ATC Lamp Test	Tested/OK	4.15 - ATC Lamp Test	Tested/OK
4.8 - Daily Test	Tested/OK	4.16 - Daily Test	Tested/OK
• Speed Control Brake application	Tested/OK	• Speed Control Brake application	Tested/OK
• Penalty Brake Application	Tested/OK	• Penalty Brake Application	Tested/OK
• Emergency Brake Application	Tested/OK	• Emergency Brake Application	Tested/OK
4.9 - Deadman Test	Tested/OK	4.17 - Deadman Test	Tested/OK
4.10 - Alerter Test	Tested/OK	4.18 - Alerter Test	Tested/OK
4.11 - SECO Test	Tested/OK	4.19 - SECO Test	Tested/OK
4.12 - ATC Bypass Test	Tested/OK	4.20 - ATC Trail Mode test	Tested/OK
4.13 - Speed Sensing Bypass Test	Tested/OK	4.21 - ATC Final Inspection	Done/OK

Remarks:

Inspected By:	Adjust. made by:	Multimeter	ATC Test Set	Form: MP-362 (M7-MicroCab)
[redacted]	[redacted]	Calibration Date: 12/8/15	Calibration Date: 3/31/16	Revision: - Page 1 of 2
IBM: 57215	IBM: 57212	Serial Number: 3040272	Serial Number: 81546	Issued/Revised: 3/4/10 Log File attached (Yes)/No

NOTE: This Form shall be used for Periodic Inspections and after Road Failures. All Testing to be in accord with the latest revision of MIL-2018-E8.
PLEASE NOTE: TO ENSURE THAT YOU ARE UTILIZING THE LATEST APPROVED VERSION OF THIS DOCUMENT, PLEASE REFER TO THE LIRR M OF E FILENET SYSTEM AND, IF REQUIRED, PRINT THE LATEST APPROVED DOCUMENT FOR YOUR USE, OR CONTACT THE OFFICE OF EQUIPMENT ENGINEERING FOR THE LATEST APPROVED DOCUMENT

LONG ISLAND RAIL ROAD

ATC 92 Day Inspection – M-7 Equipment

Test Location:	HSF	A Car No.:	7074	Type of Test:	Periodic / Road Failure
Date:	10/24/16	B Car No.:	7073		

EQUIPMENT REPLACEMENT & ATC "ROAD FAILURE" LOG COUNT DOWNLOAD

[FORM MP-362 (M7-MicroCab)]

FAILED DEVICE DESIGNATION OR LOG DOWNLOAD (CODE / COUNT)	BAR CODE or SERIAL NUMBERS		DATE OF REPLACEMENT UNITS
	Failed Unit/ Revision	Replacement Unit/ Revision	Cab Signal (only)
ALE / ATC / SS			
0121/1 / 0122/2 / 0120/2			
0603/1 / 0634/2 / 0202/2			
0502/1 / 0203/1			
0804/1 / 0503/1			
1201/54			
1207/1			
1210/53			
1403/1			
1404/2			

Remarks:

Inspected By:	Adjustment made by:		Form: MP-362 (M7-MicroCab)
[redacted] IBM: 57212	[redacted] IBM: 57212		Revision: - Page 2 of 2
			Issued/Revised: 3/4/10

NOTE: This Form shall be used for Periodic Inspections and after Road Failures. All Testing to be in accord with the latest revision of MIL-2018-E8.
PLEASE NOTE: TO ENSURE THAT YOU ARE UTILIZING THE LATEST APPROVED VERSION OF THIS DOCUMENT, PLEASE REFER TO THE LIRR M OF E FILENET SYSTEM AND, IF REQUIRED, PRINT THE LATEST APPROVED DOCUMENT FOR USE [illegible]

LONG ISLAND RAIL ROAD
REPORT OF CONDITION OF LOCOMOTIVES OTHER THAN STEAM EXAMINED AND TESTED

LOCATION BMC OUT OF SERVICE 10/24 TO 10-27 20 16

LOCO # 7073

AIR GAUGES CLEANED & TESTED	PARKING BRAKE TEST & TAG	DEAD MAN FEATURE (TEST)	UNCOUPLING CYLINDERS & LATCH MECHANISM	B3C VALVES FE & BE (TEST)	FOUNDATION BRAKE EQUIPMENT	PNEUMATIC OPERATING UNITS	CMV / EMV	LEVELING VALVES & CHECKS F/E & B/E	AIR COMPRESSOR / DRYER (TEST)	TAPPET VALVE (TEST)	MR & BP FILTERS & STAINERS (TEST)	CENTER CASTING INSPECTION	INSPECTOR'S SIGNATURE / SUPERVISORS SIGNATURE
3	3	72	72	72	72	72	72	72	72	72	72	72	MAX MONTHS SERVICE
3	3	3	3	3	3	3	3	3	3	3	3	3	PERIODIC TEST MONTHS
10/24/16	10/24/16	10/24/16	3/7/12	10/24/16	3/7/12	3/7/12	3/7/12	3/7/12	10/24/16	10/24/16	10/24/16	3/7/12	
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	

6 YEAR AIR BRAKE DATE (72 Month): Previous Date 3/7/12 New Date _____

REMARKS: _____

LIRR: MPL207-M7

GENERAL FOREMAN'S: [redacted]

JAC042108

COMPONENT DEFECT/REPAIR SHEET

CAR # 7073 SHIFT: 12/8 DATE: 10-24-16

COMP LOC	COMPONENT	DEFECT	REPAIR	QTY	IBM#	EMPLOYEE SIGNATURE
R1	Shoe fuse decal	dirt	clean		53962	[redacted]
R2	" " "	dirt	"		"	"
L2	" " "	dirt	"		"	"
L1	" " "	dirt	clean		"	"
R1	Pivot arm bushing	MISS	NM		"	"
R2	" " "	MISS	"		"	"
L2	" " "	MISS	"		"	"
L1	" " "	MISS	NM		"	"
N.S	waste caps	NPS	Stc		"	"
SS	" "	NPS	"		"	"
FE	Gland hand hose	NPS	Stc		"	"
N.S	WASP catcher	Loos	tight		"	"
FE	BP Air hose	Rub	book		"	"
FE	TAP 17 valve hoses	Rub	book		"	"
N.S	Fresh water caps (4)	MISS	NM		"	"
S.S	" " " (2)	MISS	NM		53962	[redacted]
L1	Dog bone Rubber	MISS			"	"

SUPERVISOR'S SIGNATURE: _____ IBM#: _____

COMPONENT DEFECT/REPAIR SHEET

CAR # 7073 SHIFT: 12/8 DATE: 10-24-16

COMP LOC	COMPONENT	DEFECT	REPAIR	QTY	IBM#	EMPLOYEE SIGNATURE
FE	Vestibule Floor	bubb				[redacted]
L4	Seat	torn	PATCH		53952	[redacted]
L5						
R5	Back cushion					
L7	Seat					
L8						
R9						
L11						
L14	Seat	torn	PATCH			
LAV	Bathroom door mirror	miss	NUT			
LAV	" mirror	bend	SET			
BE	Storm door handle screw	loos	tight		53952	[redacted]
BE	Vestibule Floor	bubb				
L2	Seat	torn	PATCH		53952	
R1	Back cushion	torn	PATCH			
CAB	Emergency ladder strap	pd	SET			
CAB	" support bracket	NPS	SET		53952	

SUPERVISOR'S SIGNATURE: [redacted] IBM#:

COMPONENT DEFECT/REPAIR SHEET

CAR # 7073 SHIFT: 12/8 DATE: 10-24-16

COMP LOC	COMPONENT	DEFECT	REPAIR	QTY	IBM#	EMPLOYEE SIGNATURE
CAB	Emergency storage box	NPS	SEC		53952	[redacted]
	Cond Cupholder	MISS	ADJ			
	/ wiper fluid	Low	Fill			
	Sash window	stif	lube			
	Seat	NPS	SEC			
	m/m Seat	torn	PATCH			
	Sash window	stif	Lube			
	brake slip rubber	MISS	REPL		53952	[redacted]
	windshield	dist	SSS		53268	
CAB	Privacy door glass FRAME screw	MISS	REPL		53952	
LAN	infront of door Floor	bubb				

SUPERVISOR'S SIGNATURE: [redacted] IBM#: 53427

ICC FLEET

COMPONENT DEFECT/REPAIR SHEET

CAR # 7073 SHIFT: 12:30-08:30 DATE: 10-24-16

COMP LOC	COMPONENT	DEFECT	REPAIR	QTY	IBM#	EMPLOYEE SIGNATURE
	COUPLER : CABLES ID TAGS	DIRT	Cleq		50924	[redacted]
	DOOR LATCHES	BJL	FBP			
	HEATER WIRE	RUB	See			
	DOOR	BJL	FBP			
	GASKET	DIRT	Cleq			
	PINS	CARB	Cleq			
	CPHJ 1 CABLE	RUB	See			
*	CPHJ 2 CABLE	PD	Repl			
	MOTOR # 1 GRND STRAP 12 O'CLK	PD	Dress			
	MOTOR #2 GRND STRAP 12 O'CLK	PD	Dress			
	ALL UNDER CAR DANGER DECALS	DIRT	Cleq			
	AXEL # 3 SPEED SENSOR WIRE	RUB	See			
	AXEL # 2 SPEED SENSOR WIRE	RUB	See			
	MOTOR # 4 GRND LEAD 6 O'CLK	NPS	See			
	ALL SHOE FUSES	CARB	Cleq			
	R1 SHOE LEAD BOOT	NPS	Cleq		50924	[redacted]

SUPERVISOR'S SIGNATURE: [redacted] IBM#: [redacted]

ICC ELECT

COMPONENT DEFECT/REPAIR SHEET

CAR # 7073 SHIFT: 12:30-08:30 DATE: 10-24-16

COMP LOC	COMPONENT	DEFECT	REPAIR	QTY	IBM#	EMPLOYEE SIGNATURE
	R2 SHOE LEAD BOOT	NPS	See		50241	[redacted]
	INTER CAR JUMPER CABLES ID TAGS	DIRT	Clea			
	N/S AND S/S DANGER DECALS	DIRT	Clea			
	MAIN FUSE BOX	CARB	Clea			
	KNIFE SWITCH BOX	CARB	Clea			
CAB	GIMBAL LIGHT	INOP	Repl			
	DEFUSERS	MISS	Repl			
	HEAD LIGHTS SWITCH	LOOS	Tigh			
	NON CAB RADIO CONTROL PANEL	MMM	N/M			
	DOOR SAFETY CORDS	NPS	See			
	CONTACTORS PANEL SHIELD	NPS	See			
	DOOR THRESHOLD HEATERS PANEL	NPS	See			
	ELL 1 TEST LAMP	INOP	OAT			
	ELL 2 TEST LAMP	INOP	OAT		50241	[redacted]

SUPERVISOR'S SIGNATURE: [redacted] IBM#: [redacted]

COMPONENT DEFECT/REPAIR SHEET

CAR # 7073 **SHIFT:** 8th-4:30 **DATE:** _____

COMP LOC	COMPONENT	DEFECT	REPAIR	QTY	IBM#	EMPLOYEE SIGNATURE
T.M.	Dust Collectors	Dirt	Clean	All	54329	[redacted]
"	Axle Brushes	WL	Rpl	1	"	"
"	Motor Intakes	Dirt	Clean	All	"	"
T.M.	Brush Boxes	Dirt	Clean	All	54329	[redacted]

SUPERVISOR'S SIGNATURE: _____ **IBM#:** _____

COMPONENT DEFECT/REPAIR SHEET

CAR # 7073 **SHIFT:** 1st **DATE:** _____

COMP LOC	COMPONENT	DEFECT	REPAIR	QTY	IBM#	EMPLOYEE SIGNATURE
Greasing	L1 disc pads	worn	repl		51932	[redacted]
	L2					
	R4 disc pads	worn	repl			
	Compressor Tags + Plugs	dirty	Clean			
	" " Sight glass					
	#1 G. case Tags + Plugs	dirty	Clean			
	#2					
	#3					
	#4 G. case Tags + Plugs					
	#1 G. case Sight glass	dirty	Clean			
	#2					
	#3					
	#4 G. case Sight glass					
Greasing	#1, 2, 3, 4 G. cases	dirty	Clean		51932	[redacted]

SUPERVISOR'S SIGNATURE: _____ **IBM#:** _____

COMPONENT DEFECT/REPAIR SHEET

CAR # 7073 SHIFT: 12:30-8:30 DATE: 10/24/16

COMP LOC	COMPONENT	DEFECT	REPAIR	QTY	IBM#	EMPLOYEE SIGNATURE
doors	FIE storm door guide plate	dirty	clean	1	59562	[redacted]
PROP	SPIN FILTER FINS FEND, BEND	DIRT	clean	All	55387	
PROP	Inverter covers & MODS F-END, B-END	DIRT	clean	All	55387	
APS	Blower CAGE	Dirt	Clean	1	54388	
1	Blower Filters	Dirt	Repl	4	1	
APS	Blower fan fins	Dirt	Clean	All	54381	
Shoe	Contact Shoes	WL	Repl	All	57042	
	Springs + hardware	WL	Rep	All	57042	
Lights	Light Covers.	NPS	Sec	4	28660	

SUPERVISOR'S SIGNATURE: _____ IBM#: _____

GEAR CASE OIL LEVEL

RSU# 7073 DATE: 10/24/16

#1 ✓ #2 ✓ #3 ✓ #4 ✓

COMMENTS: _____

_____

RSU# 7074

#1 ✓ #2 ✓ #3 ✓ #4 ✓

COMMENTS: _____

_____

	A CAR	B CAR
*ENSURE GEAR CASE BREATHERS ARE CLEANED	✓	✓
*CHECK GEAR CASE OIL LEVEL	✓	✓
*TBU'S & DBU MUST OPERATE PROPERLY, INSPECT SHOES & PADS	✓	✓
*INSPECT FOR WORN BRAKE SHOES: (MIN 0.5")&PADS (MIN 0.30")	✓	✓
*AIR COMPRESSOR: CHECK OIL LEVEL AND FOR LEAKS		✓
*AIR COMPRESSOR: REPLACE AIR FILTERS WHEN NEEDED		

*ASU Serial Number (S/N ON FRAME ABOVE TWIN TOWERS) 04100305

MECHANIC [redacted] IBM# 51932

SUPERVISOR [redacted] IBM# 53260

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: 6

Measured Resistance Value A-Car: 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: 52

Measured Resistance Value A-Car: 51

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: 35
Measured Resistance Value A-Car: 35

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: 35

Measured Resistance Value A-Car: 35

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: 35

Measured Resistance Value A-Car: 35

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: 35

Measured Resistance Value A-Car: 35

MANOMETER READINGS

A CAR

Evaporator Coil: F end: High: 4 Low 2
Evaporator Coil: B end: High: 4 Low 2
Condenser Coil: F end: High: 2 Low 3
Condenser Coil: B end High: 2 Low 2

B CAR

Evaporator Coil: F end: High: 4 Low 2
Evaporator Coil: B end: High: 4 Low 2
Condenser Coil: F end: High: 2 Low 2
Condenser Coil: B end High: 2 Low 3

Date : _____ Signature: [redacted]

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 _____ FAIL _____

B-Car
PASS _____ FAIL _____

Both Cars

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

North Side Battery Tray

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

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

South Side Battery Tray

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

-Measured Cell to Car body Voltage 0 (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 1:02 PM

Beginning Battery Voltage 66.1

Battery Current -79

Time when LSC1 Opened 1:04 pm Elapsed Time 2min

Battery Voltage when LSC1 Opened 61.5

Right Battery Temp 63 Left Battery Temp 65

Date: 10-24-16

Signature: [redacted] IBM# 514388

Mechanical Coupler PI Checklist

Car # 7073 Track # W1 Date 10-24-16

	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.	☑	☐

M-7 92 Day PI

Coupler Cable / Intercar Jumper Inspection Form

Car# 7073

F-End Jumper Locked. ✓

F-End Jumper Back Shell Tightened. ✓

B-End Jumper Locked. ✓

B-End Jumper Back Shell Tightened. ✓

Coupler Cable Handcuffs Installed. ✓

Car# 7074

F-End Jumper Locked. ✓

F-End Jumper Back Shell Tightened. ✓

B-End Jumper Locked. ✓

B-End Jumper Back Shell Tightened. ✓

Coupler Cable Handcuffs Installed. ✓

Date: 10/24/16

Signature: **IBM#**

Inspected By: [redacted] 54387

Mechanical Door PI Checklist

Car # 7073 Track: w1 Date 10/24/16

	R1	L1	R2	L2
Emergency handle clips: (OK or D for damaged)	OK	OK	OK	OK
Emergency handle operations: (OK or B for Binding)	OK	OK	OK	OK
Male Nose rubber condition: (OK, R for reinstalled or D for damaged)	OK	OK	OK	OK
Female Nose rubber condition: (OK, R for reinstalled or D for damaged)	OK	OK	OK	OK
Barrel lock operation: (OK or Inop)	OK	Inop	OK	OK
Mechanical lock operation: (OK or B for binding)	OK	Incomplete	OK	OK
Door guide cleaning: (C for cleaned)	C	C	C	C
Drive Screw: (OK or D for damaged)	OK	OK	OK	OK
Nut Assembly (OK or D for damaged)	OK	OK	OK	OK

NOTES:

Inspectors signature [redacted] **IBM** 29562

M-7 92 DAY DOOR PI (ELECTRICAL)

DATE: 10/24/16
CAR# 7073-4

	CAB SIDE	NON-CAB
1. DOOR CONTROL PANEL.		
1.1 KEY SWITCH TEST.	✓	✓
1.2 LAMP TEST.	✓	✓
1.3 BUZZER. (AUDIBLE)	✓	✓
1.4 OPEN & CLOSE BUTTONS. (ALL DOORS)	✓	✓
1.5 DOOR CLOSING BELL & PRECLOSE.	✓	✓
1.6 PARTIAL OPEN FUNCTION.	✓	✓
1.7 DOOR OVERRIDE.	✓	✓

2. INDIVIDUAL DOOR LOCATION.	
2.1 INTERIOR & EXTERIOR LIGHTS.	✓
2.2 INTERIOR & EXTERIOR CREW SWITCHS.	✓
2.3 MECHANICAL LOCK CLOSE LIGHT. (DCM)	✓
2.4 MOTOR CUTOUT SWITCH.	✓
2.5 IN& EXT DOOR DISABLE LIGHT. (DCM)	✓
2.6 TSCU FUNCTIONALITY.	✓

3. DOOR CONTROL MODULE. (DCM)	
3.1 NO ACTIVE FAULTS LIGHT.	✓
3.2 OPEN & CLOSE NO INTERMITTENT FAULT.	✓
3.3 WIRE HARNESS INSPECTION.	✓
3.4 MOUNTING BOLTS.	✓

SIGNATURE & IBM# [redacted] 28 Day

M-7 92 DAY TOILET PI CHECKSHEET

RSU# 7073-4 **DATE:** 10/24/16

		YES	NO
1.1	Initial condition of toilet system		
1.1.1	Toilet is working property	✓	
1.1.2	Toilet needs service but no other faults exist		✓
1.1.3	Toilet is INOP		✓
2.1	**Clean Pressure Transducer Manifold**		
2.1.1	Pressure inside intermediate tank.	✓	
2.1.2	Debris removed @ pressure transducer & pressure switch inlets.	✓	
2.2	**Discharge valve #1**		
2.2.1.1	Manifold block tight	✓	
2.2.1.2	Solenoid valve mounting screw tight.	✓	
2.2.1	Mounting screw tightened using Loctite #242 As required	✓	
2.3	**Discharge Valve #1 Proximity sensor**		
2.3.1	Verify DV#1 opens and closes during normal Flush cycle.	✓	
2.3.2	Verify proximity sensor reads metallic bracket.	✓	
2.3.3	Proximity sensor adjusted.	✓	
2.4	**Oil Canister Verification**		
2.4.1.1	Oil canister is in place		✓
2.4.1.2	Oil canister check valve is property placed		✓
2.4.2	Oil canister Activation Date	N/A	
2.4.3	Oil level is within proper level	✓	
2.4.4	Oil line from canister to DV#1 is charged	✓	
2.5	**3/8 Check Valve**		
2.5.1.1	3 Spray nozzles operate correctly	✓	
2.5.1.2	Spray nozzles cleaned	✓	
2.5.1.3	Water Passes through nozzles after cycle is complete	✓	
2.6	**Function Test (cycles)**		
2.6.2	Unit is fully functional	✓	
2.7	**Function Test (DV #1)**	✓	

Toilet fresh water supply - off
Sink fresh water supply - off

M7 "B" Car Interior Decals - PI Check List

RSU: 7073 DATE: 10-24-16

✓	LIRR#	DESCRIPTION	Qty B CAR	COMMENT
	A0020	LOW LOCATION EXIT PATH MARKING, LEFT-HAND	16	
	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	1	
	A3235	DECAL, DOOR WARNING	4	
	A3236	DECAL, HANDICAPPED REST ROOM	1	
	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	
	66955-47	DECAL, EMERGENCY DOOR RELEASE	4	
	A3256	DECAL, RH AND LH, "EMGENERCY 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 8.125 IN LG	1	
	A3801	EXIT PATH MARKING, LOW LOCATION, ADA FLIP-UP	3	
	A5714	EXIT PATH MARKING, LOW LOCATION, OBSERVER FLIP-UP, RIGHT-HAND	1	
	B0783	DECAL, "EXIT" RIGHT HAND WINDSCREEN	8	
	B0784	DECAL, HPPL STRIP, 12 IN LG	20	
	B0785	DECAL, HPPL STRIP, 2.750 IN LG	10	
	B0786	DECAL, "EXIT" LEFT HAND WINDSCREEN	8	
	B0789	DECAL, END DOOR LATCH	2	
	B3928	DECAL, DOG LATCH, TYPE 1	2	
	B3929	DECAL, DOG LATCH, TYPE 2	1	
	B3930	DECAL, HPPL STRIP, 10.250" LG	1	
	B7272	DECAL, INSTRUCTIONS, EMERGENCY LADDER	1	
	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	
	46503-47	DECAL, "WATCH THE GAP"	12	L3 + L4 West
	46290-47	DECAL, ASSAULT, TRAIN CREWMEMBERS	2	
	46584-47	DECAL, EMERGENCY INTERCOM	3	
	53978-48	DECAL, DO NOT EVACUATE	2	
	41105-47	DECAL, FLIP SEAT, OBSERVER'S SIDE	1	

[redacted] 10-24-16
Date

REF: MIL-2031-M6 (1/17/14)

Long Island Rail Road

M7 92 Day Periodic Inspection Propulsion PIU Worksheet

Car # 7073 Test Location AMC Test Date 10/24/16

PIU Tag # 4

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	N/A	"F"- End	VM11 Energized	Venting	PASS
	W/O 3rd rail voltage	PIU shows (zero) 0 +/- 1.5 amps	0		VM12 Energized	NOT Venting	PASS
"B"- End	With 3rd rail voltage	PIU shows neg. current	N/A	"B"- End	VM11 Energized	Venting	PASS
	W/O 3rd rail voltage	PIU shows (zero) 0 +/- 1.5 amps	0		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	PASS

Load Weight/Brake Pressure (Ref. Step 11)	F - End* (psi)	B - End* (psi)
LEFT LOAD LEVELER	63	64
RIGHT LOAD LEVELER	57	68
MAX BRAKE BCP	46	43
MIN BRAKE BCP	14	13
EMER BRAKE BCP	47	48

P WIRE (Ref. Step 10)	
MAX BRAKE (0 mA)	0
MIN BRAKE (256 - 277 mA)	268
COAST (290 - 310 mA)	296
MIN PWR (323 - 343 mA)	328
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)	57,403	57,394
POWER CONSUMPTION (KWH) (Ref. Step 14) (Motoring)	109,476	100,547

Insp. By: [redacted] IBM # 55387

Long Island Rail Road

M3, M7 WHEEL REPORT

Completed

CAR # 7073 LOCATION: HMC DATE: 10-24-16

TRUCK SERIAL #	WHEEL POSITION	FLANGE HEIGHT	FLANGE THICKNESS	WHEEL THICKNESS
F/END 10352	L1	1/8	17/64	2 1/4
	R1	1/8	17/64	2 1/4
	L2	1 1/4	17/64	2 3/8
	R2	1 1/4	17/64	2 3/8
B/END 10266	L3	1/8	17/64	2 3/8
	R3	1/8	17/64	2 3/8
	L4 F5	1/8	17/64	2 3/8
	R4 F5	1/8	17/64	2 3/8

INSPECTED BY: [redacted] IBM: 53181

NOTES/REMARKS:

GANG FOREMAN: [redacted] IBM: 53260

NOTES/REMARKS: #4 Axle flat spots ok to turn

EVENT RECORDER EQUIPPED
DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION

LOCOMOTIVE INSPECTION AND REPAIR RECORD

If renumbered give previous no. [ ][ ][ ][ ][ ][ ]

Reporting year **2016** Check if new ☐

1. OPERATED BY	RR CODE	2. OWNED BY (Railroad)	RR CODE
Long Island Rail Road	0 5 5 0	Long Island Rail Road	0 5 5 0

3. MODEL NO.	4. LOCO NO.	5. YR. BUILT	6. PROPELLED BY	7. HORSEPOWER	8. TYPE OF SERVICE PASSENGER (X)
M-7	7074	2004	MU	1060	ROAD ☒ YARD ☐ OTHER ☐

9. STEAM GEN.	GEN. #1.	Working Pressure	GEN. #2.	Working Pressure

10. MAXIMUM PISTON TRAVEL	11. OUT OF USE CREDIT
N/A Inches	

12. LAST PERIODIC INSPECTION DATE	PLACE
11/5/15	HMC

PERIODIC INSPECTIONS Check one: ☑ 92 days per 229.23(a) ☐ 184 days per 229.23 (b) (1) only

13. DATE MO DAY YR	14. PLACE	15. * ITEMS	16. PERSON CONDUCTING	15. * ITEMS	16. PERSON CONDUCTING	17. CERTIFIED BY
	OUT OF SERVICE	2/5/16	IN SERVICE	2/5/16		[redacted]
2/5/16	HMC	1 - 2 4 - 7	[redacted]	3 - 5	[redacted]	
	OUT OF SERVICE	5/4/16	IN SERVICE	5/4/16		
5/4/16	HMC	1 - 2 4 - 7	[redacted]	3 - 5	[redacted]	
	OUT OF SERVICE	8/2/16	IN SERVICE	8/2/16		
8/2/16	HMC	1 - 2 4 - 7	[redacted]	3 - 5	[redacted]	
	OUT OF SERVICE	10/24/16	IN SERVICE	10-27-16		
10-27-16	HMC	1 - 2 4 - 7	[redacted]	3 - 5	[redacted]	
	OUT OF SERVICE		IN SERVICE			
		1 - 2 4 - 7		3 - 5		

15. * ITEM CODE: 1 BRAKES 2 RUNNING GEAR 3 CAB EQUIP. 4 MECH. EQUIP. 5 ELECT. EQUIP. 6 STEAM GEN. 7 SAFETY APPL.

TESTS

18. H&H TEST PRESSURE	19. WAIVER PART-229	20. WAIVER-OTHER
	FRA-229.135 FRA-2003-16265	FRA-2003-15638 FRA-2004-17099

TYPE	INTERVAL NOT MORE THAN	21. PERSON CONDUCTING	22. TEST DATE AND PLACE	23. CERTIFIED BY	24. PREVIOUS TEST DATE AND PLACE
METER	368 calendar days		NOT APPLICABLE		
HAMMER AND HYDRO	736 calendar days		DRILLED		
AIR BRAKE 238.309 Truck	2208 calendar days				3/7/12 HMC
AIR BRAKE 238.309 Car Body	2208 calendar days				3/7/12 HMC

In accordance with the Locomotive Inspection Act, 49 USC Chapter 207 and the regulations issued pursuant to that Act, the parts and appurtenances of the locomotive unit have been inspected and all defects disclosed by the inspection have been properly repaired.

Certification of true copy: I certify that this is a true copy of the inspection and repair record of locomotive no. _____
Attention: A false entry on this form is punishable by fine or imprisonment (18 USC Sec 1001)

Officer-in-charge _____ Date _____

INSTRUCTIONS: This Locomotive Inspection and Repair Record (Record or F6180-49A) covers a calendar year, except as noted. The Record for the preceding calendar year shall be retained in the locomotive until the first periodic inspection of the new year or, until the Record is replaced on April 2 or July 3 (if 184 day eligible) as required by 49 CFR 229.23(f) or, until the locomotive changes ownership (see 2 below.) Enter the requested information in each block. Special instructions are given below.

1. OPERATED BY: Enter the name and code of the primary railroad operating the locomotive at the same time this Record is placed in it. Operator changes, including dates, shall be noted in "Remarks." The "RR Code" is as assigned by FRA to the railroad.
2. OWNER: Enter the name and RR Code of the owner. Changes in ownership shall be submitted as final reports.
3. MODEL NO.: Enter the original builder's model number.
4. LOCOMOTIVE NO.: Enter digits only. Include letters if they differ from the "RR Code." If renumbered, enter the previous number.
5. YEAR BUILT: Enter the year the locomotive was built and check if new. If remanufactured per 49 CFR 229.5, enter "RM" and the year.
6. PROPELLED BY: Enter Diesel Electric (D-E), Electric (E), Electric Multiple Unit (MU), Diesel Multiple Unit (DMU), MU Control Cab (MUC), Non-MU Control Cab (NMUC), Turbine (T), Torque Converter (TC), or Other (O).
7. HORSEPOWER: Enter the horsepower rating.
8. TYPE OF SERVICE: Enter type of service the locomotive is assigned to when the report is placed in the locomotive.
9. Enter the steam generator number(s) and safe working pressure(s).
10. MAXIMUM PISTON TRAVEL: Enter only "nominal" travel. Do not include the manufacturer's tolerance.
11. OUT-OF-USE CREDIT: Enter number of creditable calendar days the locomotive was out-of-use since the last periodic inspection on the previous F6180-49A. Less than 30 consecutive calendar days for any out-of-use period may not be counted per 49 CFR 229.33. For current periods out-of-use, and entry "Out-of-use from ____ to ____" shall be made on a Periodic Inspection line and certified when a locomotive which would otherwise be due for inspection is out-of-use. If the locomotive is ot of use at the end of the annual reporting period, complete the "To" entry with the last day of the period, An entry shall then be made on the new Record showing the first day of the new reporting period as the "From" date.
12. LAST PERIODIC INSPECTION: When a new Record is placed in the locomotive transfer the last periodic inspection information into block 12 a & b and the last test information into column 24 of the new Record. Tests that are not applicable should be noted "NA".
13. INSPECTIONS AND TESTS: Persons making the required tests and periodic inspections shall sign for the items tested or inspected. The employee's supervisor shall certify that the tests and inspection were completed.
15. TESTS: The maximum number of days for Event Recorder, Level 2 and Level 3 air brake tests shall be entered per the referenced sections of 49 CFR 229. Where the railroad has chosen to fragment air brake clean, repair and test requirements as permitted under 49 CFR 229.29, a separate air record shall be maintained in the cab of the locomotive and the word "Fragmented" shall be entered in the Level 2 and Level 3 lines.
18. H&H: Enter the test pressure for the hydrostatic air reservoir test. If the reservoirs are drilled, enter "NA" here and "Drilled" in the Hammer and Hydro line below.
19. WAIVERS: Any waivers applicable to this locomotive shall be entered by waiver number in block 19 if a waiver from Part 229, or block 20, if a waiver from any other regulation. Enter explanatory information regarding the scope and content of each waiver under "Remarks".

REPAIRS: Special notes relating to repairs performed to restore compliance.

NOISE: Enter any noise tests or related information in accordance with 49CFR 210.31.

REMARKS: Additional explanatory or clarifying information.

