eporting year 2016 OPERATED BY  Long Isla MODEL NO.  M-7	and Rail Ro		RR CODE 2. OWNED BY			RR CODE
MODEL NO.	and Rall Ro		16 10	Long lela	ind Rail Road	0   5   5
	4. LOCO NO.	ad 0 5	5 0 T 6. PROPELLED		8. TYPE OF SERV	
IVITA	706	7 2004	4 BY MU	1060	ROAD 🛛 `	YARD   OTHER
STEAM GEN. GE	EN. #1.	Working Pre	ssure	GEN. #2.	v	Vorking Pressure
. MAXIMUM PISTON TR	AVEL	11. OUT OF	USE CREDIT			
N/A LAST PERIODIC INSP	PECTION DATE	Inches		PLACE		
		12-	11-15		HMC	
ERIODIC INSPECTI	ONS	Check o	Programme and the second second	per 229.23(a		per 229.23 (b) (1) <u>only</u>
. 14.		15. *	PERSON 1	5. * 16. ITEMS	PERSON	CERTIFIED BY
MO DAY YR	PLACE	ITEMS	GONDUCTING	TIEWIS	CONDUCTOR	
	OUT OF SERVI	CE 3-18-16/	VIN SERVICE	3/19/16	11/1	4
3/15/11	HMC	1-2	1	> 3-6		
JIIII	OUT OF SERVI	CE latertus	IN SERVICE	1/1/1/	101/	
	JOT OF SERVI	1/2	IN GENTIGE	2/10/10		
6/16/16	HMC	4-7	, .,	3-5		
	OUT OF SERVI	ce aluliu	IN SERVICE	9/9/10		
0/6/11	tmc	1-2		3 - 5		(
	OUT-OF SERVI		UL SERMICE	1/25	111	
	11.	1-2	J. 3. 3. 3. 4. () E. 4.	11/1301	16	2
11/20/16	Aturo	4-7		31.5		
1 3 11	OUT OF SERVI	CE	IN SERVICE			
		1-2		3-5		
* ITEM CODE: 1 BF	RAKES 2 RUNNII	NG GEAR 3 CAB EQU	IP. 4 MECH. EQUIP.	5 ELECT. EQUI	P. 6 STEAM GEN.	7 SAFETY APPL.
					20. WAIVER-OTHER	
TESTS	18.	PRESSURE FRA	VAIVER PART-229 -229.135		FRA-2003-15638	
	21.	CEL THE REPORT OF THE PARTY OF	-2003-16265 22.	23.	FRA-2004-17099	24. PREMOUS TEST
TVDL	TERVAL NOT ONE THAN	PERSON CONDUCTING	TEST DATE AND PLACE	C	ERTIFIED BY	PREVIOUS TEST DATE AND PLACE
METER 368	calendar days		NOT APPLIC	ABLE		
HAMMER AND 736	calendar days	0.0	i . E D	4		
HYDRO	Calendar days	DR	ILLED			
AIR BRAKE 238.309 2208 Truck	B calendar days					4/27/12 HMC
Car Body	3 calendar days	" la				4/27/12 HMC s and appurtenances of the

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.

- 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).
- 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 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. <u>LAST PERIODIC INSPECTION</u>: 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. <u>INSPECTIONS AND TESTS</u>: 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. <u>TESTS</u>: 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. <u>H&H</u>: 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. <u>WAIVERS</u>: 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".

			HE WAS GIVEN DO IN USE ON	OTTONIAL VIRGINIS AND
OISE: Enter any no	ise tests or related info	ormation in accordance v	with 49CFR 210.31.	
	al explanatory or clarify	ving information		
-MARKS Additions	il explanatory or clarify	ing information.		
<u>=MARKS</u> : Additiona				
FRA-229.135 Event R		I-SIMPSON BAC54000-01		
FRA-2003-15638 Inop FRA-2004-17099 Air E	ecorder Equipped BACH erative Dynamic Brake trake Extension to 2208 l rgency Pole; Shoe Insula	Days .		



RSU History Report

Date Range: 10/1/16 to 1/4/17

Fleet: E Class: MU Model: M7 RSU(s): 7067 System(s): ALL Include Task Detail: N Include Component Defect & Report Info: N

Failure C	ode(s): ALL	Loc	ation(s): ALI	L Work Type(s): ALL	W/O Status(es):	ALL	Remove PM/2C Defect/Repair In		
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 21	27660 MOD,	LLEPM HPPL Decal in	nstall, M7				
7067	SYS: 5(5-99)	2156391	11/30/2016	GREEN LS	COMP	11/30/2016		N	N
	RSU BODY	W/O: CM 21	156391 4 CAS	SES WATER O.D.					
7067	SYS: 5()	2161621	12/2/2016		WAPPR	12/2/2016		N	N
	RSU BODY	W/O: CA 21	61621 To re-l	ocate the seco switch -	Phase 1 - Run wire	es 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 21	156345 #2 WF	HEEL *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 21	156467 CONE	DESOR 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 21	120850 bowl f	ull					
7067	SYS: 9(9-60)	2122614	10/6/2016	RIOS LENON T	COMP	10/7/2016		N	N
	TOILET	W/O: CM 21	122614 SINK	WATER SENSOR INC	OP				
7067	SYS: 9(9-52)	2130345	10/17/2016	ZITO J	COMP	10/17/2016		N	N
	TOILET	W/O: CM 21	130345 DV1 C	PEN					
7067	SYS: 9(9-14)	2130433	10/17/2016	KLETT L	COMP	10/18/2016		N	N
	TOILET	W/O: CM 21	130433 Bathro	om door off of the track	k				
7067	SYS: 9(9-14)	2131849	10/21/2016	ALDINO P	COMP	11/18/2016		N	N
	TOILET	W/O: CM 21	131849 TOILI	ET DOOR Operator ass	embly Broken and	kick plate m	issing hardware		
7067	SYS: 9(9-52)	2137675	10/31/2016	TURNER CA	COMP	11/18/2016		N	N
	TOILET	W/O: CM 21	137675 Toilet	Clog					
7067	SYS: 9(9-52)	2151632	11/18/2016	GALLO MJ	COMP	11/30/2016		N	N
	TOILET	W/O: CM 21 SAFETY	151632 KICK	PLATE ASSEMBLY (	NMOH) REMOV	ED DAMAG	ED/ PLATES BATH	ROOM LOCKEI	O OUT FOR

# THE LONG ISLAND RAIL ROAD COMPANY Multiple Operated Electric Units - Inspections, Cleaning and Test Record

#### MP278-B3

#### **M7 AIR BRAKE CARD**

Year 2016

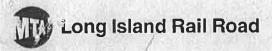
RSU No. 7067

	Maximum Months of Service	Periodic Test Months	Previous Test	Jan.	Feb.	Mar.	April	Мау	June	July	Aug.	Sept.	Oct.	Nov.	Dec.
Air Gauges (Clean & Test)	3	3	12.17.15	- (		18		7.7	15			4		30	
Dead Man Feature Test	3	3	12.17.15			18			15		_	4		30	
Parking Brake Tested	3	3	12.17 15			14			15			4		30	
MR & BP FILTERS & Strainers (TEST)	72	3	12.17.15	lat.		14			15	( <u>i</u> )		4		30	
Uncoupling Cylinders & Latch Mechanism	72	72	4/27/2												
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		4/27/12												
CMV / EMV	72	72	4/27/12							п					
Leveling Valves (F/E & B/E)	72	72	4/27/12	10						D					
Air Compressor / Dryer (TEST)	72	3	12-17-15		- 8	18			iS			4		30	
Tappet Valve (TEST)	72		12:17:15			18			15			4		30	

6 Year Air Brake Date (72 Month)

Previous Date

/27/12 New Date:



CAR # 7067 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	
3	ATC		ok	55384	
100	AUX POWER (APS)	2	Note	54175	
5	ELECTRICAL COUPLER	4	Note	27/21	
6	DOORS	5	NOTE	55549	
7	LIGHTING	12	whe	20388	
8	HVAC	8	NOTE	52720	
9	CONTACT SHOES	7	Note	54472	
10	ICC MECHANICAL	13	NOTE:	21863	
11	AIR BRAKE	3	V	53230	
12	AIR COMPRESSOR	3	1	50352	
13	PROPULSION	1	Note	53075 V	
14	BRAKE SHOES/DISCS	3	/	50352	
15	TOILET / CARBODY	9		50228	
16	COMMUNICATION/DOORS	10	vote	2467	
17	TRACTION MOTORS	- 6	NOTE	569U	
18	SHOE BEAM		Note	54566	
	COUPLER		V	29814	
20	TRACTION MOTOR COUPLER		1	50352	the same of the t
F/E	LOAD LEVELER 65/68 6	XDUCER 67		MAX BRAKI	0/11
	LOAD LEVELER 73/65 6	1 47	*	MIN BRAKE COAST (290	(256-277 mA) <u>269</u> - 310 mA) 300
	$\begin{array}{ccc} X \text{ BRAKE PSI} & \underline{43} & \underline{43} \\ N \text{ BRAKE PSI} & \underline{/3} & \underline{/3} \end{array}$	13		MIN PWR (3:	23 - 343 mA) 332
	10	1.60			105 515 - AV 510

F/E LOAD LEVELER

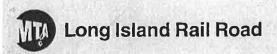
65/68	65	67	MAX BRAKE (0 mA)	269
MIN BRAKE (256-277 mA)	269			
MAX BRAKE PSI	43	44	42	
MIN BRAKE PSI	43	44	42	
MIN PWR (323 - 343 mA)	33	33		
EMER BRAKE PSI	47	48	47	
MAX PWR (485 - 515 mA)	500			
F-END	B-END	F-END	B-END	
ODOMETER (MILES)	5/335	FREON LEVEL	105/802	
PWR CONS. (KWH)	95/823	105/802		

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

SUPERVISOR'S SIGNATURE & IBM#\_

SUPERVISOR'S SIGNATURE:\_

	CAR#: 7067 DATE:	11/30/1	6	SHIFT:	12 20	
	COMPONENT & DESRIPTION	DEFECT	REPAIR	QTY	IBM#	SIGNATURE
BOORS	1-1 DOOK	GRAFFITI	wope		29817	
	R-1 BARREL LOCK	STIFF	Whe		29897	
	R-1 TRANSITION STRIP SCREW	miss	mpl		25857	
	BATHROOM DOOR KICK PLATE	MISS	MM	1		
	BATHROOM SOOR	OA	adJ		2999)	
	L-2 TRANSITION STRIP	Miss	rep 1		<b>)</b>	
	L-2 BARREL LOCK	STIFF	whe		28%)	
SOOFS	1-2 DOOR	GRAFFITI	wife		2951)	
ressing	F/E SACO.BCGO	54164	whe		29497	
TVAC	Flé Condenser fon	Noisy	Repl	1	29247	
oors	Lamptest button	PID	Secu		62406	
OME	Radio posh botton	MISS	Secu		52401	
10	Radio Food peddle cable	IRD	Pies		62406	2
Beams	LI/IL Articulating Arm	LOOSE	535		702015	
	L2/3L Articulating Arm	LOOSE	555		281815	
	R2/4R 11 11	L005E	577		28815	
	R2/4R Arc stall Shield	MPS/LOOK		11,16		
EAR CASE	R1/2R Articulating Pinns OIL: #1 0/ #2 0/ #3	ON	>>> #4	4	781NC7 	



CAR # 7067 DATE	SHIFT	SHOP	

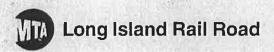
11 AIR BRAKE       3         12 AIR COMPRESSOR       3         13 PROPULSION       1         14 BRAKE SHOES/DISCS       3         15 TOILET / CARBODY       9         16 COMMUNICATION/DOORS       10         17 TRACTION MOTORS       6         18 SHOE BEAM		
1 STANDING POWER TEST 2 ICC ELECTRICAL 3 ATC 4 AUX POWER (APS) 5 ELECTRICAL COUPLER 6 DOORS 7 LIGHTING 12 8 HVAC 9 CONTACT SHOES 7 10 ICC MECHANICAL 13 11 AIR BRAKE 3 12 AIR COMPRESSOR 3 13 PROPULSION 1 PROPULSION 1 BRAKE SHOES/DISCS 15 TOILET / CARBODY 16 COMMUNICATION/DOORS 1		
2 ICC ELECTRICAL 3 ATC 4 AUX POWER (APS) 5 ELECTRICAL COUPLER 6 DOORS 7 LIGHTING 8 HVAC 8 HVAC 9 CONTACT SHOES 7 10 ICC MECHANICAL 11 AIR BRAKE 3 11 AIR BRAKE 3 12 AIR COMPRESSOR 3 13 PROPULSION 1 14 BRAKE SHOES/DISCS 3 15 TOILET / CARBODY 9 16 COMMUNICATION/DOORS 17 TRACTION MOTORS 6 18 SHOE BEAM		
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		
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		
6 DOORS 7 LIGHTING 8 HVAC 8 HVAC 9 CONTACT SHOES 7 10 ICC MECHANICAL 11 AIR BRAKE 12 AIR COMPRESSOR 13 PROPULSION 14 BRAKE SHOES/DISCS 15 TOILET / CARBODY 16 COMMUNICATION/DOORS 17 TRACTION MOTORS 18 SHOE BEAM		
7 LIGHTING 8 HVAC 8 HVAC 9 CONTACT SHOES 7 10 ICC MECHANICAL 13 11 AIR BRAKE 3 12 AIR COMPRESSOR 3 13 PROPULSION 1 BRAKE SHOES/DISCS 3 15 TOILET / CARBODY 9 16 COMMUNICATION/DOORS 17 TRACTION MOTORS 6 18 SHOE BEAM		
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	- VICE	
9 CONTACT SHOES 7 10 ICC MECHANICAL 11 AIR BRAKE 3 12 AIR COMPRESSOR 3 PROPULSION 14 BRAKE SHOES/DISCS 3 15 TOILET / CARBODY 9 16 COMMUNICATION/DOORS 10 17 TRACTION MOTORS 6		
10 ICC MECHANICAL 11 AIR BRAKE 12 AIR COMPRESSOR 13 PROPULSION 14 BRAKE SHOES/DISCS 15 TOILET / CARBODY 16 COMMUNICATION/DOORS 17 TRACTION MOTORS 18 SHOE BEAM		
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		
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		
13 PROPULSION       1         14 BRAKE SHOES/DISCS       3         15 TOILET / CARBODY       9         16 COMMUNICATION/DOORS       10         17 TRACTION MOTORS       6         18 SHOE BEAM		
14 BRAKE SHOES/DISCS       3         15 TOILET / CARBODY       9/         16 COMMUNICATION/DOORS       10         17 TRACTION MOTORS       6         18 SHOE BEAM		
15 TOILET / CARBODY 9/ 16 COMMUNICATION/DOORS /10 17 TRACTION MOTORS 6 18 SHOE BEAM		
16 COMMUNICATION/DOORS 10 17 TRACTION MOTORS 6 18 SHOE BEAM		
17 TRACTION MOTORS 6 18 SHOE BEAM		
18 SHOE BEAM		
19 COUPLER		
20 TRACTION MOTOR COUPLER P WIRE		
GAUGE ADOCER		
F/E LOAD LEVELER MAX BRAKE (0 mA)		
B/E LOAD LEVELER MIN BRAKE (256-277 mA)	<u> </u>	
MAX BRAKE PSI COAST (290 - 310 mA)		
MIN BRAKE PSI MIN PWR (323 - 343 mA)		
EMER BRAKE PSI MAX PWR (485 - 515 mA)		
EWER BRAKE FSI		
F-END B-END F-END	B-ENI	
ODOMETER (MILES) FREON LEVEL		
PWR CONS. (KWH)		
THE ABOVE WORK HAS BEEN PERFORMED IN ACCORDANCE WITH CURRENT MAINTENAN	CE	

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

SUPERVISOR'S SIGNATURE & IBM#\_\_\_

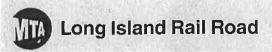
SUPERVISOR'S SIGNATURE:

	CAR#: /U() DATE:  COMPONENT & DESRIPTION	DEFECT	REPAIR	QTY	1270 1- IBM#	SIGNATURE
1 dian	LAMIS (N) site Tip	CAID/OIT	clea		5406	
	LBII (N) side Tips	W/L	Secu			
	LB (1413 6) side Tips	046/11	clea			
	Ch B/ (Fend) caples	Rut	BLIV			
	Cours (uts) sides, Amounte	miss	Reil			
1/501	Inverter Air Talet Mached (074)	canj	Keset			
5	RI Shar Pinhanger	00	Rest,			
	RI Consact Shar	uk	Ryl			
	R2 Shae + Langer	OA	AZiv			
	R2 Shoetend	nes	Saci			1
	LI Shart honser	OA	Biju			
	41. Shartead	nps	Seci			
	12 Snoe + hanser	OA	Bli			
5	12 Shor Fose Crean	nPS	Secu		52404	
			, X			
AR CASE	OIL: #1#3		#4			



	CAR #	_ DATE	7	SHIFT		SHOP	
#	l III	EM	SECT	OK/NOTE	IBM#	SIGNATUR	E
The second	STANDING PO		\ 1.1	25 1244 95T			
	ICC ELECTRIC		14				
-	ATC						
4	AUX POWER (	APS)	2				
5	ELECTRICAL	COUPLER	4				
6	DOORS		5				
7	LIGHTING		12				
8	HVAC		8				
1000	CONTACT SHO		7	1			
210	ICC MECHANI	CAL	13				
1000	AIR BRAKE		3				
100	AIR COMPRES	SSOR	3				
A 100 miles	PROPULSION		1				
1	BRAKE SHOES		3				
100000000000000000000000000000000000000	TOILET / CAR		9				
100175-0	COMMUNICA'		10				
100000	TRACTION MOSHOE BEAM	JIURS					
	COUPLER						
AND THE RESIDENCE AND	TRACTION MO	TOR COUPLER					
20			XDUCER			P WIRE	
F/E	LOAD LEVELER				MAX BRAK	E (0 mA)	
	LOAD LEVELER				MIN BRAKE	E (256-277 mA)	
	X BRAKE PSI				COAST (290	- 310 mA)	
	BRAKE PSI				MIN PWR (3	23 - 343 mA)	
	ER BRAKE PSI				MAX PWR (	(485 - 515 mA)	
		F-END	B-END			F-END	B-EN
ODO	OMETER (MILES)		D DIVE		FREON LEV	EL	
	R CONS. (KWH)						
		AS BEEN PERFOR	MED IN	ACCORDANC	E WITH CUI	RENT MAINTENAI	NCE
	DELINES.	MCNIATEDE C	2. TD N AL				
SU	PERVISOR'S S	MATUKE &	K TRIVIH				40 N.

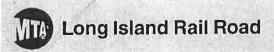
	CAR#: 7067 DATE	G:		SHIFT:	
	COMPONENT & DESRIPTION	DEFECT	REPAIR	QTY IBM#	SIGNATURE
cuphts	COMPONENT & DESRIPTION  Number Syn  gauge lights  3-400 fg  2-320 St  Defuse Alights	frof	Repl	(ryo)	
	gauge lights		Regl		
	3-46w Ball		Rega		
	520w 1/95		Ren		
	2-32w	+	leg r		4
	Dehisestights	Misslup	Kep1	67X84	
EAR CASE	OIL: #1#2	#3	Н4		
SUPERVIS	SOR'S SIGNATURE:		IBM # :		



#	ITEM	SECT	OK/NOTE	IBM#	SIGNATU	RE
1	STANDING POWER TEST	1.1				
2	ICC ELECTRICAL	14	1000100424			
Desire.	ATC					
4	AUX POWER (APS)	2				
5	ELECTRICAL COUPLER	4	View St.			
6	DOORS	5		/		
7	LIGHTING	12				
8	HVAC	8				
9	CONTACT SHOES	7				
10	ICC MECHANICAL	13	/			45.
11	AIR BRAKE	3				
12	AIR COMPRESSOR	3				
BOX SE	PROPULSION	* 1				
	BRAKE SHOES/DISCS	3				
	TOILET / CARBODY	9				
16	COMMUNICATION/DOORS	10				
17	TRACTION MOTORS	6				VAE TIERV
18	SHOE BEAM					0.00
	COUPLER					
20	TRACTION MOTOR COUPLER		*		P WIRE	
B/E	LOAD LEVELER 7/6 65/68  LOAD LEVELER 7/6/65	MDUCER	4			
	X BRAKE PSI 45				(323 - 343 mA)	The New
MIN	BRAKE PSI 19					
EM	ER BRAKE PSI			MAXPWR	(485 - 515 mA)	
	F-END	B-END			F-END	B-ENI
OD	OMETER (MILES)			FREON LE	VEL	
PW	R CONS. (KWH)					
THI GU	E ABOVE WORK HAS BEEN PERFOR DELINES.			CE WITH CU	JRRENT MAINTEN	ANCE

SUPERVISOR'S SIGNATURE:

CAR#: 7067 DATE:	11/30	16	SHIFT: 12:30	
COMPONENT & DESRIPTION	DEFECT	REPAIR	QTY IBM#	SIGNATURE
F/E tappet valve Rutter	Worn	reel	2987	
F/E 5/3 load weigh 40	Stiff	Luke		
F/E 9/5 1 1 Tag	Sirt	clean		
TIE 3/55B.60 tag	dist	cleen		
FIESIS BCCO eld	Sliff	> lile		
FIE 5/5 5BCO 6/0	Sliff	, lule		
FIE SIS BCCO tag	deit	clean		
B/ENSWood weigh CA	stiff	Lhe		
B/E 1/5/ 1/ tag	dut	clea		
B/E /s main Res 6/0	Sliff	Lube		
BIE 1/5 Main Res tag	dut	Clean		
R7 45todd leveler arm	X play	See		
B/ENGload Weigh C/o	Still	like		
BIE Moload Weigh tag	dist	cleo		
BIENSBCO C/S	still	Tube		
BITING SBCO Tag	dut	claan		
BIENS BCCO AND	Still	Whe	29917	
GEAR CASE OIL: #1#2#3	10	#4		