-FRA-229.135 Event Recorder Equipped BACH-SIMPSON BAC54000-01
-FRA-2003-15638 Inoperative Dynamic Brake
-FRA-2004-17099 Air Brake Extension to 2208 Days
-FRA-2003-16265 Emergency Pole; Shoe Insulation (Section 229.81)

Long Island Rail Road

RSU History Report

RSU(s): 7074 **Date Range: 10/1/16 to 1/4/17** **Include Task Detail: N**
System(s): ALL **Fleet: E Class: MU Model: ALL** **Include Component Defect & Report Info: N**
Failure Code(s): ALL **Location(s): ALL Work Type(s): ALL W/O Status(es): ALL** **Remove PM/2C Defect/Repair Info: Y**

RSU		W/O #	W/O Date	W/O Reported By	W/O Status	Status Date	Train Number	Critical?	Vendor Failure?
7074	SYS: 5()	2127696	10/14/2016		WAPPR	10/14/2016		N	N
	RSU BODY	W/O: CA 2127696 MOD, LLEPM HPPL Decal install, M7							
7074	SYS: 5()	2160832	12/2/2016		WAPPR	12/2/2016		N	N
	RSU BODY	W/O: CA 2160832 To re-locate the seco switch - Phase 1 - Run wires in A and B cars							
7074	SYS: 5(5-75)	2165503	12/8/2016	DEVITO KM	COMP	12/8/2016		N	N
	RSU BODY	W/O: CM 2165503 R1 CEILING LIGHT INOPERATIVE							
7074	SYS: 5(5-51)	2167436	12/11/2016	STRATIGOS PT	COMP	12/12/2016	6494	N	N
	RSU BODY	W/O: LG 2167436 "EMPLOYEE INJURY" - CONDUCTOR INJURED SHOULDER WHILE CLOSING F/E CAB WINDOW							
7074	SYS: 5(5-53)	2172219	12/21/2016	MALDONADO WJ	APPR	12/21/2016		N	N
	RSU BODY	W/O: CM 2172219 F/ END FLOR BUBBLE BY STORM DOOR P/D							
7074	SYS: 6(6-58)	2155591	11/28/2016	DOHERTY TP	COMP	11/29/2016	25	N	N
	DOORS	W/O: LG 2155591 R-1 Door C/O/L due to door being stuck in pocket - crew removed door from pocket before locking out							
7074	SYS: 6(6-58)	2155912	11/28/2016	DOHERTY TP	COMP	11/29/2016	25	N	N
	DOORS	W/O: LG 2155912 DCM R1 Motion Controller Error - DCM to be changed out							
7074	SYS: 6(6-99)	2156352	11/30/2016	SMIRNOV D	APPR	11/30/2016		N	N
	DOORS	W/O: CM 2156352 R1 Door Male and Female nosing seals are damaged/worn. To be replaced next PI ** SEE NOTES**							
7074	SYS: 7(7-28)	2132581	10/24/2016	KIRKLAND A	COMP	10/24/2016		N	N
	TRUCK	W/O: CM 2132581 L1 DOG BONE BUSHING TORN							
7074	SYS: 7(7-35)	2133318	10/24/2016	RIGALOS G	COMP	10/27/2016		N	N
	TRUCK	W/O: CM 2133318 L/1 ARTICULATING ARM X-PLAY							
7074	SYS: 7(7-54)	2133319	10/24/2016	RIGALOS G	COMP	10/24/2016		N	N
	TRUCK	W/O: CM 2133319 L/2 L/L BOOT N/P/S							
7074	SYS: 7(7-29)	2133320	10/24/2016	RIGALOS G	COMP	10/24/2016		N	N
	TRUCK	W/O: CM 2133320 F/E TRACTION MECH O/A							
7074	SYS: 7(7-99)	2133321	10/24/2016	LIRON PM	COMP	10/24/2016		N	N
	TRUCK	W/O: CM 2133321 L/1 CONTACT SHOE PIN FROZEN							
7074	SYS: 7(7-55)	2174134	12/25/2016	MILLIN AJ	COMP	12/26/2016	6862	N	N
	TRUCK	W/O: LG 2174134 The engineer reported possible flat spots on the F/E truck							
7074	SYS: 7(7-55)	2176298	12/31/2016	ACQUINO D	COMP	12/31/2016	7726	N	N
	TRUCK	W/O: LG 2176298 The Engineer reported possible flat spots on the F/E truck							
7074	SYS: 8(8-36)	2175979	12/29/2016	CALANDRINO JA	COMP	12/30/2016		N	N
	HVAC	W/O: CM 2175979 hvacf analog fault							

THE LONG ISLAND RAIL ROAD COMPANY

MP278-B3

Multiple Operated Electric Units - Inspections, Cleaning and Test Record

M7 AIR BRAKE CARD

Year 2016

RSU No. 7074

	Maximum Months of Service	Periodic Test Months	Previous Test	Jan.	Feb.	Mar.	April	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.
Air Gauges (Clean & Test)	3	3	11/5/15		5			4			2		24		
Dead Man Feature Test	3	3	11/5/15		5			4			2		24		
Parking Brake Tested	3	3	11/5/15		5			4			2		24		
MR & BP FILTERS & Strainers (TEST)	72	3	11/5/15		5			4			2		24		
Uncoupling Cylinders & Latch Mechanism	72	72	3/7/12												
B-3-C Valve F/E & B/E (TEST)	24	3	11/5/15		5			4			2		24		
Foundation Brake Equipment	72	72	3/7/12												
Pneumatic Operating Units	72	72	3/7/12												
CMV / EMV	72	72	3/7/12												
Leveling Valves (F/E & B/E)	72	72	3/7/12												
Air Compressor / Dryer (TEST)	72	3	NA												
Tappet Valve (TEST)	72	3	11/5/15		5			4			2		24		

6 Year Air Brake Date (72 Month) Previous Date 3/7/12 New Date:

Long Island Rail Road

FM 9.1-39
Revision 2/21/2013

M7 92 DAY PERIODIC INSPECTION

CAR # 7074 DATE 10/24/16 SHIFT 12:30-8:30 SHOP HVAC

#	ITEM	SECT	OK/NOTE	IBM#	SIGNATURE
1	STANDING POWER TEST	1.1			
2	ICC ELECTRICAL	14	NOTE	55387	[redacted]
3	ATC		OK	57217	
4	AUX POWER (APS)	2	Note	54387	
5	ELECTRICAL COUPLER	4	✓	50387	
6	DOORS	5	Note	28562	
7	LIGHTING	12	Note	28660	
8	HVAC	8	✓	28711	
9	CONTACT SHOES	7	Note	57042	
10	ICC MECHANICAL	13	✓	53181	
11	AIR BRAKE	3	Note	52272	
12	AIR COMPRESSOR	3	N/A	—	
13	PROPULSION	1	NOTE	55387 ✓	
14	BRAKE SHOES/DISCS	3	✓	51932	
15	TOILET / CARBODY	9	N/A	—	
16	COMMUNICATION/DOORS	10	Note	28507	
17	TRACTION MOTORS	6	Note	54329	
18	SHOE BEAM		✓	54965	
19	COUPLER		✓	50035	
20	TRACTION MOTOR COUPLER		✓	51932	

	GAUGE	XDUCER
F/E LOAD LEVELER	60/62	57/60
B/E LOAD LEVELER	66/67	69/67
MAX BRAKE PSI	44	44/43
MIN BRAKE PSI	12	13/14
EMER BRAKE PSI	48	48/48

P WIRE

MAX BRAKE (0 mA)	0
MIN BRAKE (256-277 mA)	264
COAST (290 - 310 mA)	296
MIN PWR (323 - 343 mA)	332
MAX PWR (485 - 515 mA)	496

	F-END	B-END
ODOMETER (MILES)	57,371	57,341
PWR CONS. (KWH)	104,752	114,640

	F-END	B-END
FREON LEVEL	✓	✓

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

SUPERVISOR'S SIGNATURE & IBM# [redacted]

FM 9.1-39
Revision 2/21/2013

M-7 COMPONENT DEFECT REPAIR SHEET

CAR#: 7074 DATE: 10/24/16 SHIFT: 12³⁰-8³⁰

	COMPONENT & DESRIPTION	DEFECT	REPAIR	QTY	IBM #	SIGNATURE
doors	R2 Threshold strip plate	bent	ADJU		57195	[redacted]
	R1 Threshold strip plate	nps	SEC		57195	
doors	HE storm door floor	bubble	SGG		SITR	
Comm	TN Gateway	offline	OAE		54300	
APS	gap test fail (2min)	fail	pass			
	Blown case	[illegible]	[illegible]			
	Knife switch	CARB	[illegible]			
	Icicles nearby client	NPS	Sec			
	S/S TLR2 Jumper	PD	REPD			
	B end vestibule at letcover	PD	repl			
APS	S/S battery level	low	fill			
Shoes	L1 contact shoe pin	Frozen	repl			
↓	R1 contact shoe	WL	Repl		54300	
Gearing	#3 Gear case sight glass	Ahst.	OAT		57410	

GEAR CASE OIL: #1 ✓ #2 ✓ #3 ✓ #4 ✓

SUPERVISOR'S SIGNATURE: ______________________ IBM #: ______________________

Long Island Rail Road

FM 9.1-39 -
Revision 2/21/2013

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
F/E LOAD LEVELER	_____	_____
B/E LOAD LEVELER	_____	_____
MAX BRAKE PSI	_____	_____
MIN BRAKE PSI	_____	_____
EMER BRAKE PSI	_____	_____

	F-END	B-END
ODOMETER (MILES)	_____	_____
PWR CONS. (KWH)	_____	_____

P WIRE

MAX BRAKE (0 mA) _____

MIN BRAKE (256-277 mA) _____

COAST (290 - 310 mA) _____

MIN PWR (323 - 343 mA) _____

MAX PWR (485 - 515 mA) _____

	F-END	B-END
FREON LEVEL	_____	_____

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

SUPERVISOR'S SIGNATURE & IBM#_____

FM 9.1-39
Revision 2/21/2013

M-7 COMPONENT DEFECT REPAIR SHEET

CAR#: 1074 DATE: 10/24/16 SHIFT: 3rd.

PROP	[redacted] COMPONENT & DESRIPTION	DEFECT	REPAIR	QTY	IBM #	SIGNATURE
	LB11 TIPS F-END, B-END	W.L.	Dress		54300	[redacted]
	Inverter covers #1, #2 F-END.	MMH.	Repl			
	Inverter cover #1 B-END	MMH	Repl			
	LB 13 TIPS F-END, B END	CHRD/PITT	clean			
	CHB1 TIPS F-END, B-END	CHRD/PITT	clean			
	Line contactor fault LB11	comp.	Rebuilt			
PROP	Speed sensor failure	comp.	Rebuilt		54300	
Lights	ELL1 Light bulb	miss	N/m			
	ELL2 light bulb	poop	N/m			
	P/S cob gimbel light bulb	poop	Repl		54400	
	S/S cob gimbel light diffuser	miss	Repl			
	Headlight switch	MRS/loose	see			
Lights	'F' end vestibule 3' cover	MRS	see		54300	

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

SUPERVISOR'S SIGNATURE:_____ IBM #:_____

Long Island Rail Road

FM 9.1-39 -
Revision 2/21/2013

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
F/E LOAD LEVELER	_____	_____
B/E LOAD LEVELER	_____	_____
MAX BRAKE PSI	_____	_____
MIN BRAKE PSI	_____	_____
EMER BRAKE PSI	_____	_____

	F-END	B-END
ODOMETER (MILES)	_____	_____
PWR CONS. (KWH)	_____	_____

P WIRE

MAX BRAKE (0 mA) _____

MIN BRAKE (256-277 mA) _____

COAST (290 - 310 mA) _____

MIN PWR (323 - 343 mA) _____

MAX PWR (485 - 515 mA) _____

	F-END	B-END
FREON LEVEL	_____	_____

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

SUPERVISOR'S SIGNATURE & IBM#_____

FM 9.1-39
Revision 2/21/2013

M-7 COMPONENT DEFECT REPAIR SHEET

CAR#: 7074 DATE: _____ SHIFT: 8:30 - 4:30

	COMPONENT & DESRIPTION	DEFECT	REPAIR	QTY	IBM #	SIGNATURE
T.M.	Axle 4 Gearlock Ground Cable	Loose	Tight		54300	[redacted]
	Axle 3 Gearlock Ground Cable	Loose	tight			
	Axle 2 Dust Collector Covers	Miss	Repl			
	Axle 2 Dust Collector Bolts	Mi.tm	Repl			
	Axle 2 Gearlock Ground Cable	Loose	Tight			
T.M.	Axle 1 Gearlock Ground Cable	Loose	tight		54300	

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

SUPERVISOR'S SIGNATURE:_____ IBM #:_____

Long Island Rail Road

FM 9.1-39 -
Revision 2/21/2013

M7 92 DAY PERIODIC INSPECTION

CAR # 7073 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
F/E LOAD LEVELER	_____	_____
B/E LOAD LEVELER	_____	_____
MAX BRAKE PSI	_____	_____
MIN BRAKE PSI	_____	_____
EMER BRAKE PSI	_____	_____

	F-END	B-END
ODOMETER (MILES)	_____	_____
PWR CONS. (KWH)	_____	_____

P WIRE

MAX BRAKE (0 mA) _____

MIN BRAKE (256-277 mA) _____

COAST (290 - 310 mA) _____

MIN PWR (323 - 343 mA) _____

MAX PWR (485 - 515 mA) _____

	F-END	B-END
FREON LEVEL	_____	_____

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

SUPERVISOR'S SIGNATURE & IBM# _____

FM 9.1-39
Revision 2/21/2013

M-7 COMPONENT DEFECT REPAIR SHEET

CAR#: 7073 DATE: 10-24-16 SHIFT: 01

	COMPONENT & DESRIPTION	DEFECT	REPAIR	QTY	IBM #	SIGNATURE
AB	R2 load leveler arm boot	Pcl			[redacted]	
	R2 load leveler torque seal	Miss	Clean		53259	
	BE DOU cover clip	OA	Adj			
	MR tank drain valve	stiff	LUB			
	R1 LV clo	loos	Adj Sec			
	FE BB c/p tag	dirt	Clean			
*	L1 load leveler arm	NPS	Sec			
	gladhand hose	NPS				
	Red uncoupler pin	shea	Adj Rep			
	FE SBCO handle	loos	Sec			
	FE BCCO handle	loos				
	FE SBCO	stiff	LUB			
	L2 LW1 clo	loos	Sec			
	L2 LV clo	stiff	LUB			
	L2 load leveler torque seal	Miss	Repl			
AB	BE MR clo	Stiff	LUB		53259	[redacted]

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

SUPERVISOR'S SIGNATURE:_____ IBM #:_____

Long Island Rail Road

FM 9.1-39 -
Revision 2/21/2013

M7 92 DAY PERIODIC INSPECTION

CAR # 7074 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
F/E LOAD LEVELER	_____	_____
B/E LOAD LEVELER	_____	_____
MAX BRAKE PSI	_____	_____
MIN BRAKE PSI	_____	_____
EMER BRAKE PSI	_____	_____

	F-END	B-END
ODOMETER (MILES)	_____	_____
PWR CONS. (KWH)	_____	_____

P WIRE

MAX BRAKE (0 mA) _____

MIN BRAKE (256-277 mA) _____

COAST (290 - 310 mA) _____

MIN PWR (323 - 343 mA) _____

MAX PWR (485 - 515 mA) _____

	F-END	B-END
FREON LEVEL	_____	_____

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

SUPERVISOR'S SIGNATURE & IBM# _____

FM 9.1-39
Revision 2/21/2013

M-7 COMPONENT DEFECT REPAIR SHEET

CAR#: 7074 DATE: 10-24-16 SHIFT: 01

	COMPONENT & DESRIPTION	DEFECT	REPAIR	QTY	IBM #	SIGNATURE
AB	Pppt Valve Bushings	WL	Replcd		53259	[redacted]
	gladhand hose	NPS	Sec			
	L1 load leveler hoses	Rub	Sec			
	L1 load leveler torque seal	Miss	Replcd			
	L1 LW1 clb	stiff	Lub		53259	[redacted]
	FE SBCO	stiff	|			
	L2 LV clb	stiff	|			
	L2 load leveler torque seal	Miss	Replcd			
	BE BP clb tag	dirt	Clean			
	R2 load leveler torque seal	Miss	Replc			
	R2 LW2 clb	loos	Sec tighten			
	BE SBCO	stiff	Lub			
	MR tank drain valve	stiff	1			
	R1 LW2 clb	loos	Sec			
	R1 LW2 clb	stiff	Lub			
	R1 load leveler torque seal	Miss	Replcd			
AR	FE BP clb tag	dirt	Clean		53259	[redacted]

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

SUPERVISOR'S SIGNATURE:_____ IBM #:_____

LONG ISLAND RAIL ROAD
REPORT OF CONDITION OF LOCOMOTIVES OTHER THAN STEAM EXAMINED AND TESTED

LOCATION HMC OUT OF SERVICE 10/24 TO 10-27 20 16

LOCO # 7074

AIR GAUGES CLEANED & TESTED	PARKING BRAKE TEST & TAG	DEAD MAN FEATURE (TEST)	UNCOUPLING CYLINDERS & LATCH MECHANISM	B3C VALVES FE & BE (TEST)	FOUNDATION BRAKE EQUIPMENT	PNEUMATIC OPERATING UNITS	CMV / EMV	LEVELING VALVES & CHECKS F/E & B/E	AIR COMPRESSOR / DRYER (TEST)	TAPPET VALVE (TEST)	MR & BP FILTERS & STAINERS (TEST)	CENTER CASTING INSPECTION	INSPECTOR'S SIGNATURE / SUPERVISORS SIGNATURE
3	3	72	72	72	72	72	72	72	72	72	72	72	MAX MONTHS SERVICE
3	3	3	3	3	3	3	3	3	3	3	3	3	PERIODIC TEST MONTHS
10/24/16	10/24/16	10/24/16	3/7/12	10/24/16	3/7/12	3/7/12	3/7/12	3/7/12	NA	10/24/16	10/24/16	3/7/12	
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	

6 YEAR AIR BRAKE DATE (72 Month): Previous Date 3/7/12 New Date _____

REMARKS: _____

LIRR: MPL207-M7

GENERAL FOREMAN'S: [redacted]

JAC042108

COMPONENT DEFECT/REPAIR SHEET

CAR # 7074 SHIFT: 12/8 DATE: 10-24-16

COMP LOC	COMPONENT	DEFECT	REPAIR	QTY	IBM#	EMPLOYEE SIGNATURE
R1	Shoe fuse decal	dirt	clean		53952	[redacted]
R2	" " "	dirt	"		"	"
L2	" " "	dirt	"		"	"
L1	" " "	dirt	clean		"	"
R1	Pivot Arm bushing	PO	NM		"	"
R2	" " "	worn	"		"	"
L2	" " "	worn	NM		"	"
L1	" " "	MISS	NM		"	"
FE	~~Fresh~~ Gland hand hose	NPS	SEC		"	"
FE	Cooper hoses support bracket	MISS	"		"	"
FE	Conducter cable out of Unit	Rub	SEC		"	"
S.S	Wasp catcher	Loos	tighL		53957	[redacted]
FE	Lateral damper	Leak	SSS		53960	"
BE	" "	Leak	SSS		53960	"
L18	Seat	torn	PATCH		53952	"
L19	"	torn			"	"
L16	Seat	torn	PATCH		53952	"

SUPERVISOR'S SIGNATURE: [redacted] IBM#: [redacted]

COMPONENT DEFECT/REPAIR SHEET

CAR # 7074 SHIFT: 12/8 DATE: 10-24-16

COMP LOC	COMPONENT	DEFECT	REPAIR	QTY	IBM#	EMPLOYEE SIGNATURE
L8	Seat	torn	PATCH		53952	[redacted]
L5	"	"	"		"	"
L4	"	"	"		"	"
R4	Back custon	torn				
R3	Seat	torn				
L1	"	torn	PATCH			
CAB	Emergency Fire extin wrong size	Im	STC			
	Privacy door glassframe latch	miss	REPL			
	MIM Seat	torn	PATCH		53952	[redacted]
	windshield	dist	SSS		53260	"
	Sash window	stf	lube		53952	"
	cond " "	stf	lube			"
	Seat	INPS	STC			"
	cup holder	MISS	RPL			"
CAB	Swiper fluid	low	FILL			"
L2	BACK custon	torn	PATCH			"
R2	" "	torn	PATCH		53952	"

SUPERVISOR'S SIGNATURE: [redacted] IBM#: [redacted]

ICC FLEET

COMPONENT DEFECT/REPAIR SHEET

CAR # 7074 SHIFT: 12:30 - 08:30 DATE: 10-24-16

COMP LOC	COMPONENT	DEFECT	REPAIR	QTY	IBM#	EMPLOYEE SIGNATURE
	COUPLER: DOOR LATCHES	BJL	FBP		50921	[redacted]
	DOOR	BJL	FBP			
	GASKET	DIRT	Cleq			
	PINS	CARB	Cleq			
	CABLES ID TAGS	DIRT	Cleq			
	HEATER WIRE	RUB	Sec			
	CPHJ 1 CABLE	RUB	Sec			
	CPHJ 2 CABLE	NPS	Sec			
	MOTOR #1 GRND LEAD 60'clk	NPS	Sec			
	MOTOR #2 GRND LEAD BOOT 20'clk	NPS	Sec			
	MOTOR #3 GRND LEAD BOOT 60'clk	NPS	Sec			
	ALL UNDER CAR DANGER DECALS	DIRT	Cleq			
	MATOR #4 GRND LEAD 60'clk	NPS	Sec			
	ALL SHOE FUSE BOXES	CARB	Cleq			
	R1 SHOE LEAD BOOT	NPS	Sec			
	L1 SHOE LEAD BOOT	NPS	Sec		50921	[redacted]

SUPERVISOR'S SIGNATURE: [redacted] IBM#: [redacted]

ICC FLEET

COMPONENT DEFECT/REPAIR SHEET

CAR # 7074 SHIFT: 12:30-08:30 DATE: 10-24-16

COMP LOC	COMPONENT	DEFECT	REPAIR	QTY	IBM#	EMPLOYEE SIGNATURE
	L2 SHOE LEAD BOOT	NPS	See		5094	[redacted]
	MAIN FUSE BOX	CARB	Clea			
	KNIFE SWITCH BOX	CARB	Clea			
	N/S AND S/S DANGER DECALS	DIRT	Clea			
	INTER CAR JUMPER CABLES ID TAGS	DIRT	Clea			
CAB	GIMBAL LIGHT	INOP	Rmlt			
	DEFUSERS	MISS	N/M			
	120 V OUTLET COVER AT CAB	PD	Rpl			
	CONTACTORS PANEL SHIELD	NPS	Sec			
	DOOR THRESHOLD HEATERS PANEL	NPS	Sec			
	120 V OUTLET COVER "B"/E VESTIBULE	PD	Rpl			
	DOOR SAFETY CORDS	NPS	Sec			
	ELL1 TEST LAMP	INOP	OAI			[redacted]
	ELL2 TEST LAMP	INOP	OAI		5092	

SUPERVISOR'S SIGNATURE: [redacted] IBM#: [redacted]

COMPONENT DEFECT/REPAIR SHEET

CAR # 7074 **SHIFT:** 8:30-4:30 **DATE:** _____

COMP LOC	COMPONENT	DEFECT	REPAIR	QTY	IBM#	EMPLOYEE SIGNATURE
T.M.	Dust Collectors	Dirt	Clean	All	54329	[redacted]
|	Axle Brushes	WL	Rpl	1	|	
|	Motor Intakes	Dirt	Clean	All	|	
T.M.	Brush Boxes	Dirt	Clean	All	54329	

SUPERVISOR'S SIGNATURE: _____ **IBM#:** _____

COMPONENT DEFECT/REPAIR SHEET

CAR # 7074 **SHIFT:** 12^{30}-8^{30} **DATE:** 10/24/16

COMP LOC	COMPONENT	DEFECT	REPAIR	QTY	IBM#	EMPLOYEE SIGNATURE
doors	HE Storm door guide Plate	dirty	clean	1	29502	[redacted]
PROP	SPIN FILTER FINS F.END, B.END	DIRT	clean	All	55387	
↓	Inverter covers & MOD'S F-END, B-END	DIRT	clean	All	↓	
PROP	SPIN FILTER FILTERS F.END, B-END	DIRT	REPL	2	55387	
APS	Blower Cage	Dirt	Clean	1	54388	
	Blower filters	Dirt	Repl	4		
	Blower fan fins	Dirt	Clean	All		
APS	NIS + SIS battery temps	Dirt	Clean	2	54388	
Shoes	contact shoes	WL	Repl	8	57042	
↓	Springs	WL	Repl	6	57042	
Lights	Light covers	NPS	Sec	3	28660	

SUPERVISOR'S SIGNATURE: _____ **IBM#:** _____

COMPONENT DEFECT/REPAIR SHEET

CAR # 7074. SHIFT: 1st DATE: _____

COMP LOC	COMPONENT	DEFECT	REPAIR	QTY	IBM#	EMPLOYEE SIGNATURE
Gearcase	#1 G. CASE TAGS + PLUGS	dirty	Clean		51932	[redacted]
	#2					
	#3					
	#4 G. CASE TAGS + PLUGS.					
	#1 G. CASE Sight glass	dirty	Clean			
	#2					
	#3					
	#4 G. CASE Sight glass	dirty	Clean			
	L3 disc pack	worn	repl			
	L4 " "	worn	repl			
Gearcase	#1, 2, 3, 4 G. CASES.	dirty	Clean		51932	[redacted]

SUPERVISOR'S SIGNATURE: _____ IBM#: _____

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 # 7073-4 **Test Location** HMC **Test Date** 10/24/16

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 #** 53260

Corrective Action Taken, If Any: _____

If Change Out:

Event Recorder Serial # Before ☐ **Serial # After** ☐

Mechanical Coupler PI Checklist

Car # 7074 Track # W1 Date 10-24-16

	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.	☑	☐

Mechanical Door PI Checklist

Car # 7074 Track: w1 Date 10/24/16

	R1	L1	R2	L2
Emergency handle clips: (OK or D for damaged)	OK	OK	OK	OK
Emergency handle operations: (OK or B for Binding)	OK	OK	OK	OK
Male Nose rubber condition: (OK, R for reinstalled or D for damaged)	OK	OK	OK	OK
Female Nose rubber condition: (OK, R for reinstalled or D for damaged)	OK	OK	OK	OK
Barrel lock operation: (OK or Inop)	OK	OK	OK	OK
Mechanical lock operation: (OK or B for binding)	OK	OK	OK	OK
Door guide cleaning: (C for cleaned)	C	C	C	C
Drive Screw: (OK or D for damaged)	OK	OK	OK	OK
Nut Assembly (OK or D for damaged)	OK	OK	OK	OK

NOTES:

Inspectors signature [redacted] **IBM** 29582

M7 "A" Car Interior Decals - PI Check List

RSU: 7074 DATE: 10-24-16

✓	DRR#	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	cond
	A3233	DECAL, ADA PRIORITY SEATING	2	
	A3234	DECAL, CAR NUMBER, 2" HIGH	A/R	
	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	
	66955-47	DECAL, EMERGENCY DOOR RELEASE	4	
	A3256	DECAL, RH AND LH, "EMGENERCY EXIT" WINDOW, CEILING	4	
	52798-47	DECAL, DOOR, "EXIT"	8	
	A3260	EXIT DECAL, "EMERGENCY ", ABOVE WINDOW	4	
	A3262	DECAL, LEFT DOOR DIRECTION	2	L2 door
	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 8.125 IN LG	1	
	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, HPPL STRIP, 12 IN LG	17	
	B0785	DECAL, HPPL STRIP, 2.750 IN LG	10	
	B0786	DECAL, "EXIT" LEFT HAND WINDSCREEN	8	
	B0789	DECAL, END DOOR LATCH	2	
	B3928	DECAL, DOG LATCH, TYPE 1	2	
	B3929	DECAL, DOG LATCH, TYPE 2	1	
	B3930	DECAL, HPPL STRIP, 10.250" LG	1	
	B7272	DECAL, INSTRUCTIONS, EMERGENCY LADDER	1	
	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	L2 door + R2 door
	46290-47	DECAL, ASSAULT, TRAIN CREWMEMBERS	2	
	46584-47	DECAL, EMERGENCY INTERCOM	2	
	53978-46	DECAL, DO NOT EVACUATE	2	
	41105-47	[redacted]	1	

[redacted]

10-24-16
Date

REF:MIL-2031-M6 (1/17/14)

Long Island Rail Road

M7 92 Day Periodic Inspection Propulsion PIU Worksheet

Car # 7074 Test Location HMC Test Date 10/24/16

PIU Tag # 4

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	N/A	"F"- End	VM11 Energized	Venting	PASS
	W/O 3rd rail voltage	PIU shows (zero) 0 +/- 1.5 amps	0		VM12 Energized	NOT Venting	PASS
"B"- End	With 3rd rail voltage	PIU shows neg. current	N/A	"B"- End	VM11 Energized	Venting	PASS
	W/O 3rd rail voltage	PIU shows (zero) 0 +/- 1.5 amps	0		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	57	69
RIGHT LOAD LEVELER	60	67
MAX BRAKE BCP	44	43
MIN BRAKE BCP	13	14
EMER BRAKE BCP	48	48

P WIRE (Ref. Step 10)	
MAX BRAKE (0 mA)	0
MIN BRAKE (256 - 277 mA)	264
COAST (290 - 310 mA)	296
MIN PWR (323 - 343 mA)	332
MAX PWR (485 - 515 mA)	496

* 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)	57,371	57,391
POWER CONSUMPTION (KWH) (Ref. Step 14) (Motoring)	104,752	114,640

Insp. By: [redacted] IBM # [redacted]

Long Island Rail Road

M3, M7 WHEEL REPORT

Completed

CAR # 7074 LOCATION: HMC DATE: 10-24-16

TRUCK SERIAL #	WHEEL POSITION	FLANGE HEIGHT	FLANGE THICKNESS	WHEEL THICKNESS
F/END 10532	L1	3/16	17/64	3/4
	R1	3/16	17/64	3/4
	L2 FS	3/16	17/64	3/4
	R2	3/16	17/64	3/4
B/END 10335	L3	3/16	17/64	2 1/2
	R3	3/16	17/64	2 1/2
	L4	3/16	17/64	2 3/8
	R4	3/16	17/64	2 3/8

INSPECTE [redacted] IBM: 53181

NOTES/REMARKS:

GANG FOREMAN: [redacted] IBM: 53266

NOTES/REMARKS: All wheels to spec

EVENT RECORDER EQUIPPED
DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION

LOCOMOTIVE INSPECTION AND REPAIR RECORD

If renumbered give previous no.

Reporting year 2016 Check if new ☐

1. OPERATED BY	RR CODE	2. OWNED BY (Railroad)	RR CODE
Long Island Rail Road	0 5 5 0	Long Island Rail Road	0 5 5 0

3. MODEL NO.	4. LOCO NO.	5. YR. BUILT	6. PROPELLED BY	7. HORSEPOWER	8. TYPE OF SERVICE PASSENGER (X)
M-7	7553	2004	MU	1060	ROAD ☒ YARD ☐ OTHER ☐

9. STEAM GEN.	GEN. #1.	Working Pressure	GEN. #2.	Working Pressure

10. MAXIMUM PISTON TRAVEL	11. OUT OF USE CREDIT
N/A Inches	

12. LAST PERIODIC INSPECTION DATE 10/22/15 PLACE HMC

PERIODIC INSPECTIONS Check one: ☑ 92 days per 229.23(a) ☐ 184 days per 229.23 (b) (1) only

13. DATE MO DAY YR	14. PLACE	15. * ITEMS	16. PERSON CONDUCTING	15. * ITEMS	16. PERSON CONDUCTING	17. CERTIFIED BY
	OUT OF SERVICE	1/22/16	IN SERVICE	1/22/16		[redacted]
1/22/16	Hmc	1 - 2 4 - 7	[redacted]	3 - 5	[redacted]	
	OUT OF SERVICE	4/19/16	IN SERVICE	4/19/16		
4/19/16	Hmc	1 - 2 4 - 7	[redacted]	3 - 5	[redacted]	
	OUT OF SERVICE	7/20/16	IN SERVICE	7/20/16		
7/20/16	Hmc	1 - 2 4 - 7	[redacted]	3 - 5	[redacted]	
	OUT OF SERVICE	10/15/16	IN SERVICE	10/15/16		
10/15/16	Hmc	1 - 2 4 - 7	[redacted]	3 - 5	[redacted]	
	OUT OF SERVICE		IN SERVICE			
		1 - 2 4 - 7		3 - 5		

15. * ITEM CODE: 1 BRAKES 2 RUNNING GEAR 3 CAB EQUIP. 4 MECH. EQUIP. 5 ELECT. EQUIP. 6 STEAM GEN. 7 SAFETY APPL.

TESTS

18. H&H TEST PRESSURE

19. WAIVER PART-229
FRA-229.135
FRA-2003-16265

20. WAIVER-OTHER
FRA-2003-15638
FRA-2004-17099

TYPE	INTERVAL NOT MORE THAN	21. PERSON CONDUCTING	22. TEST DATE AND PLACE	23. CERTIFIED BY	24. PREVIOUS TEST DATE AND PLACE
METER	368 calendar days		NOT APPLICABLE		
HAMMER AND HYDRO	736 calendar days		DRILLED		
AIR BRAKE 238.309 Truck	2208 calendar days				1/21/15 HMC
AIR BRAKE 238.309 Car Body	2208 calendar days	[redacted]	HMC 5-17-16	[redacted]	4/7/10 HMC

In accordance with the Locomotive Inspection Act, 49 USC Chapter 207 and the regulations issue[redacted]s and appurtenances of the locomotive unit have been inspected and all defects disclosed by the inspection have been prope[redacted]

Certification of true copy: I certify that this is a true copy of the inspection and repair record of locomotive no. _____
Attention: A false entry on this form is punishable by fine or imprisonment (18 USC Sec 1001)

Officer-in-charge _____ Date _____

INSTRUCTIONS: This Locomotive Inspection and Repair Record (Record or F6180-49A) covers a calendar year, except as noted. The Record for the preceding calendar year shall be retained in the locomotive until the first periodic inspection of the new year or, until the Record is replaced on April 2 or July 3 (if 184 day eligible) as required by 49 CFR 229.23(f) or, until the locomotive changes ownership (see 2 below.) Enter the requested information in each block. Special instructions are given below.

1. OPERATED BY: Enter the name and code of the primary railroad operating the locomotive at the same time this Record is placed in it. Operator changes, including dates, shall be noted in "Remarks." The "RR Code" is as assigned by FRA to the railroad.
2. OWNER: Enter the name and RR Code of the owner. Changes in ownership shall be submitted as final reports.
3. MODEL NO.: Enter the original builder's model number.
4. LOCOMOTIVE NO.: Enter digits only. Include letters if they differ from the "RR Code." If renumbered, enter the previous number.
5. YEAR BUILT: Enter the year the locomotive was built and check if new. If remanufactured per 49 CFR 229.5, enter "RM" and the year.
6. PROPELLED BY: Enter Diesel Electric (D-E), Electric (E), Electric Multiple Unit (MU), Diesel Multiple Unit (DMU), MU Control Cab (MUC), Non-MU Control Cab (NMUC), Turbine (T), Torque Converter (TC), or Other (O).
7. HORSEPOWER: Enter the horsepower rating.
8. TYPE OF SERVICE: Enter type of service the locomotive is assigned to when the report is placed in the locomotive.
9. Enter the steam generator number(s) and safe working pressure(s).
10. MAXIMUM PISTON TRAVEL: Enter only "nominal" travel. Do not include the manufacturer's tolerance.
11. OUT-OF-USE CREDIT: Enter number of creditable calendar days the locomotive was out-of-use since the last periodic inspection on the previous F6180-49A. Less than 30 consecutive calendar days for any out-of-use period may not be counted per 49 CFR 229.33. For current periods out-of-use, and entry "Out-of-use from ____ to ____" shall be made on a Periodic Inspection line and certified when a locomotive which would otherwise be due for inspection is out-of-use. If the locomotive is ot of use at the end of the annual reporting period, complete the "To" entry with the last day of the period, An entry shall then be made on the new Record showing the first day of the new reporting period as the "From" date.
12. LAST PERIODIC INSPECTION: When a new Record is placed in the locomotive transfer the last periodic inspection information into block 12 a & b and the last test information into column 24 of the new Record. Tests that are not applicable should be noted "NA".
13. INSPECTIONS AND TESTS: Persons making the required tests and periodic inspections shall sign for the items tested or inspected. The employee's supervisor shall certify that the tests and inspection were completed.
15. TESTS: The maximum number of days for Event Recorder, Level 2 and Level 3 air brake tests shall be entered per the referenced sections of 49 CFR 229. Where the railroad has chosen to fragment air brake clean, repair and test requirements as permitted under 49 CFR 229.29, a separate air record shall be maintained in the cab of the locomotive and the word "Fragmented" shall be entered in the Level 2 and Level 3 lines.
18. H&H: Enter the test pressure for the hydrostatic air reservoir test. If the reservoirs are drilled, enter "NA" here and "Drilled" in the Hammer and Hydro line below.
19. WAIVERS: Any waivers applicable to this locomotive shall be entered by waiver number in block 19 if a waiver from Part 229, or block 20, if a waiver from any other regulation. Enter explanatory information regarding the scope and content of each waiver under "Remarks".

REPAIRS: Special notes relating to repairs performed to restore compliance.

NOISE: Enter any noise tests or related information in accordance with 49CFR 210.31.

REMARKS: Additional explanatory or clarifying information.

-FRA-229.135 Event Recorder Equipped BACH-SIMPSON BAC54000-01
-FRA-2003-15638 Inoperative Dynamic Brake
-FRA-2004-17099 Air Brake Extension to 2208 Days
-FRA-2003-16265 Emergency Pole; Shoe Insulation (Section 229.81)

RSU History Report

RSU(s): 7553 **Date Range: 10/1/16 to 1/4/17** **Include Task Detail: N**
System(s): ALL **Fleet: E Class: MU Model: ALL** **Include Component Defect & Report Info: N**
Failure Code(s): ALL **Location(s): ALL Work Type(s): ALL W/O Status(es): ALL** **Remove PM/2C Defect/Repair Info: Y**

RSU		W/O #	W/O Date	W/O Reported By	W/O Status	Status Date	Train Number	Critical?	Vendor Failure?
7553	SYS: 4(4-A3)	2137267	10/28/2016	ONEIL S	COMP	10/31/2016		N	N
	MA BATTERY (AUX/PWR)	W/O: CM 2137267 APS MBS OFFLINE							
7553	SYS: 5()	2128639	10/14/2016		WAPPR	10/14/2016		N	N
	RSU BODY	W/O: CA 2128639 MOD, LLEPM HPPL Decal install, M7							
7553	SYS: 5(5-55)	2129485	10/15/2016	REDFIELD LB	COMP	10/15/2016		N	N
	RSU BODY	W/O: CM 2129485 M/M W/S DIST							
7553	SYS: 5(5-99)	2137266	10/28/2016	ONEIL S	COMP	10/28/2016		N	N
	RSU BODY	W/O: CM 2137266 PRY BAR MISS							
7553	SYS: 5()	2162021	12/2/2016		WAPPR	12/2/2016		N	N
	RSU BODY	W/O: CA 2162021 To re-locate the seco switch - Phase 1 - Run wires in A and B cars							
7553	SYS: 7(7-37)	2129486	10/15/2016	REDFIELD LB	COMP	10/15/2016		N	N
	TRUCK	W/O: CM 2129486 R/4 VERTICAL SHOCK LEAK							
7553	SYS: 7(7-28)	2129487	10/15/2016	REDFIELD LB	COMP	10/15/2016		N	N
	TRUCK	W/O: CM 2129487 R/2 DOGBONE X-PLAY							
7553	SYS: 7(7-99)	2129488	10/15/2016	DUNCAN RV	COMP	10/15/2016		N	N
	TRUCK	W/O: CM 2129488 L/1 CONTACT SHOE PIN FROZEN							
7553	SYS: 7(7-61)	2129489	10/15/2016	GILBERT JT	COMP	10/15/2016		N	N
	TRUCK	W/O: CM 2129489 #4 AXLE 6 O'CLOCK GROUND STRAP P/D							
7553	SYS: 7(7-40)	2129490	10/15/2016	POPP JJ	COMP	10/15/2016		N	N
	TRUCK	W/O: CM 2129490 #4 AXLE TRACTION MOTOR COUPLING X-PLAY (SIDE TO SIDE)							
7553	SYS: 7(7-99)	2129491	10/15/2016	GILBERT JT	COMP	10/15/2016		N	N
	TRUCK	W/O: CM 2129491 #2 AXLE 4 O'CLOCK BRUSH HOLDER COVER BOLT STRIPPED							
7553	SYS: 8(8-50)	2130406	10/17/2016	REX CB	COMP	10/18/2016		N	N
	HVAC	W/O: CM 2130406 F/E HVAC restriction/water leak							
7553	SYS: 8(8-36)	2140094	10/31/2016	OROZCO C	COMP	11/3/2016		N	N
	HVAC	W/O: CM 2140094 HVAC B-End ACCU Analog Conditioner Fault							
7553	SYS: 8(8-36)	2155680	11/28/2016	OROZCO C	COMP	12/2/2016		N	N
	HVAC	W/O: CM 2155680 HVAC B-End ACCU Analog Conditioner Fault							
7553	SYS: 8(8-36)	2171690	12/20/2016	CALANDRINO JA	COMP	12/20/2016		N	N
	HVAC	W/O: CM 2171690 hvacb fresh air damper position fault							
7553	SYS: 9(9-52)	2137272	10/28/2016	ZITO J	COMP	10/28/2016		N	N
	TOILET	W/O: CM 2137272 TOILET OUT OF SERVICE DV1 CLOGGED							

THE LONG ISLAND RAIL ROAD COMPANY

MP278-B3

Multiple Operated Electric Units - Inspections, Cleaning and Test Record

M7 AIR BRAKE CARD

Year 2016

RSU No. 7553

	Maximum Months of Service	Periodic Test Months	Previous Test	Jan.	Feb.	Mar.	April	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.
ir Gauges (Clean & Test)	3	3	10/22/15	22			19	17		20					
ead Man Feature Test	3	3	10/22/15	22			19	17		20					
arking Brake Tested	3	3	10/22/15	22			19	17		20					
R & BP FILTERS & Strainers (TEST)	72	3	10/22/15	22			19	17		20					
ncoupling Cylinders & Latch Mechanism	72	72	5/17/16												
-3-C Valve F/E & B/E (TEST)	24	3	10/22/15	22			19	17		20					
oundation Brake Equipment	72	72	1/21/15												
neumatic Operating Units	72	72	5/17/16					17							
MV / EMV	72	72	5/17/16					17							
veling Valves (F/E & B/E)	72	72	1/21/15												
r Compressor / Dryer (TEST)	72	3	10/22/15	22			19			20					
ppet Valve (TEST)	72	3	10/22/15				19			20					

Year Air Brake Date (72 Month) **Previous Date** 4/7/10 **New Date:** 5/17/16

Long Island Rail Road

FM 9.1-39 - Revision 2/21/2013

M7 92 DAY PERIODIC INSPECTION

CAR # 7553 DATE 10/18/16 SHIFT 1230-830 SHOP Hmc

#	ITEM	SECT	OK/NOTE	IBM#	SIGNATURE
1	STANDING POWER TEST	1.1			
2	ICC ELECTRICAL	14	Note	54170	[redacted]
3	ATC		OK	57212	
4	AUX POWER (APS)	2	NOTE	56016	
5	ELECTRICAL COUPLER	4	Note	54170	
6	DOORS	5	✓	29508	
7	LIGHTING	12	NOTE	55329	
8	HVAC	8	NOTE	29462	
9	CONTACT SHOES	7	NOTE	22757	
10	ICC MECHANICAL	13	DEFECT SHEET	29972	
11	AIR BRAKE	3	✓	50228	
12	AIR COMPRESSOR	3	✓	50352	
13	PROPULSION	1	Note	53164	
14	BRAKE SHOES/DISCS	3	✓	50352	
15	TOILET / CARBODY	9	Note	57029	
16	COMMUNICATION/DOORS	10	OK	55388	
17	TRACTION MOTORS	6	NOTE	54038	
18	SHOE BEAM		OK	56748	
19	COUPLER		OK	53724	
20	TRACTION MOTOR COUPLER		Note	50352	

	GAUGE		XDUCER	
F/E LOAD LEVELER	71	65	70	66
B/E LOAD LEVELER	61	63	60	62
MAX BRAKE PSI	42		45	43
MIN BRAKE PSI	13		14	13
EMER BRAKE PSI	50		46	47

P WIRE

MAX BRAKE (0 mA)	0
MIN BRAKE (256-277 mA)	264
COAST (290 - 310 mA)	296
MIN PWR (323 - 343 mA)	328
MAX PWR (485 - 515 mA)	492

	F-END	B-END
ODOMETER (MILES)	76290	✓ 76310 ✓
PWR CONS. (KWH)	137295	135992

	F-END	B-END
FREON LEVEL	✓	✓

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

SUPERVISOR'S SIGNATURE & IBM# [redacted]

FM 9.1-39
Revision 2/21/2013

M-7 COMPONENT DEFECT REPAIR SHEET

CAR#: 7553 DATE: 10/15/16 SHIFT: 12:30-8:30

	COMPONENT & DESRIPTION	DEFECT	REPAIR	QTY	IBM #	SIGNATURE
Lighting	B-end South Side Flourecent Fix.	In/op	REPL		[redacted]	
	Center North Side Flourecent Fix	In/op	REPL			
	F-end North Side Flourecent Fix.	In/op	REPL			
	Observer side F-end Locker Door switch	P/D	REPD			
	Cab side F-end Locker Bulb	In/op	NM			
Lighting	CAb Gimble Bezele	miss	REPL			
Door	BARREL Lock #1 L1	N/S	sec		50442	[redacted]
	#1 R1	N/S	sec			
	#1 L2	N/S	sec			
	#1 RR	N/S	sec			
Door	Over Head panel Screw	Miss	repl			
Toilet	ORB	Leak	tight		50442	
	Outside door lock sign	INOP	N/M			
	mirror scratch	PD	N/M			
	N/S S/S fill line toilet cap	N/S	sec		50442	
	N/S S/S Toilet waste cap	N/S	sec			
Toilet	N/S S/S fill line sink cap	N/S	sec		50442	

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

SUPERVISOR'S SIGNATURE: _____ IBM #: _____

Long Island Rail Road

FM 9.1-39 -
Revision 2/21/2013

M7 92 DAY PERIODIC INSPECTION

CAR # 7553 DATE 10/15/16 SHIFT 12:30-8:30 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
F/E LOAD LEVELER		
B/E LOAD LEVELER		
MAX BRAKE PSI		
MIN BRAKE PSI		
EMER BRAKE PSI		

	F-END	B-END
ODOMETER (MILES)		
PWR CONS. (KWH)		

P WIRE

MAX BRAKE (0 mA)	
MIN BRAKE (256-277 mA)	
COAST (290 - 310 mA)	
MIN PWR (323 - 343 mA)	
MAX PWR (485 - 515 mA)	

	F-END	B-END
FREON LEVEL		

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

SUPERVISOR'S SIGNATURE & IBM# _____

FM 9.1-39
Revision 2/21/2013

M-7 COMPONENT DEFECT REPAIR SHEET

CAR#: 7553 DATE: 10/15/16 SHIFT: 3rd

	COMPONENT & DESRIPTION	DEFECT	REPAIR	QTY	IBM #	SIGNATURE
CONTACT SHOE	L1 HANGER PIN	FROZEN	Repl		5599 [redacted]	[redacted]
T.M.	AXLE-1 3 OCLOCK GROUND	RUB	Sec		1	[redacted]
	AXLE-2 4 OCLOCK BRUSH BOX BOLT	PD	Repl		5593 [redacted]	[redacted]
	AXLE-2 12 OCLOCK GROUND	FRAY	REPD			[redacted]
	AXLE-4 6 OCLOCK GROUND STRAP	PD	REPL			[redacted]
	TM 1 MOTOR LEAD	IBD	INSUL		6440 [redacted]	[redacted]
APS	HV under voltage	Code 82	RESET			[redacted]
Greasing	#4 Traction motor coupler	X play	GSS		517 [redacted]	[redacted]
Greasing	L2 PB4 cable	HPS	sec		5044 [redacted]	[redacted]
↓	#2 Gear case sight glass cover	Loose	sec		1	[redacted]
Greasing	F/E B/E SBC & BCC	Stiff	Dress		5044 [redacted]	[redacted]
HVAC	F/E Water A.C. Unit	Leak	See [redacted]			[redacted]
HVAC	F/E Restr Liquid valve 1	Fault				[redacted]
HVAC	F/E Pressure under Ranger	Fault				[redacted]

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

SUPERVISOR'S SIGNATURE:______________ IBM #:______________

Long Island Rail Road

FM 9.1-39
Revision 2/21/2013

M7 92 DAY PERIODIC INSPECTION

CAR # 7353 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
F/E LOAD LEVELER	_____	_____
B/E LOAD LEVELER	_____	_____
MAX BRAKE PSI	_____	_____
MIN BRAKE PSI	_____	_____
EMER BRAKE PSI	_____	_____

	F-END	B-END
ODOMETER (MILES)	_____	_____
PWR CONS. (KWH)	_____	_____

P WIRE

MAX BRAKE (0 mA) _____

MIN BRAKE (256-277 mA) _____

COAST (290 - 310 mA) _____

MIN PWR (323 - 343 mA) _____

MAX PWR (485 - 515 mA) _____

	F-END	B-END
FREON LEVEL	_____	_____

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

SUPERVISOR'S SIGNATURE & IBM# _____

FM 9.1-39
Revision 2/21/2013

M-7 COMPONENT DEFECT REPAIR SHEET

CAR#: 7553 DATE: 10/15/16 SHIFT: 12-8

	COMPONENT & DESRIPTION	DEFECT	REPAIR	QTY	IBM #	SIGNATURE
A/B	poppit valve	worn	repl		50442	[redacted]
↑	F/E SBCO	Loose	tight			
	cond master door rubber	Miss	repl			
	L-2 2L cotter pin	AI	Adj			
↓	B/E wasp catcher	Miss	repl			
A/B	F/E parking Brake Cable	Rub	Boot		50442	[redacted]
Propuls.	LB11 cont tips Ford	pitt/car	Dress clean		55932	
	LB11 " " Back	pitt/car	Dress clean			
	LB13 cont tips Ford	car	Clean			
	LB13 cont. tips Back	carb	Clean			
	CHB, cont Tips Fwd	pitt/carb	Dress clean			
	CHB, Bend tips	Carb	Clean			
	Ind wate mod covers	SHM	Repl		55932	[redacted]

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

SUPERVISOR'S SIGNATURE: ______ IBM #: ______

LONG ISLAND RAIL ROAD

ATC 92 Day Inspection – M-7 Equipment

Test Location:	HSF	A Car No.:	7554	Type of Test: (Periodic) Road Failure
Date:	10/15/16	B Car No.:	7553	

4.1- ATC Initial Inspection (B Car)				4.1- Initial Inspection (A Car)	
ATC Bypass initial position	Normal / Bypass	ADU	OK	ADU	OK
SS Bypass initial position	Normal / Bypass	ODU	OK	ODU	OK
ALE Bypass initial position	Normal / Bypass	Acknowledge Switch	OK	Acknowledge Switch	OK
ATC Cabinet	OK	Deadman Foot Pedal	OK	Deadman Foot Pedal	OK

4.1- Equipment Dates		4.1 - Software Version		4.2- Track Receiver Inspection		
USBR Relay (B Car)	DATE (Y-M-D) 16-7-19	ATC	Ver: 4.3	B Car Left Side (7.5 to 8.5)	OK	Inch > 7 1/2
ATCEBR Relay (B Car)	DATE (Y-M-D) 16-7-19	DEC (Decoder)	Ver: 0.3	B Car Right Side (7.5 to 8.5)	OK	Inch > 7 1/2
VZR1 Relay (B Car)	DATE (Y-M-D) 16-7-18	ALE (Alerter)	Ver: 0.8	A Car Left Side (7.5 to 8.5)	OK	Inch > 7 1/2
CMR Relay (B Car)	DATE (Y-M-D) 16-7-19	Speed Sensing	Ver: 1.8	A Car Right Side (7.5 to 8.5)	OK	Inch > 7 3/4
CMR Relay (A Car)	DATE (Y-M-D) 16-7-19					

4.3 - ATC Resistance Test		4.3 - Speed Sensor Resistance Test		
Higher than 1 Meghom	Yes / No	SS1 (1800 +/- 270 Ohms)	OK	Ohm 1822
If no, list the test points:		SS2 (1800 +/- 270 Ohms)	OK	Ohm 1841

4.4- ATC Voltage Test					
Battery Voltage V +29 (+/- 3.0)	Vdc 28.08	CPS Brd V +31.5 (+/- 1.5)	Vdc 31.63	CPS Board V +12 (+/- 1.0)	Vdc 11.77
CPS Board V +5 (+/- 0.25)	Vdc 5.11	CPS Board V –12(+/- 1.0)	Vdc -12.01		

4.5 - B Car Decoder Calibration		4.5 - Speed Sensing Cal.		4.14 - A Car Decoder Calibration	
Low Energy Channel		Wheel dia. axle 2 (measured)	Inch 34	Low Energy Channel	
Re-calibrated?	Yes / No	Wheel dia. axle 2 (CPU board)	Inch 34	Re-calibrated?	Yes / No
Pick up current (2.25 to 2.55 A)	Ampere 2.32	Wheel dia. axle 3 (measured)	Inch 35	Pick up current (2.25 to 2.55 A)	Ampere 2.41
High Energy Channel		Wheel dia. axle 3 (CPU board)	Inch 35	High Energy Channel	
Re-calibrated?	Yes / No	6.5 - Decelerometer Cal.		Re-calibrated?	Yes / No
Calibration current (< 2.80A)	Ampere 2.73	Decel. re-calibrated?	Yes / No	Calibration current (< 2.80A)	Ampere 2.61

- Testing (B Car)		- Testing (A Car)	
4.6 - No Motion Test	Tested OK		
4.7 - ATC Lamp Test	Tested OK	4.15 - ATC Lamp Test	Tested OK
4.8 - Daily Test	Tested OK	4.16 - Daily Test	Tested OK
• Speed Control Brake application	Tested OK	• Speed Control Brake application	Tested OK
• Penalty Brake Application	Tested OK	• Penalty Brake Application	Tested OK
• Emergency Brake Application	Tested OK	• Emergency Brake Application	Tested OK
4.9 - Deadman Test	Tested OK	4.17 - Deadman Test	Tested OK
4.10 - Alerter Test	Tested OK	4.18 - Alerter Test	Tested OK
4.11 - SECO Test	Tested OK	4.19 - SECO Test	Tested OK
4.12 - ATC Bypass Test	Tested OK	4.20 - ATC Trail Mode test	Tested OK
4.13 - Speed Sensing Bypass Test	Tested OK	4.21 - ATC Final Inspection	Done OK

Remarks:

Inspected By:	Adjust. made by:	Multimeter	ATC Test Set	Form: MP-362 (M7-MicroCab)
IBM [redacted] 57212	IBM [redacted] 57212	Calibration Date: 12/8/15	Calibration Date: 11/23/15	Revision: - Page 1 of 2
		Serial Number: 30840272	Serial Number: 81643	Issued/Revised: 3/4/10 Log File attached: Yes / No

NOTE: This Form shall be used for Periodic Inspections and after Road Failures. All Testing to be in accord with the latest revision of MIL-2018-EB.
PLEASE NOTE: TO ENSURE THAT YOU ARE UTILIZING THE LATEST APPROVED VERSION OF THIS DOCUMENT, PLEASE REFER TO THE LIRR M OF E FILENET SYSTEM AND, IF REQUIRED, PRINT THE LATEST APPROVED DOCUMENT FOR YOUR USE, OR CONTACT THE OFFICE OF EQUIPMENT ENGINEERING FOR THE LATEST APPROVED DOCUMENT

LONG ISLAND RAIL ROAD

ATC 92 Day Inspection – M-7 Equipment

Test Location:	HSF	A Car No.:	7554	Type of Test:	Periodic / Road Failure
Date:	10/15/16	B Car No.:	7553		

EQUIPMENT REPLACEMENT & ATC "ROAD FAILURE" LOG COUNT DOWNLOAD

[FORM MP-362 (M7-MicroCab)]

FAILED DEVICE DESIGNATION OR LOG DOWNLOAD (CODE / COUNT)			BAR CODE or, SERIAL NUMBERS		DATE OF REPLACEMENT UNITS
ALE	ATC	SS	Failed Unit/ Revision	Replacement Unit/ Revision	Cab Signal (only)
0121/1	0122/1	0120/1			
0603/1	1201/99	0203/1			
	1206/3	0503/1			
	1207/4				
	1208/1	--			
	1210/91				
	1403/1				
	1404/1				

Remarks:

Inspected By:	Adjustment made by:		Form: MP-362 (M7-MicroCab)
[redacted] IBM: 57319	[redacted] IBM: 57212		Revision: - Page 2 of 2
			Issued/Revised: 3/4/10

NOTE: This Form shall be used for Periodic Inspections and after Road Failures. All Testing to be in accord with the latest revision of MIL-2018-E8.
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LONG ISLAND RAIL ROAD
REPORT OF CONDITION OF LOCOMOTIVES OTHER THAN STEAM EXAMINED AND TESTED

LOCATION HMC OUT OF SERVICE 10/15 TO 10/15 20 16

LOCO # 7553

AIR GAUGES CLEANED & TESTED	PARKING BRAKE TEST & TAG	DEAD MAN FEATURE (TEST)	UNCOUPLING CYLINDERS & LATCH MECHANISM	B3C VALVES FE & BE (TEST)	FOUNDATION BRAKE EQUIPMENT	PNEUMATIC OPERATING UNITS	CMV / EMV	LEVELING VALVES & CHECKS F/E & B/E	AIR COMPRESSOR / DRYER (TEST)	TAPPET VALVE (TEST)	MR & BP FILTERS & STAINERS (TEST)	CENTER CASTING INSPECTION	INSPECTOR'S SIGNATURE / SUPERVISORS SIGNATURE
3	3	72	72	72	72	72	72	72	72	72	72	72	MAX MONTHS SERVICE
3	3	3	3	3	3	3	3	3	3	3	3	3	PERIODIC TEST MONTHS
10/15/16	10/15/16	10/15/16	5/17/16	10/15/16	1/21/15	5/17/16	5/17/16	1/21/15	10/15/16	10/15/16	10/15/16	5/17/16	
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	

6 YEAR AIR BRAKE DATE (72 Month): Previous Date 4/7/10 New Date 5/17/16

REMARKS: _____

LIRR: MPL207-M7

GENERAL FOREMAN'S: [redacted]

JAC042108

COMPONENT DEFECT/REPAIR SHEET

CAR # 7553 SHIFT: 12-8 DATE: 10/15/16

COMP LOC	COMPONENT	DEFECT	REPAIR	QTY	IBM#	EMPLOYEE SIGNATURE
R4	750 STICKER	DIRT	Clean		51393	[redacted]
N/S	WASTE CAPS	NPS	SEC		↓	
N/S	WATER "	NPS	SEC		51393	
R2	PIVOT ARM BUSHING	WORN	IT			
R2	750 STICKER	DIRT	Clean		51393	
R4	VERTICAL SHOCK	LEAK	WIPE		↕	
B/E	WASP CATCHER	MISS	REPL		51393	
S/S	TOILET PIPE (UNDERNEATH)	LEAK	/			
F/E	WASP CATCHER	LOOS	TIGHT		51393	
F/E	GLAD HANDLE HOSE	RUB	BOOT		↑	
C1	750 STICKER	DIRT	Clean			
S/S	WASTE CAPS	NPS	Sec			
S/S	WATER "	NPS	SEC		↓	
C2	750 STICKER	DIRT	Clean		51393	
C2	PIVOT ARM BUSHING	WORN	IT			
L17	SEAT	TORN	SEC		51393	
L16	"	TORN	SEC		51393	

SUPERVISOR'S SIGNATURE: [redacted] IBM#: 5

COMPONENT DEFECT/REPAIR SHEET

(2) CAR # 7553 SHIFT: 12-8 DATE: 10/15/16

COMP LOC	COMPONENT	DEFECT	REPAIR	QTY	IBM#	EMPLOYEE SIGNATURE
L15	BACK cushion	TORN	See		JTB9	[redacted]
R17	SEAT	TORN				
CAV	DOOR lock	LOOS				
B/E	BRidge PLATE	MISS				
C9	SEAT	TORN				
C7	BACK cushion	TORN				
C4	" "	TORN				
C1	INTER. EMERG. GLASS	PD				
C3	SEAT	TORN				
R3	"	TORN				
R2	ARM REST	PD				
C1	SEAT	TORN				
CAB	ENG windshield	DIST				
CAB	" window (5th H)	OA				
F/E	WIPER FLUID	LOW				
F/E	COND. WIPER BLADE	WORN				
F/E	" SUN VISOR POLE	LOOS	✓		✓	✓

SUPERVISOR'S SIGNATURE: [redacted] IBM#: [redacted]

(3)

COMPONENT DEFECT/REPAIR SHEET

CAR # 7553 SHIFT: 12-8 DATE: 10/15/16

COMP LOC	COMPONENT	DEFECT	REPAIR	QTY	IBM#	EMPLOYEE SIGNATURE
FLR	COND. WINDOW (Left H)	OA	ADJ		51393	[redacted]
FLR	" WINDSHIELD	DIRT	SS>		53266	
CAB DOOR	SASH WINDOW CATCH SCREW	MISS	REPL		51393	

SUPERVISOR'S SIGNATURE: [redacted] IBM#: 51701

Elect. I.C.C.

COMPONENT DEFECT/REPAIR SHEET

CAR # 7553 SHIFT: 3rd DATE: 1/15/16

COMP LOC	COMPONENT	DEFECT	REPAIR	QTY	IBM#	EMPLOYEE SIGNATURE
	couple door	BLJ	Free		29564	[redacted]
	coupler pins	DIRT	Clean			
	Coupler Gasket	DIRT	Clean			
	coupler Cables	NPS	Sec			
	coupler Cables	Rub	Insul			
	AXLE#1 middle Grd Cable	IBD	Insul			
	AXLE#1 Bottom Grd Cable	NPS	Sec			
	AXLE#2 Upper Grd STRAP	FRAY	Dress			
	AXLE#2 middle Grd CABLE	NPS	Sec			
	AXLE#3 middle Grd CABLE	NPS	Sec			
	AXLE#3 Middle Grd CABLE	IBD	Insul			
	AXLE#4 Bottom Grd CABLE shunt	PD	Sec			
	Intercoupler ICR2	PD	sec			
	L2 Shoe FUSE Box + FUSE	CARB	Clean			
	Knife Switch Box	DIRT	Clean			
	MAIN FUSE Box + FUSE	CARB	Clean			
	L1 Shoe FUSE Box + FUSE	CARB	Clean		29[redacted]	

SUPERVISOR'S SIGNATURE: [redacted] IBM#: [redacted]

Elect. I.C.C.

COMPONENT DEFECT/REPAIR SHEET

CAR # 7553 SHIFT: 3rd DATE: 10/15/16

COMP LOC	COMPONENT	DEFECT	REPAIR	QTY	IBM#	EMPLOYEE SIGNATURE
	N/S Junction Box #1 Cover Hw	PO	Sec		29564	[redacted]
	R1 Shoe Fuse Box + Fuse	CARB	Clean			
	R2 Shoe Fuse Box + Fuse	CARB	Clean			
	N/S ICHUS CABLE (bycicle)	Rub	Insul			
	c/s Gimbal light Lens	Miss	Repl			
	OUTLET COVER	PO	Repl			
	c/s DCP Door Panel COVER Hw	NPS	Sec		29564	[redacted]
	ELL #2 Door light	Door	NA			
	non c/s Gimbal light Lens	Miss	Repl		29564	[redacted]
	All Under Car Danger Labels	DIRT	Clean			
	All s/s Danger Labels	DIRT	Clean			
	All N/s Danger Labels	DIRT	Clean		29564	[redacted]
HVAC	Filters	Dirty	Repl	8	29402	
HVAC	SMS	Dirty	Clean	ALL	29402	

SUPERVISOR'S SIGNATURE: [redacted] IBM#: [redacted]

JMJ M3
B

COMPONENT DEFECT/REPAIR SHEET

CAR # 7553 **SHIFT:** 3rd **DATE:** 10-15-16

COMP LOC	COMPONENT	DEFECT	REPAIR	QTY	IBM#	EMPLOYEE SIGNATURE
Greasing	#3 Gear case oil	low	Fill		50352	[redacted]
	#1 Gear Case oil	low	Fill			
	R1 DBC pads	worn	Repl			
	R3 DBC pads	worn	Repl			
	Gear Case Sight glass #1	dirt	clea			
	" " #2	dirt	clea			
	" " #3	dirt	clea			
	" " #4	dirt	clea			
	Gear Case breather #1	dirt	clea			
	" " #2	dirt	clea			
	" " #3	dirt	clea			
	" " #4	dirt	clea			
	Gear case Tags #1	dirt	clea			
	" " #2	dirt	clea			
	" " #3	dirt	clea		✓	[redacted]
Greasing	" " #4	dirt	clea		51352	

SUPERVISOR'S SIGNATURE: _____ **IBM#:** _____

COMPONENT DEFECT/REPAIR SHEET

CAR # 7553 SHIFT: 1230-830 DATE: 10/15/16

COMP LOC	COMPONENT	DEFECT	REPAIR	QTY	IBM#	EMPLOYEE SIGNATURE
DOOR	F-E Threshold plate	Dirty	Clean		29908	[redacted]
|	DOOR Guide # L1	Dirty	Clean		29908	
|	# R1	|	|		29908	
|	# L2	|	|		29908	
Door	DOOR Guide # R2	Dirty	Clean		29908	
APS	Filter cage	dirt	CLEA		56006	
1	Blower FAW	dirt	CLEA		56006	
APS	Filters	Dirt	REPL	ALL	56006	
Propulsion	Blower motor	Dirt	Clea	2	53164	
4	Blower, filters	Dirt	Clea	2	53164	
11	Inverter mod 1 & 2	Dirt	Clea	4	53164	
Beams	Shoe Beam	DIRT	Clean	ALL	56748	

SUPERVISOR'S SIGNATURE: _____ IBM#: _____

GEAR CASE OIL LEVEL

RSU# 7553 DATE: 10/15/16

#1 ok #2 ok #3 ok #4 ok

COMMENTS: #3, #1 Gear case oil Fill

RSU# 7554

#1 ok #2 ok #3 ok #4 ok

COMMENTS:

	A CAR	B CAR
*ENSURE GEAR CASE BREATHERS ARE CLEANED	✓	✓
*CHECK GEAR CASE OIL LEVEL	✓	✓
*TBU'S & DBU MUST OPERATE PROPERLY, INSPECT SHOES & PADS	✓	✓
*INSPECT FOR WORN BRAKE SHOES: (MIN 0.5")&PADS (MIN 0.30")	✓	✓
*AIR COMPRESSOR: CHECK OIL LEVEL AND FOR LEAKS		✓
*AIR COMPRESSOR: REPLACE AIR FILTERS WHEN NEEDED		✓

*ASU Serial Number (S/N ON FRAME ABOVE TWIN TOWERS) 05080432

MECHANIC [redacted] IBM# 50352

SUPERVISOR [redacted] IBM# 53260

M7 "B" Car Interior Decals - PI Check List

RSU: 7553 DATE: 10/15/16

✓	LIRR#	DESCRIPTION	Qty B CAR	COMMENT
✓	A0020	LOW LOCATION EXIT PATH MARKING, LEFT-HAND	18	
✓	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	1	
✓	A3235	DECAL, DOOR WARNING	4	
✓	A3236	DECAL, HANDICAPPED REST ROOM	1	
✓	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	
✓	66955-47	DECAL, EMERGENCY DOOR RELEASE	4	
✓	A3256	DECAL, RH AND LH, "EMGENERCY 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 8.125 IN LG	1	
✓	A3801	EXIT PATH MARKING, LOW LOCATION, ADA FLIP-UP	3	
✓	A5714	EXIT PATH MARKING, LOW LOCATION, OBSERVER FLIP-UP, RIGHT-HAND	1	
✓	B0763	DECAL, "EXIT" RIGHT HAND WINDSCREEN	8	
✓	B0764	DECAL, HPPL STRIP, 12 IN LG	20	
✓	B0765	DECAL, HPPL STRIP, 2.750 IN LG	10	
✓	B0786	DECAL, "EXIT" LEFT HAND WINDSCREEN	8	
✓	B0789	DECAL, END DOOR LATCH	2	
✓	B3928	DECAL, DOG LATCH, TYPE 1	2	
✓	B3929	DECAL, DOG LATCH, TYPE 2	1	
✓	B3930	DECAL, HPPL STRIP, 10.250" LG	1	
✓	B7272	DECAL, INSTRUCTIONS, EMERGENCY LADDER	1	
✓	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	3	
✓	53976-48	DECAL, DO NOT EVACUATE	2	
✓	41105-47	DECAL, FLIP SEAT, OBSERVER'S SIDE	1	

[redacted] 10/15/16

PI Signature Date

REF: MIL-2031-M6 (1/17/14)

Mechanical Coupler PI Checklist

Car # 7553 Track # M3 Date 10/15/16

	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.	✓	

M-7 92 DAY TOILET PI CHECKSHEET

RSU# 7553 **DATE:** 10/15/16

		YES	NO
1.1	Initial condition of toilet system		
1.1.1	Toilet is working property	✓	
1.1.2	Toilet needs service but no other faults exist	✓	
1.1.3	Toilet is INOP		✓
2.1	**Clean Pressure Transducer Manifold**		
2.1.1	Pressure inside intermediate tank.	✓	
2.1.2	Debris removed @ pressure transducer & pressure switch inlets.	✓	
2.2	**Discharge valve #1**		
2.2.1.1	Manifold block tight	✓	
2.2.1.2	Solenoid valve mounting screw tight.	✓	
2.2.1	Mounting screw tightened using Loctite #242 As required	✓	
2.3	**Discharge Valve #1 Proximity sensor**		
2.3.1	Verify DV#1 opens and closes during normal Flush cycle.	✓	
2.3.2	Verify proximity sensor reads metallic bracket.	✓	
2.3.3	Proximity sensor adjusted.	✓	
2.4	**Oil Canister Verification**		
2.4.1.1	Oil canister is in place	✓	
2.4.1.2	Oil canister check valve is property placed	✓	
2.4.2	Oil canister Activation Date		
2.4.3	Oil level is within proper level	✓	
2.4.4	Oil line from canister to DV#1 is charged	✓	
2.5	**3/8 Check Valve**		
2.5.1.1	3 Spray nozzles operate correctly	✓	
2.5.1.2	Spray nozzles cleaned	✓	
2.5.1.3	Water Passes through nozzles after cycle is complete	✓	
2.6	**Function Test (cycles)**		
2.6.2	Unit is fully functional	✓	
2.7	**Function Test (DV #1)**	✓	

M-7 92 DAY DOOR PI (ELECTRICAL)

DATE: 10/15/16

CAR# 7553-4

	CAB SIDE	NON-CAB
1. DOOR CONTROL PANEL.		
1.1 KEY SWITCH TEST.	✓	✓
1.2 LAMP TEST.	✓	✓
1.3 BUZZER. (AUDIBLE)	✓	✓
1.4 OPEN & CLOSE BUTTONS. (ALL DOORS)	✓	✓
1.5 DOOR CLOSING BELL & PRECLOSE.	✓	✓
1.6 PARTIAL OPEN FUNCTION.	✓	✓
1.7 DOOR OVERRIDE.	✓	✓

2. INDIVIDUAL DOOR LOCATION.	
2.1 INTERIOR & EXTERIOR LIGHTS.	✓
2.2 INTERIOR & EXTERIOR CREW SWITCHS.	✓
2.3 MECHANICAL LOCK CLOSE LIGHT. (DCM)	✓
2.4 MOTOR CUTOUT SWITCH.	✓
2.5 IN& EXT DOOR DISABLE LIGHT. (DCM)	✓
2.6 TSCU FUNCTIONALITY.	✓

3. DOOR CONTROL MODULE. (DCM)	
3.1 NO ACTIVE FAULTS LIGHT.	✓
3.2 OPEN & CLOSE NO INTERMITTENT FAULT.	✓
3.3 WIRE HARNESS INSPECTION.	✓
3.4 MOUNTING BOLTS.	✓

SIGNATURE & IBM# [redacted]

Mechanical Door PI Checklist

Car # 7553 Track: M3 Date 10/15/14

	R1	L1	R2	L2
Emergency handle clips: (OK or D for damaged)	OK	OK	OK	OK
Emergency handle operations: (OK or B for Binding)	OK	OK	OK	OK
Male Nose rubber condition: (OK, R for reinstalled or D for damaged)	OK	OK	OK	OK
Female Nose rubber condition: (OK, R for reinstalled or D for damaged)	OK	OK	OK	OK
Barrel lock operation: (OK or Inop)	OK	OK	OK	OK
Mechanical lock operation: (OK or B for binding)	OK	OK	OK	OK
Door guide cleaning: (C for cleaned)	OK	OK	OK	OK
Drive Screw: (OK or D for damaged)	OK	OK	OK	OK
Nut Assembly (OK or D for damaged)	OK	OK	OK	OK

NOTES:

Inspectors signature [redacted] **IBM** 29908

M-7 92 Day PI

Coupler Cable / Intercar Jumper Inspection Form

Car# 7553

F-End Jumper Locked. ✓

F-End Jumper Back Shell Tightened. ✓

B-End Jumper Locked. ✓

B-End Jumper Back Shell Tightened. ✓

Coupler Cable Handcuffs Installed. ✓

Car# 7554

F-End Jumper Locked. ✓

F-End Jumper Back Shell Tightened. ✓

B-End Jumper Locked. ✓

B-End Jumper Back Shell Tightened. ✓

Coupler Cable Handcuffs Installed. ✓

Date: 10/15/16

Signature: **IBM#**

Inspected By: [redacted] 54170

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

7553/54

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

B Car: 58.2 . [illegible] 7.5% (53.8 . to 62.6 .)
A Car: 59.3 . [illegible] 7.5% (54.9 . to 63.7)

Measured Resistance Value B-Car: 55

Measured Resistance Value A-Car: 55

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

B Car: 52.5 . [illegible] 7.5% (48.6 . to 56.4 .)
A Car: 53.6 . [illegible] 7.5% (49.6 . to 57.6 .)