SUPERVISOR'S SIGNATURE & IBM#

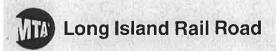
# M7 92 DAY PERIODIC INSPECTION

CAR # 7067 DATE 11/30/16 SHIFT 12132 SHOP Car Shop

#	ITEM	SECT	OK/NOTE	IBM#	SIGNATU	RE
	STANDING POWER TEST	1.1				
	ICC ELECTRICAL	14				
	ATC				/	1
	AUX POWER (APS)	2				
	ELECTRICAL COUPLER	4				
6	DOORS	5				
7	LIGHTING	12				
8	HVAC	8		/		
9	CONTACT SHOES	7			Control Control of	
10	ICC MECHANICAL	13				
11	AIR BRAKE	3				
12	AIR COMPRESSOR	3				
	PROPULSION	1	X			
	BRAKE SHOES/DISCS	3				
	TOILET / CARBODY	9	/			
	COMMUNICATION/DOORS	10	/			
The state of	TRACTION MOTORS	6				
	SHOE BEAM					
	COUPLER					
20	TRACTION MOTOR COUPLER				P WIRE	
02/2	GAUGE	<b>W</b> UCER				
7/E	LOAD LEVELER			MAX BRAH		
3/E	LOAD LEVELER			MIN BRAK	E (256-277 mA)	
MA	X BRAKE PSI			COAST (29	0 - 310 mA)	
	BRAKE PSI			MIN PWR (	323 - 343 mA)	
					(485 - 515 mA)	
EM	ER BRAKE PSI			WHENT WAS		
	F-END	B-END			F-END	B-ENI
OD.	OMETER (MILES)			FREON LE	VEL	
	R CONS. (KWH)					
	E ABOVE WORK HAS BEEN PERFOR IDELINES.	MED IN	ACCORDANG	CE WITH CU	RRENT MAINTEN	ANCE

rm a. 1-35 Revision 2/21/2013

	CAR#: 7067 DATE	di		SHIFT:		
	COMPONENT & DESCRIPTION	DEFECT	REPAIR	QTY	IBM#	SIGNATURE
BIEN	&BCCO tou	dist	deen		25857	
FIE	N/s load Weigh to	dut	clean			
FIE	N/S load Welch chi	Stiff	like			
FIE	N/S load leveler tas	a dut	clean			
THE	NK Good leveler CA	Still	like		29 845	
'(	P					
GEAR CASE O	OIL: #1#2	#3	#4			
GEAR CASE (	715. #1					
SUPERVISO	DR'S SIGNATURE:		IBM #:			



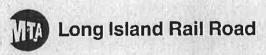
CAR # 7067 DATE 11/30/16 S.	HIFT 32/ SH	OP Hes
-----------------------------	-------------	--------

#	ITEM	SECT	OK/NOTE	IBM#	SIGNATU	RE
	STANDING POWER TEST	1.1				
1000	ICC ELECTRICAL	14				
3	ATC					
_	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				4
11	AIR BRAKE	3				
010-1	AIR COMPRESSOR	3/				
	PROPULSION	1				
	BRAKE SHOES/DISCS	3				
	TOILET / CARBODY	9				
	COMMUNICATION DOORS					
1000	TRACTION MOTORS	6				
	SHOE BEAM					
	COUPLER COUPLE	D				
20	TRACTION MOTOR COUPLE GAUGE	XDUCER			P WIRE	
/F	LOAD LEVELER			MAX BRAKI	E (0 mA)	
	LOAD LEVELER			MIN BRAKE	(256-277 mA)	
See S	X BRAKE PSI			COAST (290	- 310 mA)	
	I BRAKE PSI			MIN PWR (3	23 - 343 mA)	
	ER BRAKE PSI			MAX PWR (	485 - 515 mA)	
	F-END	B-END			F-END	B-ENI
יכוכ	OMETER (MILES)			FREON LEV	EL	
	R CONS. (KWH)					

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

SUPERVISOR'S SIGNATURE & IBM#\_

	CAR#: 7067	DATE: 11/3 0/16		SHIFT:	34	
	COMPONENT & DESRIPTION	DEFECT	REPAIR	QTY	IBM#	SIGNATURE
APS	Filter Cage Mounting HW	BLJ	FBP		52406	
	Filter lage access dir Hu	M-35	Red			
	HV Industry Led S. 40 Glus	Ont	des			
	NIS ICHUS CAZUES	Ris	Plix		75.00	
	OUTLET COUER	PO	Real			
	Knife Swth Box	Dini	den			
APS	XA1 + XA2 1,2 6505	Dini	deh		82406	
						in the H
GEAR CASE	OIL: #1 #2	#3	#4			
eupepvie	PAPIS SIGNATURE.		IDM #			



CAR # 7067	DATE_	SHIFT	SHOP	

#	ITEM	SECT	OK/NOTE	IBM#	SIGNATURE	
1	STANDING POWER TEST	1.1				
2	ICC ELECTRICAL	14				
3	ATC	NEW YORK				
4	AUX POWER (APS)	2				
5	ELECTRICAL COUPLER	4		p.		
6	DOORS	5				
7	LIGHTING	12				
8	HVAC	8				
9	CONTACT SHOES	7				Vi.,
10	ICC MECHANICAL	13				
11	AIR BRAKE	3				
12	AIR COMPRESSOR	3				
H-2	PROPULSION	1				
	BRAKE SHOES/DISCS	3				
	TOILET / CARBODY	9				
120000000000000000000000000000000000000	COMMUNICATION/DOORS	10		Mark the second		
	TRACTION MOTORS	6				
	SHOE BEAM					
	COUPLER					100
20	TRACTION MOTOR COUPLER				P WIRE	
	GAUGE	XDUCER				
F/E	LOAD LEVELER			MAX BRAH		
B/E	LOAD LEVELER			MIN BRAK	E (256-277 mA)	
MA	X BRAKE PSI			COAST (29	0 - 310 mA)	
MIN	BRAKE PSI			MIN PWR (	323 - 343 mA)	
	ER BRAKE PSI			MAX PWR	(485 - 515 mA)	
LIVI					L EMD	D ENIC
	F-END	B-ENI			F-END	B-END
OD	OMETER (MILES)			FREON LE	VEL	
PW	R CONS. (KWH)					
GU	E ABOVE WORK HAS BEEN PERFOR DELINES. PER VISOR'S SIGNATURE &			E WITH CU	RRENT MAINTENAN	CE

	CAR#: 7067 DATE:	11/30/	16	SHIFT:_	1232	230		
TM	COMPONENT & DESRIPTION	DEFECT	REPAIR	QTY	IBM#	SIGNATURE		
	A+#1 30 clock Cleat	(0050	Tigh		52416			
	AXX 2 TOP Ground STRAD	FAN	Secu					
		NPS	Secu					
TW	Af the TOP ground STREE	FRAI	Secu		25X0C			
						Land of the second		
						Secretary data of the second		
				Enson in				
GEAR CASE	GEAR CASE OIL: #1#2#3#4							
SHDEDVIS	SUDEDVISOR'S SIGNATURE:							



CAR # 7067 DATE	SHIFT	SHOP

	CAR # 1067 DATE		SHIFT_		SHO	)/——
#	ITEM	SECT	OK/NOTE	IBM#	/	SIGNATURE
1	STANDING POWER TEST	1.1			/	
2	ICC ELECTRICAL	14		/	No.	
3	ATC R					1,4404
4	AUX POWER (APS)	2	Alexander E	/		
5	ELECTRICAL COUPLER	4				
6	DOORS	5				
7	LIGHTING	12				
8	HVAC	8			la la	
9	CONTACT SHOES	7				
10	ICC MECHANICAL\	13				
11	AIR BRAKE	3				
200	AIR COMPRESSOR \	3/		***		
	PROPULSION	1				
MAN	BRAKE SHOES/DISCS	/ 3			100	
	TOILET / CARBODY	9			1 1 2 2	
	COMMUNICATION/DOORS	10				
	TRACTION MOTORS /	16				
	SHOE BEAM					
	COUPLER				1 1 1 2 2	
20	TRACTION MOTOR COUPLER	· 特别公司				P WIRE
	/GAUGE	XDUCER				
F/E	LOAD LEVELER /			MAX BRA	KE (0	mA)
		SELECTION OF		A COLDDAY	T (25	6 277 mA)

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

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

SUPERVISOR'S SIGNATURE & IBM#\_

	COMPONENT & DESRIPTION	DEFECT	REPAIR	QTY	IBM#	// SIGNATU	RE
ifet	Fin Live toilet Fitting 3/5	Miss	sa-		277/4	11 Jun-	
	Fill Line Sink Fitting	Miss					
	Rinse Live toilet Fitting	Miss					
	Toilet stand pipe Fitting	Nps					
	Poilet waste	Nps					
	Gray Water Scruice	NpS	70 00				
	Fill Live toilet Fitting NIS	Miss					
	Fill hine Sink Fitting	Miss					
	Rinse hive toilet Fitting	Miss					
	Toilet Standpipe Fitting	Nps					
	toilet waste	NPS					
	Gray water scruce	NPS					
,	Restroom door	pb				, 1	
<i>y</i>	Restroom Mirror Restroom dryer	Miss				4 7	
ict	Restroom dryer	Mab	Sic		27714		

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

SUPERVISOR'S SIGNATURE:

BM#:

ATC 92 Day Inspection - M-7 Equipment

					– M-7 E	quipmer	nt			
st Location:		10	A Car No	-	1068	Type o	f Test: (reriodic)	Road Fallure		
Date:	11/30		B Car No	D.:  -	7067					
4.1- ATC Initial In	spection (I	3 Саг)					4.1- Initial Inspec	tion (A Car	)	
ATC Bypass initial		Ногија / Бурад	ADU			@	ADU		Lures	6
SS Bypass initial po		Cormal) Bypan	ODU			<b>®</b>	ODU			(OK)
ALE Bypass initial	position	Norwal / Bypan	Acknowl	edge Sv	vitch	60	Acknowledge Swit	ch		(Z)
ATC Cabinet		(eg)	Deadman	Foot P	edal	O O	Deadman Foot Ped	al		(1)
4.1- Equipment Da		4	4.1 - Soft	tware V	ersion.		4.2- Track Receiv	er Inspectio	on a	
USBR Relay (B Ca		12-6-18	ATC		Ve	4.3	B Car Left Side (7.	THE RESERVE AND ADDRESS OF THE PARTY.	609	7.5
ATCEBR Relay (B		12-6-21	DEC (De	coder)	Ve		B Car Right Side (		(E)	7.5
VZR1 Relay (B Car		12-6-19	ALE (Ale	erter)	Ve		A Car Left Side (7)		@	8.35
CMR Relay (B Car		12-6-14	Speed Se	nsing	Ve	1.8	A Car Right Side (		09	8:55
CMR Relay (A Car	)	11-26			11.00					
4.3 - ATC Resistar	ice Test						4.3 Speed Sensor	r Resistanc	e Test	
Higher than 1 Megi	iom	You No	1				SS1 (1800 +/- 270		(BK)	1889
If no, list the test po	oints:						SS2 (1800 +/- 270		(de)	Ones 1
4.4- ATC Voltage	Test							7	-	188-
Battery Voltage V	+29 (+/- 3.0)	285	CPS Brd	V +11	5 (+/- 1,5)	3 ( 6	CPS Board V +12	(1/ 10)	-	. Vac
CPS Board V +5 (+		5.Va	CPS Boa			-17-0		(+1-1.0)		111-9
4.5 - B Car Decode	er Calibrat	and the second second			sing Cal.	-/2 0	4.14 - A Car Deco	C-115		
Low Energy Chann			Wheel dia, a			S wheel			HOD	ENGINE NO
Re-calibrated?		(gin.	Wheel dia a			33.4	Low Energy Change Re-calibrated?	nel		(A) He
Pick up current	(2.25 to 2.55	A) Ampor	Wheel dia.			3 3 · 3	Pick up current	(2.25 to 2.5	5.41	سون
High Energy Chann		2.40	With and Alice			3425			3 11)	7:41
Re-calibrated?	161	Pay No.	Wheel dia, a			3475	4	mel		
	(<2.004)		1		eter Cal.	63	Re-calibrated?			<b>⊕</b> ™
Calibration current	(< 2.80A)	>.68	Decel. re	-calibra	ited?	(G/N·	Calibration curren	t (< 2.80A)		y.66
- Testing (B Car)				7		ig (A Car	•)			
4.6 - No Motion Te				Tomed OIS			10			
4.7 - ATC Lamp To	est	•		Total OK	4.15 - A	TC Lam	Test			Testor OR
4.8 - Daily Test				Teste OK	4.16 - E	aily Test	*****			Trant@K
<ul> <li>Speed Control</li> </ul>				terns (B)		peed Cont	trol Brake applicatio	n		Totalok
<ul> <li>Penalty Brake</li> </ul>				Testestill	4	enalty Bra	ake Application			Turned (6)
<ul> <li>Emergency Br</li> </ul>		ation		Tenn(0)	1	mergency	Brake Application			Tested ON
4.9 - Deadman Tes	t		A	Tence (OR)	4.1.	)eadman '	Test			S coted DK
4.10 - Alerter Test		A		Trace (Oh)	7.20 4	Alerter Te	st			Towed OK
4.11 - SECO Test				Tested DIO	4.17	ECO Tes	t			Tomos
4.12 - ATC Bypass				Tente OK	4.20 - 4	TC Trail	Mode test			Total (6)
4.13 - Speed Sensit	ng Bypass T	Γest		Tenad (pp	4.21 - /	TC Final	Inspection			Dos (Oil
Remarks:	(*C)		*****				toria management			11-7
IBM: 1384 NOTE: This Form shall be	IBM: _	384	Multin Calibration Date Serial Number:	912611	6 Calibratio	C Test Se n Date: 3   > nbec: 817	(6 Revision: -	Page	1 of	2

Test Location:	HMC	A Car No.:	7068	Type of Test:	President Road Failure
Date:	11/30/16	B Car No.:	7067		
EQUI	PMENT REPLAC		"ROAD FA P-362 (M7-Micro		UNT DOWNLOAD
FAILED DEVICE DESIGNATION OR		BAR CODE	or, SERLAL N	TUMBERS	DATE OF REPLACEMENT UNITS
(CODE / CO	200	Failed Unit/ Revision	Rep	Cab Signal (only)	
7TC 555	***				. ,
303	13			(4)	
201/140 306	( A			9	91
1708/1					8
HO(137 361   1				5 	
303/1 (403) 1					* * * * * * * * * * * * * * * * * * *
405/2					·
<del>-</del>		-			*
	***	A STATE OF THE STA			-1 -1
70°A					
Remarks:				10.7	
a)	5		1851 1861 1862 - 1865 (1864)		*
Inspected I	By: Adins	tment made by:	SEALED	90922	Form: MP-362 (M7
1	5384	Inter Community	555: 29	909337 09375 109322	Revision: - Page 2 of 2
TOINT: 7	4704	IBM: 55384	PAIE: >	104322	Issued/Revised: 3/4/10

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

	LO	CATION_	HI	70	<u>Y</u>					E//	тс	30	<u>20</u>
						LOC	0#_7	-067					
AIR GAUGES CLEANED & TESTED	PARKING BRAKE TEST & TAG	(TEST) DEAD MAN FEATURE	UNCOUPLING CYLINDERS & LATCH MECHANISM	(TEST) B3C VALVES FE & BE	FOUNDATION BRAKE EQUIPMENT	PNEUMATIC OPERATING UNITS	CMV / EMV	LEVELING VALVES & CHECKS F/E & B/E	(TEST) AIR COMPRESSOR / DRYER	(TEST) TAPPET VALVE	(TEST) MR & BP FILTERS & STAINERS	CENTER CASTING INSPECTION	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	1/30/1	· 4/22/11	1 1 30	· utalia	14/27/12	4/22/12	4/27/12	21/30/1	11/30/	6 11/30/16	4/27/	7
CAR A&B	CAR A&B	CAR A&B	1. 1		11 1		77	11 /	17		17	CAR A&B	
	AIR BRAK					. 1	/	New Date					
LIRR: MF	PL207-M7	d d			S			GENERA	L FOREN	IAN'S:			

JAC042108

CAR#		1230	8 30		DATE:	11/30/16
COMP LOC	COMPONENT	DEFECT	REPAIR	QTY	IBM#	EMPLOYEE SIGNATURE
TM	Ground BrusH	WL	Repl	2	59721	8
1	Grand Box GASKETS	WORN	Repl	2	50921	· ·
7 / 7	Hardware	STRIP	Repl		50921	
	TM air INTAKE	DirT	Clean	ALL	50921	1
* 1	ground Boxes	DICT	Clea	AII	50921	1
TM	DUST COLLECTORS	DIT	Clea	All	56921	7
/	2 1					
¥3						
				-		14
		j.			527	
	a.					
2 -			8			
1.*						
					- 2.	
CUPERV	ISOR'S SIGNATURE:		1	B <b>M</b> #:		

CAR#	7067	SHIFT: 3+2			DATE:	11-30-1K	-
COMP LOC	COMPONENT	DEFECT	REPAIR	QTY	IBM#	EMPLOYEE S	SIGNATURE
Gregsing	L4 pad	worn	Real		50352		7
1	LI shoe	work	Repl	•		0	1
	RI Shoe	Worn	Ropl			Hall State of the	
	Ra Shoe	Wara	Repl				
	La shop	18	Real				
	Geor care sight gbs5#1,2		Chec				
	Gear case broother #12,		cleo				
	Geor Case Tog 5 #1,2,3,	, ·	Clag	9			
	air compressor sight q		theo				
Greasina	gir compressor Tags	2:++	cleu		50352		
	#4 Gear Case oil	104	Fill		50352		
9							
		into a second					
				~ ~ ~ ~ ~			
SUPERV	ISOR'S SIGNATURE:		1	BM#		/	

Page 1072

SHIFT: /2:30 /08:30

DATE: //-30 -/6

COMP LOC COMPONENT	DEFECT	REPAIR	OTY	IBM#	EMPLOYEE SIGNATURE
# 4 axsles as to the top ground strapps that	PO		Q11		1
of the device of the property of the property of	xes.	Regim		27109	<b>5</b> •
Cas George (Botand)	NP	sec		1	
11 Minddle electe CRIBIES IN NOCH	11				
cuges (Fibber boots)	miss/mps				
under Lite electi cubles in back	J. P.				
car of the HSCREZ BOX.		See			
Il the heavy eject box cable in book	NIPS	dec			
cut on gold gages and electo boxes	dist	Clea			
South Mond Enife I Switch ROX, test pin Side for the test position, square copper was	Ler. Misa	ADJ			
South Moin First Switch Rox, test pin Side for the test position, square copper was 11 Intercos But Live Fuse Box	Carb	Cle			
		clia			
F-END the electo couples cables.  11 North Side Junx tion box  cover bolts.	Miss	sec			
al North Side Junetion box	6005	Tight			
II FICE COOPER	NBS	1			
11 Cabels in book of the alecto	dirt	Clea			
Electo corpies do	bind	loose			
11 Electo coupler pind and gaster	digt	Clea			
B-END CUBIE (Tacket) elect Jumper	PD	Repu		27109	L Charles.

SUPERVISOR'S SIGNATURE:

IBM#:

Page 20f2

I.C.L Electricial

CAR# 7067

SHIFT: 12:30 to 8:30 DATE: 11-30-16

						17
COMP LOC	COMPONENT	DEFECT	REPAIR	QTY	IBM#	EMPLOYEE SIGNATURE
Contact	COMPONENT  All contact shot fise hotes)  750V. Signs.  Gimbel light benses (both sides)  Diplex outlet cover by the con  Elect lockers both sides Safety  ables for the coors o  Vorious spare fixes	PD/dim	Clea		27109	
F-End	Gimbel light benset (both sides)	miss	Nm		1	
U	Proper outles loves by the can	PD	Repl			
NOTE OF	subjes for the doors a	miss	de			
Elect Locker	Vorious sport fines	M135	DM		<u> </u>	
H- ENd	Vorious sport fixes  Elect lacters both sides safet, caples for the doors.	IN IR	Osec		27109	

SUPERVISOR'S SIGNATURE:

IBM#:

CAR# SHIFT: DATE: COMP LOC **COMPONENT** DEFECT REPAIR QTY IBM# EMPLOYEE SIGNATURE 1342 29862 29863 29863

SUPERVISOR'S SIGNATURE: \_\_\_\_\_ IBM#: \_\_\_\_\_

COMP LOC	COMPONENT		DEFECT	REPAIR	QTY	IBM#	EMPLOYEE	SIGNATURE
Q(3	Steat Cushic	20	orn	35				
NS	Real Cush	MON (1	Jorn	85				
国と	Deshbule D	00V E	Rubble					
RIE	3:00 Just	1600	4em	35				
lai	BOYNOOM, 400	, lop loylon	JUDA					
BIC	Bridge Playe	500r	10PS	Sec		208(3)		
NZ	Seal Oush	non '	TÔW,	78PA 35				
RU	Seat Pust	400	Jorn					
RIO	seat, cus	NON 1	lorn					
110	Seat. Cus	shion '	10m					
19	Back Cus	NON	10m					
19	3001 Cus	shon.	Lon		-			
15	Beat Oul	blon	Jon	1				
14	Seal Out	shlon,	Lorn	35				
J.F	Declibule A	90K	Bubble				(	/
Cab	Gond Stall	CUSKON	W.35	Repl		29863		
Cab	(gond wind	0W / 9	4ME	-/ whe		29863	J	

IBM#: SUPERVISOR'S SIGNATURE:

CAR# SHIFT: DATE: COMP LOC **COMPONENT** DEFECT REPAIR QTY IBM# **EMPLOYEE SIGNATURE** 29863 m 29863 IBM#: **SUPERVISOR'S SIGNATURE:** 

## GEAR CASE OIL LEVEL

RSU# 7067 DATE: 11/30/14	
#1_ ok #2_ ok #3_ ok #4_ ok	_
COMMENTS: #4 Gear Case of   Filled	-
RSU#_7068	<del></del>
#1_ OK #2_ OK #3_ OK #4_ OK	_
COMMENTS:	-
A CAR B C	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)	35
MECHANIC IBM#50352	
SUPERVISOR 4 IBM# 20019	