Measured Resistance Value B-Car: 50

Measured Resistance Value A-Car: 50

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

- Measured between CB103-A1 & CB103-C1

(39.8 . [illegible] 7.5% @ 72°F (36.8 . to 42.8.)

Measured Resistance Value B-Car: 32

Measured Resistance Value A-Car: 32

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

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

Measured Resistance Value B-Car: 32

Measured Resistance Value A-Car: 32

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

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

Measured Resistance Value B-Car: 32

Measured Resistance Value A-Car: 32

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

Measured between CB106-B1 & CB106-C1
(39.8 . [illegible] 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: 3 Low 6
Evaporator Coil: B end: High: 3 Low 6
Condenser Coil: F end: High: 1 Low 3
Condenser Coil: B end High: 1 Low 3

B CAR

Evaporator Coil: F end: High: 3 Low 6
Evaporator Coil: B end: High: 3 Low 6
Condenser Coil: F end: High: 1 Low 3
Condenser Coil: B end High: 1 Low 1

Date : _____ Sign [redacted]

Long Island Rail Road

M7 92 Day Periodic Inspection Propulsion PIU Worksheet

Car # 7553 Test Location HMC Test Date 10-15-16

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	✓	"F"- End	VM11 Energized	Venting	✓
	W/O 3rd rail voltage	PIU shows (zero) 0 +/- 1.5 amps	✓		VM12 Energized	NOT Venting	✓
"B"- End	With 3rd rail voltage	PIU shows neg. current	✓	"B"- End	VM11 Energized	Venting	✓
	W/O 3rd rail voltage	PIU shows (zero) 0 +/- 1.5 amps	✓		VM12 Energized	NOT Venting	✓

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	P

Load Weight/Brake Pressure (Ref. Step 11)	F - End* (psi)	B - End* (psi)
LEFT LOAD LEVELER	70	60
RIGHT LOAD LEVELER	68	62
MAX BRAKE BCP	45	43
MIN BRAKE BCP	14	13
EMER BRAKE BCP	46	46

P WIRE (Ref. Step 10)	
MAX BRAKE (0 mA)	0
MIN BRAKE (256 - 277 mA)	264
COAST (290 - 310 mA)	296
MIN PWR (323 - 343 mA)	328
MAX PWR (485 - 515 mA)	492

* 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)	76290	76310
POWER CONSUMPTION (KWH) (Ref. Step 14) (Motoring)	137295	135992

Insp. By: [redacted] IBM # 53164

Long Island Rail Road

M3, M7 WHEEL REPORT

CAR # 7553 LOCATION: Hmc DATE: 10/15/16

TRUCK SERIAL #	WHEEL POSITION	FLANGE HEIGHT	FLANGE THICKNESS	WHEEL THICKNESS
F/END	L1	1 1/16	1 17/64	2 1/8
	R1	1 1/16	1 17/64	2 1/8
10727	L2	1 1/16	1 17/64	2 1/8
	R2	1 1/16	1 17/64	2 1/8
B/END	L3	1 1/16	1 17/64	2 1/2
	R3	1 1/16	1 17/64	2 1/2
11529	L4	1 1/16	1 17/64	2 1/2
	R4	1 1/16	1 17/64	2 1/2

INSPECTED BY: [redacted] IBM: 29972

NOTES/REMARKS:

GANG FOREMAN: [redacted] IBM: 53260

NOTES/REMARKS: All wheels within specs.

EVENT RECORDER EQUIPPED
DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION

LOCOMOTIVE INSPECTION AND REPAIR RECORD

If renumbered give previous no. [ ][ ][ ][ ][ ][ ]

Reporting year **2016** Check if new ☐

1. OPERATED BY	RR CODE	2. OWNED BY (Railroad)	RR CODE
Long Island Rail Road	0 5 5 0	Long Island Rail Road	0 5 5 0

3. MODEL NO.	4. LOCO NO.	5. YR. BUILT	6. PROPELLED BY	7. HORSEPOWER	8. TYPE OF SERVICE PASSENGER (X)
M-7	7554	2004	MU	1060	ROAD ☒ YARD ☐ OTHER ☐

9. STEAM GEN.	GEN. #1.	Working Pressure	GEN. #2.	Working Pressure

10. MAXIMUM PISTON TRAVEL	11. OUT OF USE CREDIT
N/A Inches	

12. LAST PERIODIC INSPECTION DATE	PLACE
10/22/15	HMC

PERIODIC INSPECTIONS Check one: ☑ 92 days per 229.23(a) ☐ 184 days per 229.23 (b) (1) only

13. DATE MO DAY YR	14. PLACE	15. * ITEMS	16. PERSON CONDUCTING	15. * ITEMS	16. PERSON CONDUCTING	17. CERTIFIED BY
	OUT OF SERVICE	1/22/16	IN SERVICE	1/22/16	[redacted]	[redacted]
1/22/16	HMC	1 - 2 4 - 7	[redacted]	3 - 5		
	OUT OF SERVICE	4/19/16	IN SERVICE	4/19/16		
4/19/16	HMC	1 - 2 4 - 7	[redacted]	3 - 5	[redacted]	
	OUT OF SERVICE	7/20/16	IN SERVICE	7/20/16		
7/20/16	HMC	1 - 2 4 - 7	[redacted]	3 - 5	[redacted]	
	OUT OF SERVICE	10/15/16	IN SERVICE	10/15/16		
10/15/16	HMC	1 - 2 4 - 7	[redacted]	3 - 5	[redacted]	
	OUT OF SERVICE		IN SERVICE			
		1 - 2 4 - 7		3 - 5		

15. * ITEM CODE: 1 BRAKES 2 RUNNING GEAR 3 CAB EQUIP. 4 MECH. EQUIP. 5 ELECT. EQUIP. 6 STEAM GEN. 7 SAFETY APPL.

TESTS

18. H&H TEST PRESSURE	19. WAIVER PART-229	20. WAIVER-OTHER
	FRA-229.135 FRA-2003-16265	FRA-2003-15638 FRA-2004-17099

TYPE	INTERVAL NOT MORE THAN	21. PERSON CONDUCTING	22. TEST DATE AND PLACE	23. CERTIFIED BY	24. PREVIOUS TEST DATE AND PLACE
METER	368 calendar days		NOT APPLICABLE		
HAMMER AND HYDRO	736 calendar days		DRILLED		
AIR BRAKE 238.309 Truck	2208 calendar days				1/21/15 HMC
AIR BRAKE 238.309 Car Body	2208 calendar days	[redacted]	HMC 5-17-16	[redacted]	4/7/10 HMC

In accordance with the Locomotive Insp[redacted]hapter 207 and the regulations issued pursuant to that Act, the parts and appurtenances of the locomotive unit have been inspected and all defects disclosed by the inspection have been properly repaired.

Certification of true copy: I certify that this is a true copy of the inspection and repair record of locomotive no. _____
Attention: A false entry on this form is punishable by fine or imprisonment (18 USC Sec 1001)

Officer-in-charge _____ Date _____

INSTRUCTIONS: This Locomotive Inspection and Repair Record (Record or F6180-49A) covers a calendar year, except as noted. The Record for the preceding calendar year shall be retained in the locomotive until the first periodic inspection of the new year or, until the Record is replaced on April 2 or July 3 (if 184 day eligible) as required by 49 CFR 229.23(f) or, until the locomotive changes ownership (see 2 below.) Enter the requested information in each block. Special instructions are given below.

1. OPERATED BY: Enter the name and code of the primary railroad operating the locomotive at the same time this Record is placed in it. Operator changes, including dates, shall be noted in "Remarks." The "RR Code" is as assigned by FRA to the railroad.
2. OWNER: Enter the name and RR Code of the owner. Changes in ownership shall be submitted as final reports.
3. MODEL NO.: Enter the original builder's model number.
4. LOCOMOTIVE NO.: Enter digits only. Include letters if they differ from the "RR Code." If renumbered, enter the previous number.
5. YEAR BUILT: Enter the year the locomotive was built and check if new. If remanufactured per 49 CFR 229.5, enter "RM" and the year.
6. PROPELLED BY: Enter Diesel Electric (D-E), Electric (E), Electric Multiple Unit (MU), Diesel Multiple Unit (DMU), MU Control Cab (MUC), Non-MU Control Cab (NMUC), Turbine (T), Torque Converter (TC), or Other (O).
7. HORSEPOWER: Enter the horsepower rating.
8. TYPE OF SERVICE: Enter type of service the locomotive is assigned to when the report is placed in the locomotive.
9. Enter the steam generator number(s) and safe working pressure(s).
10. MAXIMUM PISTON TRAVEL: Enter only "nominal" travel. Do not include the manufacturer's tolerance.
11. OUT-OF-USE CREDIT: Enter number of creditable calendar days the locomotive was out-of-use since the last periodic inspection on the previous F6180-49A. Less than 30 consecutive calendar days for any out-of-use period may not be counted per 49 CFR 229.33. For current periods out-of-use, and entry "Out-of-use from ____ to ____" shall be made on a Periodic Inspection line and certified when a locomotive which would otherwise be due for inspection is out-of-use. If the locomotive is ot of use at the end of the annual reporting period, complete the "To" entry with the last day of the period, An entry shall then be made on the new Record showing the first day of the new reporting period as the "From" date.
12. LAST PERIODIC INSPECTION: When a new Record is placed in the locomotive transfer the last periodic inspection information into block 12 a & b and the last test information into column 24 of the new Record. Tests that are not applicable should be noted "NA".
13. INSPECTIONS AND TESTS: Persons making the required tests and periodic inspections shall sign for the items tested or inspected. The employee's supervisor shall certify that the tests and inspection were completed.
15. TESTS: The maximum number of days for Event Recorder, Level 2 and Level 3 air brake tests shall be entered per the referenced sections of 49 CFR 229. Where the railroad has chosen to fragment air brake clean, repair and test requirements as permitted under 49 CFR 229.29, a separate air record shall be maintained in the cab of the locomotive and the word "Fragmented" shall be entered in the Level 2 and Level 3 lines.
18. H&H: Enter the test pressure for the hydrostatic air reservoir test. If the reservoirs are drilled, enter "NA" here and "Drilled" in the Hammer and Hydro line below.
19. WAIVERS: Any waivers applicable to this locomotive shall be entered by waiver number in block 19 if a waiver from Part 229, or block 20, if a waiver from any other regulation. Enter explanatory information regarding the scope and content of each waiver under "Remarks".

REPAIRS: Special notes relating to repairs performed to restore compliance.

NOISE: Enter any noise tests or related information in accordance with 49CFR 210.31.

REMARKS: Additional explanatory or clarifying information.

-FRA-229.135 Event Recorder Equipped BACH-SIMPSON BAC54000-01
-FRA-2003-15638 Inoperative Dynamic Brake
-FRA-2004-17099 Air Brake Extension to 2208 Days
-FRA-2003-16265 Emergency Pole; Shoe Insulation (Section 229.81)

RSU History Report

RSU(s): 7554 **Date Range: 10/1/16 to 1/4/17** **Include Task Detail: N**
System(s): ALL **Fleet: E Class: MU Model: ALL** **Include Component Defect & Report Info: N**
Failure Code(s): ALL **Location(s): ALL Work Type(s): ALL W/O Status(es): ALL** **Remove PM/2C Defect/Repair Info: Y**

RSU		W/O #	W/O Date	W/O Reported By	W/O Status	Status Date	Train Number	Critical?	Vendor Failure?
7554	SYS: 5()	2128643	10/14/2016		WAPPR	10/14/2016		N	N
	RSU BODY	W/O: CA 2128643 MOD, LLEPM HPPL Decal install, M7							
7554	SYS: 5(5-99)	2129493	10/15/2016	HARTMAN WE	COMP	10/15/2016		N	N
	RSU BODY	W/O: CM 2129493 ICR2 JUMPER P/D							
7554	SYS: 5()	2161273	12/2/2016		WAPPR	12/2/2016		N	N
	RSU BODY	W/O: CA 2161273 To re-locate the seco switch - Phase 1 - Run wires in A and B cars							
7554	SYS: 7(7-40)	2129495	10/15/2016	POPP JJ	COMP	10/15/2016		N	N
	TRUCK	W/O: CM 2129495 #2 TRACTION MOTOR COUPLING X-PLAY (SIDE TO SIDE)							
7554	SYS: 7(7-99)	2129496	10/15/2016	GILBERT JT	COMP	10/15/2016		N	N
	TRUCK	W/O: CM 2129496 B/E TRACTION MOTOR LEADS INSULATION P/D							

THE LONG ISLAND RAIL ROAD COMPANY

MP278-B3

Multiple Operated Electric Units - Inspections, Cleaning and Test Record

M7 AIR BRAKE CARD

Year 2016 RSU No. 7554

	Maximum Months of Service	Periodic Test Months	Previous Test	Jan.	Feb.	Mar.	April	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.
Air Gauges (Clean & Test)	3	3	10/22/15	22			19	17		20		$	15		
Dead Man Feature Test	3	3	10/22/15	22			19	17		20			15		
Parking Brake Tested	3	3	10/22/15	22			19	17		20			15		
MR & BP FILTERS & Strainers (TEST)	72	3	10/22/15	22			19	17		20			15		
Uncoupling Cylinders & Latch Mechanism	72	72	4/7/10												
B-3-C Valve F/E & B/E (TEST)	24	3	10/22/15	22			19	17		20			15		
Foundation Brake Equipment	72	72	1/21/15												
Pneumatic Operating Units	72	72	9/22/15												
CMV / EMV	72	72	9/22/15												
Leveling Valves (F/E & B/E)	72	72	1/21/15												
Air Compressor / Dryer (TEST)	72	3	N/A	22											
Tappet Valve (TEST)	72	3	10/20/15	22			19	17		20			15		

6 Year Air Brake Date (72 Month) Previous Date 4/7/10 New Date: 5/17/16

Long Island Rail Road

FM 9.1-39 - Revision 2/21/2013

M7 92 DAY PERIODIC INSPECTION

CAR # 7554 DATE 10/15/16 SHIFT 12³⁰-8³⁰ SHOP HMC

#	ITEM	SECT	OK/NOTE	IBM#	SIGNATURE
1	STANDING POWER TEST	1.1			[redacted]
2	ICC ELECTRICAL	14	Note	54170	
3	ATC		OK	57212	
4	AUX POWER (APS)	2	NOTE	56056	
5	ELECTRICAL COUPLER	4	Note	54170	
6	DOORS	5	✓	29908	
7	LIGHTING	12	NOTE	55329	
8	HVAC	8	OK	29462	
9	CONTACT SHOES	7	NOTE	27757	
10	ICC MECHANICAL	13	DOOR SHEET	29972	
11	AIR BRAKE	3	✓	50228	
12	AIR COMPRESSOR	3	N/A	—	
13	PROPULSION	1	NOTE	53164	
14	BRAKE SHOES/DISCS	3	✓	50352	
15	TOILET / CARBODY	9	N/A	—	
16	COMMUNICATION/DOORS	10	OK	55388	
17	TRACTION MOTORS	6	NOTE	54038	
18	SHOE BEAM		OK	56748	
19	COUPLER		OK	63724	
20	TRACTION MOTOR COUPLER		Note	50352	

	GAUGE	XDUCER
F/E LOAD LEVELER	62 | 71	61 | 71
B/E LOAD LEVELER	65 | 55	64 | 56
MAX BRAKE PSI	43	44 | 42
MIN BRAKE PSI	12	13 | 12
EMER BRAKE PSI	52	50 | 48

P WIRE	
MAX BRAKE (0 mA)	0
MIN BRAKE (256-277 mA)	260
COAST (290 - 310 mA)	296
MIN PWR (323 - 343 mA)	332
MAX PWR (485 - 515 mA)	500

	F-END	B-END
ODOMETER (MILES)	-2,147 (Exceeds Range) 483,142	76318
PWR CONS. (KWH)	143226	130 | 169

	F-END	B-END
FREON LEVEL	✓	✓

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

SUPERVISOR'S SIGNATURE & IBM# [redacted] 53260

FM 9.1-39
Revision 2/21/2013

M-7 COMPONENT DEFECT REPAIR SHEET

CAR#: 7554 DATE: 10/15/16 SHIFT: 1230-830

	COMPONENT & DESRIPTION	DEFECT	REPAIR	QTY	IBM #	SIGNATURE
Lighting	CAB + observer side Gimble bezzle	Miss	REPL		55932	[redacted]
Lighting	Cab side F-wd Locker BULB	Miss	NM			
DOOR	BARREL LOCK #L1	NPS	sec		50442	
	#L2	NPS	sec		"	
	#R1	NPS	sec		"	
	#R2	NPS	sec		50442	
CONTACT SHOE	R1 SHOE SHUNT	PD	Repl		55932	
T.M.	AXLE-2 DUST COLLECTOR BOLT	PD	REPL			
	AXLE-3 3 OCLOCK GROUND	RUB	SEC			
	AXLE-3 - 12 OCLOCK GROUND	FRAY	REPD			
	~~AXLE-4 6 OCLOCK GROUND~~	~~PD~~	~~REPD~~			
	TM 2 MOTOR LEADS	IBD	INSUL			
APS	Battery Rail GAP TEST	FAIL	PASS			
1	HV under voltage	code 52	RESET			
APS	HV over voltage	code 51	RESET			
Greasing	#2 Traction motor coupler	XPIRY	SSS		51701	
Greasing	#2 Gear case Tag	MISS	N/M			

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

SUPERVISOR'S SIGNATURE: _____ IBM #: _____

Long Island Rail Road

FM 9.1-39 .
Revision 2/21/2013

M7 92 DAY PERIODIC INSPECTION

CAR # 7554 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
F/E LOAD LEVELER	_____	_____
B/E LOAD LEVELER	_____	_____
MAX BRAKE PSI	_____	_____
MIN BRAKE PSI	_____	_____
EMER BRAKE PSI	_____	_____

	F-END	B-END
ODOMETER (MILES)	_____	_____
PWR CONS. (KWH)	_____	_____

P WIRE

MAX BRAKE (0 mA) _____

MIN BRAKE (256-277 mA) _____

COAST (290 - 310 mA) _____

MIN PWR (323 - 343 mA) _____

MAX PWR (485 - 515 mA) _____

	F-END	B-END
FREON LEVEL	_____	_____

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

SUPERVISOR'S SIGNATURE & IBM# _____

FM 9.1-39
Revision 2/21/2013

M-7 COMPONENT DEFECT REPAIR SHEET

CAR#: 7554 DATE: 10/15/16 SHIFT: 12-8

	COMPONENT & DESRIPTION	DEFECT	REPAIR	QTY	IBM #	SIGNATURE
A/B	poppit valve	worn	repl		50442	[redacted]
↑	F/E Glad hand hose	Rub	Boot		|	|
	~~Ent~~ Cond windshield wipe	OA	Adj		|	|
	cond master door Rubber	MISS	repl		|	|
	F/E parking Brake cable	Rub	Boot		|	|
↓	R-2 LL cotter pin	AI	Adj		|	|
A/B	B/E BCCO	Loose	tight		50442	[redacted]
propul/SR	LB11 contactor tips	—				
"	F Bend	pitt/cal	Dress clean		55932	
"	CHB, Cont tips fand	pitt/cal	Dress clean		|	
"	CHB, cont. tips Band	pitt/cal	Dress clean		55932	

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

SUPERVISOR'S SIGNATURE:______ IBM #:______

LONG ISLAND RAIL ROAD
REPORT OF CONDITION OF LOCOMOTIVES OTHER THAN STEAM EXAMINED AND TESTED

LOCATION HMC OUT OF SERVICE 10/15 TO 10/15 20 16

LOCO # 7504

AIR GAUGES CLEANED & TESTED	PARKING BRAKE TEST & TAG	DEAD MAN FEATURE (TEST)	UNCOUPLING CYLINDERS & LATCH MECHANISM	B3C VALVES FE & BE (TEST)	FOUNDATION BRAKE EQUIPMENT	PNEUMATIC OPERATING UNITS	CMV / EMV	LEVELING VALVES & CHECKS F/E & B/E	AIR COMPRESSOR / DRYER (TEST)	TAPPET VALVE (TEST)	MR & BP FILTERS & STAINERS (TEST)	CENTER CASTING INSPECTION	INSPECTOR'S SIGNATURE / SUPERVISORS SIGNATURE
3	3	72	72	72	72	72	72	72	72	72	72	72	MAX MONTHS SERVICE
3	3	3	3	3	3	3	3	3	3	3	3	3	PERIODIC TEST MONTHS
10/15/16	10/15/16	10/15/16	5/17/16	10/15/16	1/21/15	5/17/16	5/17/16	1/21/15	NA	10/15/16	10/15/16	5/17/16	
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	

6 YEAR AIR BRAKE DATE (72 Month): Previous Date 4/7/10 New Date 5/17/16

REMARKS:

LIRR: MPL207-M7

GENERAL FOREMAN'S: [redacted]

JAC042108

COMPONENT DEFECT/REPAIR SHEET

CAR # 7554 SHIFT: 12-8 DATE: 10/15/16

COMP LOC	COMPONENT	DEFECT	REPAIR	QTY	IBM#	EMPLOYEE SIGNATURE
L2	750 STICKER	~~WORN~~	SEC		51393	[redacted]
L1	" "	DIRT	Clean		51393	
L1	PIVOT ARM BUSHING	MISS	IT			
F/E	GLAD HANDLE HOSE	RUB	BOOT			
B/E	WASP CATCHER	MISS	REPL			
R2	750 STICKER	DIRT	Clean		51393	[redacted]
R1	" "	DIRT	Clean		51393	
R1	PIVOT ARM BUSHING	MISS	IT			
F/E	TRACK RECEIVER	BENT	IT			
CAB	ENG WINDSHIELD	DIST	SSS		53766	[redacted]
CAB	" WINDOW (5th W)	OA	ADJ		51393	
CAB	" SEAT	TORN	SEC		↕	
CAB	" SUN VISOR POLE	LOOS	TIGHT		51393	
F/E	COND. WIPER BLADE	WORN	IT			
F/E	WIPER FLUID	LOW	FILL		51393	
F/E	COND. SUN VISOR POLE	LOOS	TIGHT		↕	
F/E	" WINDOW (5th W)	OA	SEC		51393	

SUPERVISOR'S SIGNATURE: [redacted] IBM#: 51701

COMPONENT DEFECT/REPAIR SHEET

CAR # 7554 SHIFT: 12-8 DATE: 10/15/16

COMP LOC	COMPONENT	DEFECT	REPAIR	QTY	IBM#	EMPLOYEE SIGNATURE
F/E	FIRE EXTING LOCKER PRY BAR	MISS	REPL		51393	[redacted]
R1	SEAT	TORN	SEC			
F/E	VESTIBULE FLOOR BUBBLE	PD	~~SEC~~		~~55493~~	
F/E	FLOOR BY VESTIBULE BUBBLE	PD				
L9	BACK CUSHION	NPS	SEC		51393	
L15	" "	NPS	SEC			
L15	SEAT	TORN	SEC			
B/E L/S	#2 HIP CUSHION	NPS	SEC			
L19	SEAT	TORN	SEC			
L20	BACK CUSHION	NPS	SEC		51393	

SUPERVISOR'S SIGNATURE: _____ IBM#: _____

Elect. I.C.

COMPONENT DEFECT/REPAIR SHEET

CAR # 7554 SHIFT: 3rd DATE: 1/15/16

COMP LOC	COMPONENT	DEFECT	REPAIR	QTY	IBM#	EMPLOYEE SIGNATURE
	Coupler door	BLJ	Free		29564	[redacted]
	coupler pins	DIRT	Clean			
	Coupler Gasket	DIRT	Clean			
	Coupler cables	IUPS	Sec			
	Coupler cables	Rub	insul			
	AXLE# 4 upper Grd STRAP	FRAY	Dress			
	AXLE# 4 middle Grd CABLE	IBD	Insul			
	AXLE#3 Upper Grd STRAP	FRAY	Dress			
	AXLE#3 middle Grd CABLE	Loos	Sec			
	AXLE#2 Bottom Grd CABLE	Loos	Sec			
	AXLE#2 middle Grd CABLE	NPS	Sec			
	AXLE#1 middle Grd CABLE	NPS	Sec			
	S/S junction Box #1 COVER HW	Loos	Sec			
	R1 Shoe FUSE Box + FUSE	CARB	Clean			
	R2 Shoe FUSE Box + FUSE	CARB	Clean			
	S/S inter car jumper harness	OA	Adj			
	N/S inter car jumper harness	OA	Adj		29564	[redacted]

SUPERVISOR'S SIGNATURE: [redacted] IBM#: [redacted]

Elect. I.C.C.

COMPONENT DEFECT/REPAIR SHEET

CAR # 7554 SHIFT: 3rd DATE: 10/15/16

COMP LOC	COMPONENT	DEFECT	REPAIR	QTY	IBM#	EMPLOYEE SIGNATURE
	N/S ICHUS CABLES (by clutch)	Rub	Insul		29564	[redacted]
	L2 Shoe FUSE Box + FUSE	CARB	Clean			
	Knife Switch Box	DIRT	Clean			
	MAIN FUSE Box + FUSE	CARB	Clean			
	L1 Shoe FUSE Box + FUSE	CARB	Clean			
	Deadman pedal CABLE	IRO	Insul			
	C/S Gimbal light Lens	miss	Repl			
	C/S DCP Door HW	LOOS	Sec			
	Non C/S Gimbal light Lens	miss	Repl			
	Acknowledge JOYSTICK	PO	Sec		29566	[redacted]
	ELL #2 door light	INOP	NM			
	OUTLET COVER	PD	Repl		29564	
	All Under Car Danger Labels	DIRT	Clean			
	All S/S Danger Labels	DIRT	Clean			
	All N/S Danger Labels	DIRT	Clean		29564	
HVAC	Gutters	[redacted]	Repl	2	29562	
HVAC	Sills	[redacted]	Clean	ALL	29562	

SUPERVISOR'S SIGNATURE: [redacted] IBM#:

COMPONENT DEFECT/REPAIR SHEET

CAR # 7554 SHIFT: 12:30 - 8:30 DATE: 10/5/16

COMP LOC	COMPONENT	DEFECT	REPAIR	QTY	IBM#	EMPLOYEE SIGNATURE
DOOR	F-E Threshold Plate	Dirty	Clean		29508	[redacted]
	~~B~~ DOOR Guide ± L1	Dirty	Clean		29508	
	R1	Dirty	Clean		29508	
	L2	Dirty	Clean		29508	
	±R2	Dirty	Clean		29508	
DOOR	F-E Threshold plate	Dirty	Clean		29508	
APS	Filter cage	dirt	clean		56056	
1	Blower FAN	dirt	clean		56056	
APS	N/S S/S Battry	dirt	clean	All	56056	
APS	Filters	dirt	Repl	All	56056	
Propulsion	Blower motor fan	Dirt	clean	2	53164	
1/	Filters	Dirt	clean	2	53164	
1	Inverter mod covers	Dirt	clean	4	53167	
11	Inverter module 1 & 2	Dirt	clean	4	53164	
Beams	Shoe Beam	Dirt	clean	ALL	56748	

SUPERVISOR'S SIGNATURE: _____ IBM#: _____

M3 Jms
A

COMPONENT DEFECT/REPAIR SHEET

CAR # 7554 **SHIFT:** 3rd **DATE:** 10/15/16

COMP LOC	COMPONENT	DEFECT	REPAIR	QTY	IBM#	EMPLOYEE SIGNATURE
Greasing	L4 DBL pads	worn	Repl		50352	[redacted]
	L3 DBL pads	worn	Repl			
	L1 Tiba shoe	worn	Repl			
	Gear Case sight glass #1	dirt	clea			
	" " #2	dirt	clea			
	" " #3	dirt	clea			
	" " #4	dirt	clea			
	Gear case breather #1	dirt	clea			
	" " #2	dirt	clea			
	" " #3	dirt	clea			
	" " #4	dirt	clea			
	Gear Case Tags #1	dirt	clea			
	" " #2	dirt	clea			
	" " #3	dirt	clea			
Greasing	" " #4	dirt	clea		50352	[redacted]

SUPERVISOR'S SIGNATURE: _____ **IBM#:** _____

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 # 7554 **Test Location** HMC **Test Date** 10/15/16

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 #** 53260

Corrective Action Taken, If Any: _____

If Change Out:

Event Recorder Serial # Before _____ **Serial # After** _____

M7 "A" Car Interior Decals - PI Check List

RSU: 7554 DATE: 10/15/16

✓	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	AR	
✓	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 18.188 IN LG	3	
✓	A3248	DECAL, "FIRE EXTINGUISHER"	1	
✓	A3249	DECAL, PASSING BETWEEN CARS PROHIBITED	2	
✓	A3250	DECAL, WATCH YOUR STEP, RH	4	
✓	66955-47	DECAL, EMERGENCY DOOR RELEASE	4	
✓	A3256	DECAL, RH AND LH, "EMGENERCY EXIT" WINDOW, CEILING	4	
✓	52798-47	DECAL, DOOR, "EXIT"	6	
✓	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 8.125 IN LG	1	
✓	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, HPPL STRIP, 12 IN LG	17	
✓	B0785	DECAL, HPPL STRIP, 2.750 IN LG	10	
✓	B0786	DECAL, "EXIT" LEFT HAND WINDSCREEN	8	
✓	B0789	DECAL, END DOOR LATCH	2	
✓	B3028	DECAL, DOG LATCH, TYPE 1	2	
✓	B3029	DECAL, DOG LATCH, TYPE 2	1	
✓	B3930	DECAL, HPPL STRIP, 10.250" LG	1	
✓	B7272	DECAL, INSTRUCTIONS, EMERGENCY LADDER	1	
✓	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	
✓	53978-48	DECAL, DO NOT EVACUATE	2	
✓	41105-47	DECAL, FLIP SEAT, OBSERVER'S SIDE	1	

[redacted] 10/15/16
Date

REF:MIL-2031-M6 (1/17/14)

Mechanical Coupler PI Checklist

Car # 7554 Track # M3 Date 10/15/16

	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.	✓	

M-7 92 Day APS Periodic Inspection Data Sheet 7554/7553

Fast Capacitor Discharge Test

A-Car
PASS PASS FAIL _____

B-Car
PASS PASS FAIL _____

Ground Fault Detector Test

A-Car
PASS N/A FAIL _____

B-Car
PASS N/A FAIL _____

Both Cars

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

North Side Battery Tray

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

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

South Side Battery Tray

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

-Measured Cell to Car body Voltage 0 (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 PASS FAIL _____

B-Car
PASS PASS FAIL _____

Battery Rail Gap Test A-Car

Time when CB 706 was opened 2:10

Beginning Battery Voltage 64.5 V

Battery Current 72 A

Time when LSC1 Opened 2:12:50 Elapsed Time 2 min 50 sec

Battery Voltage when LSC1 Opened 61.0

Right Battery Temp 62°F Left Battery Temp 63°F

Date: 10/15/2016

Signature: [redacted] IBM# 56056

Mechanical Door PI Checklist

Car # 7554 Track: M3 Date 10/15/16

	R1	L1	R2	L2
Emergency handle clips: (OK or D for damaged)	OK	OK	OK	OK
Emergency handle operations: (OK or B for Binding)	OK	OK	OK	OK
Male Nose rubber condition: (OK, R for reinstalled or D for damaged)	OK	OK	OK	OK
Female Nose rubber condition: (OK, R for reinstalled or D for damaged)	OK	OK	OK	OK
Barrel lock operation: (OK or Inop)	OK	OK	OK	OK
Mechanical lock operation: (OK or B for binding)	OK	OK	OK	OK
Door guide cleaning: (C for cleaned)	OK	OK	OK	OK
Drive Screw: (OK or D for damaged)	OK	OK	OK	OK
Nut Assembly (OK or D for damaged)	OK	OK	OK	OK

NOTES:

Inspectors signature [redacted] **IBM** 29908

Long Island Rail Road

M7 92 Day Periodic Inspection Propulsion PIU Worksheet

Car # 7554 Test Location MAC Test Date 10-15-16

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	✓	"F"- End	VM11 Energized	Venting	✓
	W/O 3rd rail voltage	PIU shows (zero) 0 +/- 1.5 amps	✓		VM12 Energized	NOT Venting	✓
"B"- End	With 3rd rail voltage	PIU shows neg. current	✓	"B"- End	VM11 Energized	Venting	✓
	W/O 3rd rail voltage	PIU shows (zero) 0 +/- 1.5 amps	✓		VM12 Energized	NOT Venting	✓

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	61	64
RIGHT LOAD LEVELER	71	56
MAX BRAKE BCP	44	42
MIN BRAKE BCP	13	12
EMER BRAKE BCP	50	48

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

P WIRE (Ref. Step 10)	
MAX BRAKE (0 mA)	0
MIN BRAKE (256 - 277 mA)	260
COAST (290 - 310 mA)	296
MIN PWR (323 - 343 mA)	332
MAX PWR (485 - 515 mA)	500

Current PCU Data	F-End	B-End
ODOMETER (MILES) (Ref. Step 13)	-2,147 483,648	76318
POWER CONSUMPTION (KWH) (Ref. Step 14) (Motoring)	143826	138169

Insp. By: [redacted] IBM # 53164

Long Island Rail Road

M3, M7 WHEEL REPORT

CAR # 7554 LOCATION: Hmc DATE: 10/15/16

TRUCK SERIAL #	WHEEL POSITION	FLANGE HEIGHT	FLANGE THICKNESS	WHEEL THICKNESS
F/END	L1	1 1/16	1 17/64	2 3/4
	R1	1 1/16	1 17/64	2 3/4
10729	L2	1 1/16	1 17/64	2 3/4
	R2	1 1/16	1 17/64	2 3/4
B/END	L3	1 1/16	1 17/64	2 1/2
10914	R3	1 1/16	1 17/64	2 1/2
	L4	1 1/16	1 17/64	2 1/2
	R4	1 1/16	1 17/64	2 1/2

INSPECTED BY: [redacted] IBM: 28872

NOTES/REMARKS:

GANG FOREMAN: [redacted] IBM: 53260

NOTES/REMARKS: All wheels within specs

ALERTER (ALE) SUBSYSTEM

The Alerter (ALE) subsystem monitors operator activity to make sure that the operator is present and is actively supervising train operation. The alerter subsystem operates independently of the ATC and speed sensing subsystems.