M7 "B" Car Interior Decals - PI Check List

LIRRS	DESCRIPTION	QIY B CAR	CONVICT
V0036	LOW LOCATION CAT PATH MARKING LEFT-HARD	16	( ) ( )
AQ025	LOW LOCATION EXIT PATH MARKING, RIGHT-HAND	21	contimis
A3737	DECAL TERERGENCY SPARE VALVES BRAILLE - ADA		condeniss
A3235	DECAL, ADA PRIORITY SEATING	. 2	The second state of the quality of the second secon
A3230	DECAL CAR NUMBER 7 HIGH	4.	
A5735	DECAL DOCK WAY BYG	4	
ASRDE	BECAL HARDKAPHID REST ROOM	3	1
63237	DECAL HARRICAPE CO SYNGON	124	
A3242	DECAUTEMERGENCY FOURWENT	+	
A3243	DECAL PROBIBITORY	2	
A3244	DECAL DOOR DISABLED WHEN I LASHING	- 4	
A3247	DECAL FAMILICATION WINDOW FEMOVAL, 2.125 to X 10 105 to Ltd		
A3245	DECAL THREEXTINGUISHES	. k	
A3249	DECAL PASSING IN-TWEEN CARS PROPRIED	2	
A3250	DECAL WATCH YOUR STEP, RH	- 5	
66955-47	DECAL EMERGENCY DUCK RELEASE	4	
A3256	DECAL, RH AND LH, "EMGENERCY EXIT" WINDOW, CELLING	d	
52788-47	DECAL DOOR ENT	В	
A32G0	EXIT DECAL "EMERGENCY", ABOVE WINDOW	4	
A3252	DECAL LEFT DOOR DIRECTION	2	
A3263	DECAL RIGHT DOOR DIRECTION	2	The second secon
A3264	ERECAL EMERGENCY BRAKE VALVE NORMAL	5	
A32G6	DECAL EMERCE NEY WINDOWNEROVAL", 2 125 IN X	4	
A3324	8 125 WILC	1	
A3801	EXE PATH MARKING LOW LOCATION, ADA FEIR-UP		
A5714	EXIT PAGE AND CONTENT OF TON OBSERVED FOR LIFE RIGHT LAND.	1	
60783	DECAL, EXIT RIGHT HAND WINDSCREEN	'n	
50764	SECAL HEPL STRE, 12 IN LG	50	
80785	DECAL HEPL STRIP, 2756 IS LG	g) 10	
130765	HECAL EXILER FAND MANUSCRIEB	31	
50732	DECAL END DOOR (ATC)	9	
15392d	DECAL POSTAGE PATE	2	
113923	DESAL DOGLATOR OFCE	1	
83930	DEGAL HPPL STSP, 10 250 CC		
67273	DECAL INSTRUCTIONS, PARENCE NUY LADDER	VE.	a polytopolytopologicographic control plants and the state of the stat
C3560	DECAL, LIMERGENCY EVACUATION DISTRUCTIONS	15	
2799 47	DECAL TXII' RIGHTHAMD	-	and the first an
2804-47	DEGAL TEMP LEFT HAND	4	
55113.47 55113.47	Frame plac causes Stand coar of Opps	1	I was to see the second
	O CAL MATCH THE GAP	12	
19583 47	DECEMASSAULT, INSURE IS WINLARSINS	2 2	
:0290-47 :0506-17	DECAL EMERGENCY INTERCOM	3	
16584-17	DECAL DO NOT EVACUATE	1 1	(('))
15567 S -33T	IN ON THE SEAT ORSERVER'S SIDE		

in Significance

11000

BCI: MIU-2031-MS (1/17/14

# M-7 92 DAY TOILET PI CHECKSHEET

RSU#	7067 DA	TE: 11/30/16
1.1	Initial condition of toilet system	YES NO
1.1.1 1.1.2 1.1.3	Toilet is working property Toilet needs service but no other faults exist Toilet is INOP	1
2.1	Clean Pressure Transducer Manifo	ld
2.1.1 2.1.2	Pressure inside intermediate tank. Debris removed @ pressure transducer & pressure switch inlets.	V
2.2	Discharge valve #1	
2.2.1.1 2.2.1.2 2.2.1	Manifold block tight Solenoid valve mounting screw tight. Mounting screw tightened using Loctite #242 As required	
2.3	Discharge Valve #1 Proximity senso	)r
2.3.1	Verify DV#1 opens and closes during normal Flush cycle.	
2.3.2	Verify proximity sensor reads metallic bracket.	V
2.3.3	Proximity sensor adjusted.	
2.4	Oil Canister Verification	
2.4.1.1	Oil canister is in place	1/1
2.4.1.2	Oil canister check valve is property placed	
2.4.2	Oil canister Activation Date	w
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	V
2.5.1.2	Spray nozzles cleaned	1/2
2.5.1.3	Water Passes through nozzles after cycle is compl	ete
2.6	Function Test (cycles)	<i>y</i>
2.6.2	Unit is fully functional	
2.7	Function Test ( DV #1 )	

M-7 92 DAY DOOR PI DATE: ///30/16 CAR#_7067-8	(ELECTRIC	<u>AL)</u>
1. DOOR CONTROL PANEL.	CAB SIDE	NON-CAB
1.1 KEY SWITCH TEST.	T.	1
1.2 LAMP TEST.		1
1.3 BUZZER. (AUDIBLE)		
1.4 OPEN & CLOSE BUTTONS. (ALL DO	oors)	
1.5 DOOR CLOSING BELL & PRECLO	OSE.	
1.6 PARTIAL OPEN FUNCTION.		
1.7 DOOR OVERRIDE.	1/	$\mathcal{L}$
<ol> <li>INDIVIDUAL DOOR LOCATION.</li> <li>INTERIOR &amp; EXTERIOR LIGHTS.</li> <li>INTERIOR &amp; EXTERIOR CREW SV</li> <li>MECHANICAL LOCK CLOSE LIGHT.</li> <li>MOTOR CUTOUT SWITCH.</li> <li>IN&amp; EXT DOOR DISABLE LIGHT.</li> <li>TSCU FUNCTIONALITY.</li> </ol>	HT. (DCM)	<u>+</u>
3. DOOR CONTROL MODULE. (DCM)	)	
3.1 NO ACTIVE FAULTS LIGHT.		
3.2 OPEN & CLOSE NO INTERMITTEN	T FAULT.	
3.3 WIRE HARNESS INSPECTION.	-	
3.4 MOUNTING BOLTS.	-	<del>/</del> /

### Mechanical Door PI Checklist

Date\_11/30/10 Car# 7067 Track: <u>£-/</u> R1 L1R2 Emergency handle clips: OK OK OK OK (OK or D for damaged) Emergency handle operations: OK OK (OK or B for Binding) OK OK Male Nose rubber condition: (OK, R for reinstalled or D OK OK OK for damaged) Female Nose rubber condition: (OK, R for reinstalled or D OK OK OK OK for damaged) Barrel lock operation: OK OK OK OK (OK or Inop) Mechanical lock operation: (OK or B for binding) OK OK OK OK Door guide cleaning: (C for cleaned) **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

IBM 55549

## M-7 92 Day PI

# **Coupler Cable / Intercar Jumper Inspection Form**

Car# <u>7067</u>
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# <u>7068</u>
F-End Jumper Locked.
F-End Jumper Back Shell Tightened.
B-End Jumper Locked.
B-End Jumper Back Shell Tightened.
Coupler Cable Handcuffs Installed. W See I.C.C de Lects
Date: 1//30/16
Signature: IBM#
Inspected By:

## M-7 92 Day APS Periodic Inspection Data Sheet

Fast Capacitor Discharge Test
A-Car
PASSFAIL
B-Car PASS FAIL
Ground Fault Detector Test
A-Car
PASSFANB-Car
PASS FAIL FAIL
Both Cars Inter-Car Jumper Verified Filters Replaced /Blowers Vacuumed
Inter-Car Jumper VerifiedFilters Replaced /Blowers Vacuumed
North Side Battery Tray
+Measured Cell to Car body Voltage (Note: Simpson Meter Must be used)
4.4
-Measured Cell to Car body Voltage(Note: Simpson Meter Must be used)
South Side Battery Tray
+Measured Cell to Car body Voltage (Note: Simpson Meter Must be used)
-Measured Cell to Car body Voltage (Note: Simpson Meter Must be used)
Transfer Contactor Functionality (B-Car 85 KVA Inverter)
Contactor Transfers
Load Shed Control Circuit Operation (CB054)
A-Car
PASSFAIL
B-Car PASS FAIL
PASS FAIL
Battery Rail Gap Test A-Car
Time when CB 706 was opened 6:22:6 6
Beginning Battery Voltage 63. ○V
Battery Current
Time when LSC1 Opened 6:24:44 Elapsed Time 2n. 445
Battery Voltage when LSC1 Opened 62.80
Right Battery Temp 69 Left Battery Temp 69
Date: 11/31/16
Signature: IBM# 54/2
Signature.

## Mechanical Coupler PI Checklist

Car	#7067 Track # E /	1	Date <u>11/30/1</u> 6
		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

B Car: 58.2. U) 7.5% (53.8. to 62.6.) A Car: 59.3. D) 7.5% (54.9. to 63.7)  Measured Resistance Value B-Car: 60
Measured Resistance Value B-Car: 60
Measured Resistance Value A-Car:
FHC2-2 (floor heating contactor 2nd stage) and carbody B Car: 52.5 . (1) 7.5% (48.6 . to 56.4 .) A Car: 53.6 . (1) 7.5% (49.6 . to 57.6 .)
Measured Resistance Value B-Car:
Measured Resistance Value A-Car:
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:  Measured Resistance Value A-Car:
DTHR2 (door threshold heater right 2) & DPHR2 (door pocket heater right 2) Measured between CB104-A1 & CB104-B1 (39.8 . 1) 7.5% @ 72°F (36.8 . to 42.8.)
Measured Resistance Value B-Car: 25
Measured Resistance Value A-Car:
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:
Measured Resistance Value A-Car:
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: 25
Measured Resistance Value A-Car:
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: 1 Low 3  Condenser Coil: B end High: 2 Low 3
B CAR  Evaporator Coil: F end: High:
Date: \\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\

_	7/7	M/ 92	Day Peri	odic Insp	ection P	ropulsion	PIU Worl	ksheet		
Car #/	/ <u>66</u> Tes	t Locati	on_Ha	1 C	Test Date	. 11/30/	16			
PIU Tag#							20			
CTS3 Cu	rrent Transduce	r Inspe	ction			<del></del>	IDamas Val	- A		F
(Ref. Step	9.1 Aux. Line Co	urrent)		4	x e	1	(Ref. Step	ve Operatio	nal Check	
Truck	Conditio	n	Ve	rification It	em	Pass/Fail	( con otop	Test	Result	Pass/Fail
"F"- End	With 3rd rail vo		PIU shows	neg. currer	nt	-10	"F"- End	VM11 Energized	Venting	PASS
	W/O 3rd rail vo		PIU shows	(zero) 0 +/-	1.5 amps	Nu	I - LIN	VM12 Energized	NOT Venting	PASS
"B"- End	With 3rd rail vo			neg. currer		10	"B"- End	VM11 Energized	Venting	PASS
	W/O 3rd rail vo	ltage	PIU shows	(zero) 0 +/-	- 1.5 amps	NA.		VM12 Energized	NOT Venting	AUS5
2 A	Air (Re	Compi of Step	12)		(B-Car F	End ONLY)	*	× *2	AS 15	,
(E. 16)	_		Condition	-	V	erification I	tem	Pass/Fall	i	
8	Ma	in Res	<140 psi		Compress	@ 150 psi a or Stops	nd	1A55		100
Load We (Ref. Ste	ight/Brake Pres p 11)	sure	F - End* (psl)	B - End* (psi)		P WIRE (Ref. Step	10)			
LEFT LO	AD LEVELER		65	63	K 5 8	MAX BRAI	(E (0 mA)		_0	٠,
RIGHTL	OAD LEVELER		6/	41	-	MIN BRAK	Œ (256 - 27	7 mA)	264	
	AKE BCP	0	49	42		COAST (2	90 - 310 mA	<b>.</b> )	300	
MIN BRA			13	13	-	MIN PWR	(323 - 343 r	nA)	332	_
	RAKE BCP		48	19/	- ,-		(485 - 515	mA)	500	
* With PI With PI	U connected to F U connected to F	CUF, N	\ear = "F"- [ \ear = "В" -	End and Fa End and Fa	r = "B" - En x = "F" - Er	d id	% i .		*	
Current	PCU Data	. gi	•	F	-End	el o	В	-End	- Q	5
ODOME (Ref. Ste	TER (MILES) op 13)			_54	348	- :	5/	1335	<u> </u>	
POWER (Ref. Ste	CONSUMPTION Pp 14) (M	N (KWH lotoring		-951	823	-	105	1862	_	* 52
Insp. By	:		5.0		*	; IBM #	200	53	045	

MTA	Long	Island	Rail	Road
-----	------	--------	------	------

## M3, M7 WHEEL REPORT

CAR# 104	LOCATION: HMC	DATE: 11 30	16.	
TRUCK SERIAL #	WHEEL POSITION	FLANGE HEIGHT	FLANGE THICKNESS	WHEEL THICKNESS
F/END	L1 R1 L2 (5 2 3 h	1 /14	1 Mot	2/16
B/END	R2 ( ) ( ) ( ) ( ) ( ) ( ) ( ) ( ) ( ) (	1/14	1 764 1 764 1 764	211
INSPECTED BY:	R4 P2-C5	18M: 2486:	3 (5 2 9)	14
GANG FOREMAN	s: #2 whee	IBM: ZDDAG I NGTR 1	95 21/2"	

DEPAR	T RECORDER	ISPORT	ATION			1	LOC	OMOTIVE INSPEC	TION ANI	D REPAIR R	ECORD
FEDERA	L RAILROAD AD	MINIST	RATION If renu	imbered revious no.		T'		11			
Reporting year 20	16 Check if no	ew [	7		2. OWNED B	Y (Railroa	ad)			RF	CODE
Long I	sland Rail F	Road	0  5	5  0				nd Rail Road		0   5	5  0
MODEL NO.	4. LOCO N	io. 068	5. YR. BUI	111.00	ROPELLED		SEPOWER	8. TYPE OF SEF			-D -
M-7		000	200		MU		1000	ROAD 🖫	YARD	N SPECIAL PROPERTY.	K L
STEAM GEN.	GEN. #1.		Working Pr			GEN.	#2.		Working P	ressure	
0. MAXIMUM PISTON	TRAVEL			F USE CRED							
N/A 2. LAST PERIODIC	INSPECTION DATE		nches			Tax 15	PLACE	1040			
			12-17	15				HMC			77
PERIODIC INSPEC	CTIONS .		Check	one:	12 92 day	VILL W				23 (b) (1) <u>or</u>	<u>ıly</u>
3.	14.			6. PER		15. *	16.	PERSON	17.	CERTIFIED	BY
DATE MO DAY YR	PLACE		ITEMS	CONDU		ITEN	15	CONDUCTING			
	OUT OF SEF	RVICE	3-18-16	INSE	RYCE	2/1	9/11	1//	4		
1 1	Im		1-2			3-	5		1	¢-	
3/19/16	14/1/10	/	4-7			11.					
	OUT OF SEF	RVICE	0/13/16	IN SE	RVICE	6/16	-1/6	11	1	3	
1/11/11	HMI		1/-2			3 -	5	,			
6/16/18	OUT OF SEF	OVICE	didu 1	IN SE	RVICE	ale	2/11				
- / /	OUT OF SER	VICE	94/16	IN OL	TVIOL	1/1	1/4				
9/9/10	HMC		4-7	3		3 -	5				
	OUT OF SER	RVICE	112010	IN SE	RVICE	111	211	77	ć		
1 1.	W loo	)	1-2	31		1160	5	0	,	7	/
11/30/16	Hill		4-7								
	OUT OF SEF	RVICE		IN SE	RVICE				30	/	
			1 - 2 4 - 7			3 -	5				
5. TIEM CODE: 1	BRAKES 2 RUI	NNING GE		UIP. 4 ME	CH. EQUIP.	5 ELEC	CT. EQUI	6 STEAM GEN.	7 SAFE	TY APPL.	
								20. WAIVER-OTHER			
TEST		18. H&H PRE	SSURE FR.	WAIVER PAR A-229.135				FRA-2003-15638			
	IN REPORT	21.	FR	A-2003-16:	265	2	3.	FRA-2004-17099	24.		
TYPE	INTERVAL NOT MORE THAN		PERSON NDUCTING	The state of the s	EST DATE ND PLACE		C	CERTIFIED BY	AND REAL PROPERTY.	PREVIOUS T DATE AND PL	
METED	368 calendar days			NOT	A DDL IC	) A D					
METER	300 Calendar days	19 50		NOT	APPLIC	ABL	E .				v≌ voy
HAMMER AND HYDRO	736 calendar days		DF	RILLE	D						
AIR BRAKE 238.309 Truck	2208 calendar days					7 .00 # 05				4/27/12 H	MC
Car Body	2208 calendar days									4/27/12 H	
n accordance with the ocomotive unit have Certificate	been inspected and	d all defe	cts disclosed by	the inspection	on have beer	ı properi I repair r	ecord of	locomotive no.	arts and ap	purtenances c	or the

Government property do not remove

Officer-in-charge\_

Form FRA F6180-49A (11/2012)

OMB Approval expires 11/30/2015

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.

- 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.
- OWNER: Enter the name and RR Code of the owner. Changes in ownership shall be submitted as final reports.
- MODEL NO.: Enter the original builder's model number.
- LOCOMOTIVE NO.: Enter digits only. Include letters if they differ from the "RR Code." If renumbered, enter the previous number.
- YEAR BUILT: Enter the year the locomotive was built and check if new. If remanufactured per 49 CFR 229.5, enter "RM" and the
- 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).
- HORSEPOWER: Enter the horsepower rating.
- TYPE OF SERVICE: Enter type of service the locomotive is assigned to when the report is placed in the locomotive.
- 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 of 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.
- ock

Hammer and Hydro line WAIVERS: Any waivers	essure for the hydrostatic as below.  Is applicable to this locomouther regulation. Enter ex	otive shall be entered by	waiver number in	block 19 if a waiver	from Part 229, or
REPAIRS: Special no	otes relating to repairs p	performed to restore of	compliance.		
NOISE: Enter any no	ise tests or related infor	mation in accordance	with 49CFR 21	0.31.	
REMARKS: Additiona	l explanatory or clarifying	ng information.			
-FRA-2003-15638 Inope -FRA-2004-17099.Air B	ecorder Equipped BACH-Serative Dynamic Brake rake Extension to 2208 Dargency Pole; Shoe Insulat	ays	1		



RSU History Report

Date Range: 10/1/16 to 1/4/17

Fleet: E Class: MU Model: ALL RSU(s): 7068 Include Task Detail: N System(s): ALL Include Component Defect & Report Info: N

Failure C	ode(s): ALL	Loc	cation(s): ALL	Work Type(s): ALl	Remove PM/2C Defect/Repair In				
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 2	156494 MM &	COND. BUZZER R	ELAYS INOP.				
7068	SYS: 5()	2127670	10/14/2016		COMP	11/30/2016		N	N
	RSU BODY	W/O: CA 21	27670 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 2	148567 OFFEN	NSIVE GRAFFITI O	N TDI POSTER				
7068	SYS: 5(5-99)	2156392	11/30/2016	GREEN LS	COMP	11/30/2016		N	N
	RSU BODY	W/O: CM 2	156392 4 CAS	ES 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 2	159842 Observ	er Flip Seat Bottom S	Shell P/D- C/O A24	48			
7068	SYS: 5()	2161031	12/2/2016		WAPPR	12/2/2016		N	N
	RSU BODY	W/O: CA 21	61031 To re-lo	ocate the seco switch	- Phase 1 - Run wii	es 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 2	156346 L-4 VI	ERT DAMPER LEAK	ING				
7068	SYS: 8(8-36)	2156469	11/30/2016	DAUSCHER NG	COMP	11/30/2016		N	N
	HVAC	W/O: CM 2	156469 ACCU	BOARD INOP, FAU	JLTS M700925				

## THE LONG ISLAND RAIL ROAD COMPANY Multiple Operated Electric Units - Inspections, Cleaning and Test Record

MP278-B3

#### **M7 AIR BRAKE CARD**

Year 2016 RSU No. 7068

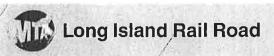
		Г			r —	T -	_	r -	r		i.				
	Maximum Months of Service	Periodic Test Months	Previous Test	Jan.	Feb.	Mar.	April	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.
Air Gauges (Clean & Test)	3	3	12:17:15			18			15			4		30	
Dead Man Feature Test	3	3	12:17:15"			18			15			4		38	
Parking Brake Tested	3	3	12:17:15			18			15			4		30	
MR & BP FILTERS & Strainers (TEST)	72	3	12 17.15			is	*		15			7	-	30	
Uncoupling Cylinders & Latch Mechanism	72		L1.27.1L												
B-3-C Valve F/E & B/E (TEST)	24	3	12:17:15			18			15			4		30	
Foundation Brake Equipment	72		4 . 27 15											0	
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	NIA									-			-
Tappet Valve (TEST)	72	3	12:17:15			18			15			4		30	

6 Year Air Brake Date (72 Month)

Previous Date

127/12

New Date:



## 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	
3 ATC		ok	55384	A
4 AUX POWER (APS)	2	Note	54170	
5 ELECTRICAL COUPLER	4	Note	27/21	_
6 DOORS	5	NOTE	55549	
7 LIGHTING	12	Note	S1388	S
8 HVAC	8	NOTE	52720	
9 CONTACT SHOES	7	Nose	54472	6
10 ICC MECHANICAL	13	note.	24862	
11 AIR BRAKE	3		53230	
12 AIR COMPRESSOR	3		M	
13 PROPULSION	1	Note	53015 V	
14 BRAKE SHOES/DISCS	3	V	50352	
15 TOILET / CARBODY	9		M	
16 COMMUNICATION/DOORS	10	Note	21157	i
17 TRACTION MOTORS	6	NOTE	5094	
18 SHOE BEAM		Note	5456C	6
19 COUPLER		WAL	29814	
20 TRACTION MOTOR COUPLER		V	50352	

	GAUGE XDUCER	P WIND
F/E LOAD LEVELER	t86/353 69 68	MAX BRAKE (0 mA)
B/E LOAD LEVELER	65/64 60 59	MIN BRAKE (256-277 mA)
MAX BRAKE PSI	45 46 44	COAST (290 - 310 mA) 292
MIN BRAKE PSI	14 14 16	MIN PWR (323 - 343 mA) 328
EMER BRAKE PSI	48 48 47	MAX PWR (485 - 515 mA)
	F-END B-END	F-END B-END
ODOMETER (MILES)	5/1320 / 5/1364	FREON LEVEL
PWR CONS. (KWH)	90/530 87,63/	

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

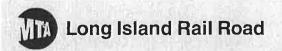
SUPERVISOR'S SIGNATURE & IBM# 4

SUPERVISOR'S SIGNATURE:

#### M-7 COMPONENT DEFECT REPAIR SHEET

	COMPONENT & DESRIPTION	DEFECT	REPAIR	QTY	IBM#	SIGNATURE
OOLS	B-END STORM DOOR	OA	att		29897	
The Control of the Co	R-2 BARREL LOCK	LOOSE	+nL+			
OORS	L-2 BARREL LOCK	STIFF	whe			
recoing	FE SBCO, BCCO	5+1+	Che			
euden	couplen Chain	NAS	See		29847	
TVAC	FlE Liquid Line value #1 FBK	fault	Repl		29247	
trac	Fle Al Board Polliepop	OH	Repl		29247	
COMM	Benl Sign inside.	do/1	INSP		52853	
	CDS Screen GREEN LINETH	ru clo	Repp	100		
l <sub>I</sub>	Spenker parowel Att button	PID	Lepp			
	Buzzer inopardpish botton	mol/PD	Repb		52653	
BEAMS	L2/32 Articulating Arm	LOOSE	555		72015	

IBM # :