Alerter subsystem operation is controlled by the alerter CPU module. Inputs are received by the alerter vital input PCB, which communicates with the alerter CPU module through the system data bus. *(See Fig. 1-2-26)*

The alerter subsystem monitors the A Car and B Car key switches. If neither car is keyed in, the subsystem is in trail mode. In trail mode, the subsystem still monitors inputs to detect key-in but all other functions are disabled. When not in trail mode, alerter functions are also disabled when the master controller is in maximum brake or emergency brake position. Full alerter function is enabled when either car is keyed in and the master controller position is not in the maximum brake or emergency brake position.

THE ALERTER SUBSYSTEM MONITORS THREE INPUTS FOR ACTIVITY: THE ACKNOWLEDGE SWITCH, THE HORN, AND THE MASTER CONTROLLER. "ACTIVITY" IS DEFINED AS:

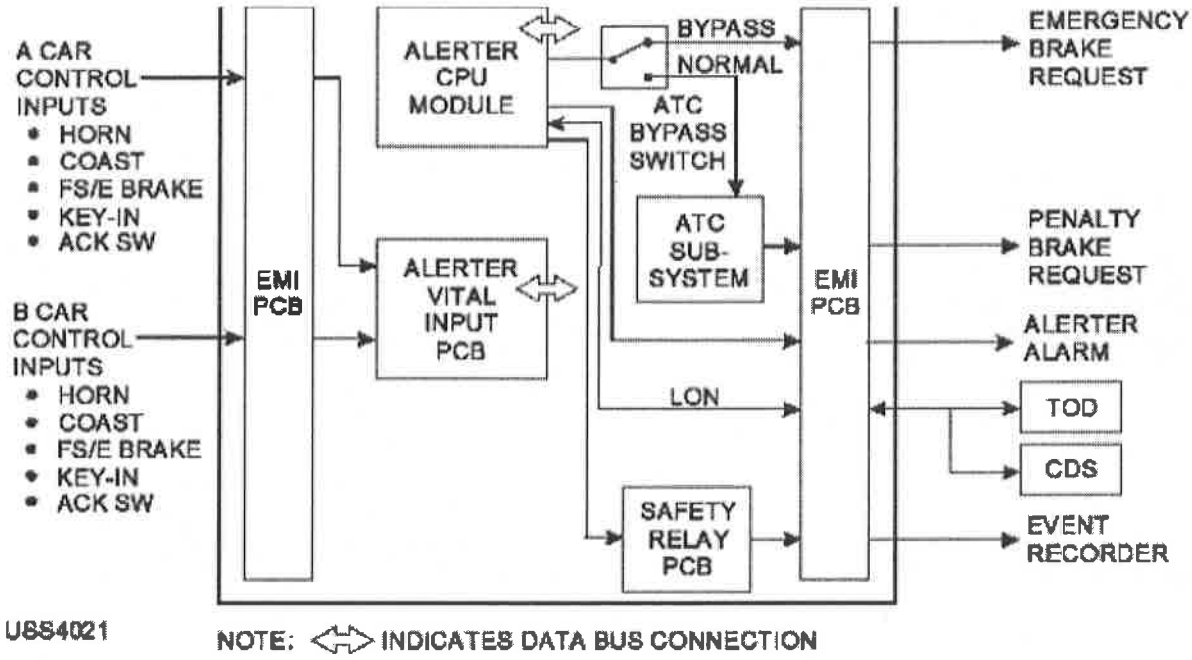
1. Pressing the acknowledge button
2. Pressing the horn switch
3. Moving the master controller into or out of coast position.

If no activity is detected for 25 seconds, the alerter alarm sounds. If inactivity continues for an additional 15 seconds, a full service penalty brake application is requested.

During this 15-second period, activity detection is necessary to turn off the alarm and avoid a brake request. The 25-second timer resets whenever activity is observed. If a penalty brake application is requested, the master controller position must be moved into or out of coast position to release the brake request.

The full service penalty brake request is made by the alerter subsystem to the ATC subsystem, which normally controls all brake requests. If the ATC subsystem is bypassed, the alerter penalty brake request is routed (by ATC bypass switch wiring) directly to the emergency brake request output.

Figure 1-2-26 Alerter (ALE) Subsystem Block Diagram


A CAR CONTROL INPUTS
• HORN
• COAST
• FS/E BRAKE
• KEY-IN
• ACK SW
B CAR CONTROL INPUTS
• HORN
• COAST
• FS/E BRAKE
• KEY-IN
• ACK SW
EMI PCB
ALERTER CPU MODULE
ALERTER VITAL INPUT PCB
BYPASS
NORMAL
ATC BYPASS SWITCH
ATC SUB-SYSTEM
LON
SAFETY RELAY PCB
EMI PCB
EMERGENCY BRAKE REQUEST
PENALTY BRAKE REQUEST
ALERTER ALARM
TOD
CDS
EVENT RECORDER
UBS4021
NOTE: ⇔ INDICATES DATA BUS CONNECTION

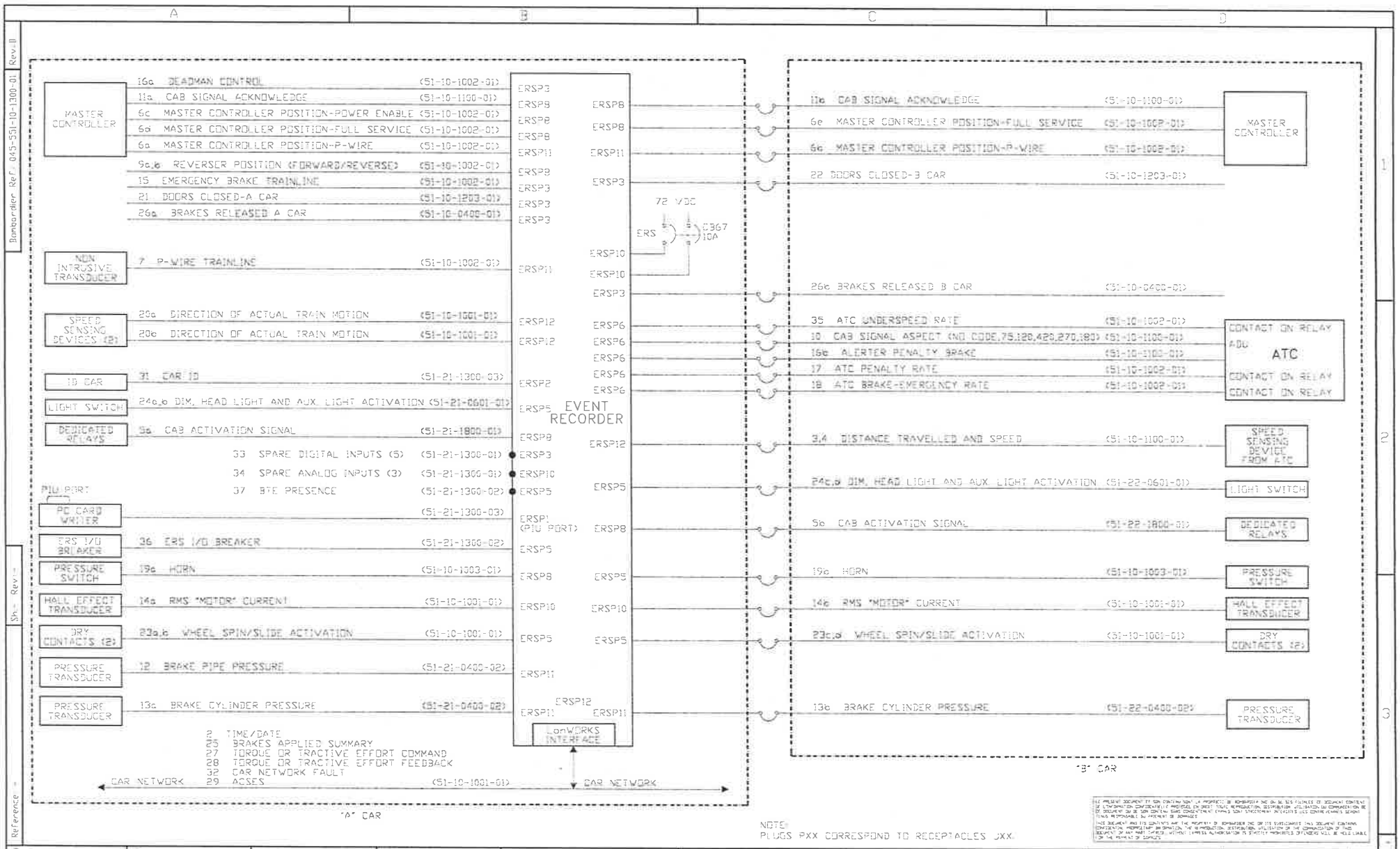
M7 ER Signals

F01, SPD, Speed/Distance
A01, BPP, Brake Pipe Pressure
A05, AS2, Analog Spare 2
A09, MCA, Master Controller A-Car
A13, TMB, Traction Motor B-Car
D01, DDM, Dead Man Control
D05, BRB, Brakes Released B-Car
D09, DS3, Digital Spare 3
D13, CAA, Cab Activation A-Car
D17, FSB, Full Service B-Car
D21, CSB, Cab Signal Ack. B-Car
D25, WAB, Wheel S/S A-Car B-end
D29, HDA, Headlight Dim A-Car
D33, BTE, Bench Test Equipment
D37, 420, Cab Signal - 420
D41, APB, Alerter Penalty Brake

A02, BCA, Brake Cylinder A-Car
A06, AS3, Analog Spare 3
A10, MCB, Master Controller B-Car
A14, A14, Description
D02, DCA, Doors Closed A-Car
D06, BLS, Blue Light System
D10, DS4, Digital Spare 4
D14, CAB, Cab Activation B-Car
D18, FWD, Forward Trainline
D22, HRA, Horn A-Car
D26, WBF, Wheel S/S B-Car F-end
D30, HBB, Headlight Bright B-Car
D34, NOC, Cab Signal - No Code
D38, 270, Cab Signal - 270
D42, APR, ATC Penalty Rate

A03, BCB, Brake Cylinder B-Car
A07, TEC, Tractive Effort Command
A11, TPW, Train P-Wire
A15, A15, Description
D03, DCB, Doors Closed B-Car
D07, DS1, Digital Spare 1
D11, DS5, Digital Spare 5
D15, TPE, Train Power Enable
D19, REV, Reverse Trainline
D23, HRB, Horn B-Car
D27, WBB, Wheel S/S B-Car B-end
D31, HDB, Headlight Dim B-Car
D35, 075, Cab Signal - 075
D39, 180, Cab Signal - 180
D43, AER, ATC Emergency Rate

A04, AS1, Analog Spare 1
A08, TEF, Tractive Effort Feedback
A12, TMA, Traction Motor A-Car
A16, A16, Description
D04, BRA, Brakes Released A-Car
D08, DS2, Digital Spare 2
D12, EBT, Emergency BrakeTrainline
D16, FSA, Full Service A-Car
D20, CSA, Cab Signal Ack. A-Car
D24, WAF, Wheel S/S A-Car F-end
D28, HBA, Headlight Bright A-Car
D32, EIO, ERS I/O Breaker
D36, 120, Cab Signal - 120
D40, DSS, Cab Signal - Spare
D44, AUS, ATC Underspeed



Design: P. HEBERT	Drawn: M. CARON	RAMS: S. LEMAY	Appr: M. MOREAU	BOMBARDIER	EVENT RECORDER	M-7	CAR TYPE A B	© 2005 Bombardier Inc Rev B
Init/Date:	Init/Date 2005-02-14	Init/Date	Init/Date		—			51-10 1300-01

8.7 Propulsion Status

- Table 14 shows the status information to be sent from the Propulsion system to the CDS.

Bit No.	Status Name	Status Description
31	Fault	Major Fault
30	Maintenance	PIU Connected
29	Time Received	Time Synchronization executed.
28	PCU Master	1= Master ,0=not Master
27	PCU Slave	1= Slave ,0=not Slave
26	Emergency Brake	1= Emergency Brake ,0= not Emergency Brake (Digital input : ER1,ER2)
25	Full Service Brake	1=(Pb<140mA), 0=(Pb>140mA)
24	Braking	1= Braking ,0= not Braking
23	Powering	1= Powering ,0= not Powering
22	Power Enable	1=Pe ,0= not Pe (Digital input : PE)
21	FWD T/L	1=Fwd ,0= not Fwd (Digital input : FWD)
20	REV T/L	1=Rev ,0= not Rev (Digital input : REV)
19	Underspeed T/L	1= Underspeed , 0= not Underspeed (Digital input : US+,US-)
18	Regeneration Enable	1=Enable ,0=Disable (Digital input : Reg/Noreg)
17	DC Link Voltage Normal	1=(400v<EFC<1050v) ,0=(EFC<400v or ES>1050v)
16	DC Link Voltage High	1=(EFC>1050v) ,0=(EFC<1050v)
15	DC Link Voltage Low	1=(EFC<400v) ,0=(EFC>400v)
14	Rail Gap Status	1= Rail Gap , 0= No Rail Gap (JHF2288 section7.1.5.7(3))
13	Spin / Slide Flag	1= Spin / Slide, 0= Normal (JHF2288 section7.1.6.2)
12	Car Wash Mode	1= Car Wash Mode, 0=Normal (JHF2288 section7.1.5.7(4))
11	Truck Cutout	1= Cut-out, 0= Normal (JHF2288 section7.1.6.8)
10	Inverter Cutout	1= Cut-out, 0= Normal (JHF2288 section7.1.6.17)
9	HB Status	1=Opened, 0=Closed (JHF2288 section7.1.5.1)
8	L1 Status	1=Opened, 0=Closed (JHF2288 section7.1.5.2(1))
7	L2 Status	1=Opened, 0=Closed (JHF2288 section7.1.5.2(2))

Bit No.	Status Name	Status Description
6	L3 Status	1=Opened, 0=Closed (JHF2288 section7.1.5.2(3))
5	CHB Status	1=Opened, 0=Closed (JHF2288 section7.1.5.2(4))
4	Pulse mode Asynchronous mode	1= Asynchronous, 0 = 1pulse or 3pulse
3	Pulse mode 3pulse	1= 3pulse, 0= 1pulse or Asynchronous
2	Pulse mode 1pulse	1= 1pulse, 0= 3pulse or Asynchronous
1	Spare	No used.
0	OffLine	1=Opened, 0=Closed (045-ICD-0005 4.1)

Table 14 List of Propulsion Statuses

- Table 15 shows the Brake status information to be sent from the Propulsion system to the CDS.

Bit No.	Status Name	Status Description
31	Spare	
30	Spare	
29	Spare	
28	Brake Fend Applied	1=Brake Fend is above the Applied pressure (>40psi) 0=Brake Fend is below the Applied pressure (<40psi)
27	Brake Bend Applied	1=Brake Bend is above the Applied pressure (>40psi) 0=Brake Bend is below the Applied pressure (<40psi)
26	Parking Brake	1= Parking Brake ,0=not Parking Brake
25	Snow Brake Command	1= Snow Brake ,0=not Snow Brake (JHF2288 section7.1.5.7(6))
24	Spare	
23	Main Reservoir Pressure Low	1=(MR<120psi), 0=(Mr>12-psi)
22	Load Weight Left	1=Normal Range (50-110psi), 0=Error Value
21	Load Weight Right	1=Normal Range (50-110psi), 0=Error Value
20	Brake Cylinder Cutout Cock	1= Cut-out ,0= Normal (Digital input : BCCO)
19	Service Brake Selector Cutout Cock	1= Cut-out ,0= Normal (Digital input : SBCO)
18	Friction Brake Running Test Request	1= Test Request ,0=not Test Request
17	Friction Brake Running Test Mode	1= Test Mode ,0=not Test Mode

Bit No.	Status Name	Status Description			
16	AW0 Load Weight	1=Load Weight AW0 Level, 0=Another Level			
15	AW1 Load Weight	1=Load Weight AW1 Level, 0=Another Level			
14	AW2 Load Weight	1=Load Weight AW2 Level, 0=Another Level			
13	AW3 Load Weight	1=Load Weight AW3 Level, 0=Another Level			
12 11	PWR Standing Test Status (2 bits)	**1** Test in progress **1**	**1** Failed **0**	**0** Passed **1**	**0** Aborted **0**
10 9	PWR Standing Test ID (2 bits)	**1** BRK2 Test **1**	**1** BRK1 Test **0**	**0** Coast Test **1**	**0** PWR Test **0**
8	Compressor Air System	1=Comp Running, 0= Comp stop (JHF2288 section7.1.5.7(16))			
7	Loco Haulage Valve	1= Loco Haulage, 0=Normal (B-end) (Digital input : LHCO)			
6	Parking Brake Status Cutout Cock	1= Cut-out ,0= Normal (B-end only) (Digital input : PBCO)			
5	Brake Pipe Pressure Low	1=(BC< 90psi) ,0=(BC> 90psi) (B-car, F-end only)			
4	Emergency Magnet Valve Cutout Cock	1= Cut-out ,0= Normal (Digital input : EMVCO)			
3	Brake F-end Released	1=Brake Fend is below the Released pressure (>12psi) 0=Brake Fend is above the Released pressure (<12psi)			
2	Brake B-end Released	1=Brake Bend is below the Released pressure (>12psi) 0=Brake Bend is above the Released pressure (<12psi)			
1	Ready for PWR Standing Test	1= Ready for test, 0= Not ready for test			
0	Spare				

Table 15 List of Brake Statuses

<table>
<tr><td rowspan="2">SW1</td><td rowspan="2">SW2</td><td rowspan="2">DISP1</td><td colspan="4">DISP2</td></tr>
<tr><td>4</td><td>3</td><td>2</td><td>1</td></tr>
<tr><td rowspan="4">0</td><td rowspan="4">0</td><td rowspan="4">System Normal = “NOML”</td><td>Powering mode = “P”</td><td>N/A</td><td rowspan="2">Forward Direction for T/L = “F”</td><td rowspan="2">Sequence test mode = “K”</td></tr>
<tr><td>Braking mode = “B”</td><td>N/A</td></tr>
<tr><td>Coast mode = No indication</td><td>N/A</td><td rowspan="2">Reverse Direction for T/L = “R”</td><td rowspan="2">HSCB tripped fault logged = “H”</td></tr>
<tr><td>Emergency brake mode = “E”</td><td>N/A</td></tr>
<tr><td>0</td><td>1</td><td>System Normal = “NOML”</td><td colspan="4">The average of Load Weight 1 and Load Weight 2 (0~19.9mA)</td></tr>
<tr><td>0</td><td>2</td><td>System Normal = “NOML”</td><td colspan="4">Torque Pattern (0~3999Nm)</td></tr>
<tr><td>0</td><td>3</td><td>System Normal = “NOML”</td><td colspan="4">Friction Brake Command (0~19.9mA)</td></tr>
<tr><td>0</td><td>4</td><td>System Normal = “NOML”</td><td colspan="4">Traction Motor Current (0~999Arms)</td></tr>
<tr><td>0</td><td>5</td><td>System Normal = “NOML”</td><td colspan="4">Inverter Modulation Ratio (0~99.9%)</td></tr>
<tr><td>0</td><td>6</td><td>System Normal = “NOML”</td><td colspan="4">Slip Frequency (0~7.99Hz)</td></tr>
<tr><td>0</td><td>7</td><td>System Normal = “NOML”</td><td colspan="4">Motor Frequency (0~255Hz)</td></tr>
<tr><td>0</td><td>8</td><td>System Normal = “NOML”</td><td colspan="4">Inverter Frequency (0~255Hz)</td></tr>
<tr><td>0</td><td>9</td><td>System Normal = “NOML”</td><td colspan="4">Torque Achieved (0~3999Nm)</td></tr>
<tr><td>1</td><td>0</td><td>System Normal = “NOML”</td><td colspan="4">Filter Capacitor Voltage (0~1499V)</td></tr>
<tr><td>1</td><td>1</td><td>System Normal = “NOML”</td><td colspan="4">3rd Rail Voltage (0~1499V)</td></tr>
<tr><td>1</td><td>2</td><td>System Normal = “NOML”</td><td colspan="4">Line Current (-2499~+2499)*</td></tr>
<tr><td>1</td><td>3</td><td>System Normal = “NOML”</td><td colspan="4">Digital Signals (0~FFFF)</td></tr>
<tr><td>1</td><td>4</td><td>System Normal = “NOML”</td><td colspan="4">Digital Signals (0~FFFF)</td></tr>
<tr><td>1</td><td>5</td><td>System Normal = “NOML”</td><td colspan="4">Digital Signals (0~FFFF)</td></tr>
<tr><td>1</td><td>6</td><td>System Normal = “NOML”</td><td colspan="4">Digital Signals (0~FFFF)</td></tr>
<tr><td>1</td><td>7</td><td>System Normal = “NOML”</td><td colspan="4">Blower Motor Current (0~9.99A)</td></tr>
<tr><td>1</td><td>8</td><td>System Normal = “NOML”</td><td colspan="4">Thermister for No.1 INV module (0~9.99V)</td></tr>
<tr><td>1</td><td>9</td><td>System Normal = “NOML”</td><td colspan="4">Thermister for No.2 INV module (0~9.99V)</td></tr>
<tr><td>2</td><td>0</td><td>System Normal = “NOML”</td><td colspan="4">P-wire Signal (0~599mA)</td></tr>
</table>

* Line current appears on LED as -249~+249

Table 16 Signal List for Display on SCP Board

Class I Brake Test Procedure (QMP ONLY)

Safety

- You must comply with LIRR-290 Rules, all Blue Signal rules and regulations, 49 CFR Part 218
- LIRR Safety Rules
- Secure car(s) by applying sufficient parking brakes when necessary.
- Note** If Alerter is placed in "Bypass" mode you must check operation of the Dead Man Foot Pedal.

1. After keying into Master Controller stand, rotating reverser switch to **"FORWARD"** and placing the **MC** in **"MAX-BK"**, **Employee # 1** charges the "Head End" brake system.
   - 1.1. **BP** pressure should read **120-150 psi** (Note* Snow Brake and Door By-Pass located in the cab are sealed)
   - 1.2. With **MC** still in **"MAX-BK"** ensure correct **BC** *service* pressure of **43 psi +/- 5 psi**

Note* *With all side doors closed, a "doors closed" should be indicated on **TOD** as well as a "All Brakes Applied" light **(Amber)***

2. **Employee # 2** begins, from "Head End" walking one side of equipment to confirm that
   - 2.1. All **brakes shoes and brake pads** *stay* firmly against the **wheels/discs** by directly checking braking hardware.
   - 2.2. **Brakes shoes and pads** are:
     - 2.2.1. Not less than the minimum thickness.
     - 2.2.2. Are properly aligned with **wheels/discs**.
     - 2.2.3. Are securely fastened.
     - 2.2.4. Brake discs are free of any cracks (as per manufacturer's specs.)
     - 2.2.5. Each cutout cock (Brake Pipe, Main Reservoir, Service Brake, Brake Cylinder, Load weight and Load Leveler) is properly positioned.
     - 2.2.6. At least one brake indicator ***(Amber)*** per car operates as intended. (Report defective indicators)
     - 2.2.7. There are no air leaks that would affect service performance.
     - 2.2.8. All Parking Brake indicator plungers should be extended except where Parking Brakes are applied.
     - 2.2.9. F-end located "3 position valve" in "Normal" position. (Unless being hauled by locomotive)
3. **Employee # 2** enters the engineer's cab at the opposite end of consist after walking one side in application.
   - 3.1. Then he/she activates the **TOD** (key into the door control panel) and sends 4 short buzzer signals, confirming that the **BP** pressure is **120-150 psi**. and **BC** is **43 psi +/- 5 psi**
4. **Employee # 1,** upon receiving these four short buzzer signals, ***slowly*** moves the **MC** to **"COAST"** position and observes that:
   - 4.1. The ***(Green)*** "All Brakes Released" is lit. (Unless parking brake is applied)
   - 4.2. **BC** pressure is **0 psi.**
   - 4.3. "All Brakes Applied" ***(Amber)*** light must go out.
   - 4.4. Then he/she moves the **MC** back to the **"MAX-BK"** position.
5. **Employee # 2** sends four short buzzer signals confirming that:
   - 5.1. **BC** pressure had decreased to **0 psi** and then increased to **43 psi +/- 5 psi** corresponding to **MC** movements. (**"COAST"** then **"MAX-BK"**)
6. **Employee # 1,** upon receiving these next four short buzzer signals;
   - 6.1. moves the **MC** to **"COAST"** position, ***leaving it there***. (**BC** to **0 psi**.)
   - 6.2. In @ **25** seconds the alerter feature should sound a tone and light a **red** "Alerter" sign on the **TOD**.
   - 6.3. After an additional @ **15** seconds, a "full service" **BC** application should occur. (**43 psi +/- 5 psi**)
   - 6.4. After this "automatic application" he/she immediately moves the **MC** to the **"EMER".** Position. **BP** to **0** psi and **BC** to **45 psi +/- 5 psi**
7. **Employee # 2** sends one short buzzer signal *after* confirming that:
   - 7.1. **BC** had *decreased* to **0** psi then **BC** *increased* back to **43 psi +/- 5 psi** (corresponding to **MC** movements to **"COAST"** position and the Alerter initiated "Automatic Full Service Application")
   - 7.2. **And** he/she should have also seen **BP** decrease to **0 psi** and **BC** increase to **45 psi +/- 5 psi** (reacting to **MC** in **"EMER."** position)

8. **Employee # 1,** upon receiving this one short buzzer signal:
   - 8.1. Moves the **MC** to **"MAX-BK"** position.
   - 8.2. Reharges the **BP** to **120-150 psi**.
   - 8.3. He/she then moves the **MC** to **"COAST"** position **(BC** to **0 psi)**
   - 8.4. **MC** back to **"MAX-BK"** (**BC** to **43 psi +/- 5 psi**)
9. **Employee # 2** sends one long buzzer signal confirming that;
   - 9.1. **BP** is at **120-150 psi** and **BC** went to **0 psi** and then back to **43 psi +/- 5 psi**
10. **Employee # 1** will pull the Emergency Brake Valve (Conductor's handle), in the cab, initiating a trainline emergency, to ensure **BP** continuity
    - 10.1. **BP** to **0 psi**
    - 10.2. **BC** to **45 psi +/- 5 psi**
11. **Employee # 2** sends one long buzzer signal confirming
    - 11.1. **BP** to **0 psi**
    - 11.2. **BC** to **45 psi +/- 5 psi**
12. **Employee # 2** will qualify **his or her MC** at this time **
    - 12.1. After charging **BP** he/she will perform steps **6.1** thru **6.4** and **10** thru **10.2 Employee # 1** will confirm trainline pressure changes of **BP** and **BC**.
    - 12.2. (****Employee # 1** keys out during this test and will then, after **Employee # 2**, is done with test, recharge **BP** and move **MC** to the **"MAX-BK"** position
13. **Employee # 2** then walks other side of equipment inspecting;
    - 13.1. Same conditions as in Step # 2.
    - 13.2. **Employee # 2** meets with **Employee # 1** at head end and;
14. **Employee # 1** (after meeting with **Employee # 2**) then moves the **MC** to **"COAST"** position and keeps it there while:
15. **Employee # 2** begins, from "Head End" walking both sides of equipment to confirm that:
    - 15.1. All Brake shoes and pads, except where parking brakes are applied, are in their proper release position.
    - 15.2. At least one brake indicator ***(Green)*** per car operates as intended. (Report defective indicators)
    - 15.3. To complete the test all parking brakes must be released and those brakes inspected for correct application and release.
    - 15.4. Fill out the Class I brake test documentation as per LIRR procedure.

SAFETY NOTICE

All work shall be performed in accordance with the latest rules, regulations, procedures and safe practices of the LIRR, whether published, posted or verbally directed. When conditions arise which are not specifically covered by the rules, employees are expected to use sound judgement in the application of safety principles.

Long Island Rail Road

Class I
M7 Brake Test
For QMP only

Approved:

Chief Mechanical Officer

Authored by:
LIRR Corporate Safety & Training
May 2012
LIRR M7 Trifold Class1 r013.pdf

Class IA Brake Test Procedure
(QMP/Engineer and QMP's/QP's)

Safety

- You must comply with LIRR-290 Rules, all Blue Signal rules and regulations, 49 CFR Part 218.
- LIRR Safety Rules
- Secure car(s) by applying sufficient parking brakes when necessary.
- Note** If Alerter is placed in "Bypass" mode you must check operation of the Dead Man Foot Pedal**.**
- After charging **BP** (Brake Pipe) to **120-150 psi**, and *if* parking brakes are released, QMP/Engineer places the **MC** in **COAST** and back to the **MAX-BK** position to check for a "All Brakes Released" Light ***(Green)*** and the "All Brakes Applied" Light ***(Amber)*** on the **TOD**.
- QMP/Engineer checks that snow brake and door bypass switches are sealed
- NOTE* **This Class 1A Brake test is written for two (2) QMP's/QP's walking the equipment while the QMP/Engineer stays in the Head End cab.** If only one QMP/QP is walking the equipment then more time is needed to perform same steps.

1. With **MC** (master controller)in the **MAX-BK** position, QMP/Engineer will inform QMP's/QP's to begin walking the application of the brakes on both sides of the entire train.
2. The QMP's/QP's walking the application of the brakes will check the following:
   - All brakes shoes/pads are applied and in proper alignment with the wheels/discs.
   - All local exterior ***(Amber)*** application lights should be illuminated.
   - All parts of the brake system are properly secured and the brake rigging does not bind or foul.
   - All main reservoir, **BP** valve handles and cut out cocks are properly positioned.
3. When the above inspection has been completed, the QMP's/QP's will enter the engineers cab in the rear car of the consist, activate the **TOD** (Train Operators Display) and verify that;
   a. **BP** pressure is **120-150 psi**.
   b. **BC** (Brake Cylinder) pressure is a minimum of **38 psi**.
4. QMP's/QP's in the rear car sounds **four *short* communicating signal buzzers** ("0000").
5. To determine if there is **BP** continuity, QMP/Engineer pulls the Emergency Brake Valve Handle in the cab initiating an emergency brake application. The QMP/Engineer and the QMP's/QP's performing the test will observe the following:
   a. **BP** pressure will move from **120-150 psi**. to **0 psi**.
   b. **BC** pressure will increase from minimum of **38 psi**. to a minimum of **40 psi**.
   c. The "Emergency Brakes" light ***(Red)*** and the "All Brakes Applied" light ***(Amber)*** will illuminate on the **TOD**.
6. QMP's/QP's will then signal the QMP/Engineer with **one *short* communicating signal buzzer** ("0"). *This signal buzzer advises the engineer that an emergency application of the brakes has been observed by the QMP/QP on the rear of the train, and to recharge the **BP** and release the brakes*
7. QMP/Engineer will reset the Emergency Brake Valve Handle and recharge **BP** in **MAX-BK** position. After recharging, move the **MC** handle to the **COAST** position then back to **MAX-BK** position. QMP's/QP's performing the test and QMP/Engineer will observe;
   a. **BP** pressure will restore to **120-150 psi**.
   b. **BC** pressure will move from minimum of **38 psi**. to **0 psi**. then reapply to a minimum of **38 psi**.
   c. When **BC** pressure is near **0 psi**. the "All Brakes Released" light ***(Green)*** should be illuminated on the **TOD** and the "All Brakes Applied" light ***(Amber)*** should be illuminated after **BC** pressure reapplies to the minimum **38 psi**.
8. QMP's/QP's performing the test will signal the QMP/Engineer with **four *short* communicating signal buzzers** ("0000").
9. QMP/Engineer will move the **MC** handle to the **EMERGENCY** position. QMP's/QP's performing the test and QMP/Engineer will observe:
   a. **BP** pressure will move from **120-150 psi**. to **0 psi**.
   b. **BC** pressure will increase from: a minimum of **38 psi**. to a minimum of **40 psi**.
   c. The "Emergency Brakes" light **(red)** and the "All Brakes Applied" light **(amber)** will illuminate on the **TOD**.
10. QMP's/QP's will then signal the QMP/Engineer with **one *short* communicating signal buzzer** ("0"). *This signal buzzer advises the engineer that an emergency application of the brakes has been observed by the QMP/QP on the rear of the train, and to recharge the BP and release the brakes.*
11. QMP/Engineer will recharge the **BP** in **MAX-BK** position. After recharging, move the **MC** handle to the **COAST** position. With the **BP** fully charged **120-150 psi**. and **BC** pressure at **0 psi**, QMP's/QP's performing test will exit the train and walk the release of the brakes on both sides of the entire train to confirm that:
    - All brake shoes/pads, except where parking brakes are applied, are away from the wheels/discs.
    - All local exterior ***(Green)*** release lights should be illuminated.
    - All parts of the brake system are properly secured and the brake rigging does not bind or foul.
12. QMP's/QP's upon completion of the brake release portion of the test, will notify the QMP/Engineer as to the number of cars in the consist and the condition of the brakes.
13. QP will notify QMP/Engineer to reapply brakes
14. All parking brakes, if applied, must be released and visually inspected for release.
15. QMP/Engineer will move **MC** to the **COAST** position and test for an illuminated "All Brakes Released" light ***(Green)*** on the **TOD**.
16. Notification of completion of test must now be made to the proper authority.

NOTE If operating conditions pose a safety hazard to QMP's/QP's walking the consist, one side's Brake Indicators may be used to verify application and release so long as QMP's/QP's are positioned to accurately observe each indicator.*

Class II Brake Test Procedure (Engineer and QMP or QP)

Safety

- You must comply with LIRR – 290 rules, all Blue Signal rules and regulations, 49 CFR Part 218.
- LIRR Safety Rules
- Secure car(s) by applying sufficient parking brakes when necessary.
- Note** If Alerter is placed in "Bypass" mode you must check operation of the Dead Man Foot Pedal**.**

Class II Brake Test Procedure (continued)

- Engineer charges **BP** and checks that snow brake and door bypass switches are sealed.