SUPERVISOR'S SIGNATURE & IBM#

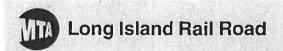
## M7 92 DAY PERIODIC INSPECTION

	CAR # DATE		SHIFT		SHOP	
#	ITEM	SECT	OK/NOTE	IBM#	SIGNATU	RE
15000	STANDING POWER TEST	1.1				
2	ICC ELECTRICAL	14				
3	ATC					
4	AUX POWER (APS)	2		/		
5	ELECTRICAL COUPLER	4				0.0
6	DOORS	5				
7	LIGHTING	12		/		
675US	HVAC	8	/			
2000	CONTACT SHOES	7	/			
-	ICC MECHANICAL	13				
V 100	AIR BRAKE	3	-/-			
1000	AIR COMPRESSOR	3				
9-13	PROPULSION PROPULSION	1	/			
-CROSSIT	BRAKE SHOES/DISCS	3 9	/			
	TOILET / CARBODY	10/				11.00
	COMMUNICATION/DOORS TRACTION MOTORS	6		3.5 70.50		
11077-00	SHOE BEAM	17				
	COUPLER	1/				
	TRACTION MOTOR COUPLER	2		IS BY ESSE	Sale Sale I	
20	GAUGE	XDUCER			P WIRE	
F/E	LOAD LEVELER			MAX BRAI	KE (0 mA)	
B/E	LOAD LEVELER			MIN BRAK	E (256-277 mA)	
1113	X BRAKE PSI				0 - 310 mA)	
	BRAKE PSI				(323 - 343 mA)	
EL THE				454	(485 - 515 mA)	
EM	ER BRAKE PSI			MAXIWK	(465 - 515 MIL)	
	F-END	B-END			F-END	B-EN
ODO	OMETER (MILES)			FREON LE	VEL	
	R CONS. (KWH)					
	E ABOVE WORK HAS BEEN PERFO	RMED IN	ACCORDANC	E WITH CU	RRENT MAINTEN	ANCE

SUPERVISOR'S SIGNATURE:\_

#### M-7 COMPONENT DEFECT REPAIR SHEET

	CAR#: 7068 DATE:		A Part of the second	SHIFT:		
	COMPONENT & DESRIPTION	DEFECT	REPAIR	QTY	IBM#	SIGNATURE
lights	Hendlight Switch	Luse	500		52655	7
	gauselights	Two	Kepl			/
	3-40w 1					1
	2-20w					
	2-32W	-	V			
	Defusor Hights	Mis thep	Kerl			
CS		miss				
	RI Shae Fixe Clear	nes	sec			40
	R2 Show + hanser		415			
	LI Show Pose Overt	nes	540			
	LI Shae + harser	OA	AdJ			
	L2 Shunt	mi55	Repl			7
(5	L2 Show Fuse Clear	nes	sec		52651	
GEAR CASE	OIL: #1#3		#4			

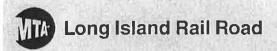


### M7 92 DAY PERIODIC INSPECTION

CAR # 7068 DATE 11/3./16 SHIFT 3d SHOP Hes

#	ITEM	SECT	OK/NOTE	IBM#	SIGNATU	RE
1	STANDING POWER TEST	1.1				
2	ICCELECTRICAL	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				
I I I I I I	ICC MECHANICAL	13				10.00
7 11 11 11	AIR BRAKE	3				
	AIR COMPRESSOR	3		1 ( 184 P F)		
10000	PROPULSION	1/				
ARCHITEC	BRAKE SHOES/DISCS	/3			100 September 2000 12 (2.5)	
	TOILET / CARBODY	9				
	COMMUNICATION/DOOKS	10				
	TRACTION MOTORS	6				
	SHOE BEAM	125	e a cualto in the pullistic			
CONTRACTOR OF THE PARTY OF THE	COUPLER	No.				
20	TRACTION MOTOR COUPLER	1116.50			P WIRE	Butter
	GAUGE >	<b>DUCER</b>				
F/E	LOAD LEVELER			MAX BRAK		-
B/E	LOAD LEVELER			MIN BRAK	E (256-277 mA)	
MA	X BRAKE PSI			COAST (290	) - 310 mA)	
MIN	BRAKE PSI			MIN PWR (	323 - 343 mA)	
EMI	ER BRAKE PSI			MAX PWR	(485 - 515 mA)	
	F-END	B-END			F-END	B-END
ODO	DMETER (MILES)			FREON LEV	VEL	
PWI	R CONS. (KWH)					
GUI	ABOVE WORK HAS BEEN PERFORD DELINES. PERVISOR'S SIGNATURE &			E WITH CUI	RRENT MAINTEN.	ANCE

	CAR#: 7018 DATE:	11/30/16		SHIFT:	3-4	
	COMPONENT & DESRIPTION	DEFECT	REPAIR	QTY	IBM#	SIGNATURE
APS	GAPTEST (2018)	Fa:/	PASS		52655	<b>J</b>
	F. Hr. Luga access down HW	Miss	RIPI			7
	AV Indicator Led Site Glass	0175	Clep			
	MS ICHUS CAZUES	RUS	Kepa			
	OUTLET COVER	PO	Repl			
	Knife Switch Box	0,0,	Class			
Acs	XAI +XAZ 1.0. Cosol,	Dini-	Clen		52653	
						/
				12 DIE 2		
EAR CASE	OIL: #1#2# SOR'S SIGNATURE:	3	#4  BM#:			



### M7 92 DAY PERIODIC INSPECTION

#	ITEM	SECT	OK/NOTE	IBM#	SIGNATUL	Œ
1	STANDING POWER TEST	Γ 1.1			/	
2	ICC ELECTRICAL	14	-			
3	ATC					
4	AUX POWER (APS)	2				
5	ELECTRICAL COUPLER					
01200	DOORS	5			/	
	LIGHTING	12				
1000	HVAC	8		- A		
3.70.71	CONTACT SHOES	7				
	ICC MECHANICAL	13		/2	<del>\</del>	
-	AIR BRAKE	3		/		- 1 / S
-	AIR COMPRESSOR	3	/			
	PROPULSION BRAKE SHOES/DISCS	3	/			
11000	TOILET / CARBODY	9	/			
THE REST	COMMUNICATION/DOO					
-	TRACTION MOTORS	6	/			
	SHOE BEAM		/			
	COUPLER					
	TRACTION MOTOR COUP	LER /				
	GAUGE	XDUCER			P WIRE	
Æ	LOAD LEVELER 66/7	5		MAX BRAK	E (0 mA)	
3/F	LOAD LEVELER 65/60	j		MIN BRAKE	2 (256-277 mA)	
	X BRAKE PSI			COAST (290	- 310 mA)	
				A STATE OF THE STA	23 - 343 mA)	
20.5	BRAKE PSI /4				485 - 515 mA)	
EMI	ER BRAKE PSI			MAXPWK	403 - 313 11111)	7 10
	F-END	B-END			F-END	B-ENI
				FREON LEV	EL	N.
יענ	OMETER (MILES)	STATE OF THE				

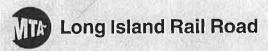
GUIDELINES.

SUPERVISOR'S SIGNATURE & IBM#

	CAR#: 7068 DATE:_	11/30	116	SHIFT:_	1213	0		
	COMPONENT & DESRIPTION	DEFECT	REPAIR	QTY	IBM#		SIGNATUR	E
BIE	Good Weight tag	dut	clean		29897			50
BIE	1 1 9	Stiff	whe					
BIE	BSCO tag	dit	clea					
BIE	9/55B 60 CB	Stiff	lute	*				
BE	3/s 5BCO tag	dist	clea					
FIE	tood weight c/o	Stiff	whe					
ALE	1 tag	dut	clem					
FIE	load leveler Hag	dut	clean					
P/E	Load leveler c/b	Sliff	life					
F/E	tappet value Rubber	Worn	neel					
FIE	N/3 Hoad weigh c/o	Stiff	whe					
F/E	N/S load Weightag	dut	cles					
BIE	N/S load which The	dit	clean					1000
BIE	10/5 load w deep of	Stiff	Lute					
BIE	N/S load levelle of	Sliff	the					
BIE	N/S Wad levelenteg	dut	chem		1			
BK	Main Res too	dut	clean		25857			
GEAR CASE	GOIL: #1#3		#4					
								C. Sections

SUPERVISOR'S SIGNATURE:\_

IBM #:\_



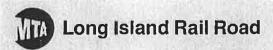
SUPERVISOR'S SIGNATURE & IBM#

## M7 92 DAY PERIODIC INSPECTION

CAR# 7668	DATE	SHIFT	SHOP	

	CAR # <u>/068</u> DATE		SHIFT	3	ноР	
#	ITEM	SECT	OK/NOTE	IBM#	SIGNATU	RE
	STANDING POWER TEST	1.1				
	ICC ELECTRICAL	14				
	ATC					
ATEL	AUX POWER (APS)	2				
	ELECTRICAL COUPLER	4				
6	DOORS	5				
7	LIGHTING	12				
8	HVAC	8				
9	CONTACT SHOES	7				
10	ICC MECHANICAL	13	$\rightarrow$			
-0.0	AIR BRAKE	3	/			
400	AIR COMPRESSOR	3	/	1		
	PROPULSION	1				
	BRAKE SHOES/DISCS	3/				
	TOILET / CARBODY	9				
	COMMUNICATION/DOORS	10				
	TRACTION MOTORS /	6				
110000	SHOE BEAM					
	COUPLER COUPLER					
20	TRACTION MOTOR COUPLER	XDUCER			P WIRE	
		ADOCER		NAME OF AVI		
ľΕ	LOAD LEVELER			MAX BRAKE		1790
3/E	LOAD LEVELER			MIN BRAKE	(256-277 mA)	
ΛA	X BRAKE PSI			COAST (290	- 310 mA)	
ΜIN	I BRAKE PSI			MIN PWR (32	23 - 343 mA)	). <u>10</u>
	ER BRAKE PSI			MAX PWR (4	185 - 515 mA)	
SIVI	ER BRAKE I SI	<b>1</b> 57				
	F-END	B-ENI	)		F-END	B-EN
OD	OMETER (MILES)			FREON LEV	EL	
	R CONS. (KWH)					
(H	E ABOVE WORK HAS BEEN PERFOR IDELINES.			CE WITH CUR	RENT MAINTEN	IANCE

	CAR#: 7068 DATE	. 11/30/16	(	SHIFT:_	12304-	836
	COMPONENT & DESRIPTION	DEFECT	REPAIR	QTY	IBM#	SIGNATURE
Hollston	LB/14/3 TAS (N) side	arle /Pit	Clas		52653	
	BILB TAS Gloide	ons/ait	Clep			
	Careis, Hardware	miss	Repl			
	chBl, cables (Fund)	Rub	RUF			
	chy, cades (Bend)	Rub	Kepp			
10 NSIN	Inserter All Julet Blocked (074)	comp	INSP		52651	
			1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1			
GEAR CASE	OIL: #1 #2	#3	#4			
SUPERVIS	SOR'S SIGNATURE:		IBM#:			



## M7 92 DAY PERIODIC INSPECTION

CAR # 70 68 DATE	SHIFT	SHOP	
CART CO DATE			

#	ITEM	SECT	OK/NOTE	IBM#	SIGNATURE
	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	A TRUE CHILDRE		
(50034)	AIR BRAKE	3			
200000000000000000000000000000000000000	AIR COMPRESSOR	3			
100000000000000000000000000000000000000	PROPULSION /	1			
	BRAKE SHOES/DISCS	3			
	TOILET / CARBODY	9	8040		
500000000000000000000000000000000000000	COMMUNICATION/DOORS	10			
AND DESCRIPTION OF THE PERSON NAMED IN	TRACTION MOTORS	6			
2004/03/2017	SMOE BEAM		100 mm (100 mm)		
	COUPLER				
20	TRACTION MOTOR COUPLER	PLICED			P WIRE
	GAUGE	DUCER		- 41 77 11	
F/E	LOAD LEVELER			MAX BRAK	
B/E	LOAD LEVELER			MIN BRAKI	E (256-277 mA)
MA	X BRAKE PSI			COAST (290	) - 310 mA)
MIN	BRAKE PSI			MIN PWR (3	323 - 343 mA)
MIL	ER BRAKE PSI			MAX PWR	(485 - 515 mA)
EMI	ER BRANE FSI				
	F-END	B-END			F-END B-END
ODO	OMETER (MILES)			FREON LEV	/EL
	R CONS. (KWH)				
GUI	E ABOVE WORK HAS BEEN PERFOR DELINES. PERVISOR'S SIGNATURE &			E WITH CUI	RRENT MAINTENANCE

	CAR#: 7068 DATE:	11 30 1	16	SHIFT:_	1230	830
TM	COMPONENT & DESRIPTION	DEFECT	REPAIR	QTY	IBM#	SIGNATURE
	Apt 6 occur Chat	Coose	sec.		52655	4
	1443 Ground Cables Boots	MISS	Repl			
**	AY#2 750 VOLT CABLS	RUB	Reph			
	Ax # 2 TOP GROWD STRAP	FRAI	Kerp			
	At \$1 GOCLOCK Client Boots	MISS	Rerl			
	AXXI 3 OCCECK Cleat	Coase	sec			
+M	ACHI TOP GROUND STRAP	FRAY	Kepp		52615	
			Salaine.			
		alm_				
		A AND				
GEAR CASI			#4		<del>-</del>	
SUPERVI	SOR'S SIGNATURE:		IBM # :	6 6 6 7 5		

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

	LC	CATION_	#1	1			¥	OUT O	F SERVIC	CE	т	30	20 <u>/6</u>
						LOC	0#_7	068	3				
AIR GAUGES CLEANED & TESTED	PARKING BRAKE TEST & TAG	(TEST) DEAD MAN FEATURE	UNCOUPLING CYLINDERS & LATCH MECHANISM	(TEST) B3C VALVES FE & BE	FOUNDATION BRAKE EQUIPMENT	PNEUMATIC OPERATING UNITS	CMV / EMV	LEVELING VALVES & CHECKS F/E & B/E	(TEST) AIR COMPRESSOR / DRYER	(TEST) TAPPET VALVE	(TEST) MR & BP FILTERS & STAINERS	CENTER CASTING INSPECTION	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
113016	11 30/10	11/30/16	4/27/12	1139/6	4/4/12	4/4/12	4/2/10	-4/29/12		1/30/16	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	
	NR BRAK		72 Month)			11 1	12	New Date		***			/
LIRR: MF	PL207-M7							GENERA	L FOREM	MAN'S:			

7068 7.30 830 CAR# DATE: SHIFT: COMP LOC COMPONENT **DEFECT** REPAIR QTY IBM# **EMPLOYEE SIGNATURE** WL Repl ground BrusH 50921 Repl Grand Box gaskets WORN 50921 Hardware Repl STRIP 50921 TM air INTAKE Clean All DITT 50921 Clea All 50921 ground Boyes Clea DUST Collectors 56921 Ad DIT IBM#: SUPERVISOR'S SIGNATURE:

					DAIL:	11-30-16
COMP LOC	COMPONENT	DEFECT	REPAIR	QTY	IBM#	EMPLOYEE SIGNATURE
Greating	R4 2005	Warn	Rell		5352	
	R3 Shoe	Warn	REPL			1000
	Geor Case Sight obss #1,2,#34	dirt	clea			
	Geor Case Sight obs #1,2,#34  Geor Case breather #1,2,34  Geor Case Tog S #1, 2,34	dirt	clea			
Gree. Sina	Geor Case Tous #1,2,34	dirt	clea		50352	
						- 00
	(ic					
1	i al					
	a - 8-	8				
						the continues
			191			31

# COMPONENT DEFECT/REPAIR SHEET | SHIFT: 12:30 to 8:30 | DATE: 1/-30 -/6

CAR# 7068

COMP LOC	COMPONENT	DEFECT	REPAIR	QTY	IBM#	EMPLOYEE SIGNATURE
#1 0-x5/e	lest that goes to the bot	you -				
	axsle brush box.	NPS	Jec_		27109	
axsle	that goes to the middle axile	brush box	sec			
#2 axsle	that goes to the middle axile that goes to the middle axile that goes to the bottom axis	le brush -				
		1 1	Repun			
	cable (Tacket)	PN	Repor			
11	bo Itt o	Cover Loos	Tight			
1/	A sound rubber support for Clecto coupler cubles: Electo coupler cubles	The MISS	sec.			
	1 to 1	NPS	sec		-	
[[	CALATOR BOX 141	dist	Clea			
ι(	Electo Coupler door	x bird	loose-			
l(	Electo Couples pino and gaste	a diff	Clea			
B-End	Elect. Jumper cables labels	La dist	Clea			100
Shoes	ALL Contact Shoe fise 750 Vo Signifo	botes poldist	Clea			
<i>l</i> (	tends and best boots by the ho	MANGRES NPS	Sec			
North			Clea		V	4
11	Intercar But Line Fuse and Fuse.	130x carb	Clea		27109	

SUPERVISOR'S SIGNATURE:

IBM#:

## COMPONENT DEFECT/REPAIR SHEET CAR # 7068 SHIFT: 12:30 108:30 DATE: 11-30-16

Page 2073

COMP LOC	COMPONENT	DEFECT	REPAIR	OTY	IBM#	EMPLOYEE SIGNATURE
under	The all service with the tark	· /				
COT	the CTII Aut Fuse Group Cover by the south side grid coge.	n n n c			22108	
UNdes	The leavy electe cubits for	NPS	1-		27109	1
cas +	to the second second second					
F!	the HSCB#1 box cubies in par	, NPS	Suc			
Wast	The heavy elect cubies in part the HSCBHI boxo external	NPS	Sec			
COT	L'A LA					
	the back and the top of the North side gold cage, to the form	ad. NPS	-ser			
inder cas	Middle elect. Cables by the	NPS	Sec.			
.1	Various 7500 Signs and lakely	dirt.	Clea			
F-Ent	The back and the top of the North side grid cape, to the fine widdle elect, cables by the CHBI Group (B-END) and label on grid capes and electe boxe The black fie wrap that secution of the field of th	C5				
			Sec			
Cab	cover screws.	Loos	Tight			
2144		Miss		14		
<i>U</i> =	Gimbel light lens	miss				
outh side	CARACTE SOLVE TILLEY	miss	UM			
1/	MAN I I ALL - HE BOO ANDU ATTE 179 CHO	ngs	Jec.		13	
11	Flecto feed wire for the Coutlet	IBA	1cc		27109	

SUPERVISOR'S SIGNATURE:

IBM#: "

Page 30 f3

I. G.C Electricial

CAR# 7068 DATE: 11-3046 SHIFT: 12:30 to 8:30 DEFECT REPAIR QTY IBM# **EMPLOYEE SIGNATURE** 27109 27109 **SUPERVISOR'S SIGNATURE:** IBM#:

CAR# DATE: COMP LOC COMPONENT DEFECT REPAIR QTY IBM# **EMPLOYEE SIGNATURE** 79863 29/863 28814 29186= Pan 29863 2009 29863 21863 29863 29863

**SUPERVISOR'S SIGNATURE:** 

IBM#:



CAR#	SHI	FT: \250\g	) <u>3</u> U	DATE:	11/3	0/16 3
COMP LOC	COMPONENT	DEFECT	REPAIR	QTY IBM#	EMPLOYEE	SIGNATURE
(pro)	the window	SIN	lybe	2863		
Cab	Kno Stol Cush	on yern	35		_	)
RL	SCOT CASPION	1 you	85		- /	
M	3eat Cushlor	1 40m	35			
12	Back Cushia	1 Hom	35			***
AF	UPSUI BULL GOOR	Bubble	5			
RI	Door Goor	3delusts.				
L	GOOR DOOK	Bubble				
NH	Seat Oushion	Jarn	35			il.
15	Seat Cushion	Yorn				
R5	goot pushion	Yorn				
We	3607 CUSHON	Von				
U	Seal Cushion	Yorn				¥.
R	Seat Custion	Yorn				
18	Seat austrian	1000			2 .	11
RZ	Seat Oughion	yern	V			
19	Seat - Oushion,	4010-	350			/
		<i>A</i>		***		

**SUPERVISOR'S SIGNATURE:** 

IBM#:

CAR#	1003	SHIFT:	530-6	330		DATE:	11/3	0/16 2
COMP LOC	COMPONENT		DEFECT	REPAIR	QTY	IBM#	ЕМРЦОУЕ	E SIGNATURE
200	seal cust	2/00	Horn	DES.				
111	Deat Cug	Shion	Jon					
RIZ	Stat Out	s thon	John	1				
43	Seat Ous	p400	Jorn			1	id	
W4	Back Mug	silon	DU				1	
44	Sed Ous	shlon	Non				k:	
RI4	Beat TUE	shi on	Horn					
U5 !	Seat One	shion.	10m	1				
116	Real Our	Shion	40m	PSS5				
LT	Reat Our	BHION	Jom	V				
RIS	Back Cu	shion,	Jam	D\$5				
B16.	Ueglibule F	100r	Bubble	) ~ -				
GB.	Bridge Play	6 200r	NPS	9eç		29863		
U3	Seal CUS	MON.	Morn	35				
498	Jeal Cus	HION	yon					
R19 8	200 LOSE	hion	brn	V				
RIB	Seat Cus	shion	300	THE THE			4	
SUPERVIS	SOR'S SIGNATURE:	1342			BM#:	(		

## THE LONG ISLAND RAIL ROAD EVENT RECORDER VALIDATION REPORT FOR M-7 CARS

This form shall be a All testing to be in	used for Periodic Inspections and after Road Failures.  accordance with the latest revision of MIL	
Car# 7068	, /	
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 PRESEN	ICE 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:c	IBM #	
Corrective Action I	Taken, If Any:	
If Change Out:	a E	
Event Recorder Se	erial # Before Serial # After	

M7 "A" Car Interior Decals - PI Check List

£,\$12,612.	DESCRIPTION	(B)YACA:	(1)63045R*
7:0030	LOWI GOATION EXIL PATHEMPIRING, LECTURED	27	as a superior of the superior
A0025	LOW-LOCATION EXIL PATE MARKING, RIGHT-1619)	2	
A3232	DECS. FRICKGERICA BRAKCIAM ACCBRAILH. WWV		
W3533	OF CAL, ADA PRIORDY SEA DING	1 - 2	
A5234	DECAL CAR BURGER, 2"THGF	1 Aat	
/3235	DECAL DOOR WARRING		14/10
63236	DECAL HANDICAPPED REST ROOM	0	-(-('
A.527.7	DECVE HAMBICAGOEG AAVAROL	2	
A33742	DECM. FISHERGE NCV EQUIPMENT		
A3243	DECAL PROBIBITURY		
23X06	DECAL DOOR DISACULD VAREN FLASHING		
73347	DECAL FINERGENCY MUNICIPALITY MENVAL , 2 125 IN X	3	
	DUCAL FIRE LATINGUISHED		
23245	DEGAL PASSING BETWEEN CARS PROBLETED	2	
A3249		1 4	
/43250	DECAL WATCH YOUR STEP, RU		
Artig55=27	DECAL SHARE HE TAMLE NEEDS ENT VALUE OF		
A3256	CC a toki		
52726.47	DERAL TIPOR "EXD"	8	1
A3260	EXIT DECAL, "EINERGENCY", ABOVE WINDOW	- 6	
V3565	DECAL LEFT DOOR DIRECTION	2	
A3263	DECKL, KIGHT DOOR DIRECTION	2	X - 1
ASSEA	DECAU TIMESGENCY BRANC VILLYE' NORMAL	4	
V3366	DECYF AND CHARGE SCA MANDERM SEMONAL - S 132-19 X	1	
70334	8 175 PV LG		
A3901	EXCLEDIT MARKING, LOW LOCATION, ADD LIFTUP	_ ^_	
AS714 **	CAT PATE MARRING LOW LOCATION, DRIVENULLY LIN- LIP RIGHT HAND	1	
20783	DECAL TEXT RIGHT HAND WINDSCREEN	fi	mand green depart of the section of
B0764	DECAL REPLISTED, RIVING	17	
191785	DECAY, 1899, STREET 2750 IN LG	10	
1977/81	DISCOURT ROY LEFT HAND WASDINGSHEET	1)	
60700	DE DAL END DOCKTATCH	2	
H2-53B	DECAL DOGLATCH, TYPE 1	2	
HD929	DECK DOG LATER, TYPE 2	i	
83930	IDEC AL REPL STROP 10 750' US	1,	VXXX VXXX
1 5/17	Hardrig metablikg (1000 s. 1,549 ROSHICY LACTION	Ť	250 to \$1000.
	DECAL UMERGENCY EVACUATION INSTRUCTIONS	121	
C3:560	10 Car Pair, Right PASH	:	
(27 99 47	DEC TENES EN THANG	3	
(2)(04.47 		1	
1311747	Number of Control Control Control	12	
msss 47	OFCAL, WATCH THE GALS	x	- 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1
and the later to the later	DECAL ASSAULT, TRAIN CREMEENBERS	2	
and the second second second	DECAL EMERGENCY INTERCOM	2	e de destates destates as a series of
3071148	DECAL DO NOT EVACUATE		diagram A. Harring ( B. A.) & N. Harring CAASS ( Silk Harring) his little of the control of part of the control
1105 47	C	-1-1	and the second s

## **Mechanical Door PI Checklist**

Car # <u>7048</u>	Tr	rack: <u>E - /</u>	Da	te 11/30/1
	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		IBM	1_555	49

## **Mechanical Coupler PI Checklist**

Car	# 7068 Track # F	D	ate 11/34/16
	* * *	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	<i></i>	
	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:	<i></i>	
	Inspect Carrier Iron stop hdwr for condition and ensure carrier Iron is level.		