1. A QMP/QP performing the test, with the Engineer, will be positioned in the rear operating cab of the train and both observe the following:
   a. **BP** pressure **120-150 psi**.
   b. **BC** pressure minimum of **38 psi**
2. QP will signal the engineer with **four *short*** communicating signal buzzers ("o o o o").
3. Engineer leaves the **MC** handle in the **MAX-BK** position and pulls the Emergency Brake Valve Handle effecting an emergency brake application. QP conducting the test and the Engineer will observe:
   a. **BP** pressure will move from **120-150 psi**. to **0 psi**.
   b. **BC** pressure will increase from minimum of **38 psi**. to a minimum of **40 psi**.
   c. The "Emergency Brakes" light ***(Red)*** and the "All Brakes Applied" light ***(Amber)*** will illuminate on the **TOD**.
4. QP will signal the engineer with **one short communicating signal buzzer** ("**o**"). *This signal buzzer advises the engineer that an emergency application of the brakes has been observed by the QMP/QP on the rear of the train, and to recharge the **BP** and release the brakes.*
5. Engineer will reset the Emergency Brake Valve Handle and recharge the **BP** in **MAX-BK** position. After recharging, move the **MC** handle to the **COAST** position then back to **MAX-BK** position. QP performing the test and the Engineer will observe;
   a. **BP** pressure will restore to**120-150 psi**.
   b. **BC** pressure will move from minimum of **38 psi**. to **0 psi**. then reapply to a minimum of **38 psi**.
   c. When **BC** pressure is near **0 psi**. the "All Brakes Released" light ***(Green)*** should be illuminated on the TOD, if no parking brake is applied and the "All Brakes Applied" light ***(Amber)*** should be illuminated after **BC** pressure reapplies to a minimum of **38 psi**.
6. QP will signal the engineer with **four short communicating signal buzzers ("0000")**
7. Engineer moves **MC** to the **EMERGENCY** position. Engineer and QP conducting test will observe:
   a. **BP** pressure will move from **120-150 psi**. to **0 psi**.
   b. **BC** pressure will increase from minimum of **38** psi. to a minimum of **40** psi.
   c. The "Emergency Brakes" light ***(Red)*** and the "All Brakes Applied" light ***(Amber)*** will illuminate on the TOD.
8. QP will Signal the engineer with **one short communicating signal buzzer** ("**o**"). This signal buzzer advises the engineer that an emergency application of the brakes has been observed by the QMP/QP on the rear of the train, and to recharge the **BP** and release the brakes.
9. Engineer will recharge the **BP** in **MAX-BK** position. After recharging, move the **MC** handle to the **COAST** position then back to **MAX-BK** position. QP performing the test and the engineer will observe:
   a. **BP** pressure will restore to **120-150 psi**.
   b. **BC** pressure will move from minimum of **38 psi**. to **0 psi**. then reapply to a minimum of **38 psi**.
   c. When **BC** pressure is near **0 psi**. the "All Brakes Released" light ***(Green)*** should be illuminated on the **TOD**, if no parking brake is applied and the "All Brakes Applied" light ***(Amber)*** should be illuminated when **BC** pressure reapplies to a minimum of **38 psi**.
10. QMP'/QP will Signal the engineer with **one long communicating signal buzzer** ("-"). This signal buzzer indicates that the brakes have released and applied on the rear car of the train and that the brakes are operative.
11. Engineer will acknowledge receipt of condition of operative brakes by responding with **one long communicating signal buzzer ("-")**

END OF TEST

SAFETY NOTICE

All work shall be performed in accordance with the latest rules, regulations, procedures and safe practices of the LIRR, whether published, posted or verbally directed. When conditions arise which are not specifically covered by the rules, employees are expected to use sound judgement in the application of safety principles.

MTA Long Island Rail Road

Class IA & II
M7 Brake Test
For Engineer's, QMP's/QP's

Approved:

Chief Mechanical Officer

Authored by:
LIRR Corporate Safety & Training
May 2012
LIRR M7 Trifold Class 1A2 r013.pdf

1. PURPOSE

This document is to be used as a guideline by the QMP performing MU Calendar Day Inspections as well as Class I and Class II brake tests. Additional requirements may be established by supervision.

2. SCOPE

This procedure is applicable to M3 & M7 rolling stock and shall be used in conjunction with the 49CFR229, 49CFR238, current MofE standards, maintenance reminders, and notices/instructions from management and/or supervisors. If any parts of this procedure conflict with the CFR due to regulation changes/updates, the CFR shall take precedence.

3. REFERENCE DOCUMENTS

- LIRR Quality System Manual
- LIRR Corporate Safety Rules for Employees
- LIRR-290
- MIL 1532F-M17 – Locomotive, Passenger Car & Freight Car Wheels
- 49CFR 229 & 49CFR 238

4. CONTENTS

5. SAFETY REQUIREMENTS

- To prevent physical injury, all personnel directly or indirectly involved in the operation and/or maintenance of MU passenger cars shall follow the safety instruction listed below.
- Personnel must observe all LIRR rules and instructions applicable to high-voltage equipment. Failure to do so may result in injury, loss of life or damage to property.
- High voltages are present throughout MU cars. To prevent injury or death from electrical shock, always exercise extreme care when working near electrically charged apparatus.
- Ensure all blue signal protection and safety instructions are followed.
- Ensure all personnel are clear of the train prior to any movement.
- Apply sufficient hand/parking brakes to prevent train movement prior to leaving equipment unattended.

6. PROCEDURE

CAUTION

WHEN WORKING ON LIVE EQUIPMENT
A THOROUGH KNOWLEDGE OF LIRR-290 AND
CORPORATE SAFETY RULES IS REQUIRED.

CALENDAR DAY INSPECTION – GENERAL

- Both sides of the equipment must be inspected.
- All defects found must be addressed, time permitting.
  - Any defects found and not repaired must be reported to supervisory staff.
  - Defects requiring an RSU to be removed from service shall be immediately reported to supervision.
  - Existing in-service defects shall be reviewed and addressed as necessary.
- While performing inspections, verify any physical damage to equipment.
- Verify all Cannon connectors are properly secured and safety-wired (as applicable). Ensure proper alignment of dots on quick-disconnect electrical connectors.
- Ensure all panels and covers are securely mounted and latched.
- Ensure all doors and cover plates guarding high voltage equipment are marked "**Danger—High Voltage**" or with the word "Danger" and the normal voltage carried by the parts so protected.
- All air valves, related piping, hoses and devices should be inspected for damage and air leaks and set for normal service.
- No parts or appliances shall be less than 2½ inches above the top of rail.

CALENDAR DAY INSPECTION - EXTERIOR

- **Air Supply**
  - Inspect all air valves, related piping, hoses and devices for air leaks, damage, or missing components.
  - Ensure all air valves are positioned for normal service
  - Verify Horn cut-out is in the open (cut-in) position
  - Verify 3-Way valve is in Normal position
  - Ensure Loco-Haul Hose is in place and properly stowed

- Ensure Brake pipe cut out valve and or linkage is not damaged
- Air Compressor – inspect/check for:
  - No Air leaks
  - No formed droplets of oil
  - Check oil sight glass for oil contamination.
  - On at 120psi +/- 5lbs, Off at 150psi +/- 5lbs. (M7)
  - On at 135psi +/- 5lbs, Off at 150psi +/- 5lbs. (M3)
  - Auto Drain Valve is operative
  - Main Reservoir manual drain valve is operative
    - Purge Condensation from Main Reservoirs
  - No damaged electrical cables
  - Securely mounted

- **Coupler & Drawbar**
  - Electrical Coupler Door must be completely closed (head ends only)
  - Electrical Coupler cables properly supported, fastened, and safety-wired (as applicable). Ensure proper alignment of dots on quick-disconnect electrical connectors. They should also be inspected for physical damage.
  - Electrical Coupler Retractor Arm should be in place & properly positioned (If necessary refer to the decal on the side of an M7 coupler for the Red position indicators proper alignment)
  - Inspect to ensure:
    - Contact pins are undamaged
    - Centering chains are properly installed and undamaged
    - Coupler carrier wear plates are not broken, cracked or excessively worn
    - Yoke not cracked or broken
    - Manual uncoupling bold not wound out (On M7, also note position of red pin)
    - Device in place under lower end of all draw bar pins to prevent pin fallout (Coupler shank Retainer Key & cotter pin)
    - Compromise coupler securely mounted in place (A-car only)
- **Pilot and struts** securely mounted and in proper condition
- **Sills Steps & Grab Bars** and other safety appliances are to be securely mounted & undamaged (not required on B-ends of MU equipment)
- **Equipment Identification**
  - "F" end letter stenciled on the front end of each unit
  - Car numbers displayed on the side of the cars
- **Junction box** – Ensure junction box covers are properly secured
- **Parking Brake Indicator and SECO** – inspect for serviceable condition
- **Track Receivers** – inspect to ensure:
  - No physical damage
  - Receivers are securely mounted to the brackets and brackets securely mounted to the carbody
  - (M7) CSI shield present on head-end cars
- **Truck** – inspect:
  - Visually verify that no hardware is missing, loose, unsecured or damaged**.**
  - (M7) Hot journal indicators – if damaged, red paint will be present
  - Inspect the truck suspension for the following:
    - Springs free of cracks, not shifted in pocket, not fully compressed

- Air bags properly inflated, not damaged or leaking
- All dampers securely mounted and not leaking beyond standards (see MR-8060)
- Load levelers and linkage securely mounted, all parts in place
- Leveling valve & load weight cutouts properly positioned
- (M3) Lateral stabilizers & Radius Rods must be, properly aligned, tight, bushing not damaged & radius rod boots secure & in place.
- (M7)Visually verify anti-roll bar links (dog-bones) are properly secured and, if suspected of excessive movement, check lateral play in accordance with MR-8071. Note: Do not unseat the rubber dust covers protecting the spherical bearings.

o (M3) Lateral Bumpers (Snubbers) need to be in place & securely mounted.
o Inspect the following components for condition and security:
- High voltage wiring
- Shoe Beam (including Boots) & Shoe Hanger Assy. (including the cotter pin, springs & bar), shunt strap & Contact Shoes
- Shoe fuse boxes and fuses
- Ensure 750 VDC signage is in place.

o Traction Motor - Inspect the following components for condition and security:
- Motor Lead Cleat
- Cross Over Lead Cleat
- Bosses, Ring Bolts & Bushings
- Motor Covers (M3)
- Safety Block
- Vertical and Horizontal Suspension Bolts
- Quick Disconnect Clam Shells (M3)
- 750VDC wiring

o Gear Box
- Inspect for the following:
  - Clearly formed droplets of oil; if found wipe the area clean & check oil level. Once the oil level is confirmed within specification, wipe the area clean & inform your supervisor for re-inspection the next calendar day. Oil shall not accumulate on electrical equipment.
  - Verify that the Oil fill cap is secure & safety wire is in place.
  - No loose or missing bolts or components
  - No cracks or physical damage
  - Vertical Suspension device, bolts, cotter pin & hanger are securely mounted.

o Wheels
- Inspect wheels in accordance with current version of MIL 1532F-M17

o Tread Brake & Disk Brake Units
- Securely mounted
- All hardware in place & tight (visually)
- Safety Wire properly installed
- No Brake Shoe or Pad worn beyond the manufacturers wear indicator
- Shoes are properly aligned with wheels & pads with discs
- Shoe Head installed properly
- Shoe Key in place & tight (visually)
- Brake discs (rotors) not worn to manufacture’s wear indicator limit
- Brake discs do not show excessive wear lines & abnormal discoloration

NOTE:
If any Shoe or Pad is showing signs of excessive heat or abnormal wear, the TBU or DBU must be thoroughly tested & inspected for possible defects.

- Hand Brake / Parking Brake
  - Inspect linkage and/or Piping (from floor down)
  - Check for proper operation on east and west pair

- **Main and Buss fuses** and boxes in proper condition and high voltage signage in place
- **Grid Banks**
  - Ensure that the following components are securely mounted, not damaged or flashed:
    - Grid Cages
    - Propulsion & Brake Grids
    - Field Shunt Grids
- **Inter-car Inspection**
  - ADA barriers securely mounted, in safe condition, and positioned properly for service.
  - Check that all buffer plates are in place and properly secured
  - All diaphragms in place and properly aligned
  - Car Body Jumpers - Inspect for High Voltage signage & any signs of damage (Chafing, wires protruding, etc.), ensure they are tight, properly fastened & safety wired as required.
    - High voltage jumpers
    - Low voltage jumpers
  - (M3) Ensure the following are securely mounted, have good tight connections & are not damaged.
    - G4 Unit & its components
    - EMV (plugs must be in their brackets)
    - CMV

CALENDAR DAY INSPECTION – INTERIOR

- **Engineer's Cabs – (East and west ends)**

NOTE:
Form 6180-F-1A (Blues) and Form MP278-C (Air Brake Card) located on the door of each cab should be checked ensuring the unit is within the required inspection periods.

- Inspect the following; ensuring that each component is securely mounted, in proper working order and not missing, damaged or excessively worn:
  - Door, Door hinge, Door latch and lock
  - Seat and adjustments
  - Headlights, Marker Lights and Reading Lights
  - Horn
  - Windshield, Windshield Wipers and Sun Visor
  - Radio and PA (as per Radio Test Procedure)
  - Duplex Air Gauge light
  - (M3) Speedometer Lights
  - TOD & CDS Screen operation

- Check trouble screen for reportable faults
  - Doors Closed Trainline Light (M7- use lamp test function)
  - Cab Heat and Ventilation
  - Cab Window (drop sash) – Check engineer and conductor side
  - ATC light
  - Brake Applied light (M7- use lamp test function)
  - Brake Release Light (M7- use lamp test function)
  - B3C Conductor's Cord and Handle (marked with proper "Emergency" signage)
  - "Door thru" switches (set to "thru" position)
  - All Circuit Breakers:
    Not in the tripped state
    In the ON or required position
  - All applicable switches in the proper position and sealed
    ATC,(SSS and ALE- M7 only) bypass switches (cut-in and sealed)
    Door bypass switch **(All equipped Cabs within consist)**
    PKO Bypass (M7 only)
    Snow Brake
  - GPS, Powered up and Operational. Reset as needed asper MR-8105 (**All Cabs within consist)** (M3 Only)
  - Perform power test (**Appendix 1-M3 Power Test** or **Appendix 2-M7 Power Test**)
  - Verify functionality of ATC daily departure test (**Appendix 11 - M3 ATC Daily Departure Test** or **Appendix 12 - M7 Daily Departure Test**)
- **Windows** - ensure the following are not broken, damaged or missing components:
  - "F" and "B" end Storm Door windows
  - Side Body Windows
  - Side Body Door Windows
  - Drop Sash and Sliding Windows (Engineer and Conductor sides)
- **Side Doors –** Verify functionality of all door trainline functions by performing the following steps:
  - Cycle doors from both Door Control Stations in head car and verify that the all doors closed light extinguishes when doors are opened and illuminated when doors are closed (Must be keyed in to master controller to verify operation of all doors closed light).
  - Cycle all doors open and verify that each door leaf is open while performing interior inspection of each car (CDS may be used to verify door operation on M7's).
  - From opposite end of train, close all doors and verify that the all doors closed light is illuminated in cab (Must be keyed in to master controller to verify operation of all doors closed light).
- **General Interior** - inspect for the following:
  - Flooring – Flooring material must be securely fastened to the floor and not damaged
  - Threshold Plates - must be securely fastened and not damaged
  - Seats, Arm Rests and Luggage Racks - Shall be securely fastened and not damaged
  - All door access panels and locker doors must be properly secured
  - B3C Conductor's cord and handle, F & B ends not missing or damaged and proper signage in place and legible
  - Lighting – Cars with poor lighting must be repaired (time permitting)
  - Heating and A/C – The HVAC system is operating and the cars are a comfortable temperature

- Fire Extinguishers – Ensure that they are securely mounted, sealed and charged
- Pry Bar – In place
- Emergency Egress Ladder & Bridge Plate (M7) – In place and secure.
- Safety\Emergency related Signage\Decals & markings in place and legible
- All Storm and Side Doors – Operate safely and as intended
- "F" end storm doors on open ends are locked and dogged
- Toilet for proper operation and condition
- ADA (wheelchair) ramps secure

  B-car: forward side of the toilet module in B car.

  A-car: forward of the Non cab side- B/E windscreen.

- **PA & Intercom** _ Check PA and IC functionality (see MR-8058)
- **Radio Check** - Check East and West end radios as follows:
  1. Key in the master controller to activate the radio.
  2. Check the volume, squelch and frequency knobs to verify functionality.
  3. Contact the Yardmaster/Yard Office or Gang Foreman to verify the radio receives and transmits. In outlying points, where no other personnel are present, contact the Tower
  4. The test of the radio shall consist of an exchange of voice transmissions with another radio. The employee receiving the transmission shall advise the employee conducting the test of the clarity of the transmission
  5. Radios that are defective must be removed from the operating end and supervision notified
  6. Key in to door control panel to verify that radio is activated.

BATTERY CHECK

1. Check the Battery system in accordance with **Appendix 3** - M3 Battery Check or **Appendix 4** – M7 Battery Check

BRAKE TEST

1. Perform required brake test (see **Appendix 5** for M3 Class 1 or **Appendix 8** for M7 Class 1)

RECORDS

- See http://w3.lirr.org/MofE/Sections/FleetOps/ for latest revision of forms.
- **Form 2B** – This form shall be completed for each Calendar Day Inspection.
- **Form 2C** – This form is to be completed if any CFR defects are found during the Calendar Day Inspection, a 2C form MUST be completed and forwarded to Central Control with the 2B form. If the defect requires the crew to be notified, a Non-Compliance form must also be completed, placed in both lead cabs and forwarded to Central Control.
- **Defect/Repair Report** – Any defects found not requiring a 2C shall be reported on this report along with any repairs. To avoid duplicate entries and erroneous trend analysis, ensure defects do not already exist on in-service report.
- **Non-Complying Locomotive** – A 'non-comply' form shall be used to inform the crew of any condition that is not in compliance with certain parts of the CFR, such as an inoperative door, PA, IC, dynamic brake, etc. See MR-8087.

Appendix 1 – M3 Power Test

1. Alert all personnel on or about the equipment that you are power testing.
2. To prevent train movement:
   a) Open the "P" wire circuit at the coupler relay.
3. With the reverser in forward position, charge up the train from the head end Engineer's Cab.
4. While using the PKO bypass, move the controller to the P1 position, then the P2 Position and observe the following:
   a) A 2-1 dip on the power meter.
5. Move the reverser to the reverse position and perform step 4.
   - **NOTE:** In the Engineer's cabs, **on the head ends**, the following conditions must be met:
   a) Snow Brake & Door Bypass switches in the down (cutout) position and sealed
   b) All doors closed on consist.
6. Normalize P-wire circuit.
7. Before moving to next car the Door Override feature and Traction Interlock should be tested from the head car by performing the following steps:
   a) Press the **"Door Hold Closed"** button and attempt to use door control panel to open doors. Verify that doors do not open.
   b) Open doors and attempt to draw power**.** Verify that train does not draw power.
8. All cars must be power tested by performing steps 2 thru 6 in every car.
9. Check the functionality of the Door Override feature and Traction Interlock on the last car (Opposite head end) by performing steps 7a and 7b.

Appendix 2 – M7 Power Test & Door Override and Traction Interlock Check

M7 Standing Power Test on CDP

CAUTION:
Alert all personnel on or about the equipment that you are power testing

The following audible indications are generated by the CDS as part of the PCU Standing Test:

BEEP1 : Description : one short beep; Meaning : go to next test step by changing the Master Controller

BEEP2 : Description : one long beep; Meaning : test step failed

Initial conditions to start Power Test

- The CDS must be on in the Active Cab
- All CDSCDP's in the consist must be Online and free of active propulsion faults
- There shall be no Offline car in the train
- The Train Physical Configuration must be valid with no more than 14 cars present
- The Reverser of the Master Controller (MC) must be in the **Forward** position
- The Master Controller must be in MAX-BK Brake position with the Brake Pipe charged
- No Motion must be available

NOTE:
When a PCU is in fault, the affected PCU AND Traction cut-out breakers must be turned off by the operator in order to allow the Standing Test to be performed.

If both PCU FRONT and BACK breakers are tripped in the active (keyed) CAB, then the PCU Standing Test cannot be performed from this car since there is no Master PCU.
When the Active Cab CDS has received the Test Ready Acknowledgement from all PCUs in the consist (except PCU with breaker tripped), it provides both visual and audible indications to the operator.
When the initial conditions are met, the standing test button becomes available.

1. Press standing Test
   The CDS waits for the response of all PCU's. If status are OK,
   the "NEXT STEP" button is then enabled
2. Press Next Step
3. The operator must then move the MC to the MIN Powering position to initiate the Standing Power Test portion of the test.
4. Press the "NEXT STEP" button
   The CDS shall display individual results in the train image.
   Powering Test Passed : If all PCU answers are " PASSED"
5. The operator must then Move the MC to the COAST position to initiate Standing Coast Test portion of the test.
6. Press the "NEXT STEP" button
7. The operator must then move the MC to the MIN Braking position to initiate Standing Brake Test portion of the test.
8. Press the "NEXT STEP" button
   Braking Test Passed : If all PCU answers are " PASSED",
   The CDS shall activate the audible indication corresponding to the BEEP1 definition

9. To end the test the operator must key out

If Standing Power Test fails or cannot be performed, take a point of power as follows:

1. Ensure sufficient parking brakes are applied to prevent train movement
2. Key-in and charge brake pipe
3. Ensure all doors are closed OR place door bypass switch in bypass
4. Reminder – alert all personnel on board that power testing is in progress
5. Take a point of power and observe either:
   - Tractive effort on TOD (or combined screen) power meter OR
   - Powering indication of all cars/trucks on Propulsion maintenance screen
6. Move MC back into the braking position

Notes:

- M7's can draw power without a brake release light.
- Do not draw power without moving for more than 10 consecutive seconds

Door Override and Traction Interlock Check

While performing the standing power check (or taking a point of power) on the head-end cars, check the functionality of the Door Override and traction interlock circuit as follows. While keyed-in to the master controller and DCP:

1. Ensure Brake Pipe is charged and DBP switch is in normal position and sealed.
2. Open doors in consist
3. Attempt to draw power by moving MC into min power position
4. Verify that train does not draw power and return MC back into braking position
5. Close all doors
6. Press & hold Door Override button, attempt to open doors and ensure doors do not respond and red Engineer Override light on DCP is illuminated
7. Release Door Override button
8. Place MC in EmerBrake and Key out
9. Perform check on opposite end of train

Appendix 3 – M3 Battery Check

WARNING:
Train must be secured by using a sufficient amount of Hand/Parking Brakes.

1. Isolate the unit under test from the "Battery Trainline +" (BTL+) and the Low Voltage Power Supply (LVPS).

NOTE: To affectively test the battery capacity of a MU pair, it must be isolated from the normal source(s) of Low Voltage DC power. (IE the Battery Trainline (BTL) &/or the Low Voltage Power Supply (LVPS).

WARNING:
Use proper precautions when operating the coupler retract arm to safeguard against making contact with the 3rd rail.

   a. Retract and pin the coupler on the 2nd car back.
   b. Shutdown the Inverter on the A-car
      i. Position the Inverter Shutdown Breaker to **SHUTDOWN**, located on the Conductor's Panel on the left side of the Engineer's cab.
      *Note: The **SHUTDOWN** position is actually the **ON** position for the circuit breaker. This CB energizes the OSR relay which in turn shuts down the Inverter.*
2. Apply low voltage loads to unit under test.
   a. Turn **ON** Headlights & Marker Lights.
   b. Charge the brake system.
      i. Verify Brake Pipe Pressure (BP): 130-150 psi.
      ii. Verify Brake Cylinder Pressure (BCP): ~70 psi.
   c. Place the Master Controller (MC) in **COAST**.
      i. Verify the Brakes Release. (BCP = 0 psi)
3. Observe brakes remain fully released for 5 minutes.
   a. Ensure BCP remains at 0 psi for the duration of the test.
   Note: If the BCP remains at 0 psi, the batteries are considered good and charged. Any increase in BCP indicates the batteries are weak and must be reported to supervision as soon as possible.
4. Upon successful completion of the Battery Capacity Test, normalize the train.
   a. Return Headlights & Marker Lights to the normal operating condition.
   b. Restart the Inverter.
      i. Position the Inverter Shutdown Breaker to **RUN**, located on the Conductor's Panel on the left side of the Engineer's cab.
      ii. Perform a **COAST-to-NEUTRAL** Reset and verify the Inverter restarts within 2-5 seconds.
   c. Place the Master Controller (MC) in **EMERGENCY**.
      i. Observe an EMERGENCY Brake Application.
      ii. Verify Brake Pipe Pressure (BP): 0 psi.
      iii. Verify Brake Cylinder Pressure (BCP): ~80 psi
   d. **"**KEYOUT**"** of the Master Controller (MC).
   e. Normalize the coupler retract arm on the 2nd car back.

NOTE: If the Battery Capacity Test is being performed during a Calendar Day Inspection, it must be completed on both ends of the train. (IE. The East "Head" pair and West "Head" pair)

Appendix 4 – M7 Battery Check

WARNING:
Train must be secured by using a sufficient amount of Hand/Parking Brakes.

1. Isolate the unit under test from the "Battery Trainline +" (BTL+) and the Auxiliary Power Supply (APS).
   NOTE: To affectively test the battery capacity of a MU pair, it must be isolated from the normal source(s) of Low Voltage DC power. (IE the Battery Trainline (BTL) &/or the Low Voltage Power Supply (LVPS).
   a. Shut **OFF** the Battery Trainline circuit breaker in the 2nd car back.
      CB51 cab side electrical locker.
   b. Shut **OFF** the Auxiliary Inverter Group Circuit Breaker of the A-car on the head-end pair.
      CB706 in the High Voltage Distribution Box (HVDB) on the Cab side.
   c. Turn **ON** Headlights & Marker Lights.
   d. Charge the Train
      Verify Brake Pipe Pressure (BP): 130-150 psi.
      Verify Brake Cylinder Pressure (BCP): ~40 psi
   e. Place the Master Controller in COAST.
      Verify the Brakes Release. (BCP = 0 psi)
2. Observe brakes remain fully released for 5 minutes.
   Ensure BCP remains at 0psi for the duration of the test.
   Note: If the train maintains charged and the interior lighting does not drop-out to the emergency lighting mode, the batteries are considered good and charged. If NOT, the batteries are considered defective and must be reported to supervision as soon as possible.
3. Upon successful completion of the battery test, normalize the train.
   a. Return Headlights & Marker Lights to the normal operating condition.
   b. Restart the Auxiliary Power Supply (APS) on the A-car.
      Turn **ON** the "Auxiliary Inverter Group" CB706 of the A-car on the head-end pair.
      Turn **ON** the Battery Trainline circuit breaker in the 2nd car back.
      CB51 cab side electrical locker.
   c. Perform an EMERGENCY Brake Application.
      Verify Brake Pipe Pressure (BP): 0 psi.
      Verify Brake Cylinder Pressure (BCP): ~48 psi
   d. **"**KEYOUT**"** of the Master Controller (MC).

Appendix 5 – M3 Class 1 Brake Test

This Class I Brake Test may be performed separately or in conjunction with the MU-Daily Inspection (as directed). Proper door operation can also be checked at this time.

Secure car(s) by applying sufficient handbrakes when necessary.

1) **Employee # 1 c**harges the "Head End" brake system. Brake Pipe pressure gauge reads 130-150 psi (Note* Snow Brake and Door By-Pass are down and sealed)
2) With Master Controller handle at "B-Max" ensure that brake cylinder is the correct *service* pressure of @70 psi. (65-71 psi)
3) Note* With all side doors closed a "door closed" light should be lit. A "brake application" should also be lit.
4) **Employee # 2** begins, from "Head End" walking one side of equipment to confirm that:
   a) All **brakes shoes** *stay* firmly against the wheels (use hammer method).
      i) Are not less than the minimum thickness.
      ii) Are properly aligned with wheels.
      iii) Are securely fastened.
5) Each angle and cutout cock is properly set.
6) All brake indicators operate as intended.
7) There are no air leaks that would affect service performance.
8) **Employee # 2** enters the engineer's cab at the opposite end of consist after walking one side in application.
9) **Employee # 2** Activates the Door Control Panel buzzer communication signal system and sends 4 short signals confirming that the Brake Pipe pressure (white needle) is 130-150 psi.

*All hand brakes must be released to perform step 10. **Ensure that one employee is positioned at both ends of the train, ensuring train does not roll past safe working limits***

10) **Employee # 1,** upon receiving these four short signals, moves the Master Controller to "Coast" position and observes that:
    a) The *(Green)* "Release Light" is lit.
    b) Brake Cylinder pressure is 0 psi.
    c) Application light must go out.

    ***Apply sufficient amount of hand brakes to continue brake test*
11) **Employee # 1** then moves the Master Controller to the "B-Max" position.
12) **Employee # 2** sends another four short signals confirming that:
    a) Brake cylinder pressure (red needle) had decreased to 0 psi and then increased to 70 psi corresponding to Master Controller movements of Employee # 1.
13) **Employee # 1,** upon receiving these next four short signals, moves the Master Controller to "Coast" position and lets go of the handle to activate the "deadman" feature.
    a) Brake pipe "dumps" to 0 psi.
    b) Brake Cylinder to "emergency" pressure. (10% more than 70 psi service pressure)
14) **Employee # 2** sends one short signal confirming that:
    a) Brake Pipe is 0 psi
    b) Brake Cylinder to "emergency" pressure. (10% more than 70 psi service pressure)
15) **Employee # 1,** upon receiving one short signal:
    a) Moves the Master Controller to "B-Max" position.
    b) Charges the Brake Pipe to 130-150 psi.
    c) Moves the Master Controller to "Coast" position then back to "B-Max".

16) **Employee # 2** sends one short signal confirming that Brake Pipe is at 130-150 psi and Brake Cylinder to 0 psi then back to 70 psi.
17) **Employee # 2** then walks other side of equipment inspecting as in steps 4, 5, 6 & 7 and meets with Employee # 1
18) **Employee # 1** then sets a sufficient amount of handbrakes and moves the Master Controller to "Coast" position and keeps it there while:
19) **Employee # 2** begins, from "Head End" walking both sides of equipment to confirm that:
    a) All Brake shoes, except where handbrakes are applied, are in their proper release position.
20) To complete the test all handbrakes used must be released and those brakes inspected for application and release as needed.
21) Fill out the brake test slip (BT 4/12 or more current version) and follow its instructions.

Appendix 6 – M3 Class 1A Brake Test

Secure car(s) by applying sufficient handbrakes when necessary.

1) **Employee # 1** charges the "Head End" brake system. Brake Pipe pressure gauge reads 130-150 psi (Note - Ensure Snow Brake and Door By-Pass are down and sealed)
2) **Employee # 1** momentarily releases brakes to ensure trainline brake release light is lit then re-applies brakes and ensure application light is lit. Note: Handbrakes must be released
3) **Employee # 2** begins, (a signaling system can be confirmed/agreed upon at this time w/**Employee # 1**) from "Head End" walking one side of equipment to confirm that:
   a) All brakes shoes are against the wheels
   b) Each angle and cutout cock is properly positioned
4) **Employee # 2** enters the engineer's cab at the opposite end of consist after walking one side in application.
5) **Employee # 2** Activates the Door Control Panel buzzer communication signal system and sends 4 short signals confirming that the Brake Pipe pressure (white needle) is 130-150 psi and Brake Cylinder Pressure (red needle) is @70 psi. (M3 65-71 psi)
6) **Employee # 1**, upon receiving these four short signals, moves the Master Controller to "Coast" position and releases handle to test deadman function and observes:
   a) Brake Cylinder pressure moves from 70 psi to 0 psi (Momentarily)
   b) Brake Pipe pressure will move from 130-150 psi to 0 psi (in response to deadman function)
   c) Brake cylinder re-applies to "emergency" pressure. (10% more than 70 psi service pressure)
7) **Employee # 2** sends one short signal advising Employee # 1 that an emergency application has occurred and to recharge Brake Pipe and apply brakes.
8) **Employee # 2** then walks other side of equipment inspecting as in steps 3 and meets with **Employee # 1**
9) **Employee # 1** then sets a sufficient amount of handbrakes and moves the Master Controller to "Coast" position and keeps it there while:
10) **Employee # 2** begins, from "Head End" walking both sides of equipment to confirm that:
    a) All Brake shoes, except where handbrakes are applied, are in their proper release position.
11) To complete the test all handbrakes used must be released and those brakes inspected for application and release as needed.
12) Fill out the brake test slip (BT 4/12 or more current version) and follow its instructions

NOTE* If operating conditions pose a safety hazard to Employee # 2 walking the consist or if part of the consist is at a platform, Brake Indicators may be used to verify application and release so long as Employee # 2 is positioned to accurately observe each Indicator.

Appendix 7 – M3 Class II Brake Test

Secure car(s) by applying sufficient handbrakes when necessary.

1) **Employee # 1** charges the "Head End" brake system. Brake Pipe pressure gauge (white needle) reads 130-150 psi.
2) With Master Controller handle at "B-Max" ensure that brake cylinder is at the correct service pressure of 65-71 psi.
3) **Employee # 2** is positioned in rear cab of consist with buzzer communication signal system activated. 4 short signals are sent confirming that:
   a) Brake Pipe pressure is 130-150 psi
   b) Brake cylinder pressure is 65-71 psi.
4) **Employee # 1**, upon receiving these 4 short signals, moves the Master Controller handle to "Coast" position and then back to "B-Max" position observing that:
   a) Brake Cylinder pressure (red needle) reduces to 0 psi with handle in "Coast" position
   b) Trainline brake release light illuminates
   c) Brake cylinder pressure (red needle) increases to 70 psi with handle in "B-Max" position
5) **Employee # 2** sends 4 short signals to confirm that:
   a) Brake Cylinder pressure reduced to 0 psi and then increased back to 70 psi.
6) **Employee # 1**, upon receiving these four short signals, moves the Master Controller to "Coast" position and releases handle to test deadman function and observes:
   a) Brake Cylinder pressure moves from 70 psi to 0 psi (Momentarily)
   b) Brake Pipe pressure will move from 130-150 psi to 0 psi (in response to deadman function)
   c) Brake cylinder re-applies to "emergency" pressure. (10% more than 70 psi service pressure)
7) **Employee # 2** sends one short signal advising Employee # 1 that an emergency application has occurred and to recharge Brake Pipe and release the brakes.
8) **Employee # 1**, upon receiving this one short signal, recharges the Brake Pipe with the handle in the "B-Max" position, then moves the handle to "Coast position" and immediately back to the "B-Max" position while observing that:
   a) Brake Pipe pressure is 130-150 psi.
   b) Brake Cylinder pressure went from 70 psi to 0 psi and then back to 70 psi.
   c) Trainline brake release light illuminates
9) **Employee # 2**, then sends one long signal which indicates that the brakes have released and then applied and that brakes are operative.

Appendix 8 – M7 Class 1

This Class I Brake Test may be performed separately or in conjunction with the MU-Daily Inspection (as directed). Proper door operation can also be checked at this time.

Secure car(s) by applying sufficient parking brakes when necessary.