Car#/	7068	Test Locati	1/ .			ropulsion	/	ksheet		
PIU Tag #		Test Locati	on_/T/	<u> </u>	Test Date	11/39		ng = 155		
CTS3 Cui	rrent Transd 9.1 Aux. Lin	ucer Inspe	ction	:8:			Dump Val	ve Operatio	nal Check	
Truck	Cond		Ver	rification It	em	Pass/Fail	(Ref. Step			
"F"- End	With 3rd rai	l voltage		neg. currer		-10		Test VM11 Energized	Result Venting	Pass/Fail
	W/O 3rd rai	l voltage	PIU shows	(zero) 0 +/-	1.5 amps	NA	"F"- End	VM12 Energized	NOT Venting	PASS
"B"- End			PIU shows	U shows neg. current		-10	"B"- End	VM11 Energized	¿· Venting	1855
ų.	W/O 3rd ra	voltage	PIU shows	(zero) 0 +/-	- 1.5 amps	NIA	D-CIN	VM12 Energized	NOT · Venting	145
y .	, A	Air Comp (Ref. Step	ressor Star 12)	UStop Test	(B-Car F-	End ONLY)				/
^ N		26	Condition		V	erification It	tem	Pass/Fall		- 5
1 8		Main Res	<140 psi		Main Res Compress	@ 150 psi ar	nd	NIP		**
(Ref. Ste	ight/Brake P p 11) AD LEVELER	3	F - End* (psi)	B - End* (psi)		P WIRE (Ref. Step MAX BRAN		, és s	0	10 (4 <sub>94</sub>
	OAD LEVELE	ER .	108	59	-	MIN BRAK	E (256 - 27)	7 mA)	260	_
	AKE BCP		14	16			90 - 310 mA (323 - 343 r	10	320	
EMER B	RAKE BCP		:48	47		6	: : (485 - 515	El .	496	P 4
* With PI With PI	U connected U connected	to PCUF, N to PCUB N	Vear = "F"- [ Vear = "B" -	End and Far End and Fa	r = "B" - Enx v = "F" - En	id d	ew" .	8		
Current	PCU Data		\$5°	F.	-End		В	-End	,	φ
ODOME (Ref. Ste	TER (MILES) op 13)	, ,		-54	320	-	-5/1	364	-	
POWER (Ref. Ste	CONSUMPT pp 14)	(Motoring		- 40	530	-	_87	,63/	-	
Insp. By	: =		<u> </u>		X.	IBM #		530	45	

Long Island Rail Road
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## M3, M7 WHEEL REPORT

CAR#	LOCATION: Uni	DATE: 11/30	ING.	
TRUCK SERIAL #	WHEEL POSITION	FLANGE HEIGHT	FLANGE THICKNESS	WHEEL THICKNESS
F/END	L1	1/19	1764	27/18
11/23	R1	1 414	1 76L	27/16
1 / /	L2	1 1/19	Mal	238
	R2	1 1/14	1:-176L	238
B/END	L3	11/10	1 Mel	2/2
10/66	R3	1 414	1 Mei	21/2
1,0	14 36	1 1/14	1 They	21/2
	R4 3h.	1 416	1 17/cal	2/2
INSPECTED BY:		IBM: 24063		
NOTES/REMARK	s WhSh	1,R4-31	1	

MOTES/REMARKS: all wheels with in specs

SOUTH THE PARTY	EVENT RECORDER EQUIPPED
20	DEPARTMENT OF TRANSPORTATION
	FEDERAL RAILROAD ADMINISTRATION
0	

operated by	16 Check if ne	w 1		RR CODE	2. OWNED	BY (Railroad)	YES			RR COL
The state of the s	sland Rail R			5  5  0				d Rail Road  TYPE OF SERV	ICE DAS	0 5 5
M-7	4. LOCO NO.	o. 1 <b>73</b>	5. YR. BU		ROPELLED BY MU	106		ROAD 🔯 `		
TEAM GEN.	GEN. #1.		Working F	ressure	1910	GEN. #2.		v	Vorking P	ressure
MAXIMUM PISTON	TRAVEL		11. OUT	OF USE CREE	Л	NEW CONTRACTOR				
N/A	NSPECTION DATE	i ti	nches			PL	ACE			
LAST FERIODIC			1115115					HMC		
RIODIC INSPEC	CTIONS		Check	one:	√d. 92 da	ays per 229.2	No.	☐ 184 days	and market	.23 (b) (1) <u>only</u>
DATE MO DAY YR	14. PLACE		15. * ITEMS		RSON UCTING	15. * ITEMS	16.	PERSON CONDUCTING	17,	CERTIFIED BY
	OUT OF SER	VICE	2/5/14	IN SE	ERVICE	aklis				?
lelu	Hme		1-2	A STATE OF THE STA		3-5	75		+	
5/10	OUT OF SER	VICE	5/4/16	IN SE	ERVICE	-14/1	7			
11.			1-2			3-5			Ť	
5/4/10	ltme		4-7	101 01	בווייים ביי	dal	//		0	
	OUT OF SER	VICE	8/2/16	IN SE	ERVICE	8/010	6			
8/2/11	HMC		4-7			3 - 5			<u> </u>	2
	OUT OF SER	VICE	1924/10	IN SI	RICE	10-27	5-			
2-27-16	Honc		1 - 2 4 - 7			3 - 5				
	OUT OF SER	VICE	100 Maria	IN SE	ERVICE					
			1 - 2 4 - 7			3 - 5				
ITEM CODE: 1	BRAKES 2 RUN	NING GE	The second secon	QUIP. 4 M	ECH. EQUIP.	5 ELECT. E	QUIP.	6 STEAM GEN.	7 SAFE	TY APPL.
TEST	CONTRACTOR OF THE PARTY OF THE	8. H&H PRE	SSURE FI	. WAIVER PA RA-229.135 RA-2003-16	5 4 5 1 1 5		FR	WAIVER-OTHER A-2003-15638 A-2004-17099		
ТҮРЕ	INTERVAL NOT MORE THAN		PERSON INDUCTING	22.	TEST DATE	ACCOUNT OF THE OWNER,	CEF	RTIFIED BY	THE RESERVE THE PARTY NAMED IN	PREVIOUS TEST DATE AND PLACE
METER	368 calendar days			NOT	APPLI	CABLE				
HAMMER AND HYDRO	736 calendar days		D	RILLE	D					
AIR BRAKE 238.309 Truck	2208 calendar days				<i>i</i>				1.00	3/7/12 HMC
AIR BRAKE 238.309	2208 calendar days									3/7/12 HMC

Form FRA F6180-49A (11/2012)

Officer-in-charge \_\_

Government property do not remove.

OMB Approval expires 11/30/2015

\_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. <u>PROPELLED BY</u>: 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).
- 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 of 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. <u>LAST PERIODIC INSPECTION</u>: 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. <u>INSPECTIONS AND TESTS</u>: 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. <u>TESTS</u>: 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. <u>H&H</u>: 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. <u>WAIVERS</u>: 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".

			TEAT TO THE TOTAL TO THE T
ISE: Enter any noi	se tests or related information in accordance v	with 49CFR 210.31.	
ISE: Enter any noi	se tests or related information in accordance v	with 49CFR 210.31.	

-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

Date Range: 10/1/16 to 1/4/17

Fleet: E Class: MU Model: ALL RSU(s): 7073 Include Task Detail: N System(s): ALL Include Component Defect & Report Info: N

Failure Code(s): ALL		Loc		L Work Type(s): ALL		Remove PM/2C Defect/Repa			
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 21	127682 MOD,	LLEPM HPPL Decal in	nstall, M7				
7073	SYS: 5(5-99)	2133310	10/24/2016	LARREA F	COMP	10/24/2016		N	N
	RSU BODY	W/O: CM 2	133310 CPHJ2	2 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 2	133316 M/M S	SEAT TORN					
7073	SYS: 5(5-53)	2133317	10/24/2016	JONES J	COMP	10/24/2016		N	N
	RSU BODY	W/O: CM 2	133317 F/E FI	LOOR BUBBLE					
7073	SYS: 5(5-99)	2133401	10/24/2016	FOELL SB	COMP	10/25/2016		N	N
	RSU BODY	W/O: CM 2	133401 R1 LC	OADLEVELER HOSES	S INSTALLED IN	CORRECTL	Y.		
7073	SYS: 5(5-99)	2133402	10/24/2016	FOELL SB	COMP	10/26/2016		N	N
	RSU BODY	W/O: CM 2	133402 L1 LC	OAD LEVELER UNAB	BLE 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 2	137703 Cab li	ght/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 21	140093 No dite	ch lights in Dim and onl	ly one (off cab sid	e) in bright *N	Must Ride Buried*		
7073	SYS: 5()	2161325	12/2/2016		WAPPR	12/2/2016		N	N
	RSU BODY	W/O: CA 21	161325 To re-l	locate the seco switch -	Phase 1 - Run wir	es 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 2	164114 ENGI	NEER WIPER ARM P	HYSICALLY DA	MAGED "MI	UST RIDE BURIED'	•	
7073	SYS: 7(7-55)	2133311	10/24/2016	JONES J	COMP	10/25/2016		N	N
	TRUCK	W/O: CM 2	133311 *NGT	R* - #4 AXLE FLAT S	SPOTS - OK TO V	VTM			
7073	SYS: 7(7-54)	2133312	10/24/2016	RIGALOS G	COMP	10/24/2016		N	N
	TRUCK	W/O: CM 2	133312 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 2	133313 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 2	133315 F/E SI	BCO 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 2	133427 L1 DC	OGBONE P.D.					
7073	SYS: 7(7-29)	2134010	10/25/2016	PIOTROWSKI KS	COMP	10/26/2016		N	N
	TRUCK	W/O: CM 2	134010 F/E Tı	raction mechanism cent	er hub rubber dete	riorated			

2



**RSU History Report** 

Date Range: 10/1/16 to 1/4/17 **Include Task Detail: N** RSU(s): 7073 System(s): ALL **Include Component Defect & Report Info: N** Fleet: E Class: MU Model: ALL Failure Code(s): ALL Remove PM/2C Defect/Repair Info: Y Location(s): ALL Work Type(s): ALL W/O Status(es): ALL RSU W/O# W/O Date W/O Reported By **Critical?** W/O Status Status **Train Number** Vendor Failure? **Date** 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. SYS: 8(8-50) Ν 7073 2133390 10/24/2016 KELLY DJ **COMP** 10/24/2016 N HVAC W/O: CM 2133390 F/E ACCU board blower fan feedback faults 7073 12/29/2016 SYS: 8(8-89) 2175005 12/28/2016 HVAC SURVEY **COMP** N N

W/O: CM 2175005 MARGINAL TEMP 65 AMBIENT TEMP 39

Page 2 of 2

**HVAC** 

MP278-B3

## THE LONG ISLAND RAIL ROAD COMPANY Multiple Operated Electric Units - Inspections, Cleaning and Test Record

#### M7 AIR BRAKE CARD

Year	MIT AIRCOINCE OF THE								RSU No.			7073			
3 0	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		ZY		
Dead Man Feature Test	3	3	ulslis		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			14			2		24	2	
Uncoupling Cylinders & Latch Mechanism	72	72	3/1/12												
B-3-C Valve F/E & B/E (TEST)	24	3	nls is		5			14			2		24		
Foundation Brake Equipment	72	72	3/1/12												_
Pneumatic Operating Units	72	72	3/7/12												
CMV / EMV	72	72	3/1/12												
Leveling Valves (F/E & B/E)	72	72	3/1/2			12						-			
Air Compressor / Dryer (TEST)	72	3	11/5/15		5			14			Z		24		_
			7 ;					1 .11			17	1	114		

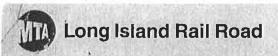
6 Year Air Brake Date (72 Month)

Tappet Valve

(TEST)

Previous Date

New Date:



### M7 92 DAY PERIODIC INSPECTION

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

1		PECI	OK/NOTE	IBM#	SIGNATURE
10000	STANDING POWER TEST	1.1			
2	ICC ELECTRICAL	14	USTE	54387	
3	ATC		OK	57712	C
4	AUX POWER (APS)	2	Note	54388	
5	ELECTRICAL COUPLER	4	1	54387 =	
6	DOORS	5	not i	29002	
7	LIGHTING	12	rate	28660	
8	HVAC	8	Nik	· 28711	
9	CONTACT SHOES	7	Note/	57042	
10	ICC MECHANICAL	13		53181	
11	AIR BRAKE	3	Note	52272	and the same of th
12	AIR COMPRESSOR	3		51932	/
13	PROPULSION	1	NOTE	55387 V	
14	BRAKE SHOES/DISCS	3		51932.	-
15	TOILET / CARBODY	9	note	51393	<u> </u>
16	COMMUNICATION/DOORS	10	note	28901	
17	TRACTION MOTORS	6	Note	54329	
18	SHOE BEAM		1	54965	
19	COUPLER		V	50035	1
20	TRACTION MOTOR COUPLER		1	51932	

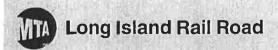
	GAUGE	XDUCER	PWRE
F/E LOAD LEVELER	62/60	63/57	MAX BRAKE (0 mA)
B/E LOAD LEVELER	67 68	69/68	MIN BRAKE (256-277 mA)
MAX BRAKE PSI	45	46 43	COAST (290 - 310 mA) 296
MIN BRAKE PSI	13	14 13	MIN PWR (323 - 343 mA)
EMER BRAKE PSI	48-	47 \ 48	MAX PWR (485 - 515 mA) 500
	F-END∫	B-END	F-END B-END
ODOMETER (MILES)	57,403	57,349	FREON LEVEL
PWR CONS. (KWH)	109,476	100,547	

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

SUPERVISOR'S SIGNATURE & IBM#

SUPERVISOR'S SIGNATURE:\_

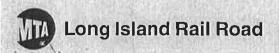
	CAR#: 7073 DATE:	10/24/1	6	SHIFT:_	1230	830	
	COMPONENT & DESRIPTION	DEFECT	REPAIR	QTY	IBM#	Para New York	NATURE
doors	LI Threshold Strip Plate	pent	ADJU		54135	<	
	BKE stoum door handle	nps	SEC				
	screw						
	H barrel lock	Inap	ADJU				
	LI overhead door pavel	4135	REPL				
	cable hardware						
	RI overhead door parel	nPS	REPL				
	ICU DE LA CAMBRA DEL CAMBRA DE LA CAMBRA DEL CAMBRA DE LA						
	LI mechanical lock as people	Incomp	Ote ADJU		54135		
Comm	TN Goferry	044,00	uses		53108		
APS	Blover CAGE	mmlt					
	Noute suited	CARB	cein				
	5/5 TLR2 Jumper	PO	แขล				
	cosplex fest	fail					
AP5	ICHUS CABLE by cleat	NPS	Se	E LITTLE GOLDEN	53103		
Careasino	FE Sbeo Cable	bind					
GEAR CASE	COIL: #1#3		#4	1			



### M7 92 DAY PERIODIC INSPECTION

	CAR #	DATE		SHIFT		SHOP		
#	ITEN	M	SECT	OK/NOTE	IBM#	1	SIGNATURE	
10.700 11.00 41.69	STANDING POW	ER TEST	1.1					
2	ICC ELECTRICA		14					
3	ATC							
4	AUX POWER (A)	PS)	2					
5	ELECTRICAL C	OUPLER	4	Carlo Vigy and		Suff.		
6	DOORS		\$	/				
7	LIGHTING		12		i i			
8	HVAC		8			4 40		
9	CONTACT SHOP	ES	7					
10	ICC MECHANIC	AL	13			Pilati		
11	AIR BRAKE		3			18082		
12	AIR COMPRESS	OR	3/				ő.	
13	PROPULSION		1/					
14	BRAKE SHOES/	DISCS	/3	first and that		181		
	TOILET / CARBO		9			1000	ARAN STATE OF THE	
THE RESERVE	COMMUNICATI		10					
17	TRACTION MO	TORS /	6	TO SHARES				
18	SHOE BEAM				400			
DOM: NOT THE	COUPLER							
20	TRACTION MOT						No.	
		GAUGE 2	<b>KDUCER</b>			1	• WIRE	
F/E	LOAD LEVELER	/			MAX BRAH	Œ (0	mA)	
B/E	LOAD LEVELER				MIN BRAK	E (25)	(-277 mA)	
MA	X BRAKE PSI				COAST (29	0 - 31	(And 0	
MIN	BRAKEPSI				MIN PWR (	323 -	343\mA)	
EM	ER BRAKE PSI				MAX PWR	(485 -	- 515 m/A)"	
							F-END B-EI	
		F-END	B-END				F-EIVD B-EI	
OD	OMETER (MILES)				FREON LE	VEL	\ :	
PW	R CONS. (KWH)							
GU	E ABOVE WORK HAS IDELINES. IPERVISOR'S SI				E WITH CU	RREN	NT MAINTENANCE	

CAR#:	7073 DATE:_	10-24	-16	SHIFT:	1200	
COMPON	NENT & DESRIPTION	DEFECT	REPAIR	QTY	IBM#	SIGNATURE
lights s/s exterior	- Baske lelease					
green lig	H Led	Low	195		5308	4
bathroom o	ccupied light	grap	NIM			
boothroom o	stofservice light	9900	WM			
Cob PA/8	BI/IC/ROSTO					
Led lan	no test	Fail	PHSS		53108	
Cab Booke e	upply terialine					4
couer lens		M953	WAL			
Cob gimbe	1 Pent dulbe	9000	Word	2		
F'f B'end	truck BROKE					
Re case a	reen light over losses	miss	nec	2	53108	4
EU1 199		M955				
ELL2 19		9900			- 20	
Lights Head ligh	it swltch	NP5/100	esc		5318	a
GEAR CASE OIL: #1	#2#3		#4			
SHIPEDWISOD'S SIGNATURE:			IRM#•			



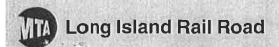
### M7 92 DAY PERIODIC INSPECTION

	CAR # DATE		SHIFT		SHOP	
#	ITEM	SECT	OK/NOTE	IBM#	SIGNATUR	RE
1	STANDING POWER TEST	1.1				
2	ICC ELECTRICAL	14				
3	ATC					
4	AUX POWER (APS)	2				
5	ELECTRICAL COUPLER	4			Marchael Commission	
6	DOORS	5	119			915.1
7	LIGHTING	12				ntegnicies
8	HVAC	8		/		
9	CONTACT SHOES	7				
10	ICC MECHANICAL	1/3				
11	AIR BRAKE	3				
12	AIR COMPRESSOR	3 \				
9.00	PROPULSION	1	X			
1-0	BRAKE SHOES/DISCS	3/				
Proprietable	TOILET / CARBODY	9		Thirty will be a second		
-	COMMUNICATION/DOORS	10		*		
-	TRACTION MOTORS	6				
Facilities	SHOE BEAM					
Commence of the last of the la	COUPLER					
20	TRACTION MOTOR COUPLER		SVB CONTRACTOR		P WIRE	
	GAUGE 2	DUCER				
F/E	LOAD LEVELER /			MAX BRA	KE (0 mA)	
B/E	LOAD LEVELER			MIN BRAK	Œ (256-277 mA)	
MA	X BRAKE PSI			COAST (29	00 - 310 mA)	
MIN	BRAKEPSI			MIN PWR	(323 - \$43 mA)	
1000	ER BRAKE PSI			MAX PWR	. (485 - 5)5 mA)	
	F-END	B-END			F-END	B-ENI
900	OMETER (MILES)			FREON LE	VEL	CONTROL OF
/	R CONS. (KWH)					
GUI	E ABOVE WORK HAS BEEN PERFOR DELINES. PERVISOR'S SIGNATURE &			E WITH CU	JRRENT MAINTENA	NCE

GEAR CASE OIL:

	CAR#: 70 15 DATE:			SHIFT:				
	COMPONENT & DESRIPTION	DEFECT	REPAIR	QTY	IBM#	// SIGNATURE		
Toilet	I av. Door Handle Screws	loase	Sec		27714			
1	Lav. DOR	OA			, 2			
	Lau. BOOR MITTON	miss				Tales.		
	faucet/Dryer Soap Decal	Miss						
	faucet/Dryer/Soap Decal Sink mirror	PD						
	Trush can Decal	miss						
	Soap Dispenser	empty						
	oil conster	miss						
	TUPSA	NPS						
	N/5 + S/5 Toilet water fill caps	miss						
	N/5+5/5 Sink water fill caps	miss						
	N/S Toilet water fine cap	miss						
	N/S Toilet Stand pipe Cap	miss						
	NK+5/5 Waste cap	NPS						
V	NSTSS Bray Cap	NPS		tions of		1/		
Toilet	SIS All Water Caps	NPS	Su		27714			

SUPERVISOR'S SIGNATURE:	IBI	vi#:



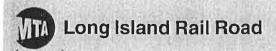
### M7 92 DAY PERIODIC INSPECTION

CAR#DATE_		SHIFT		SHOP	
#   \ ITEM	SECT	OK/NOTE	IBM#	SIGNATU	RE
1 STANDING POWER TEST					
2 ICC ELECTRICAL	14		lare strain.		
3 ATC					
4 AUX POWER (APS)	2				
5 ELECTRICAL COUPLER	4	(時間2276)			
6 DOORS \	5				
7 LIGHTING	12		The state of the s		
8 HVAC	8			Karan Syran Clay	
9 CONTACT SHOES	7				
10 ICC MECHANICAL	13				
11 AIR BRAKE	3	22,510			
12 AIR COMPRESSOR	3				
13 PROPULSION	1				
14 BRAKE SHOES/DISCS\	3				
15 TOILET / CARBODY	9				
16 COMMUNICATION/DOOK	AND ADDRESS OF THE OWNER, WHEN PERSONS NAMED IN				
17 TRACTION MOTORS	6				
18 SHOE BEAM					
19 COUPLER					
20 TRACTION MOTOR COUPL				D.WDD	
GAUGE	XDUCKR			P WIRE	
F/E LOAD LEVELER			MAX BRA	KE (0 mA)	
B/E LOAD LEVELER			MIN BRAK	Œ (256-277 mA)	
MAX BRAKE PSI			COAST (29	00 - 310 mA)	
MIN BRAKE PSI			MIN PWR	(323 - 343 mA)	
EMER BRAKE PSI			MAX PWR	(485 - 515 mA)	
F-END	B-END			F-END	B-END
	D-END		TOPONIT		
ODOMETER (MILES)			FREON LE	VEL	
PWR CONS. (KWH)					
THE ABOVE WORK HAS BEEN PER GUIDELINES. SUPERVISOR'S SIGNATUR			E WITH CU	IRRENT MAINTEN	ANCE

GEAR CASE OIL:

	CAR#: 7073 DATE:	10/24/1	6	SHIFT:_	3°D	
	COMPONENT & DESRIPTION	DEFECT	REPAIR	QTY	IBM#	SIGNATURE
PROP	LINE contactor fault LB11 3-End	comp	1861		53108	
	Speed sensor failure ""	comp	uses			
	Loss of speed defection ""	Comp	usco			
	Speed sensor fail F-END	comp	uses			
	Investor mad cover #1 F-END	nnH	Nhu			
	LBII TIPS F-END	-w.L	ONE			
	LB13 THS F-CND, BEND	CARB PITT	cew			
		N.H.	Asre			
	Inverter mod covers \$ 1, #2 B-END	MMH	NEN			
V	CHAI TIPS F. END , B-END.	CHRIS/PITT	Cler			
PFOP	LBII TIPS B-CND	W.L.	0AI			
Shoes	LI Shoe hanger	OA	ARY			
	RI Shoe hange	DA	PSI			
	RI Shoe Shunt	M155	wa			
5hues	Ra Shoe Shut	Miss	usic		5300\$	
AVAC	Frend ACCU Board	Ing.	Repl	1	28171	m lev
						l
HOLY AREST				HOUSERED		

SUPERVISOR'S SIGNATURE:	



### M7 92 DAY PERIODIC INSPECTION

	CAR #	_ DATE		SHIFT	S	HOP	
#	l IT	EM	SECT	OK/NOTE	IBM#	SIGNATU	RE
	STANDING PO		1.1				
	ICC ELECTRIC		14	1000000			
3	ATC	DOWN RUNGARIN					
4	AUX POWER (	APS)	2				
III Contract	ELECTRICAL		4				
6	DOORS		5				
7	LIGHTING		12				
8	HVAC		8				
9	CONTACT SHO	OES	7				
10	ICC MECHAN	ICAL	13				
11	AIR BRAKE		3				hells of the
12	AIR COMPRES	SOR	3				
13	PROPULSION		1	TRANSPORTED			
100000	BRAKE SHOES		3				
Charles Commercial	TOILET / CAR		9				
	COMMUNICA'		10				
1000	TRACTION MO	OTORS	6				
THE CALL P.	SHOE BEAM						
THE RESERVE OF THE PARTY OF THE	COUPLER						
20	TRACTION MO			110		D IXMIE	
		GAUGE	XDUCER			P WIRE	
F/E	LOAD LEVELER				MAX BRAKI	E (0 mA)	
B/E	LOAD LEVELER				MIN BRAKE	(256-277 mA)	
MA	X BRAKE PSI				<b>COAST (290</b>	- 310 mA)	
MIN	BRAKE PSI				MIN PWR (3:	23 - 343 mA)	
	ER BRAKE PSI				MAX PWR (4	485 - 515 mA)	
		F-END	B-END			F-END	B-END
		11740	D-151412		FREON LEV		
	OMETER (MILES)				PRECIVELY		
PW.	R CONS. (KWH)						
GUI	E ABOVE WORK H DELINES. PERVISOR'S S				E WITH CUR	RENT MAINTEN	ANCE

	CAR#: 7073 DATE:			SHIFT:	730-43	30
	COMPONENT & DESRIPTION	DEFECT	REPAIR	QTY	IBM#	SIGNATURE
T,M.	Axlel Garlorte Grown Cable	Loos	18H	The W	53108	
	Axle 2 Corlock From Cable	Loos	1804			
	Axled Borlock Frank Cable	Loca	7024			
	AxL3 Dust Collector	MHM	un			
	Ash 3 Corpora Ground Cable	Locs	7004			
T.M.	Axb 4 Boclock Groin Coble	Loor	7784		3308	
				0.		
			R P P		The state of the s	
GEAR CASE	OIL: #1#3#3		#4			
SUPERVIS	SOR'S SIGNATURE:		IBM#:			

ATC 92 Day Inspection - M-7 Equipment

st Location:	HS	F		A Car No	.: 12	2074	7	Гуре о	f Test: Feriodic	Road Fallure			
Date:	10/2	4/10		B Car No		7073							
4.1- ATC Initial In	spection (	B Ca	г)			-			4.1- Initial Inspect	ion (A Car	.)		
ATC Bypass initial	position	Nurs	<b>Д/Вурам</b>	ADU			T	(6K)	ADU			OK	
SS Bypass initial po	sition	Norm	of / Hypan	ODU			-	OK)	ODU			( OR)	
ALE Bypass initial	position	Nerse	у / Вурац	Acknowle	dge Sw	itch		OK)	Acknowledge Swite		(OK)		
ATC Cabinet		1	(D)	Deadman				(OK)	Deadman Foot Peda			OK	
4.1- Equipment Da	tes			4.1 - Soft				-	4.2- Track Receive		nh		
USBR Relay (B Car	-)	DAT	E (Y-M-D)	ATC	7		ver. L	1.3	B Car Left Side (7.	The second second	OK	Brita 1	
ATCEBR Relay (B		ואם דייי	E (V-M-D)	DEC (De	coder)		V СТ		B Car Right Side (7		(OK)	8 3	
VZR1 Relay (B Car			× (V-M-D) 3-2€	ALE (Ale	-		ver. C		A Car Left Side (7.		(00)	8 2 2 2 2 2	
CMR Relay (B Car		DAT	EIV-M-D)	Speed Se			Ver: j		A Car Right Side (7		(00)	73	
CMR Relay (A Car	)	-	TE (Y-M-D)	,				,0	Trom Might Blue (	.5 (0 0.5)		12	
4.3 - ATC Resistar	ce Test	110	-				_		4.3 - Speed Sensor	Darietana	o Tool		
Higher than 1 Megh	ОШ		(Yes/24						SS1 (1800 +/- 270 (		e Tesi		
If no, list the test po									SS2 (1800 +/- 270 (		Cox	/S/OO	
4.4- ATC Voltage							-		332 (1800 +1- 270)	Jims)	1	1687	
		. 1	- VA	lana n	1981 A			VA	*	-	tra-minus		
Battery Voltage V - CPS Board V +5 (+		"	28.41	CPS Brd				51.64	CPS Board V +12 (	÷/- 1.0)		11.59	
			5.12	CPS Boar				-12.00	Ter sec				
4.5 - B Car Decode		ation		4.5 - Speed Sensing Cal.  Wheel dia, axle 2 (measured)				4.14 - A Car Deco	der Calibr	ation			
Low Energy Chann	el	1	v60.1					34.5	Low Energy Chann	el			
Re-calibrated?		:A)	Y-q/19s	Wheel dia. a				34.5	Re-calibrated?			Yes	
Pick up current	(2.25 to 2.5	05 A)	230	Wheel dia. a	xlc 3 (mea	sured)		34.5	Pick up current	(2.25 to 2.5	i5 A)	2.34	
High Energy Chang	nel			Wheel dia, a	xic 3 (CPU	J board)		327.5	High Energy Chan	nel			
Re-calibrated?	•		Yes Mis	6.5 - Dec	elerom	eter Ca	1.		Re-calibrated?	- 8		Yes	
Calibration current	(< 2.80A	.)	2.76	Decel. re				V=/(4)	Calibration current	(< 2.80A)		2.69	
- Testing (B Car)			2.16			7	ing	(A Car		( - 2.0011)		12.69	
4.6 - No Motion Te	et		-		Tester OK	1-1050	ing	(A Cai	)	-			
4.7 - ATC Lamp To					Testar DK	415	A TO	C Lamp	Test			Toward DH	
4.8 - Daily Test	J3L	-			Tenedok	1112		ly Test				Toucker	
<ul> <li>Speed Control</li> </ul>	Brake an	nlinati	on		Tenedick				**********			Terred 61	
<ul> <li>Penalty Brake</li> </ul>			******		Tested 56	F			trol Brake application	n 		Temple	
Emergency Br					Tenes OK				ake Application			Tenago	
4.9 - Deadman Tes		Cation			Terral Ou				Brake Application			Tomes (Q)	
4.10 - Alerter Test		11	-		Tonefük	4.17-		adman '				Toxof Di	
4.11 - SECO Test	-	-			Terres UK	4.10		rter Te				Toxed (S)	
4.12 - ATC Bypass	Tort				TOMOSON							Total 6	
		70. 4			Traveor	5	-		Mode test	-	70		
4.13 - Speed Sensi	ag Espass	rest	-			4.21	AT	C Final	Inspection			Design	
Remarks:	T		. 1									Fig. (a)	
inspected By:	Adjust	mad	e by	Multin				Test Se	7	•		•	
IBM: 57215	LBM. S		2	Calibration Date Serial Number:	12/8/1	5 Calibra Serial 1		11/	Revision: -	Page	· I of	2	

#### ATC 92 Day Inspection - M-7 Equipment

Test Lo	cation:	HSF.	A Car No.:	7074	Type of Test:	Periodic	Road Fallers
Dat	te:	19/24/14	B Car No.:	7073			
	EQUIP	MENT REP	LACEMENT & ATC	"ROAD FA P-362 (M7-Micro		INT DOWN	NLOAD
FAILED DEVICE DESIGNATION OR			BAR CODE	or, SERLAL N	NUMBERS	DATE OF	REPLACEMENT UNITS
	OG DOWNI CODE/COI		Failed Unit/ Revision	Rep	lacement Unit/ Revision	Cab	Signal (only)
12/1	0122/2	0120/2			,		- /
xeozli	0634/2	0202/5					
].	0802/1	0303/1		\ .		/	
	0804/1	0503/1	P. T.			/ .	
	1201/50	7					,
1	1202/			3 8			x
	1210/53			. /		\	7
1.	1403/1			/		1	*
1	1404/2	-			- 10	. \	\
					*	114	/.
<u>/</u>	1/	_1/			19		
Remark	<u>ss:</u>	36				3 2 9	AT 61
4					4 5		
Ī	uspected By	<u> </u>	djustment made by:			Form: MF	-362 (M7-MicroCab
- 1						Revision: -	Page 2 of 2
	IRM: 37	212	IBM:372/2			lssued/Rev	ised: 3/4/10

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

	LC	CATION_	Dwill	- Holielade	_	LOC	0#	1073	SERVIC	E 10/U	(тс	10-6	1_20_10_
AIR GAUGES CLEANED & TESTED	PARKING BRAKE TEST & TAG	(TEST) DEAD MAN FEATURE	UNCOUPLING CYLINDERS & LATCH MECHANISM	(TEST) B3C VALVES FE & BE	FOUNDATION BRAKE EQUIPMENT	PNEUMATIC OPERATING UNITS	CMV / EMV	LEVELING VALVES & CHECKS F/E & B/E	(TEST) AIR COMPRESSOR / DRYER	(TEST) TAPPET VALVE	(TEST) MR & BP FILTERS & STAINERS	CENTER CASTING INSPECTION	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
ulrsler	alrski	1 1	1.1.	1954/10	3/1/2	3/1/1		37/2	Weylin	10/24/16	10/24/16	3/1/2	
						CAR A&B	CAR A&B	CAR A&B	1	CAR A&B	CAR A&B	CAR A&B	*
	10000	E DATE (				3/7/12		New Date					
REMARK	(S:					đ							and the second second
LIRR: MF	PL207- <b>M</b> 7							GENERA	L FOREM	MAN'S:		-	

JAC042108

CAR#	7073	SHIFT:	12/	8		DATE:	10-24-16
COMP LOC	COMPONENT	•	DEFECT	REPAIR	QTY	IBM#	EMPLOYEE SIGNATURE
21	Shoe Ase	decal	diet	dean		53912	
22			diet				
L2			diet				
-			diet	Clean			
21	Proof Apm	boshina	MISS	MM			
P2			MISS				
12			MISS				
U			M155	NH			
N.S	waste cass		NPS	81-1			
5.5			NPS				
FE	Gland hand	hose	NPS	Sec			
N.S	WASO CATCHER		Loos	tight			-
FE	BB B/L hose		RUD	100L			-
FE	shar fi gar	hotes	Rub	500 L			
N.5	Fresh water	CAPS (4)	MISS	NM			
5.5	() ()	11 (5)	m155	NM		53912	n -
1	Dog bone	Polober	M155				
CHDEDV	ISOD'S SICNATIIDE.			r	DM#.		

CAR#		, et	2	8		DATE:	10-	24-16
COMP LOC	COMPONENT	DEFI	ECT	REPAIR	QTY	IBM#	EMPLOY	EE SIGNATURE
FE.	vestibule Floor	W	da	ж				
W	Sear	100	0	PATCh		53952		-
15								
25	Back costan							
17	S-604							
1.8	6:							
29								
114	500+	ta	$\cap$	PATCH				
LAV	Bathroom ober mirro	C MI		NH				
LAY	il, missol	be	M	) SEC				18
BE	Form door mondle see	W LOE	2	tight	+	5395	1	~ /
BE	vestibule Flox		de	J3				リア
12	Seat	tow	0	PATCL		5395		
21	Brok custon	401	100	PARCL				
CAS	Emergany padder str	0 06	9	87-C				
CAO	11 > Support briefs	Xd NI	6	St. C		53950		24
SUPERVI	SOR'S SIGNATURE:			1	BM#:			

DATE: 10-24-16 SHIFT: CAR# COMP LOC **COMPONENT DEFECT** REPAIR **QTY** IBM# **EMPLOYEE SIGNATURE** MEGA 53268 IBM#: \_\_\_\_\_\_5747 SUPERVISOR'S SIGNATURE:

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
-	COMPLER: CARLES ID TAGS	DIN-	Claq		5094	-
	DOOR LATCHES	BJL	FBP		1	4
	HEATEN WINE	NUB	See			
	Dar	BJL	FBP			
	GASKET	DIRT	Clea			
	PINS	CARB	Cles			
	CPHJ / WBLE	RUB	See			
X	CPHJ2 CABLE	8	RepL			
	MOTUR # 1 GAND STRAP 12 0'CIK	80	Dress			
	MOTOR #2 GAND SMAPIZOICIK	PD	Dress			
	ALL UNDER CAR DANGER DECALS	DIRT	Clel			
	AXEL # 3 SPEED SELVON WINE	LUB	See			
	AREL # 2 SPEED SENSOR WINE	NUB	5ee			
	MOTOR # 4 GAND LEAD 60'CIK	NPS	See			
	ALL SHOE FUSES	CANS	Clea			4
	RI SHOE LEAD BUST	Nes	Clea		5094	
		(40				

SUPERVISOR'S SIGNATURE:

IBM#:

ICCELECT

#### COMPONENT DEFECT/REPAIR SHEET

CAR# \_\_7 273

SHIFT: 12:30-08:30

DATE: 10-24-16

COMP LOC	COMPONENT	DEFECT	REPAIR	QTY	IBM#	EMPLOYEE SIGNATURE
	RZ SHOE LEAD BOST	دىم	Sec		50gy	
	I LITER CAR JUMPER CARLES ID TAGS	DINT	Clea		1	
	N/S AND S/S DANGER DECALS	DIRT	Clea			
	MAIN FUSE BOX	CARS	Clean			-
	KUIFE SWITCH BOX	CARS	Cleen			
CAB	GIMBAL LIGHT	1000	Reg			
	DEFUSERS	HISS	REPL			
	HEAD LIGHTS SWITCH	L005	Thish			
	NOT CAS RADIO CONTROL PANEL	ным	NM			ä
	BOOK SAFETY CORDS	Nes	sec			
	CONTACTURS PANEL SHIELD	NPS	See			
	DOOR THRESHULD HEATENS PAWEL	NES	Sec			
	ELLI TEST LAMP	11250	DAT			
	ELL 2 TEST LAMP	1000	OAI		Jani	

SUPERVISOR'S SIGNATURE:

IBM#:

CAR#	7073	SHIFT: _	C 30-1	130		DATE:	
COMP LOC	COMPONENT		DEFECT	REPAIR	QTY	IBM#	EMPLOYEE SIGNATURE
T.M.	Dust Collectors		Diet	Clen	AII	54329	A
1	Axle Brushes		WL	Prol	]		
	Motor Titakes		Diet	Clau	AII		
t,m.	Brush Boxes		Diet	a.	AII	54329	
	4						
	100			(96)			
		3					A PHOLONIA
		(a)					
SUPERV	ISOR'S SIGNATURE:			T	BM#:		

CAR#	707	3	SHIFT: _	125			DATE:		-
COMP LOC	(	COMPONENT		DEFECT	REPAIR	QTY	IBM#	EMPLOY	EE SIGNATURE
Crioning	Li	disc PA	<b>X</b> S	Cisoca	repl		51932	(	}_
	L2		,					)	
	Ry o	Lisc pards		WOON	(ep)				
		or They t		durtu	Clea				
	(c	" Sight	GLASS						
	#1 Co. C	CASE TAGS		L. A	Olea				
	#~	9							
	43								
	A4 6.C	AVE TACK -	- Plugs						
		CAJE Sigh		dicti	Cles				
	#2								
	#3		) i						
	#4 G.C	AUB Sight	-glass	1	9			\	=
Genus	#1, 2, 3	4 G. CAJE	I de	duite	Clas		5/932	(	7
1,									
CLIDEDA	ISOR'S SIGN	ATTIDE.			1	BM#:			18

CAR#	7073	SHIFT:	1230-	834		DATE:	10/24/10
COMP LOC	COMPONENT		DEFECT	REPAIR	QTY	IBM#	EMPLOYEE SIGNATURE
doors	FIE stoum door a	unde det	diray	Clean	1	395E2	<i>Y</i>
7207	STIN FILTER FINS	4	DIFT	Clean	Aij	55387	
Phop	Inverter wers & MODS		DAT	clean	All	55387	and all the
AB	Blance 1230		PILL	Class	1	5438	
1	Blown GIter		DIRK	Repl	4		
APS	Blowy for	-	Dist	Cler	All	54381	
Shoe	Contact Shoes		WL	Repl	All	57042	
	Springs + hard ware		WL	Rep	All	37042	
Lights	Light covers.		MPS	sec	4	28660	
711-			in p				
		Time:					
		•					
			W				
				2.			
CHIDEDA	ISOR'S SIGNATURE:		L	T	BM#:	1,	-

### GEAR CASE OIL LEVEL

RSU# 7073	5		DATE:_	10/24/	16
#1	#2	#3	#4		
COMMENTS:					
RSU# 7079	<b>/</b>				
#1	#2	#3	#4	س	
COMMENTS:					
				G 1 B	
			<u>A</u>	CAR	B CAR
*ENSURE GEAR C	CASE BREATHERS	ARE CLEAN	ED _		<u></u>
*CHECK GEAR CA	ASE OIL LEVEL		_		
*TBU'S & DBU MU INSPECT SHOE	JST OPERATE PRO S & PADS	PERLY,	_	1	
*INSPECT FOR W (MIN 0.5")&PAD	ORN BRAKE SHOE OS (MIN 0.30")	es:	_	/	
*AIR COMPRESSO	OR: CHECK OIL LE	VEL AND F	OR LEAKS	-	4
	OR: REPLACE AIR	- 22		codi	
*ASU Serial Numbe	r (S/N ON FRAME A	ABOVE TWI	N TOWERS)	0410	0 005
MECHANIC _	1	0	IBM#_	5193	36
SUPERVISOR _			IBM#	5326	<u>~</u>

### 98 M-7 92 Day Pl (HVAC) Measurement Records

FHC1-2 (floor heating contactor 1st stage) and carbody  B Car: 58.2 (1) 7.5% (53.8 to 62.6 t)  A Car: 59.3 (1) 7.5% (54.9 to 63.7 )	
Measured Resistance Value B-Car:	
Measured Resistance Value A-Car:	
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:	
Measured Resistance Value B-Car:  Measured Resistance Value A-Car:	
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:  Measured Resistance Value A-Car:	
Measured Resistance Value A-Car:15	
DTHR2 (door threshold heater right 2) & DPHR2 (door pocket heater right Measured between CB104-A1 & CB104-B1 (39.8 . 🖂 7.5% @ 72°F (36.8 . to 42.8.)	t 2)
Measured Resistance Value B-Car:	
Measured Resistance Value A-Car:	
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:	
Measured Resistance Value A-Car:	
DTHR1 (door threshold heater right 1) & DPHR1 (door pocket heater righ Measured between CB106-B1 & CB106-C1 39.8 . : 7.5% @ 72°F (36.8 . to 42.8.)	t 1)
Measured Resistance Value B-Car:	
Measured Resistance Value A-Car:	
MANOMETER READINGS	
A CAR Evaporator Coil: F end: High:	
Vaporator Coil: F end: High:	
Date: Signature:	