1. After keying into Master Controller stand, rotating reverser switch to "FORWARD" and placing the MC in "MAX-BK", **Employee # 1** charges the "Head End" brake system.
    a. BP pressure should read 120-150 psi (Note -Ensure Snow Brake and Door By-Pass located in the cab are sealed)
    b. With MC still in "MAX-BK" ensure correct BC service pressure of 43 psi +/- 5 psi

    Note* With all side doors closed, the green"doors closed" LED should be illuminated as well as the "Brakes Applied" LED (Amber)
2. **Employee # 2** begins, from "Head End" walking one side of equipment to confirm that
    a. All brakes shoes and brake pads stay firmly against the wheels/discs by directly checking braking hardware.
    b. Brakes shoes and pads are:
        i. Not less than the minimum thickness.
        ii. Are properly aligned with wheels/discs.
        iii. Are securely fastened.
        iv. Brake discs are free of any cracks (as per manufacturer's specs.)
        v. Each cutout cock (Brake Pipe, Main Reservoir, Service Brake, Brake Cylinder, Load weight and Load Leveler) is properly positioned.
        vi. At least one exterior brakes applied indicator (Amber) per car operates as intended. (Report defective indicators)
        vii. There are no air leaks that would affect service performance.
        viii. All Parking Brake indicator plungers should be extended except where Parking Brakes are applied.
        ix. F-end located "3 way valve" in "Normal" position. (Unless being hauled by locomotive)
3. **Employee # 2** enters the engineer's cab at the opposite end of consist after walking one side in application.
    a. Then he/she activates the TOD (key into the door control panel) and sends 4 short buzzer signals, confirming that the BP pressure is 120-150 psi. and BC is 43 psi +/- 5 psi

*All parking brakes must be released to perform step 4. **Ensure that one employee is positioned at both ends of the train, ensuring train does not roll past safe working limits***

4. **Employee # 1**, upon receiving these four short buzzer signals, slowly moves the MC to "COAST" position and observes that:
    a. The (Green) "All Brakes Released" light is lit.
    b. BC pressure is 0 psi.
    c. "All Brakes Applied" (Amber) light must go out.
    d. Then he/she moves the MC back to the "MAX-BK" position.

Apply sufficient amount of parking brakes to continue brake test

5. **Employee # 2** sends four short buzzer signals confirming that:
    a. BC pressure had decreased to 0 psi and then increased to 43 psi +/- 5 psi corresponding to MC movements. ("COAST" then "MAX-BK")
6. **Employee # 1**, upon receiving these next four short buzzer signals;

   a. moves the MC to “COAST” position, leaving it there. (BC to 0 psi.)
   b. After25 seconds the alerter feature should sound a tone and illuminate a red “Alerter” indicator on the TOD.
   c. After an additional @ 15 seconds, a “full service” BC application should occur. (43 psi +/- 5 psi)
   d. After this “automatic application” he/she immediately moves the MC to the “EMER”. Position. BP to 0 psi and BC to 45 psi +/- 5 psi
7. **Employee # 2** sends one short buzzer signal after confirming that:
   a. BC had decreased to 0 psi then BC increased back to 43 psi +/- 5 psi (corresponding to MC movements to “COAST” position and the Alerter initiated “Automatic Full Service Application”)
   b. And he/she should have also seen BP decrease to 0 psi and BC increase to 45 psi +/- 5 psi (reacting to MC in “EMER.” position)
8. **Employee # 1**, upon receiving this one short buzzer signal:
   a. Moves the MC to “MAX-BK” position.
   b. Recharges the BP to 120-150 psi.
   c. He/she then moves the MC to “COAST” position (BC to 0 psi)
   d. MC back to “MAX-BK” (BC to 43 psi +/- 5 psi)
9. **Employee # 2** sends one long buzzer signal confirming that;
   a. BP is at 120-150 psi and BC went to 0 psi and then back to 43 psi +/- 5 psi
10. **Employee # 1** will pull the Emergency Brake Valve (Conductor’s handle), in the cab, initiating a trainline emergency, to ensure BP continuity
   a. BP to 0 psi
   b. BC to 45 psi +/- 5 psi
11. **Employee # 2** sends one long buzzer signal confirming
   a. BP to 0 psi
   b. BC to 45 psi +/- 5 psi
12. **Employee # 2** will qualify his or her MC at this time **
   a. After charging BP he/she will perform steps 6a thru 6d and 10 thru 10b **Employee # 1** will confirm trainline pressure changes of BP and BC.
   b. (****Employee # 1** keys out during this test and will then, after **Employee # 2**, is done with test, recharge BP and move MC to the “MAX-BK” position
13. **Employee # 2** then walks other side of equipment inspecting;
   a. Same conditions as in Step # 2.
   b. **Employee # 2** meets with **Employee # 1** at head end and;
14. **Employee # 1** (after meeting with **Employee # 2**) then moves the MC to “COAST” position and keeps it there while:
15. **Employee # 2** begins, from “Head End” walking both sides of equipment to confirm that:
   a. All Brake shoes and pads, except where parking brakes are applied, are in their proper release position.
   b. At least one exterior brakes released indicator (Green) per car operates as intended. (Report defective indicators)
   c. To complete the test all parking brakes must be released and those brakes inspected for correct application and release.
16. Fill out the brake test slip (BT 4/12 or more current version) and follow its instructions.

Appendix 9 – M7 Class 1A

Secure car(s) by applying sufficient handbrakes when necessary.

1) **Employee # 1** charges the "Head End" brake system. Brake Pipe pressure gauge reads 120-150 psi (Note - Ensure Snow Brake and Door By-Pass switche sare in normal position and sealed)
2) **Employee # 1** momentarily releases brakes to ensure trainline brake release light is lit then re-applies brakes and ensure application light is lit.
3) **Employee # 2** begins, (a signaling system can be confirmed/agreed upon at this time w/**Employee # 1**) from "Head End" walking one side of equipment to confirm that:
   a) All brakes shoes are against the wheels
   b) Each angle and cutout cock is properly positioned
4) **Employee # 2** enters the engineer's cab at the opposite end of consist after walking one side in application.
5) **Employee # 2** Activates the Door Control Panel buzzer communication signal system and sends 4 short signals confirming that the Brake Pipe pressure (white needle) is 120-150 psi and Brake Cylinder Pressure (red needle) is a minimum of 38 psi.
6) **Employee # 1**, upon receiving these four short signals, brake pipe continuity is verified by pulling the Emergency Brake Valve (Conductors dump cord) and observing:
   a) Brake Cylinder pressure moves from a minimum of 38 psi to a minimum of 40 psi
   b) Brake Pipe pressure will move from 120-150 psi to 0 psi
   c) The red "Emergency Brakes" indicator (TOD) and the "All Brakes Applied" light (amber) will illuminate (TOD and Hardwired).
7) **Employee # 2** sends one short signal advising Employee # 1 that an emergency application has occurred and to recharge Brake Pipe and apply brakes.
8) **Employee # 1** will reset the Emergency Brake Valve Handle and recharge BP in MAX-BK position. After recharging, move the MC handle to the COAST position then back to MAX-BK position. Employees 1 & 2 will observe;
   a) BP pressure will restore to 120-150 psi.
   b) BC pressure will move from minimum of 38 psi. to 0 psi. then reapply to a minimum of 38 psi.
   c) When BC pressure is near 0 psi. the "All Brakes Released" light (Green) should be illuminated (Hardwired and TOD) and the "All Brakes Applied" light (Amber) should be illuminated after BC pressure reapplies to the minimum 38 psi.
9) **Employee # 2** will signal with four short communicating signal buzzers.
10) **Employee # 1** will move the MC handle to the EMERGENCY position. **Employees 1 & 2** will observe:
    a) BP pressure will move from 120-150 psi to 0 psi.
    b) BC pressure will increase from: a minimum of 38 psi to a minimum of 40 psi.
    c) The red "Emergency Brakes" indicator (TOD) and the "All Brakes Applied" light (amber) will illuminate (TOD and Hardwired).
11) **Employee #2** will then signal with one short communicating signal buzzer. This single buzzer advises the Employee #1 that an emergency application of the brakes has been observed on the rear of the train, and to recharge the BP.
12) **Employee # 2** then walks other side of equipment inspecting as in steps 3 and meets with **Employee # 1**
13) **Employee # 1** then sets a sufficient amount of handbrakes and moves the Master Controller to "Coast" position and keeps it there while:

14) **Employee # 2** begins, from "Head End" walking both sides of equipment to confirm that:
    a) All Brake shoes/pads, except where parking brakes are applied, are in their proper release position.
    b) At least one exterior (green) release light is illuminated per car (except cars with parking brakes applied).
15) To complete the test all parking brakes used must be released and those brakes inspected for application and release as needed.
16) Fill out the brake test slip (BT 4/12 or more current version) and follow its instructions

NOTE* If operating conditions pose a safety hazard to Employee # 2 walking the consist or if part of the train is on a platform, interior Brake Indicators may be used to verify application and release so long as Employee # 2 is positioned to accurately observe each Indicator.

Appendix 10 – M7 Class II

Secure car(s) by applying sufficient handbrakes when necessary.

1) **Employee # 1** charges the "Head End" brake system. Brake Pipe pressure gauge reads 120-150 psi (Note - Ensure Snow Brake and Door By-Pass are down and sealed)
2) **Employee #2** performing the test, with **Employee # 1**, will be positioned in the rear operating cab of the train and both observe the following:
   a) BP pressure 120-150 psi
   b) BC pressure minimum of 38 psi
3) **Employee #2** will signal with four short communicating signal buzzers.
4) **Employee # 1** leaves the MC handle in the MAX-BK position and pulls the Emergency Brake Valve Handle effecting an emergency brake application. **Employees 1 & 2** will observe:
   a) BP pressure will move from 120-150 psi. to 0 psi.
   b) BC pressure will increase from minimum of 38 psi. to a minimum of 40 psi.
   c) The "Emergency Brakes" light (Red) and the "All Brakes Applied" light (Amber) will illuminate on the TOD.
5) **Employee #2** will signal the engineer with one short communicating signal buzzer. This signal buzzer advises the engineer that an emergency application of the brakes has been observed at the rear of the train and to recharge the BP and release the brakes.
6) **Employee # 1** will reset the Emergency Brake Valve Handle and recharge the BP in MAX-BK position. After recharging, move the MC handle to the COAST position then back to MAX-BK position. **Employees 1 & 2** will observe:
   a) BP pressure will restore to120-150 psi.
   b) BC pressure will move from minimum of 38 to 0 psi then reapply to a minimum of 38 psi.
   c) When BC pressure is near 0 psi the trainline brake release light in the keyed cab and the"All Brakes Released" indicator on TOD (both cabs) should be illuminated (Parking Brakes must be released).
   d) "All Brakes Applied" light (Amber) should be illuminated after BC pressure reapplies to a minimum of 38 psi.
7) **Employee #2** will signal with four short communicating signal buzzers.
8) **Employee # 1** moves MC to the EMERGENCY position. **Employees 1 & 2** will observe:
   a) BP pressure will move from 120-150 psi. to 0 psi.
   b) BC pressure will increase from minimum of 38 psi. to a minimum of 40 psi.
   c) The "Emergency Brakes" light (Red) and the "All Brakes Applied" light (Amber) will illuminate on the TOD.
9) **Employee #2** will signal with one short communicating signal buzzer. This single buzzer advises **Employee # 1** that an emergency application of the brakes has been observed at the rear of the consist and to recharge the BP and release the brakes.
10) **Employee # 1** will recharge the BP in MAX-BK position. After recharging, move the MC handle to the COAST position then back to MAX-BK position. **Employees 1 & 2** will observe:
    a) BP pressure will restore to 120-150 psi.
    b) BC pressure will move from minimum of 38 to 0 psi then reapply to a minimum of 38 psi.
    c) When BC pressure is near 0 psi the "All Brakes Released" light (Green) should be illuminated on the TOD if no parking brake is applied and the "All Brakes Applied" light (Amber) should be illuminated when BC pressure reapplies to a minimum of 38 psi.

11) **Employee #2** will signal with one long communicating signal buzzer. This single buzzer indicates that the brakes have released and applied on the rear car of the train and that the brakes are operative.
12) **Employee # 1** will acknowledge receipt of condition of operative brakes by responding with one long communicating signal buzzer

Appendix 11 – M3 Daily Departure Test Procedure

Verify the functionality of the departure test by performing the following on the lead RSUs.

- The ATC Switch must be cut-in and sealed.
- Train must remain stationary during the departure test.

1. Energize the operating control stand and charge train.
2. Ensure the reverser is in the Forward position.
3. Place the master controller handle in MIN BRAKE position. (Note: Trainline brake release light must be extinguished)
4. Using MU door key, energize the ATC Test Switch (The test will progress automatically with each step taking approximately 10 seconds.)
5. Verify the 80 aspect on the CSI, then press and hold the acknowledge device until the 80 aspect is extinguished thereby achieving an ATC cut-out condition. Verify that the CSI is dark.
6. The ATC will cut-in at 80 and downward code aspects will individually illuminate to a 15 aspect necessitating the acknowledgement of each aspect within 7 seconds.
7. After acknowledging the 15 aspect, the 15 aspect will again illuminate prompting the operator to observe the following:
    - The speedometer will display 22mph and an overspeed alarm will sound. (Do not acknowledge alarm at this time.)
    - Speed control brake will apply approximately 48psi of brake cylinder pressure.
    - Approximately 7 seconds later, a full service/penalty brake application will result in approximately 68psi of brake cylinder pressure.
    - Approximately 7 seconds later, an emergency brake application will result with the brake pipe venting rapidly to 0 psi and brake cylinder pressure at approximately 75psi or greater.
8. After confirming the above, the operator will now **acknowledge the alarm** within 10 seconds of the emergency brake initiation.
9. The zero aspect on the CSI will stop flashing indicating the departure test is complete and has passed.
    - Note: Although the zero aspect on the CSI may stop flashing, the test must not be considered successful unless the operator has confirmed the three levels of brake application.
10. Remove key from ATC test switch when complete.

Appendix 12 – M7 Daily Departure Test Procedure

Verify the functionality of the departure test by performing the following on the lead RSUs.

- The ATC & SSS switches must be cut-in and sealed.

1. Energize the operating control stand and charge train.
2. Ensure the reverser is in the Forward position.
3. Place the master controller handle in MIN BK position.
4. Press ATC Daily Test button on the CDP (left screen).
5. Verify the 80 aspect on the ADU, then hold the acknowledge device until the 80 aspect is extinguished (5-7 seconds) thereby achieving an ATC cut-out condition.
    - Verify that ATC Cutout is illuminated on TOD.
6. The ATC will cut-in at 80 and downward code aspects will individually illuminate to a 15 aspect necessitating the acknowledgement of each aspect within 7 seconds.
7. After acknowledging the 15 aspect, the 15 aspect will again illuminate prompting the operator to observe the following:
    - The speed on TOD will display 17mph, an overspeed alarm will sound and an overspeed indicator light on the TOD will illuminate. (Do not acknowledge alarm at this time.)
    - Speed control brake will apply approximately 30+psi of brake cylinder pressure.
    - Approximately 7 seconds later, a penalty brake light will illuminate on the TOD resulting in approximately 40+psi of brake cylinder pressure.
    - Approximately 7 seconds later the brake pipe will vent rapidly to 0 psi, the emergency brake light on the TOD will illuminate with brake cylinder pressure at approximately 43+psi or greater.
8. After confirming the above, the operator will now **acknowledge the alarm**.
9. ATC Daily Test button on CDP will display “passed”.
    - Note: Although the zero aspect on the CSI may stop flashing, the test must not be considered successful unless the operator has confirmed the three levels of brake application.

Long Island Rail Road

Daily Report of MU Units Inspected

Instructions: Each passenger unit must be inspected each Calendar Day it is used in service. The completed inspection shall be reported on this form. The units found defective must be indicated hereon and reported separately on Form 2-C or in the event repairs are made they are documented on a component defect/repair sheet. All inspectors are required to complete and submit this form following the completion of the CDMI.

The following units were inspected by the undersigned and all were found without defects except those marked (X) in space provided.

Train: 15 Location: Babylon Insp. Completed Date: 1-3-17 Time: 12 midnight - 8:00 AM

Unit#	7553	7554	7067	7068	7073	7074						
Def.												

List RSUs from West to East. Enter track location if train number is n/a. For location, enter the yard, i.e. HS-Yd, Bab-Yd, etc.

Train: Location: Insp. Completed Date: Time:

Unit#												
Def.												

List RSUs from West to East. Enter track location if train number is n/a. For location, enter the yard, i.e. HS-Yd, Bab-Yd, etc.

Report on Form No. 2-C has been made for all units indicated on this form as defective as indicated by an 'X' in the "Def" column.

Signatur[redacted] IBM/QMP: [redacted] Occupation: [redacted]

Long Island Rail Road

Brake Test Slip
QMP's Report On Condition Of Brakes

Test Performed: Class 1 ☐ Class 1A ☐

Date: 1-3-17 Time: 105 AM / PM

Location of Test: Babylon

Total # of Units Tested: 6

East Unit #: 7074

West Unit #: 7553

X [redacted]

Signature of QMP Performing Test QMP# or Emp ID

☐ Cars Added: Init:

☐ Cars Removed: Init:

☐ Run Around: Init:

BT 4/12

Long Island Rail Road

Brake Test Slip
QMP's Report On Condition Of Brakes

Test Performed: Class 1 ☐ Class 1A ☐

Date: Time: AM / PM

Location of Test:

Total # of Units Tested:

East Unit #:

West Unit #:

X

Signature of QMP Performing Test QMP# or Emp ID

☐ Cars Added: Init:

☐ Cars Removed: Init:

☐ Run Around: Init:

BT 4/1

Email completed form to MofE Central Control or fax to x8015.

Form 18
Rev 5 - 4/2015

Long Island Rail Road

Daily Report of MU Units Inspected

Instructions: Each passenger unit must be inspected each Calendar Day it is used in service. The completed inspection shall be reported on this form. The units found defective must be indicated hereon and reported separately on Form 2-C or in the event repairs are made they are documented on a component defect/repair sheet. All inspectors are required to complete and submit this form following the completion of the CDMI.

The following units were inspected by the undersigned and all were found without defects except those marked (X) in space provided.

Train: 4475 Location: Jamaica Insp. Completed Date: 1-3-17 Time: 4:30/12:30

Unit#	7699	700	323	324	047	048	229	7230				
Def.												

List RSUs from West to East. Enter track location if train number is n/a. For location, enter the yard, i.e. HS-Yd, Bab-Yd, etc.

Train: Protect Location: Jamaica Insp. Completed Date: 1-4-17 Time:

Unit#	7553	554	067	068	073	7074						
Def.												

List RSUs from West to East. Enter track location if train number is n/a. For location, enter the yard, i.e. HS-Yd, Bab-Yd, etc.

Report on Form No. 2-C has been made for all units indicated on this form as defective as indicated by an 'X' in the "Def" column.

Signature: [redacted] IBM/QMP: 29999/30 Occupation: RCI

4478

Long Island Rail Road

Brake Test Slip
QMP's Report On Condition Of Brakes

Test Performed: Class 1 ☑ Class 1A ☐

Date: 1-3-17 Time: 700 AM (PM)

Location of Test: Jamaica

Total # of Units Tested: 8

East Unit #: 7230

West Unit #: 7699

X [redacted] #30

Sig[redacted] QMP Performing Test QMP# or Emp ID

☐ Cars Added: Init:

☐ Cars Removed: Init:

☐ Run Around: Init:

BT 4/12

Protect

Long Island Rail Road

Brake Test Slip
QMP's Report On Condition Of Brakes

Test Performed: Class 1 ☑ Class 1A ☐

Date: 1-4-17 Time: 1201 (AM) PM

Location of Test: Jamaica

Total # of Units Tested: 6

East Unit #: 7074

West Unit #: 7553

[redacted] #30

[redacted] QMP Performing Test QMP# or Emp ID

☐ Cars Added: Init:

☐ Cars Removed: Init:

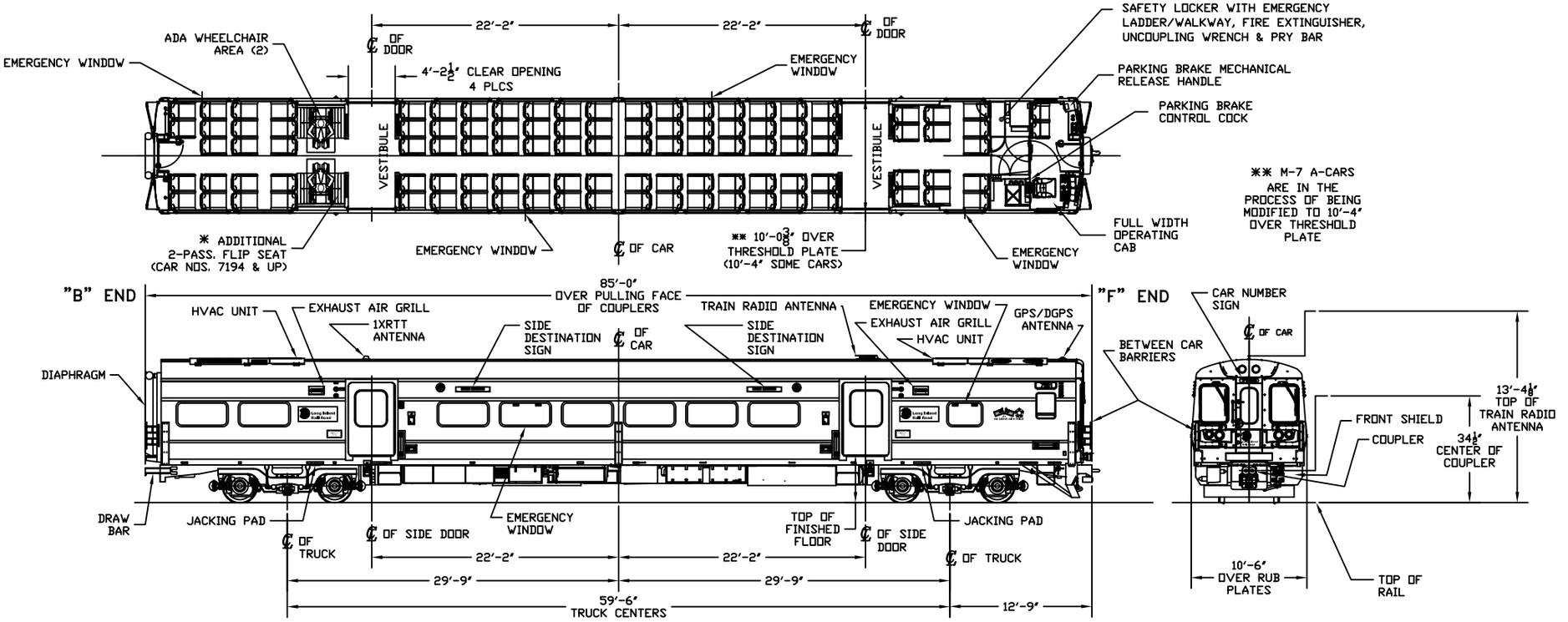
☐ Run Around: Init:

BT 4/12

Email completed form to MofE Central Control or fax to x8015.

M-7 ELECTRIC MULTIPLE UNIT CARS											
CAR #	CLASS OF CAR	YEAR BUILT	DATE ACQ / ACCEPTED	TYPE OF TOILET	# OF SEATS	WHEEL CHAIR ACCOM.	DATE CONV.	CAR NO.	ORIG CLASS	CAR OWNER	NOTES
7065	M-7	2003	5/23/2003	A/T	101	YES				LIRR	
7066	M-7	2003	5/23/2003		110	YES				LIRR	
7069	M-7	2003	5/27/2003	A/T	101	YES				LIRR	
7070	M-7	2003	5/27/2003		110	YES				LIRR	
7071	M-7	2003	5/5/2003	A/T	101	YES				LIRR	
7072	M-7	2003	5/5/2003		110	YES				LIRR	
7075	M-7	2003	5/7/2003	A/T	101	YES				LIRR	
7076	M-7	2003	5/7/2003		110	YES				LIRR	
7077	M-7	2003	5/21/2003	A/T	101	YES				LIRR	
7078	M-7	2003	5/21/2003		110	YES				LIRR	
7079	M-7	2003	5/20/2003	A/T	101	YES				LIRR	
7080	M-7	2003	5/20/2003		110	YES				LIRR	

M-7 ELECTRIC MULTIPLE UNIT CARS											
CAR #	CLASS OF CAR	YEAR BUILT	DATE ACQ / ACCEPTED	TYPE OF TOILET	# OF SEATS	WHEEL CHAIR ACCOM.	DATE CONV.	CAR NO.	ORIG CLASS	CAR OWNER	NOTES
7545	M-7	2005	11/10/2005	A/T	101	YES				LIRR	
7546	M-7	2005	11/10/2005		112	YES				LIRR	
7547	M-7	2005	11/21/2005	A/T	101	YES				LIRR	
7548	M-7	2005	11/21/2005		112	YES				LIRR	
7549	M-7	2005	11/21/2005	A/T	101	YES				LIRR	
7550	M-7	2005	11/21/2005		112	YES				LIRR	
7551	M-7	2005	12/22/2005	A/T	101	YES				LIRR	
7552	M-7	2005	12/22/2005		112	YES				LIRR	
7555	M-7	2005	12/9/2005	A/T	101	YES				LIRR	
7556	M-7	2005	12/9/2005		112	YES				LIRR	
7557	M-7	2005	12/20/2005	A/T	101	YES				LIRR	
7558	M-7	2005	12/20/2005		112	YES				LIRR	
7559	M-7	2005	12/15/2005	A/T	101	YES				LIRR	
7560	M-7	2005	12/15/2005		112	YES				LIRR	



SPECIFICATIONS
CLASS OF CAR - M-7/MARRIED PAIR
MANUFACTURER - BOMBARDIER, INC.
YEAR BUILT - 2002-2007
CAR NUMBER SERIES - 7002-7836 EVEN #

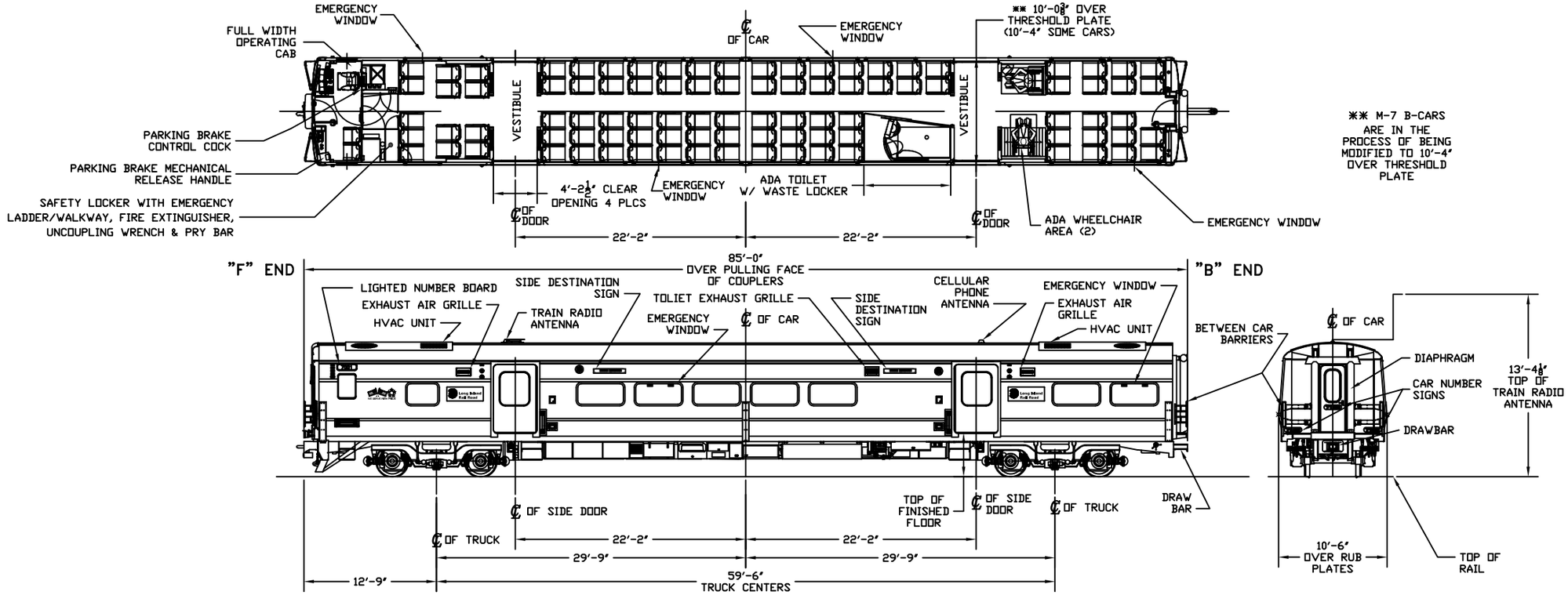
DIMENSIONS
LENGTH OVER COUPLER FACE - 85'-0"
WIDTH OVER SIDE SHEETS - 10'-4 3/4"
HEIGHT (RAIL TO ROOF) - 12'-11 1/2"
HEIGHT (RAIL TO FLOOR) - 4'-3"
DOORWAY WIDTH - 4'-2"
DOORWAY HEIGHT - 6'-6"
WHEEL DIAMETER (NEW) - 36" DIA.
TRUCK WHEELBASE - 8'-6"
TRUCK CENTERS - 59'-6"

WEIGHT & CAPACITY
WEIGHT (EMPTY) - 127,500 LBS.
FULL SEATED - 145,650 LBS.
CRUSH LOAD - 166,935 LBS.
NUMBER SEATED PASSENGERS - 110/112*
NUMBER STANDEES - 129
TRUCK WEIGHT - 23,300 LBS.

TRUCK/CARBODY/MISCELLANEOUS
PRIMARY SUSPENSION - STEEL COIL SPRINGS
SECONDARY SUSPENSION - AIR SPRINGS
BRAKE SHOES - ANCHOR SINTERED
DISC PADS - KNORR
HANDBRAKE - NONE
PARKING BRAKE - KNORR (SPRING-APPLIED/AIR-RELEASED)
CONSTRUCTION - WELDED STAINLESS STEEL
TOILET - NONE
WINDOWS - PYRAMID TRANSIT - POLYCARBONATE
FLOORING - NORA RUBBER SHEETING
COUPLER - WABCO TYPE N-6-A AUTOMATIC
HANDICAPPED SEATING - YES
SLIP-SLIDE PROTECTION - MITSUBISHI/KNORR
AUTOMATIC TRAIN CONTROL - US&S (ANSALDO STS) MICROCAB
SEATS - AMI CONTOURED
TRUCK TYPE - BOLSTERLESS, OUTBOARD BEARING, FABRICATED STEEL, SWING-ARM TYPE

ELECTRICAL SYSTEM
PROPULSION INVERTER - MITSUBISHI H2U3016000
AUXILIARY INVERTER - SEPSA 000331
LIGHTING - FLUORESCENT/LUMINATOR
AUXILIARY VOLTAGES - 240 VAC / 120 VAC (FED FROM B-CAR)/3 PHASE/60HZ
COMM. CONTROL PANEL - POCATEC (AXION) 9000585
PA SYSTEM - POCATEC (AXION)
RADIO - ORION D2HMCX
ANTENNA - POCATEC (AXION) 9000601
DESTINATION SIGN - POCATEC (AXION) 9000595
BATTERY - SAFT TYPE SRX220F3 KH220P NI-CAD 64 VDC
LVPS/BATTERY CHARGER - 72VDC
HVAC - ALBATROS (MERAK) TYPE RP-32
TRACTION MOTORS - MITSUBISHI MODEL MB-5088-A H1J0632001 (2 PER TRUCK), 265 H.P. (EACH MOTOR), 1060 H.P. (PER CAR)
CAB CONTROLS - KNORR/SEPSA
DIAGNOSTICS - BOMBARDIER TRANSPORTATION/SEPSA
EVENT RECORDER - BACH-SIMPSON

M-7 A-CAR
SHEET 11



SPECIFICATIONS
CLASS OF CAR - M-7/MARRIED PAIR
MANUFACTURER - BOMBARDIER, INC.
YEAR BUILT - 2002-2007
CAR NUMBER SERIES - 7001-7835 ODD #

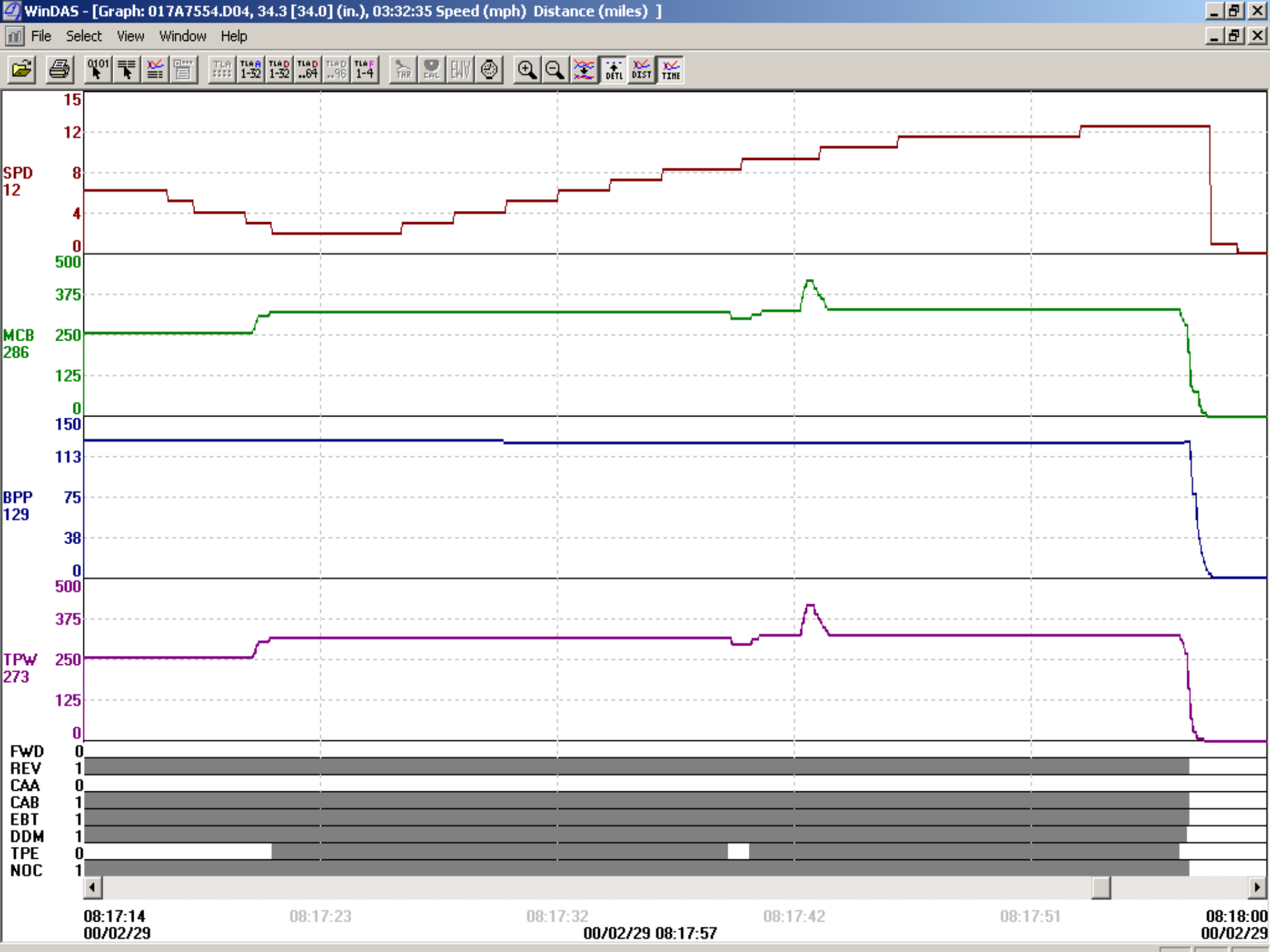
DIMENSIONS
LENGTH OVER COUPLER FACE - 85'-0"
WIDTH OVER SIDE SHEETS - 10'-4 3/4"
HEIGHT (RAIL TO ROOF) - 12'-11 1/2"
HEIGHT (RAIL TO FLOOR) - 4'-3"
DOORWAY WIDTH - 4'-2"
DOORWAY HEIGHT - 6'-6"
WHEEL DIAMETER (NEW) - 36" DIA.
TRUCK WHEELBASE - 8'-6"
TRUCK CENTERS - 59'-6"

WEIGHT & CAPACITY
WEIGHT (EMPTY) - 129,240 LBS.
FULL SEATED - 145,905 LBS.
CRUSH LOAD - 167,685 LBS.
NUMBER SEATED PASSENGERS - 101
NUMBER STANDEES - 132
TRUCK WEIGHT - 23,300 LBS.