### M-7 92 Day APS Periodic Inspection Data Sheet

Fast Capacitor Discharge Test		
A-Car		
PASS FAIL FAIL		
PASSFAIL	2	
Ground Fault Detector Test		
A-Car		
PASS FAIL		
B-Car		
PASSFAIL		
Both Cars		/
Inter-Car Jumper VerifiedFilters	Replaced /Blowers Vacuumed	
North Side Battery Tray		
+Measured Cell to Car body Voltage	(Note: Simpson Meter Must be used)	
-Measured Cell to Car body Voltage	(Note: Simpson Meter Must be used)	
Ta/	72	20
South Side Battery Tray		
+Measured Cell to Car body Voltage	(Note: Simpson Meter Must be used)	
	(Note: Simpson Meter Must be used)	
-Measured Cell to Car body Voltage		
Transfer Contactor Functionality (B-C	ar 85 KVA Inverter)	
Contactor Transfers		
Load Shed Control Circuit Operation (	(CB054)	
A-Car		
PASSFAIL		
B-Car PASS FAIL		
Battery Rail Gap Test A-Car		
Time when CB 706 was opened	rm	
Beginning Battery Voltage 66 1		
Battery Current 79		
Time when LSC1 Opened 109 an Elaps	ed Time	
Battery Voltage when LSC1 Opened 6 / 5		
Right Battery Temp 63 Left Battery 1	G 5	
Kight Battery Temp Left Battery I		
Date: 10-24-16	5 4200	
Signature:	_IBM#	

### Mechanical Coupler PI Checklist

Car	# 7073 Track # WI	D	ate 10-24-14
		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	12	-
	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		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		

### M-7 92 Day PI

### **Coupler Cable / Intercar Jumper Inspection Form**

Car#	
F-End Jumper Locked.	
F-End Jumper Back Shell Tightened.	V
B-End Jumper Locked.	
B-End Jumper Back Shell Tightened.	
Coupler Cable Handcuffs Installed.	- V
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 Ry	54387

# Mechanical Door PI Checklist

Car # <u>7073</u>	Tr	ack:	Da	te <u>/0/24//6</u>
	R1	L1	R2	L2
Emergency handle clips: (OK or D for damaged)	OK	OK	OK_	OK
Emergency handle operations: (OK or B for Binding)	0	Ok	0	0/
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)	OL	OK	OK-	OK
Barrel lock operation: (OK or Inop)	X	Inp	OK	OX.
Mechanical lock operation: (OK or B for binding)	OK	Treorder	OX	OK
Door guide cleaning: (C for cleaned)	C	C	C	C
Drive Screw: (OK or D for damaged)	PK	OK	OK	OK
Nut Assembly (OK or D for damaged)	OK	et	OK	OK
NOTES:				
Inspectors signature		IBM	2958	2

#### M-7 92 DAY DOOR PI (ELECTRICAL)

DATE: 10/24//6 CAR# 7073-4

1.	DOOR CONTROL PANEL.	CAB SIDE	NON-CAB
1.1	KEY SWITCH TEST.		
1.2	LAMP TEST.		
1.3	BUZZER. (AUDIBLE)		
1.4	OPEN & CLOSE BUTTONS. (ALL DO	OORS)	
1.5	DOOR CLOSING BELL & PRECLOS	SE.	
1.6	PARTIAL OPEN FUNCTION.		
1.7	DOOR OVERRIDE.		
2.3 2.4 2.5	INTERIOR & EXTERIOR CREW SW MECHANICAL LOCK CLOSE LIGH	IT. (DCM)	
3.2 3.3	DOOR CONTROL MODULE. (DCM) NO ACTIVE FAULTS LIGHT. OPEN & CLOSE NO INTERMITTENT WIRE HARNESS INSPECTION. MOUNTING BOLTS.	Γ FAULT	

SIGNATURE & IBM#

788ch

#### M-7 92 DAY TOILET PI CHECKSHEET

RSU#	7073-4	DATE:	10/2	4/16
1.1	Initial condition of toilet system		YES	NO
1.1.1 1.1.2 1.1.3	Toilet is working property Toilet needs service but no other faults exit Toilet is INOP	st	V	V
2.1	Clean Pressure Transducer M	anifold		
2.1.1 2.1.2	Pressure inside intermediate tank.  Debris removed @ pressure transducer & pressure switch inlets.		/	
2.2	Discharge valve #1	ï		
2.2.1.1 2.2.1.2 2.2.1	Manifold block tight Solenold valve mounting screw tight. Mounting screw tightened using Loctite #2 As required	42		
2.3	Discharge Valve #1 Proximity			
2.3.1	Verify DV#1 opens and closes during norm Flush cycle.	nal	/	
2.3.2	Verify proximity sensor reads metallic bra	cket.	V	
2.3.3	Proximity sensor adjusted.		V	
2.4 2.4.1.1 2.4.1.2 2.4.2 2.4.3 2.4.4	Oil Canister Verification Oil canister is in place Oil canister check valve is property placed Oil canister Activation Date Oil level is within proper level Oil line from canister to DV#1 is charged		N	V
2.5 2.5.1.1 2.5.1.2 2.5.1.3	3/8 Check Valve 3 Spray nozzles operate correctly Spray nozzles cleaned Water Passes through nozzles after cycle is	complete		
2.6 2.6.2	Function Test (cycles) Unit is fully functional	[		×
2.7	Function Test ( DV #1 )		V	
	Toilet fresh water Sink Fresh water	- Supply	-0ff 1-0f	-t

# M7 "B" Car Interior Decals - PI Check List

	RSU: DESCRIPTION	QLY B CAR	COMMENT
LIRR#		16	
A0020	LOW LOCATION EXIT PATH MARKING, LEFT-HAND	21	
A0025	LOW LOCATION EXIT PATH MARKING, RIGHT-HAND	2	
A3232	DECAL, TEMERGENCY BRAKE VALVE" BRAILLE - ADA	2	
A3233	DECAL, ADA PRIORITY SEATING	1	
A3234	DECAL CAR NUMBER, 2' HIGH	4	
A3235	DECAL, OOOR WARNING		
A3236	DECAL, HANDICAPPED REST ROOM	2	
A3237	DECAL, HANDICAPPED SYMBOL	1	
A3242	DECAL, EMERGENCY EQUIPMENT	2	
A3243	DECAL PROHIBITORY	4	
A3244	DECAL, "DOOR DISABLED WHEN FLASHING"  DECAL, "EMERGENCY WINDOW REMOVAL", 2.125 IN X		
A3247	10 168 INLG	3	100
A3246	DECAL, "FIRE EXTINGUISHER"	1	
A3249	DEGAL, PASSING BETWEEN CARS PROHIBITED	2	
A3250	DECAL, WATCH YOUR STEP, RH	4	
66955-47	DECAL, EMERGENCY DOOR RELEASE	4	
A3256	DECAL, RH AND LH, TEMGENERCY EXIT" WINDOW, CEILING	4	
52798-47	DECAL, DOOR, 'EXIT'	8	
A32G0	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 DECAL, "EMERGENCY WINDOW REMOVAL", 2.125 IN X	4	
A3324	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	
80783	DECAL, "EXIT" RIGHT HAND WINDSCREEN	В	
B0764	DECAL, HPPL STRIP, 12 IN LG	20	
B0785	DECAL, HPPL STRIP, 2 750 IN LG	10	
B0736	DECAL, EXIT LEFT HAND WINDSCREEN		
B0789	DECAL, END DOOR LATCH	2	
B3928	DECAL, DOG LATCH, TYPE 1	?	14-14-14-14-14-14-14-14-14-14-14-14-14-1
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	
3113 47	Name plate caution Stand clear of Door	1	
6583 47	DECAL, "WATCH THE GAP"	12	13 + LYVest
6290-47	DECAL, ASSAULT, TRAIN CREWMEMBERS	2	
6584-47	DECAL, EMERGENCY INTERCOM	3	
	DECAL, DO NOT EVACUATE	2	



### M7 92 Day Periodic Inspection Propulsion PIU Worksheet

Car#	1073	Test Locati	ionA	MC	Test Date	10/24	16	9.			
PIU Tag #	4	<u> </u>		-			N.	8			
CTS3 Current Transducer Inspection (Ref. Step 9.1 Aux. Line Current)							Dump Valve Operational Check (Ref. Step 9.2)				
Truck	Truck Condition Ve		rification Item Pass/Fall			Trici. Otep	Daniella H				
"F"- End	With 3rd rail voltage		PIU shows	neg. currer	nt	NA	"F"- End	Test VM11 Energized	Result Venting	Pass/Fall PASS	
2	W/O 3rd rail voltage		PIU shows (zero) 0 +/- 1.5 a			U	I - CIN	VM12 Energized	NOT Venting	PASS	
"B"- End	With 3rd rail voltage W/O 3rd rail voltage		PIU shows neg. current PIU shows (zero) 0 +/- 1,5 amp			NA	"B"- End	VM11 Energized	<b>Venting</b>	PASS	
×						0		VM12 Energized	NOT Venting	PASS	
g + 2	Air Compressor Start/Stop Test (B-Car F-End ONLY) (Ref. Step 12)										
2		-	Condition		V	erification i	tem	Pass/Fall			
Main Res		<140 psi		Main Res Compress	@ 150 psi a or Stops	nd	press	1 =			
Load Wei (Ref. Step	ight/Brake i 11)	Pressure	F - End* (psi)	B - End* (psi)	٠	P WIRE (Ref. Step	10)				
LEFT LOAD LEVELER			63	69	107 W X	MAX BRAN	(E (0 mA)	D	* * *		
RIGHT LOAD LEVELER			57	68	<b>→</b> 3	MIN BRAK	E (256 - 27)	268	- 69		
MAX BRAKE BCP			46.	43	79F	COAST (290 - 310 mA)			296	_	
MIN BRAKE BCP			_14	13	-	MIN PWR (323 - 343 mA)				_	
EMER BRAKE BCP 47			48.	-	MAX PWR	mA)	500	- 2			
*With PIU With PIU	U connected J connected	to PCUF, I	Near = "F"- E Near = "B" -	nd and Fa End and Fa	r = "B" - Enk nr = "F" - En	d d	X-* .	3	,		
Current PCU Data			F	End B-End			-End	8 Q	*		
ODOMETER (MILES) (Ref. Step 13)			.57,	403	57,399						
POWER CONSUMPTION (KWH) (Ref. Step 14) (Motoring)			100	1,476	100,547						
Insp. By:			le 'Y			IBM#	ž	553 <i>R</i>	7		

MM	MTA	Long	Island	Rail	Road
----	-----	------	--------	------	------

## M3, M7 WHEEL REPORT

CAR# 7073 LOCATION: HMC DATE: (0-24-16

Cor	mpleted	-
	bief60	

TRUCK SERIAL #	WHEEL POSITION	FLANGE HEIGHT	FLANGE THICKNESS	WHEEL THICKNESS
F/END	L1	1/8	17/44	21/4
500	R1	\'/6	17/64	214
2	L2	114	17/64	198
	R2	] [M	17/04	176
B/END	L3	11/4	17/4	23/8
200	R3	1/4	17/4	73/8
1	14 1/5	11/6	17/64	23/6
	PA TO	11/4	17/04	23/8
INSPECTED BY:		IBM: 53(8)	,	
NOTES/REMARKS	S:			
GANG FOREMAN	: /	IBM: 53260	¥ *	
NOTES/REMARKS	#4 AX	le flat spot	s oll to u	TM

Long	sland Rail R	had	101		DE 2. OWNED			nd Rail Road	0   5   5
IODEL NO.	4. LOCO N		5. YR. BU		6. PROPELLED		RSEPOWER		CE PASSENGER (X)
M-7		074	20		BY MU		1060	ROAD X Y	ARD OTHER
TEAM GEN.	GEN. #1,		Working F	ressure		GEN.	#2.	W	orking Pressure
MAXIMUM PISTON	TRAVEL		11. OUT	OF USE C	REDIT				
N/A	INSPECTION DATE	lr	nches				PLACE		
LAST LINES OF			11/5/15					HMC	
RIODIC INSPEC	CTIONS		Check	one:	√ <u>d</u> 92 d		125 (S) (IIIII)	□ 184 days p	er 229.23 (b) (1) only
DATE MO DAY YR	14. PLACE		15. * ITEMS		PERSON NDUCTING	15. *	vis 16.	PERSON CONDUCTING	CERTIFIED BY
	OUT OF SEF	RVICE	2/5/16	IN	SERVICE	2/51	16		
15/16	HMC		1 - 2 4 - 7	1		3 -	5		
	OUT OF SEF	RVICE	5/4/16	IN	SERVICE	5/	1/1/		
5/4/16	itme		1 - 2 4 - 7		Marie de la companya	3-	5		\$
	OUT OF SEF	RVICE	8/2/16	IN	SERVICE	8/2	116		4
8/2/11	Hmc		1-2			3 -	5	1/4 40 	1
Secretary and the second	OUT OF SEF	RVICE	10/24/16	IN	GERVAGE	110-2	776		
0-27-16	HM	C	1-2			3 -	5		
	OUT OF SEF	RVICE		IN	SERVICE				
			1-2			3 -	100		
ITEM CODE:	BRAKES 2 RUI	NNING GE	AR 3 CABE	QUIP.	4 MECH. EQUIP	. 5 ELE	CT. EQUII	P. 6 STEAM GEN.	7 SAFETY APPL.
TEST	PARTIES OF STREET	18. H&H PRES	SSURE F	RA-229.	R PART-229 135 3-16265			20. WAIVER-OTHER FRA-2003-15638 FRA-2004-17099	
TYPE	INTERVAL NOT MORE THAN		PERSON INDUCTING	22.	TEST DATE		23.	CERTIFIED BY	PREVIOUS TEST DATE AND PLACE
METER	368 calendar days			NC	OT APPL	ICAB	E		
HAMMER AND HYDRO	736 calendar days		D	RILI	LED				
AIR BRAKE	2208 calendar days								3/7/12 HMC
	The second second			SUI JUNE	DAY SELL BUNGS	W A Z	84 8 VA		3/7/12 HMC

Form FRA F6180-49A (11/2012) Government property do not remove

Officer-in-charge\_

OMB Approval expires 11/30/2015

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
- 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).
- . 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 of 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. <u>LAST PERIODIC INSPECTION</u>: 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. <u>INSPECTIONS AND TESTS</u>: 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. <u>TESTS</u>: 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. <u>H&H</u>: 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. <u>WAIVERS</u>: 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".

SE: Enter any	y noise tests or re	elated information in a	ccordance with 49CFR	210.31	
GI WOUT HE	Parintos III de Tre				

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

Date Range: 10/1/16 to 1/4/17

Fleet: E Class: MU Model: ALL RSU(s): 7074 System(s): ALL Include Task Detail: N **Include Component Defect & Report Info: N** 

Failure C	ode(s): ALL	Loc	ation(s): ALL	Work Type(s): ALL	W/O Status(es): A	ALL			
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 21	27696 MOD,	LLEPM HPPL Decal in	stall, M7				
7074	SYS: 5()	2160832	12/2/2016		WAPPR	12/2/2016		N	N
	RSU BODY	W/O: CA 21	60832 To re-le	ocate the seco switch - I	hase 1 - Run wire	es 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 21	65503 R1 CE	ILING LIGHT INOPER	RATIVE				
7074	SYS: 5(5-51)	2167436	12/11/2016	STRATIGOS PT	COMP	12/12/2016	6494	N	N
	RSU BODY	W/O: LG 21	67436 "EMPL	OYEE INJURY" - CO	NDUCTOR INJU	RED SHOUL	DER WHILE CLOS	ING F/E CAB W	INDOW
7074	SYS: 5(5-53)	2172219	12/21/2016	MALDONADO WJ	APPR	12/21/2016		N	N
	RSU BODY	W/O: CM 21	172219 F/ ENI	FLOR BUBBLE BY	STORM DOOR P	P/D			
7074	SYS: 6(6-58)	2155591	11/28/2016	DOHERTY TP	COMP	11/29/2016	25	N	N
	DOORS	W/O: LG 21	55591 R-1 Do	or C/O/L due to door be	ing stuck in pock	et - crew rem	oved door from pocke	et 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 21	55912 DCM F	21 Motion Controller Er	ror - DCM to be o	changed out			
7074	SYS: 6(6-99)	2156352	11/30/2016	SMIRNOV D	APPR	11/30/2016		N	N
	DOORS	W/O: CM 21	56352 R1 Do	or Male and Female nos	ing seals are dam	aged/worn. T	o 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 21	32581 L1 DO	G BONE BUSHING T	ORN				
7074	SYS: 7(7-35)	2133318	10/24/2016	RIGALOS G	COMP	10/27/2016		N	N
	TRUCK	W/O: CM 21	33318 L/1 AF	RTICULATING ARM X	K-PLAY				
7074	SYS: 7(7-54)	2133319	10/24/2016	RIGALOS G	COMP	10/24/2016		N	N
	TRUCK	W/O: CM 21	33319 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 21	33320 F/E TF	ACTION MECH O/A					
7074	SYS: 7(7-99)	2133321	10/24/2016	LIRON PM	COMP	10/24/2016		N	N
	TRUCK	W/O: CM 21	33321 L/1 CO	NTACT SHOE PIN FI	ROZEN				
7074	SYS: 7(7-55)	2174134	12/25/2016	MILLIN AJ	COMP	12/26/2016	6862	N	N
	TRUCK	W/O: LG 21	74134 The eng	gineer reported possible	flat spots on the I	F/E truck			
7074	SYS: 7(7-55)	2176298		ACQUINO D	COMP	12/31/2016	7726	N	N
	TRUCK	W/O: LG 21	76298 The En	gineer 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 21	75979 hvacf a	ınalog fault					

## THE LONG ISLAND RAIL ROAD COMPANY Multiple Operated Electric Units - Inspections, Cleaning and Test Record

MP278-B3

#### M7 AIR BRAKE CARD

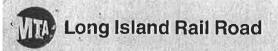
	Maximum Months of Service	Periodic Test Months	Previous Test	Jan.	Feb.	Mar.	April	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.
Air Gauges (Clean & Test)	3	3	11/5/15		5			4			2		74		
Dead Man Feature Test	3	3	ulshs		5			4			2		24		
Parking Brake Tested	3	3	nIsls		5.			4			2		24		
MR & BP FILTERS & Strainers (TEST)	72	3	nisks		5			4			2		14		
Uncoupling Cylinders & Latch Mechanism	72	72	3/7/16												
B-3-C Valve F/E & B/E (TEST)	24	3	nIslis		5			4			2		24		
Foundation Brake Equipment	72	72	3/7/12					-							
Pneumatic Operating Units	72	72	3/7/.6												
CMV / EMV	72	72	3/7/16												
Leveling Valves (F/E & B/E)	72	72	3/7/12												
Air Compressor / Dryer (TEST)	72	3	NA											_	
Tappet Valve (TEST)	72	3	nishs		5			4			2		24		

6 Year Air Brake Date (72 Month)

**Previous Date** 

3/7/12

New Date:



#### FM 9.1-39/-Revision 2/21/20/3

## M7 92 DAY PERIODIC INSPECTION

CAR # 7074 DATE 10/24/16 SHIFT 1230-87" SHOP HILL

#	ITEM	SECT	OK/NOTE	IBM#	SIGNATURE
1	STANDING POWER TEST	1.1			
2	ICC ELECTRICAL	14	NOTE	54387 C	
3	ATC		OK	57717	
4	AUX POWER (APS)	2	Note	54388	
5	ELECTRICAL COUPLER	4		56381	(A)
6	DOORS	5	note	20502	AU.
7	LIGHTING	12	rote	28660	
8	HVAC	8	V	28716	339
9	CONTACT SHOES	7	Note,	57042	2
10	ICC MECHANICAL	13	11	53181	
11	AIR BRAKE	3	Mile	52272	
12	AIR COMPRESSOR	3	NIA		
13	PROPULSION	1	NOTE	55387 V	<u> </u>
14	BRAKE SHOES/DISCS	3		51932.	
PE 200	TOILET / CARBODY	9	NIA		
16	COMMUNICATION/DOORS	10	Hote	7880	
-	TRACTION MOTORS	6	Note	21339	
1000	SHOE BEAM		1	54965	1.17
	COUPLER		V	50035	
20	TRACTION MOTOR COUPLER			51932	PWRE

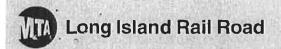
	GAUGE	XDUCER	P WIRE	
F/E LOAD LEVELER	6062	57/60	MAX BRAKE (0 mA)	0
B/E LOAD LEVELER	66/67	69/67	MIN BRAKE (256-277 mA)_	264
MAX BRAKE PSI	44	44 43	COAST (290 - 310 mA)	296
MIN BRAKE PSI	12	13 14	MIN PWR (323 - 343 mA)	33.2
EMER BRAKE PSI	48	48 48	MAX PWR (485 - 515 mA) _	496.
	F-END	J B-END	F-END	B-END
ODOMETER (MILES)	57,371	57,391	FREON LEVEL	
PWR CONS. (KWH)	104,752	114,640		
SECTION AND ADDRESS OF THE OWNER, THE PARTY OF THE PARTY				STREET, STREET

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

SUPERVISOR'S SIGNATURE & IBM#

	CAR#: 7074 DATE:	10/24/16		SHIFT:	1220-8	30
	COMPONENT & DESRIPTION	DEFECT	REPAIR	QTY	IBM#	SIGNATURE
dons	Rathreshold stop Plate	bent	ADJU		57135	
	RI Threshold Strip place	nps	SEC		57135	
gene	HE Storm door Goor	bubble	545		SITA	
Conn	IN CATEURS	6FF1, 12	ONE		51360	
APS	grap test foil (2m,~) Blown case	FAIL	7455			
	Blown care	mn14	an			
	Muite switch	CARB	de			
	Ichus ansk by clent	NPS	See			
U	SIS TLAZ Junpa	PD	Rein			
	Benp vestibule attetioner	60	Pepl			
AB	5/5 bn Hery level	10m	ful			
	LI contact Shoe pr	Frozen	repl			
V	Prontact Shoe	WL	Aug		54300	
19 reservas	#3 Gear CASE SIGHT GlAN	obst.	DAT		5747	
					Tale 4	
GEAR CASE	OIL: #1#2#3_		#4			