TRUCK/CARBODY/MISCELLANEOUS
PRIMARY SUSPENSION - STEEL COIL SPRINGS
SECONDARY SUSPENSION - AIR SPRINGS
BRAKE SHOES - ANCHOR SINTERED
DISC PADS - KNORR
HANDBRAKE - NONE
PARKING BRAKE - KNORR (SPRING-APPLIED/AIR-RELEASED)
CONSTRUCTION - WELDED STAINLESS STEEL
TOILET - TEMOINSA OR AXION- FRESH WATER FLUSH TYPE
WINDOWS - PYRAMID TRANSIT - POLYCARBONATE
FLOORING - NORA RUBBER SHEETING
COUPLER - WABCO TYPE N-6-A AUTOMATIC
HANDICAPPED SEATING - YES
SLIP-SLIDE PROTECTION - MITSUBISHI/KNORR
AUTOMATIC TRAIN CONTROL - US&S (ANSALDO STS) MICROCAB
SEATS - AMI CONTOURED
TRUCK TYPE - BOLSTERLESS, OUTBOARD BEARING, FABRICATED STEEL, SWING-ARM TYPE

ELECTRICAL SYSTEM
PROPULSION INVERTER - MITSUBISHI H2U3016000
AUXILIARY INVERTER - SEPSA 000332
LIGHTING - FLUORESCENT/LUMINATOR
AUXILIARY VOLTAGES - 240/120 VAC/3 PHASE/60HZ
COMM. CONTROL PANEL - POCATEC (AXION) 9000585
PA SYSTEM - POCATEC (AXION)
RADIO - ORION D2HMCX
ANTENNA - POCATEC (AXION) 900060l
DESTINATION SIGN - POCATEC (AXION) 9000595
BATTERY - SAFT TYPE SRX220F3 KH220P NI-CAD 64 VDC
LVPS/BATTERY CHARGER - 72VDC
HVAC - ALBATROS (MERAK) TYPE RP-32
TRACTION MOTORS - MITSUBISHI MODEL MB-5088-A H1J0632001 (2 PER TRUCK), 265 H.P. (EACH MOTOR), 1060 H.P. (PER CAR)
CAB CONTROLS - KNORR/SEPSA
DIAGNOSTICS - BOMBARDIER TRANSPORTATION/SEPSA

M-7 B-CAR
SHEET 12


WinDAS - [Graph: 017A7554.D04, 34.3 [34.0] (in.), 03:32:35 Speed (mph) Distance (miles)]
File
Select
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Help
SPD
12
MCB
286
BPP
129
TPW
273
FWD
REV
CAA
CAB
EBT
DDM
TPE
NOC
08:17:14
00/02/29
08:17:23
08:17:32
08:17:42
08:17:51
08:18:00
00/02/29
00/02/29 08:17:57

WinDAS - [Table: 017A7554.D04, 34.2 [34.0] (in.), 03:32:35 Speed (mph) Distance (miles)]

File Select View Window Help

0101 TLA 1-32 TLA 1-52 TLA ..64 TLA ..96 TLA 1-4 THR CAL DETL DIST TIME

2000/02/29	EVT	SPD	DDM	DCA	DCB	BRA	BRB	BLS	DS1	DS2	DDM	CSA	WAF	EBT	CAA	CAB	TPE	FSA	FSB	FWD	REV	CSA	CSB	HRA	HRB	WAF	WAB	WBF	WBB	TEC	TEF	BAS	TMB	EIO	BTE	BPP	BCA	BCB	AS1	AS2	AS3	MCA	MCB	TPW	TEC	TEF	MCA	APB	APR	AER	AUS	FOR	RVS	BAS	CNF
02/29 08:17:22.0		2.3	D	D	D	B	B				D			E		C	T				R									0.0	-1		1.5	E		130	11.4	10.9	0	0.7	0.9	0.0	327	324	0.0	-1	0.0		A	A	A		R		
02/29 08:17:22.1		2.3	D	D	D	B	B				D			E		C	T				R									0.0	-1		1.5	E		130	8.1	10.9	0	0.7	0.9	0.0	327	324	0.0	-1	0.0		A	A	A		R		
02/29 08:17:22.1		2.3	D	D	D	B	B				D			E		C	T				R									0.0	-1		1.5	E		130	8.1	8.5	0	0.7	0.9	0.0	327	324	0.0	-1	0.0		A	A	A		R		
02/29 08:17:22.3		2.3	D	D	D	B	B				D			E		C	T				R									0.0	-1		1.5	E		130	5.8	8.5	0	0.7	0.9	0.0	327	324	0.0	-1	0.0		A	A	A		R		
02/29 08:17:22.3		2.3	D	D	D	B	B				D			E		C	T				R									0.0	-1		1.5	E		130	5.8	6.1	0	0.7	0.9	0.0	327	324	0.0	-1	0.0		A	A	A		R		
02/29 08:17:22.6		2.3	D	D	D	B	B				D			E		C	T				R									0.0	-1		1.5	E		130	3.2	6.1	0	0.7	0.9	0.0	327	324	0.0	-1	0.0		A	A	A		R		
02/29 08:17:22.6		2.3	D	D	D	B	B				D			E		C	T				R									0.0	-1		1.5	E		130	3.2	3.8	0	0.7	0.9	0.0	327	324	0.0	-1	0.0		A	A	A		R		
02/29 08:17:22.6		2.3	D	D	D	B	B				D			E		C	T				R									0.0	-1		21.7	E		130	3.2	3.8	0	0.7	0.9	0.0	327	324	0.0	-1	0.0		A	A	A		R		
02/29 08:17:23.2		2.3	D	D	D	B	B				D			E		C	T				R									0.0	-1		21.7	E		130	0.0	3.8	0	0.7	0.9	0.0	327	324	0.0	-1	0.0		A	A	A		R		
02/29 08:17:23.2		2.3	D	D	D	B	B				D			E		C	T				R									0.0	-1		21.7	E		130	0.0	1.5	0	0.7	0.9	0.0	327	324	0.0	-1	0.0		A	A	A		R		
02/29 08:17:23.2		2.3	D	D	D	B	B				D			E		C	T				R									0.0	-1		39.7	E		130	0.0	1.5	0	0.7	0.9	0.0	327	324	0.0	-1	0.0		A	A	A		R		
02/29 08:17:24.8		2.3	D	D	D	B	B				D			E		C	T				R									0.0	-1		57.2	E		130	0.0	1.5	0	0.7	0.9	0.0	327	324	0.0	-1	0.0		A	A	A		R		
02/29 08:17:25.0		2.3	D	D	D	B	B				D			E		C	T				R									0.0	-1		57.2	E		130	0.0	1.5	0	0.7	0.9	0.0	327	324	0.0	-1	0.0		A	A	A		R		
02/29 08:17:25.9		2.3	D	D	D	B	B				D			E		C	T				R									0.0	-1		57.2	E		130	0.0	1.5	0	0.7	0.9	0.0	327	324	0.0	-1	0.0		A	A	A		R		
02/29 08:17:26.0		2.3	D	D	D	B	B				D			E		C	T				R									127	-1		57.2	E		130	0.0	1.5	0	0.7	0.9	0.0	327	324	127	-1	0.0		A	A	A		R		
02/29 08:17:26.1		2.3	D	D	D	B	B				D			E		C	T				R									244	-1		57.2	E		130	0.0	1.5	0	0.7	0.9	0.0	327	324	244	-1	0.0		A	A	A		R		
02/29 08:17:26.3		2.3	D	D	D	B	B				D			E		C	T				R									244	-1		57.2	E		130	0.0	1.5	0	0.7	0.9	0.0	327	324	244	-1	0.0		A	A	A		R		
02/29 08:17:26.5		2.3	D	D	D	B	B				D			E		C	T				R									244	121		57.2	E		130	0.0	1.5	0	0.7	0.9	0.0	327	324	244	121	0.0		A	A	A		R		
02/29 08:17:26.9		2.3	D	D	D	B	B				D			E		C	T				R									244	121		57.2	E		130	0.0	1.5	0	0.7	0.9	0.0	327	324	244	121	0.0		A	A	A		R		
02/29 08:17:27.0		3.4	D	D	D	B	B				D			E		C	T				R									244	121		57.2	E		130	0.0	1.5	0	0.7	0.9	0.0	327	324	244	121	0.0		A	A	A		R		
02/29 08:17:27.1		3.4	D	D	D	B	B				D			E		C	T				R									244	164		57.2	E		130	0.0	1.5	0	0.7	0.9	0.0	327	324	244	164	0.0		A	A	A		R		
02/29 08:17:27.1		3.4	D	D	D	B	B				D			E		C	T				R									244	164		74.2	E		130	0.0	1.5	0	0.7	0.9	0.0	327	324	244	164	0.0		A	A	A		R		
02/29 08:17:28.5		3.4	D	D	D	B	B				D			E		C	T				R									244	205		74.2	E		130	0.0	1.5	0	0.7	0.9	0.0	327	324	244	205	0.0		A	A	A		R		
02/29 08:17:28.6		3.4	D	D	D	B	B				D			E		C	T				R									244	205		74.2	E		130	0.0	1.5	0	0.7	0.9	0.0	327	324	244	205	0.0		A	A	A		R		
02/29 08:17:29.0		4.4	D	D	D	B	B				D			E		C	T				R									244	205		74.2	E		130	0.0	1.5	0	0.7	0.9	0.0	327	324	244	205	0.0		A	A	A		R		
02/29 08:17:29.3		4.4	D	D	D	B	B				D			E		C	T				R									244	205		92.0	E		130	0.0	1.5	0	0.7	0.9	0.0	327	324	244	205	0.0		A	A	A		R		
02/29 08:17:30.9		4.4	D	D	D	B	B				D			E		C	T				R									244	205		92.0	E		128	0.0	1.5	0	0.7	0.9	0.0	327	324	244	205	0.0		A	A	A		R		
02/29 08:17:30.9		4.4	D	D	D	B	B				D			E		C	T				R									244	205		92.0	E		128	0.0	1.5	0	0.7	0.9	0.0	327	324	244	205	0.0		A	A	A		R		
02/29 08:17:31.0		5.5	D	D	D	B	B				D			E		C	T				R									244	205		92.0	E		128	0.0	1.5	0	0.7	0.9	0.0	327	324	244	205	0.0		A	A	A		R		
02/29 08:17:32.0		5.5	D	D	D	B	B				D			E		C	T				R									244	205		109	E		128	0.0	1.5	0	0.7	0.9	0.0	327	324	244	205	0.0		A	A	A		R		
02/29 08:17:33.0		6.6	D	D	D	B	B				D			E		C	T				R									244	205		109	E		128	0.0	1.5	0	0.7	0.9	0.0	327	324	244	205	0.0		A	A	A		R		
02/29 08:17:33.5		6.6	D	D	D	B	B				D			E		C	T				R									244	241		109	E		128	0.0	1.5	0	0.7	0.9	0.0	327	324	244	241	0.0		A	A	A		R		
02/29 08:17:34.1		6.6	D	D	D	B	B				D			E		C	T				R									244	241		109	E		128	0.0	1.5	0	0.7	0.9	0.0	327	324	244	241	0.0		A	A	A		R		
02/29 08:17:35.0		7.6	D	D	D	B	B				D			E		C	T				R									244	241		109	E		128	0.0	1.5	0	0.7	0.9	0.0	327	324	244	241	0.0		A	A	A		R		
02/29 08:17:37.0		8.7	D	D	D	B	B				D			E		C	T				R									244	241		109	E		128	0.0	1.5	0	0.7	0.9	0.0	327	324	244	241	0.0		A	A	A		R		
02/29 08:17:38.5		8.7	D	D	D	B	B				D			E		C	T				R									213	241		109	E		128	0.0	1.5	0	0.7	0.9	0.0	327	324	213	241	0.0		A	A	A		R		
02/29 08:17:39.5		8.7	D	D	D	B	B				D			E		C					R									213	241		109	E		128	0.0	1.5	0	0.7	0.9	0.0	327	324	213	241	0.0		A	A	A		R		
02/29 08:17:39.6		8.7	D	D	D	B	B				D			E		C					R									213	241		109	E		128	0.0	1.5	0	0.7	0.9	0.0	306	324	213	241	0.0		A	A	A		R		
02/29 08:17:39.6		8.7	D	D	D	B	B				D			E		C					R									213	241		109	E		128	0.0	1.5	0	0.7	0.9	0.0	306	304	213	241	0.0		A	A	A		R		
02/29 08:17:39.8		8.7	D	D	D	B	B				D			E		C					R									213	241		109	E		128	0.0	1.5	0	0.7	0.9	0.0	306	304	213	241	0.0		A	A	A		R		
02/29 08:17:39.8		8.7	D	D	D	B	B				D			E		C					R									213	241		61.0	E		128	0.0	1.5	0	0.7	0.9	0.0	306	304	213	241	0.0		A	A	A		R		
02/29 08:17:39.9		8.7	D	D	D	B	B				D			E		C					R									213	241		61.0	E		128	0.0	1.5	0	0.7	0.9	0.0	306	304	213	241	0.0		A	A	A		R		
02/29 08:17:39.9		8.7	D	D	D	B	B				D			E		C					R									213	241		28.6	E		128	0.0	1.5	0	0.7	0.9	0.0	306	304	213	241	0.0		A	A	A		R		
02/29 08:17:40.0		9.8	D	D	D	B	B				D			E		C					R									213	241		28.6	E		128	0.0	1.5	0	0.7	0.9	0.0	306	304	213	241	0.0		A	A	A		R		
02/29 08:17:40.0		9.8	D	D	D	B	B				D			E		C					R									103	241		28.6	E		128	0.0	1.5	0	0.7	0.9	0.0	306	304	103	241	0.0		A	A	A		R		
02/29 08:17:40.0		9.8	D	D	D	B	B				D			E		C					R									103	120		28.6	E		128	0.0	1.5	0	0.7	0.9	0.0	306	304	103	120	0.0		A	A	A		R		
02/29 08:17:40.0		9.8	D	D	D	B	B				D			E		C					R									103	120		28.6	E		128	0.0	1.5	0	0.7	0.9	0.0	306	304	103	120	0.0		A	A	A		R		

WinDAS - [Table: 017A7554.D04, 34.3 [34.0] (in.), 03:32:35 Speed (mph) Distance (miles)]

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2000/02/29	EVT	SPD	DDM	DCA	DCB	BRA	BRB	BLS	DS1	DS2	DDM	CSA	WAF	EBT	CAA	CAB	TPE	FSA	FSB	FWD	REV	CSA	CSB	HRA	HRB	WAF	WAB	WBF	WBB	TEC	TEF	BAS	TMB	EIO	BTE	BPP	BCA	BCB	AS1	AS2	AS3	MCA	MCB	TPW	TEC	TEF	MCA	APB	APR	AER	AUS	FOR	RVS	BAS	CNF
02/29 08:17:40.1		9.8	D	D	D	B	B				D			E		C					R									0.0	120		28.6	E		128	0.0	1.5	0	0.7	0.9	0.0	306	304	0.0	120	0.0		A	A	A		R		
02/29 08:17:40.1		9.8	D	D	D	B	B				D			E		C					R									0.0	14.0		28.6	E		128	0.0	1.5	0	0.7	0.9	0.0	306	304	0.0	14.0	0.0		A	A	A		R		
02/29 08:17:40.2		9.8	D	D	D	B	B				D			E		C					R									0.0	14.0		7.7	E		128	0.0	1.5	0	0.7	0.9	0.0	306	304	0.0	14.0	0.0		A	A	A		R		
02/29 08:17:40.3		9.8	D	D	D	B	B				D			E		C	T				R									0.0	14.0		7.7	E		128	0.0	1.5	0	0.7	0.9	0.0	306	304	0.0	14.0	0.0		A	A	A		R		
02/29 08:17:40.4		9.8	D	D	D	B	B				D			E		C	T				R									0.0	14.0		7.7	E		128	0.0	1.5	0	0.7	0.9	0.0	321	304	0.0	14.0	0.0		A	A	A		R		
02/29 08:17:40.4		9.8	D	D	D	B	B				D			E		C	T				R									0.0	14.0		7.7	E		128	0.0	1.5	0	0.7	0.9	0.0	321	319	0.0	14.0	0.0		A	A	A		R		
02/29 08:17:40.5		9.8	D	D	D	B	B				D			E		C	T				R									0.0	0.0		7.7	E		128	0.0	1.5	0	0.7	0.9	0.0	321	319	0.0	0.0	0.0		A	A	A		R		
02/29 08:17:40.7		9.8	D	D	D	B	B				D			E		C	T				R									0.0	0.0		7.7	E		128	0.0	1.5	0	0.7	0.9	0.0	321	330	0.0	0.0	0.0		A	A	A		R		
02/29 08:17:40.8		9.8	D	D	D	B	B				D			E		C	T				R									0.0	0.0		7.7	E		128	0.0	1.5	0	0.7	0.9	0.0	332	330	0.0	0.0	0.0		A	A	A		R		
02/29 08:17:41.0		9.8	D	D	D	B	B				D			E		C	T				R									34.0	0.0		7.7	E		128	0.0	1.5	0	0.7	0.9	0.0	332	330	34.0	0.0	0.0		A	A	A		R		
02/29 08:17:41.0		9.8	D	D	D	B	B				D			E		C	T				R									34.0	0.0		25.5	E		128	0.0	1.5	0	0.7	0.9	0.0	332	330	34.0	0.0	0.0		A	A	A		R		
02/29 08:17:41.2		9.8	D	D	D	B	B				D			E		C	T				R									34.0	0.0		25.5	E		128	0.0	1.5	0	0.7	0.9	0.0	332	330	34.0	0.0	0.0		A	A	A		R		
02/29 08:17:41.2		9.8	D	D	D	B	B				D			E		C	T				R									34.0	0.0		44.0	E		128	0.0	1.5	0	0.7	0.9	0.0	332	330	34.0	0.0	0.0		A	A	A		R		
02/29 08:17:41.4		9.8	D	D	D	B	B				D			E		C	T				R									34.0	0.0		44.0	E		128	0.0	1.5	0	0.7	0.9	0.0	332	330	34.0	0.0	0.0		A	A	A		R		
02/29 08:17:41.4		9.8	D	D	D	B	B				D			E		C	T				R									34.0	0.0		62.0	E		128	0.0	1.5	0	0.7	0.9	0.0	332	330	34.0	0.0	0.0		A	A	A		R		
02/29 08:17:41.5		9.8	D	D	D	B	B				D			E		C	T				R									198	0.0		62.0	E		128	0.0	1.5	0	0.7	0.9	0.0	332	330	198	0.0	0.0		A	A	A		R		
02/29 08:17:41.5		9.8	D	D	D	B	B				D			E		C	T				R									198	100		62.0	E		128	0.0	1.5	0	0.7	0.9	0.0	332	330	198	100	0.0		A	A	A		R		
02/29 08:17:41.7		9.8	D	D	D	B	B				D			E		C	T				R									198	100		62.0	E		128	0.0	1.5	0	0.7	0.9	0.0	332	330	198	100	0.0		A	A	A		R		
02/29 08:17:41.7		9.8	D	D	D	B	B				D			E		C	T				R									198	100		84.8	E		128	0.0	1.5	0	0.7	0.9	0.0	332	330	198	100	0.0		A	A	A		R		
02/29 08:17:42.0		9.8	D	D	D	B	B				D			E		C	T				R									198	172		84.8	E		128	0.0	1.5	0	0.7	0.9	0.0	332	330	198	172	0.0		A	A	A		R		
02/29 08:17:42.0		9.8	D	D	D	B	B				D			E		C	T				R									198	172		84.8	E		128	0.0	1.5	0	0.7	0.9	0.0	332	330	198	172	0.0		A	A	A		R		
02/29 08:17:42.0		9.8	D	D	D	B	B				D			E		C	T				R									198	172		107	E		128	0.0	1.5	0	0.7	0.9	0.0	332	330	198	172	0.0		A	A	A		R		
02/29 08:17:42.3		9.8	D	D	D	B	B				D			E		C	T				R									198	172		107	E		128	0.0	1.5	0	0.7	0.9	0.0	370	330	198	172	0.0		A	A	A		R		
02/29 08:17:42.3		9.8	D	D	D	B	B				D			E		C	T				R									198	172		107	E		128	0.0	1.5	0	0.7	0.9	0.0	370	368	198	172	0.0		A	A	A		R		
02/29 08:17:42.4		9.8	D	D	D	B	B				D			E		C	T				R									198	172		107	E		128	0.0	1.5	0	0.7	0.9	0.0	405	368	198	172	0.0		A	A	A		R		
02/29 08:17:42.4		9.8	D	D	D	B	B				D			E		C	T				R									198	172		107	E		128	0.0	1.5	0	0.7	0.9	0.0	405	402	198	172	0.0		A	A	A		R		
02/29 08:17:42.4		9.8	D	D	D	B	B				D			E		C	T				R									198	172		107	E		128	0.0	1.5	0	0.7	0.9	0.0	405	402	198	172	0.0		A	A	A		R		
02/29 08:17:42.5		9.8	D	D	D	B	B				D			E		C	T				R									314	172		107	E		128	0.0	1.5	0	0.7	0.9	0.0	405	402	314	172	0.0		A	A	A		R		
02/29 08:17:42.5		9.8	D	D	D	B	B				D			E		C	T				R									314	323		107	E		128	0.0	1.5	0	0.7	0.9	0.0	405	402	314	323	0.0		A	A	A		R		
02/29 08:17:42.5		9.8	D	D	D	B	B				D			E		C	T				R									314	323		107	E		128	0.0	1.5	0	0.7	0.9	0.0	427	402	314	323	0.0		A	A	A		R		
02/29 08:17:42.5		9.8	D	D	D	B	B				D			E		C	T				R									314	323		107	E		128	0.0	1.5	0	0.7	0.9	0.0	427	424	314	323	0.0		A	A	A		R		
02/29 08:17:42.8		9.8	D	D	D	B	B				D			E		C	T				R									314	323		107	E		128	0.0	1.5	0	0.7	0.9	0.0	401	424	314	323	0.0		A	A	A		R		
02/29 08:17:42.8		9.8	D	D	D	B	B				D			E		C	T				R									314	323		107	E		128	0.0	1.5	0	0.7	0.9	0.0	401	399	314	323	0.0		A	A	A		R		
02/29 08:17:42.9		9.8	D	D	D	B	B				D			E		C	T				R									314	323		107	E		128	0.0	1.5	0	0.7	0.9	0.0	383	399	314	323	0.0		A	A	A		R		
02/29 08:17:42.9		9.8	D	D	D	B	B				D			E		C	T				R									314	323		107	E		128	0.0	1.5	0	0.7	0.9	0.0	383	381	314	323	0.0		A	A	A		R		
02/29 08:17:43.0		10.5	D	D	D	B	B				D			E		C	T				R									314	323		107	E		128	0.0	1.5	0	0.7	0.9	0.0	383	381	314	323	0.0		A	A	A		R		
02/29 08:17:43.0		10.5	D	D	D	B	B				D			E		C	T				R									314	323		107	E		128	0.0	1.5	0	0.7	0.9	0.0	369	381	314	323	0.0		A	A	A		R		
02/29 08:17:43.0		10.5	D	D	D	B	B				D			E		C	T				R									314	323		107	E		128	0.0	1.5	0	0.7	0.9	0.0	369	368	314	323	0.0		A	A	A		R		
02/29 08:17:43.1		10.5	D	D	D	B	B				D			E		C	T				R									314	323		107	E		128	0.0	1.5	0	0.7	0.9	0.0	369	357	314	323	0.0		A	A	A		R		
02/29 08:17:43.2		10.5	D	D	D	B	B				D			E		C	T				R									314	323		107	E		128	0.0	1.5	0	0.7	0.9	0.0	346	357	314	323	0.0		A	A	A		R		
02/29 08:17:43.2		10.5	D	D	D	B	B				D			E		C	T				R									314	323		107	E		128	0.0	1.5	0	0.7	0.9	0.0	346	345	314	323	0.0		A	A	A		R		
02/29 08:17:43.3		10.5	D	D	D	B	B				D			E		C	T				R									314	323		107	E		128	0.0	1.5	0	0.7	0.9	0.0	334	345	314	323	0.0		A	A	A		R		
02/29 08:17:43.3		10.5	D	D	D	B	B				D			E		C	T				R									314	323		107	E		128	0.0	1.5	0	0.7	0.9	0.0	334	332	314	323	0.0		A	A	A		R		
02/29 08:17:43.5		10.5	D	D	D	B	B				D			E		C	T				R									170	323		107	E		128	0.0	1.5	0	0.7	0.9	0.0	334	332	170	323	0.0		A	A	A		R		
02/29 08:17:43.5		10.5	D	D	D	B	B				D			E		C	T				R									170	186		107	E		128	0.0	1.5	0	0.7	0.9	0.0	334	332	170	186	0.0		A	A	A		R		
02/29 08:17:46.0		11.5	D	D	D	B	B				D			E		C	T				R									170	186		107	E		128	0.0	1.5	0	0.7	0.9	0.0	334	332	170	186	0.0		A	A	A		R		
02/29 08:17:49.5		11.5	D	D	D	B	B				D			E		C	T				R									139	186		107	E		128	0.0	1.5	0	0.7	0.9	0.0	334	332	139	186	0.0		A	A	A		R		

WinDAS - [Table: 017A7554.D04, 34.3 [34.0] (in.), 03:32:35 Speed (mph) Distance (miles)]

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2000/02/29	EVT	SPD	DDM	DCA	DCB	BRA	BRB	BLS	DS1	DS2	DDM	CSA	WAF	EBT	CAA	CAB	TPE	FSA	FSB	FWD	REV	CSA	CSB	HRA	HRB	WAF	WAB	WBF	WBB	TEC	TEF	BAS	TMB	EIO	BTE	BPP	BCA	BCB	AS1	AS2	AS3	MCA	MCB	TPW	TEC	TEF	MCA	APB	APR	AER	AUS	FOR	RVS	BAS	CNF
02/29 08:17:57.5		12.9		D																										0.0	-2		-92			39.0	18.9	31.3	0	0.7	0.9	0.0	79.9	12.4	0.0	-2	0.0						R		
02/29 08:17:57.5		12.9		D																										0.0	-2		-92			39.0	18.9	31.3	0	0.7	0.9	0.0	36.0	12.4	0.0	-2	0.0						R		
02/29 08:17:57.5		12.9		D																										0.0	-2		-49			39.0	18.9	31.3	0	0.7	0.9	0.0	36.0	12.4	0.0	-2	0.0						R		
02/29 08:17:57.6		12.9		D																										0.0	-2		-49			26.0	18.9	31.3	0	0.7	0.9	0.0	36.0	12.4	0.0	-2	0.0						R		
02/29 08:17:57.6		12.9		D																										0.0	-2		-49			26.0	26.3	31.3	0	0.7	0.9	0.0	36.0	12.4	0.0	-2	0.0						R		
02/29 08:17:57.6		12.9		D																										0.0	-2		-49			26.0	26.3	36.2	0	0.7	0.9	0.0	36.0	12.4	0.0	-2	0.0						R		
02/29 08:17:57.6		12.9		D																										0.0	-2		-49			26.0	26.3	36.2	0	0.7	0.9	0.0	16.9	12.4	0.0	-2	0.0						R		
02/29 08:17:57.6		12.9		D																										0.0	-2		-28			26.0	26.3	36.2	0	0.7	0.9	0.0	16.9	12.4	0.0	-2	0.0						R		
02/29 08:17:57.7		12.9		D																										0.0	-2		-28			16.3	26.3	36.2	0	0.7	0.9	0.0	16.9	12.4	0.0	-2	0.0						R		
02/29 08:17:57.7		12.9		D																										0.0	-2		-28			16.3	32.6	36.2	0	0.7	0.9	0.0	16.9	12.4	0.0	-2	0.0						R		
02/29 08:17:57.7		12.9		D																										0.0	-2		-28			16.3	32.6	40.0	0	0.7	0.9	0.0	16.9	12.4	0.0	-2	0.0						R		
02/29 08:17:57.7		12.9		D																										0.0	-2		-28			16.3	32.6	40.0	0	0.7	0.9	0.0	16.9	1.1	0.0	-2	0.0						R		
02/29 08:17:57.8		12.9		D																										0.0	-2		-28			9.8	32.6	40.0	0	0.7	0.9	0.0	16.9	1.1	0.0	-2	0.0						R		
02/29 08:17:57.8		12.9		D																										0.0	-2		-28			9.8	38.2	40.0	0	0.7	0.9	0.0	16.9	1.1	0.0	-2	0.0						R		
02/29 08:17:57.8		12.9		D																										0.0	-2		-28			9.8	38.2	40.0	0	0.7	0.9	0.0	4.5	1.1	0.0	-2	0.0						R		
02/29 08:17:57.8		12.9		D																										0.0	-2		-8			9.8	38.2	40.0	0	0.7	0.9	0.0	4.5	1.1	0.0	-2	0.0						R		
02/29 08:17:57.9		12.9		D																										0.0	-2		-8			5.4	38.2	40.0	0	0.7	0.9	0.0	4.5	1.1	0.0	-2	0.0						R		
02/29 08:17:57.9		12.9		D																										0.0	-2		-8			5.4	43.0	40.0	0	0.7	0.9	0.0	4.5	1.1	0.0	-2	0.0						R		
02/29 08:17:57.9		12.9		D																										0.0	-2		-8			5.4	43.0	42.8	0	0.7	0.9	0.0	4.5	1.1	0.0	-2	0.0						R		
02/29 08:17:58.0		1.7		D																										0.0	-2		-8			5.4	43.0	42.8	0	0.7	0.9	0.0	4.5	1.1	0.0	-2	0.0						R		
02/29 08:17:58.0		1.7		D																										0.0	-2		-8			2.7	43.0	42.8	0	0.7	0.9	0.0	4.5	1.1	0.0	-2	0.0						R		
02/29 08:17:58.0		1.7		D																										0.0	-2		-8			2.7	47.0	42.8	0	0.7	0.9	0.0	4.5	1.1	0.0	-2	0.0						R		
02/29 08:17:58.1		1.7		D																										0.0	-2		-8			2.7	50.0	42.8	0	0.7	0.9	0.0	4.5	1.1	0.0	-2	0.0						R		
02/29 08:17:58.2		1.7		D																										0.0	-2		-8			0.0	50.0	42.8	0	0.7	0.9	0.0	4.5	1.1	0.0	-2	0.0						R		
02/29 08:17:58.3		1.7		D																										0.0	-2		-8			0.0	53.3	42.8	0	0.7	0.9	0.0	4.5	1.1	0.0	-2	0.0						R		
02/29 08:17:58.3		1.7		D																										0.0	-2		-8			0.0	53.3	39.7	0	0.7	0.9	0.0	4.5	1.1	0.0	-2	0.0						R		
02/29 08:17:58.4		1.7		D																										0.0	-2		-8			0.0	53.3	32.1	0	0.7	0.9	0.0	4.5	1.1	0.0	-2	0.0						R		
02/29 08:17:58.5		1.7		D																										0.0	-2		-8			0.0	53.3	25.3	0	0.7	0.9	0.0	4.5	1.1	0.0	-2	0.0						R		
02/29 08:17:58.5		1.7		D																										0.0	-2		-8			0.0	53.3	25.3	0	0.7	0.9	0.0	4.5	1.1	0.0	-2	0.0						R		
02/29 08:17:58.6		1.7		D																										0.0	-2		-8			0.0	53.3	21.0	0	0.7	0.9	0.0	4.5	1.1	0.0	-2	0.0						R		
02/29 08:17:58.6		1.7		D																										0.0	-2		-8			0.0	53.3	21.0	0	0.7	0.9	0.0	4.5	1.1	0.0	-2	0.0						R		
02/29 08:17:58.7		1.7		D																										0.0	-2		-8			0.0	53.3	18.7	0	0.7	0.9	0.0	4.5	1.1	0.0	-2	0.0						R		
02/29 08:17:58.7		1.7		D																										0.0	-2		-8			0.0	53.3	18.7	0	0.7	0.9	0.0	4.5	1.1	0.0	-2	0.0						R		
02/29 08:17:58.9		1.7		D																										0.0	-2		-8			0.0	53.3	18.7	0	0.7	0.9	0.0	4.5	1.1	0.0	-2	0.0						R		
02/29 08:17:59.0		1.7		D																										0.0	-2		-8			0.0	53.3	18.7	0	0.7	0.9	0.0	4.5	1.1	0.0	-2	0.0						R		
02/29 08:17:59.0	Zero Speed Record for Unit #: 7554																																																						
02/29 08:17:59.2		0.0		D																										0.0	-2		-8			0.0	53.3	18.7	0	0.7	0.9	0.0	4.5	1.1	0.0	-2	0.0					F	R		
02/29 08:17:59.2		0.0		D																										0.0	-2		-8			0.0	53.3	18.7	0	0.7	0.9	0.0	4.5	1.1	0.0	-2	0.0					F			
02/29 08:17:59.2		0.0		D																										0.0	-2		-8			0.0	53.3	18.7	0	0.7	0.9	0.0	4.5	1.1	0.0	-2	0.0					F			
02/29 08:18:00.2		0.0		D																										0.0	-2		-8			0.0	53.3	18.7	0	0.7	0.9	0.0	4.5	1.1	0.0	-2	0.0								
02/29 08:18:01.7		0.0		D																										0.0	-2		-8			0.0	53.3	16.5	0	0.7	0.9	0.0	4.5	1.1	0.0	-2	0.0								
02/29 08:18:11.0		0.0		D																										0.0	-2		-8			0.0	53.3	14.3	0	0.7	0.9	0.0	4.5	1.1	0.0	-2	0.0								
02/29 08:18:19.0		0.0		D																										0.0	-2		-8			0.0	53.3	12.0	0	0.7	0.9	0.0	4.5	1.1	0.0	-2	0.0								
02/29 08:18:30.4		0.0		D																										0.0	-2		-8			0.0	53.3	9.8	0	0.7	0.9	0.0	4.5	1.1	0.0	-2	0.0								
02/29 08:18:47.9		0.0		D																										0.0	-2		-8			0.0	53.3	7.5	0	0.7	0.9	0.0	4.5	1.1	0.0	-2	0.0								
02/29 08:18:50.9		0.0																												0.0	-2		-8			0.0	53.3	7.5	0	0.7	0.9	0.0	4.5	1.1	0.0	-2	0.0								
02/29 08:19:16.3		0.0																												0.0	-2		-8			0.0	53.3	5.3	0	0.7	0.9	0.0	4.5	1.1	0.0	-2	0.0								