SUPERVISOR'S SIGNATURE:\_\_\_\_\_\_\_ IBM #:\_\_\_\_\_\_



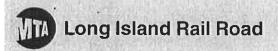
## M7 92 DAY PERIODIC INSPECTION

	CAR	DATE		SHIFT		SHOР	
#	ITE	M	SECT	OK/NOTE	IBM#	SIGNATU	RE
1	STANDING POV	THE PROPERTY OF THE PERSON NAMED IN	1.1				
2	ICC ELECTRIC		14				
3	ATC						
4	AUX POWER (À	(PS)	2				
5	ELECTRICAL O	COUPLER	4				
6	DOORS		5				
7	LIGHTING		12		77 A. Messice		14,2,4
100000	HVAC		8				
THE RESERVE	CONTACT SHO		7				
Charles and	ICC MECHANIC	CAL	13				
200	AIR BRAKE		3				1,572
	AIR COMPRESS	SOR \	3				
SEC. 150.000	PROPULSION		$\frac{1}{2}$	75 5 5 6 6 7 7			
12,000	BRAKE SHOES		\3				
555111	TOILET / CARB		10				
-	COMMUNICAT	THE RESERVE OF THE PARTY OF THE	10				
	TRACTION MO	TURS	6				
	SHOE BEAM COUPLER	NATIONAL PROPERTY.					
1.0	TRACTION MOT	OR COUPLER					
			DUCER			P WIRE	
F/E	LOAD LEVELER				MAX BRAK	E (0 mA)	
	LOAD LEVELER				MIN BRAKE	2 (256-277 mA)	
	X BRAKE PSI				ÇOAST (290	-310 mA)	
	I BRAKE PSI				MN PWR (3	23 - 343 mA)	
	ER BRAKE PSI				MAXYWR (	485 - 515 mA)	and the second
						1.75	
		F-END	B-END			F-END	B-END
OD	OMETER (MILES)				FREON LEV	BX	
PW	R CONS. (KWH)						
GUI	e above work ha delines. PERVISOR'S SI				E WITH CUF	RENT MAINTENA	ANCE

GEAR CASE OIL:

	CAR#: 107Y DATE:	10/24/	16	SHIFT:_	3 £0.	
PROP	COMPONENT & DESRIPTION	DEFECT	REPAIR	QTY	IBM#	SIGNATURE
	LBII TIPS FEND 8-END	سا اس	Dess		54360	
	Inverter covers # 1, # 2 F.END.	имн.	2692			
	Inverter wer #1 B-END	MMH	16/2			
	LB 13 TIPS F-END, BEND	CARABITT	de			
	CHBI THE F-END B-END	CARBIPHT	de			
V	Line contactor fault LBII	comp	rect			
PR03	Speed Sensor failure	comp.	set		54300	
Lights	ELLI Leght dolls	mass	N/m			
	ELL 2 (PgH bols	9000	Nm			
	Ms cob grabel 1801 + 6015	9009	Rep		5440	
	S/S Cob of mbe 1907 diffuser	miss	102-			
	Head light switch	MPS/1005C	se			
Lights	'Flend resdibule 3' Cover	Nes	sæ		54300	
0						
			100			
				IN TON S		

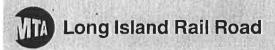
				10 W NO
SUPERVISOR'S SIGNATURE:	IBM#:		//	



## M7 92 DAY PERIODIC INSPECTION

	CAR #	_ DATE		SHIFT_		вног	
#	ITI	EM	SECT	OK/NOTE	IBM#	SIGNATU	RE
1	STANDING PO	WER TEST	1.1				
2	ICC ELECTRIC	CAL	14				9,000,000
3	ATC						
4	AUX POWER (A	APS)	2	<b>建</b> 斯克里克			
5	ELECTRICAL	COUPLER	4				
6	DOORS		5				
7	LIGHTING		12				VI PAGE
8	HVAC		8				
	CONTACT SHO		7				0 6118
10	ICC MECHANI	CAL	13				
1	AIR BRAKE		3				
	AIR COMPRES	SOR	3				
	PROPULSION		1	1050			
	BRAKE SHOES		3				
CONTRACTOR AND ADDRESS OF THE PARTY.	TOILET / CAR		9				
San Co.	COMMUNICAT		10				
-	TRACTION MO	TORS	6				
100000	SHOE BEAM						
CONTRACTOR N	COUPLER	COLUDI ED			Memory And Market		
20	TRACTION MO	GAUGE	XDUCER	menta susua 1965		P WIRE	
E/E	LOAD LEVELED	GAUGE	ADUCER		MAX BRAK		
	LOAD LEVELER LOAD LEVELER	-				(256-277 mA)	
SE D	X BRAKE PSI				COAST (290		
	BRAKE PSI					23 - 343 mA)	
	ER BRAKE PSI				MAX PWR (	485 - 515 mA)	
			D EMD			F-END	B-ENI
		F-END	B-END				B-ENI
OD	OMETER (MILES)		6		FREON LEV	EL	
PW	R CONS. (KWH)						
GU	E ABOVE WORK H. DELINES. PERVISOR'S S				E WITH CUR	RENT MAINTEN	ANCE

	CAR#: 7074 DATE:			SHIFT:	8.30-1	130
	COMPONENT & DESRIPTION	DEFECT	REPAIR	QTY	IBM#	SIGNATURE
7,m,	Axle 4 Coclock Grand Cable	Loca	Tight		54300	
	Add 3 Books Ground C. L.	1-505	tight	1 7 × 1		
	Axb 2 Duxt Collector Cover	Mise	Zez	Maria de la companya della companya della companya de la companya de la companya della companya		
	Axled Dust Collector Bolts	Mitm	nepu			
	Axled Godock Gound Cable	Lone	Tisht			
Tim.	Axh   Godoch Grown (able	Lock	tight		54306	
			10 m			
			di na			
GEAR CASE	OIL: #1#2#	3				
SUPERVIS	SOR'S SIGNATURE:		IBM#:			

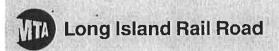


## M7 92 DAY PERIODIC INSPECTION

‡ ITEM		OK/NOTE	IBM#	SIGNATU	
STANDING POWER TEST	1.1				
2 ICC ELECTRICAL	14				
BATC					
AUX POWER (APS)	2				
ELECTRICAL COUPLER	4				
DOORS	5				
LIGHTING	12				
B HVAC	8				
CONTACT SHOES	7				
0 ICC MECHANICAL	13				
1 AIR BRAKE	3				
2 AIR COMPRESSOR	3/				355
3 PROPULSION	1				
4 BRAKE SHOES/DISCS	3				Parlement
5 TOILET / CARBODY	9				
6 COMMUNICATION/DOORS	10				
7 TRACTION MOTORS	6				
8 SHOE BEAM					
9 COUPLER					
0 TRACTION MOTOR COUPLER				P WIRE	
GAUGE	XDUCER				
E LOAD LEVELER			MAX BRAK	E (0 mA)	
E LOAD LEVELER	Sign Control		MIN BRAKE	(256-277 mA)	
AX BRAKE PSI			COAST (290	-310 mA)	
IN BRAKE PSI		4.4	MIN PWR (3	23 - 343 mA)	
				485 - 515 mA)	
MER BRAKE PSI			VIAX I WK (		
F-END	B-END			F-END	B-EN
DOMETER (MILES)			FREON LEV	EL _	
WR CONS. (KWH)				1	
HE ABOVE WORK HAS BEEN PERFO UIDELINES.	RMED IN	ACCORDANC	E WITH CUF	RENT MAINTEN	ANCE

	CAR#: 7073 DATE: 1	0.24-	طا	SHIFT:_	01	
	COMPONENT & DESCRIPTION	DEFECT	REPAIR	QTY	IBM#	SIGNATURE
AB	R2 load leveler gran boot	Pel	5		BNU	
	R2 load Leveler torque seal	Miss	Clean		53259	
	ZE POU cover dip	OA .	139			
	MR tank drain valve	stiff	LUS			
	RI LV cho	hos	17 Prac			
	FE BB cp tag	loit	Clean			
*	LI load leveler arm	NPS	Sec			
	aladhand has	NB	<b>\</b>			
	Led uncoupler pin	shea	Aders			
	PE SBCO handle	los	Sec			
	FE BCCO handle	(005				
	FE SBCO	4.12	Liv			
	LZ LWI clo	1005	Sec			
	Le LV els	564	Lux	0.72		
	LZ load leveler torque seal	Miss	Repl			
AB	BE MR cb	544	LUD		5325fi	
GEAR CASE	OIL: #1#3#3		#4			

[2] Territoria (1985년 1985년 1887년 1982년 1982년 1984년 1982년 1882년 1882년 1882년 1882년 1882년 1882년 1882년 1882년 1882		
SUPERVISOR'S SIGNATURE:	IBM#:	8



## M7 92 DAY PERIODIC INSPECTION

	CAR # 7074 DATE		SHIFT		SHOP	
#	ITEM	SECT	OK/NOTE	IBM#	SIGNATU	RE
$\frac{\pi}{1}$	STANDING POWER TEST	1.1				
Marie	ICC ELECTRICAL	14				
- 17 LV-U	ATC					
4	AUX POWER (APS)	2				
	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				
	TOILET / CARBODY	9				
COLUMN TO SECOND	COMMUNICATION/DOORS	10				
200	TRACTION MOTORS /	. 6				
-COLON PRINCIPAL	SHOE BEAM	Valida Salahar	NIN AND MA			
	COUPLER					
20	TRACTION MOTOR COUPLER	18 16 9 18			P WIRE	Charlettanana
	/GAUGE	<b>WUCER</b>				
F/E	LOAD LEVELER /			MAX BRAK	Œ (0 mA)	
B/E	LOAD LEVELER			MIN BRAK	E (256-277 mA)	
	X BRAKE PSI			COAST (29	0 - 310 mA)	
				MIN PWR (	323 - 343 mA)	
DOM:	I BRAKE PSI				(485 - 515 mA)	
EM	ER BRAKE PSI			MAXIMIC	(465 - 515 1111)	
11 0	F-END	B-ENI			F-END	B-EN
OD	OMETER (MILES)			FREON LE	VEL	
	R CONS. (KWH)					
TH:	E ABOVE WORK HAS BEEN PERFOR IDELINES.			CE WITH CU	RRENT MAINTEN	ANCE

	CAR#: 7074 DATE:	10-24	-16	SHIFT:		
	COMPONENT & DESRIPTION	DEFECT	REPAIR	QTY	IBM#	SIGNATURE
AB	Papal Valve Bushings	We	Replet		53259	
	gladhand hose	NPS	Sec			
(	'Il load leveler hoses	Rub	Sec			
	U locallerder forque seal	Miss	Repla			
	CILWI cb	shiff	Lub		53254	
	FE SBCO	stiff				1
	LZ LV ch	st,ff		ines is a		
	L2 load leveler torque seal	Miss	Replet			
	BE BPCB tag 122 load levely torque seal	dist	Cleon			
	12 load levely torque seal	Miss	Reple	4		
	R2 LW2 c/o	1005	Special			
	B6 5BC0	Stoff	1400			
	IMR tank drain value	stiff				
	RILWICh	1005	Sec			
	RILWZ Cb.	st.ff	LUY			
	RI load leveler torque seal	Miss	Roller			
OSR	FE BP c/o tag	dit	Clean		53-59	
EAR CASE			#4		1	Table 10 Table 10 Table 1
SUPERVI	SOR'S SIGNATURE:		BM # :			

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

	LC	OCATION_	AMC		×	LOC	0#		SERVIC	E_10/1	тс	10-1	7 20 ( <i>V</i>
AIR GAUGES CLEANED & TESTED	PARKING BRAKE TEST & TAG	(TEST) DEAD MAN FEATURE	UNCOUPLING CYLINDERS & LATCH MECHANISM	(TEST) B3C VALVES FE & BE	FOUNDATION BRAKE EQUIPMENT	PNEUMATIC OPERATING UNITS	CMV / EMV	LEVELING VALVES & CHECKS F/E & B/E	(TEST) AIR COMPRESSOR / DRYER	(TEST) TAPPET VALVE	(TEST) MR & BP FILTERS & STAINERS	CENTER CASTING INSPECTION	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
10/24/10	4 1	iolzylie	47/12	102416	3/7/12	3/1/2	3/1/12	3712	M	102416	10/24/16	3/7/12	•
			CAR A&B		CAR A&B			CAR A&B	CAR B	1	CAR A&B	CAR A&B	
	NR BRAK	E DATE (				1		New Date					
LIRR: MF				Bir en				GENERA	L FOREN	IAN'S:		1	

CAR#		12	8		DATE:	10-24-16
COMP LOC	COMPONENT	DEFECT	REPAIR	QTY	IBM#	EMPLOYEE SIGNATURE
21	Shoe tuse decal	diet	Clean		53952	
22		dipt				
12		diet				
U		diet	Clean			
21	Proof ARM bushing	Pd	NM			
22		and a				
12		man	NAI			
U		m155	NM			
FE	Forch Gland hand hose	NPS	80=C		= -	
FE	Coupler hoses super-brately	MISS				
FE	Conducter cade not of Unit	206	Buc			
S.S	WASO CATOR	Loops	tight		53917	2
FE	laderal damper	Lepk	555	. 1	53260	2
BE	111	Leal	555		5326	/
48	Seat	ton	PATA		63912	_
Ma		town				
16	Seat	500	PATCH		5512	
SUPERV	ISOR'S SIGNATURE:		I	BM#:		

CAR#		12	8		DATE:	10-24-16
COMP LOC	COMPONENT	DEFECT	REPAIR	QTY	IBM#	EMPLOYEE SIGNATURE
18	SPOX	ten	Prod		53912	
15	1			1:		
IL	1 6.2					
24	Book custon	tein				
23	Spot	tom				
U		<del>1000</del>	PATCL			
CAD	Emercency Fire extra size	IM	870 (			
	Privacy dos dosserme lately	MISS	ROPL			9
	MIM Stat.	togo	8 ATCL		53952	
	windshield	dist	555		53260	_
	1, Sash window	shift	lube		5395	
	cond 11 11	stit	lube			
	1 seat,	MPS'	Stel			
	( we holder.	M155	NM			
CAO	scuper this	100	ail			
12	BACK CUSTOD	ton	PATCH			
122	N D	toa	Pard		53912	
SUPERV	ISOR'S SIGNATURE:			BM#:		17

ICC ELECT

#### COMPONENT DEFECT/REPAIR SHEET

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

COMP LOC	COMPONENT	DEFECT	REPAIR	QTY	IBM#	EMPLOYEE SIGNATURE
	COUPLET: DOOR LATCHES	BJL	FBP		50921	
	ו בבק	BJ	FBP			
	GASKET	DIRT	Clea			
	PIDS	CARB	Clea			
	CABLES ID TAGS	DIRT	Cleh			
	HEATEN WINE	RUB	Sec			
	CPHJ I CABLE	NUB	Sel.			
	CPHT 2 CABLE	Nes	Sel			
	MOTOR # 1 GAD LEAD 60'CIK	NPS	SR			
	MOTOR # 2 GRAD LEAD BOOT 20'CIK	NPS	Sol			
	MOTOR #3 GARD LEAD BOST 6 2'CIK	NPS	Sel			
	ALL UNDER CAR DANGER DELALS	DIRT	Clea			
	MATOR HUGRES LEAD 6 S'CHE	NPS	Sel			
	ALL SHUE FUSE BOXES	CANS	Clea			
	RI SHUELEAD ROOT	Nes	Sol			1
	LI SHUE LEAD BOOT	NPS	Sel		50921	V

**SUPERVISOR'S SIGNATURE:** 

IBM#:

ICC EVERT

#### COMPONENT DEFECT/REPAIR SHEET

CAR# 7074

SHIFT: 12:30-08:30 DATE: 10-24-16

COMP LOC	COMPONENT	DEFECT	REPAIR	QTY	IBM#	EMPLOYEE, SIGNATURE
	LZ SHOF LEAD BOOT	pes	See		5094	
	MAIN FUSE BOX	CANS	Clea			<i>y</i>
	KNIFE SWITCH BOX	CARB	Clea			
	U/S AND SES DANGER DECALS	D1.27	Clea			
	INTER CAR JUMPERCABLES ID TAGS	D12T	Cles			-
CAB	GIMBAL LIGHT	1000	Rmlt			
	DEFUSERS	M135	NIM			
	120 VOUTLET COVER AT CAB	P3	Repl			18:
	CONTACTURS PAWER SHIEL)	NPS	Sac			
	IN THRESHULD HEATER PANEL	NPI	Se			
	120 V OUTLES COVER "B"/E VESTIBULE	PD	RAL			
	DOOK SAFETY WADS	NPS	Sel			
	FLLI TEST LAMP	1207	CAI			
	ELL 2 TEST LAMP	1008	OAI		50921	

**SUPERVISOR'S SIGNATURE:** 

IBM#:

CAR#		6.30-7	30		DATE:	
COMP LOC	COMPONENT	DEFECT	REPAIR	QTY	IBM#	EMPLOYEE SIGNATURE
T.M.	Dust Collectors	Dict	Clau	AII	54329	
	Ado Brustes	WL	Rel	*		
	Motor Intakes	Det	Clan	AII		
T,m,	Bouch Boxes	Dret	Cla		54329	
•			37.131			
		10				
	*		4			
######################################						
		(K)				
		<u> </u>				
	**					
SUPERV	ISOR'S SIGNATURE:		1	BM#:		

CAR#		1230-	830		DATE:	10/24/16
COMP LOC	COMPONENT	DEFECT	REPAIR	QTY	ІВМ#	EMPLOYEE SIGNATURE
doors	HE Stoum door guide Plate	diray	Gean		29562	
PROP	SPIN FILTER FIND FEND BEND	DINT	dean	All	55387	
V	Invested covers of MOD'S E-END, B-END	OIRT	clear	PU	1	
PROP	SPIN FILTER FILTERS F, EAD, B-END	DIRT	REPL	2	55387	
APS	Blownerge	Pist	(/1A	1	5438	
	Blong filtres	PILL	401	4		
	Blower for fins	Dut	Cla	All		
APS	·NIS + SIS botten tens	Dist	Ma	2	54388	
Shoes	contact soes	WL	Repl :	B	57042	0
	Springs	WL	Repl		570cz	
Lyahots	Lie ht covers	NRS	sec		78660	
U						
-	E					
		К				
						1
SUPERVIS	SOR'S SIGNATURE:		11	BM#:		

CAR#	7074. SHIFT:	12-8			DATE:	
COMP LOC	COMPONENT	DEFECT	REPAIR	QTY	IBM#	EMPLOYEE SIGNATURI
Bacersin S	#1 G. CASE TAGS + Plugs	didy	Clea		51932	
	# 2			(9)		
	#3					
	#4 GICADE TAGI + Pluga					
	+1 G. CASE Sight glass	dieta	Clea			
	#2 /	2				
	#3					
	#4 G. CADE SIGHT GLADS	Lichy	Clea			
1	Lz disc PACI	WOLN	repl			
	Ly asc pad	WOEN				
Greating	#1, 2, 3, 4 G. CASES.	doch	Clea		51932	
						2
	CODIC CICNATUDE.		6	DTM##		t t

## THE LONG ISLAND RAIL ROAD EVENT RECORDER VALIDATION REPORT FOR M-7 CARS

	m shall be us				after Road Failur of MIL	es.	
Car #	7073-4	Test l	Location	Huc	Test Date	10/24/16	
Type of	test:	PI /	Road F	ailure	Train #		
			Operation	nal Indica	itors	Y	N
		1 2 3 4	FAULT L SELF TES	(Download IGHT ST (Button was succes	Operates) sful		
		CHA	ANNEL GR	ROUP	TABULAR DA	TA PRESEN Y	ICE N
		1 2 3 4 5 6 7 8 9 10	Time/Date Aspect, (New Arrows Car D P-Wire, (Tour Brake Cyl Brake Pip Brake Con Speed, (SF	OC, 075, 12 birection, (F FPW) linder Press e Pressure, mmand, (F PD) ent, (TMA,	20, 420, 270, 180) WD,REV) Sure, (BCA, BCB) (BPP) SA, FSB) TMB)	111111111111111111111111111111111111111	
Inspected	By:		77	_ IBN	1#		
Correctiv	ve Action Tal	ken, If Ar	ny:				
f Chang	ge Out:						
Event Ra	ecorder Seri	ial # Befo	ore		Serial # After		

## Mechanical Coupler PI Checklist

Car	#1074 Track# <u>WI</u>	]	Date 10-24-10
5		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:	<u> </u>	
	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:	L	
	Inspect Carrier Iron stop hdwr for condition and ensure carrier Iron is level.		

## **Mechanical Door PI Checklist**

Car # <u>7074</u>	Tra	ack: wl	Da	te <u>10/124/</u> 16	-
	R1	L1	R2	L2	
Emergency handle clips: (OK or D for damaged)	OX	OK	EL	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	0	OL	de	
Female Nose rubber condition: (OK, R for reinstalled or D for damaged)	OL	OK	8k	ex	
Barrel lock operation: (OK or Inop)	OK	OK	OL	or	
Mechanical lock operation: (OK or B for binding)	ex.	OK	ok	OK	
Door guide cleaning: (C for cleaned)	C	C	C	C	
Drive Screw: (OK or D for damaged)	OL	OX.	OX	OK.	
Nut Assembly (OK or D for damaged)	OK	OX.	OK	ac	
NOTES:					
Inspectors signature		IBM	1 2958	2	

## M7 "A" Car Interior Decals - PI Check List

7		RSU: +0 +4	TOTY A CAR	DATE: 10-24-16
	LIRRE	DESCRIPTION	21	
1	0500A	LOW LOCATION EXIT PATH MARKING, LEFT-HAND	21	
	AQ025	LOW LOCATION EXIT PATH MARKING, RIGHT-HAND	2	62.44
	A3232	DECAL TEMERGENCY BRAKE VALVE BRAILLE - ADA	-	cond
	A3233	DECAL, ADA PRIORITY SEATING	2	
П	/43734	DECAL, CAR NUMBER, 2" HIGH	A/R	Name and the second sec
	ABSSEA	DECAL, DOOR WARNING	4	
	A3236	DECAL, HANDICAPPED REST ROOM	0	
	A3237	DECAL HANDICAPPED SYMBOL	2 3	
	A3242	DECAL, "EMERGENCY EQUIPMENT"	1	
	A3243	DEGAL, PROHIBITORY	2	
	A3244	DECAL, "DOOR DISABLED WHEN FLASHING"	4	
	A3247	DECAL, "EMERGENCY WINDOW REMOVAL", 2 125 IN X 10 188 IN LG	3	
	A0248	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, RHAND LH, "EMGENERCY EXIT" WINDOW, CERING	4	
1	52798-47	DECAL DOOR, EXIT	S	
1	A3260	EXIT DECAL, "EMERGENCY", ABOVE WINDOW	4	
	A3262	DECAL, LEFT DOOR DIRECTION	2	2 2001
	A3263	DECAL, RIGHT DOOR DIRECTION	2	
	A3264	DECAL TEMERGENCY BRAKE VALVET NORMAL	2	
-	A3266	DECAL, "WATCH YOUR STEP", LH DECAL, "EMERGENCY WINDOW REMOVAL", 2:125 IN X	4	
L	A3324	8.125 IN LG	4	
-	A3801 A5714	EXIT PATH MARKING, LOW LOCATION, ADA FLIP-UP EXIT PATH MARKING, LOW LOCATION, OBSERVER FLIP-	1	
-	60763	DECAL, "EXIT" RIGHT HAND WINDSCREEN	EJ .	
-	B0764	DECAL, HPPE STRIP, 12 IN LG	17	
-	_	DECAL, HPPL STRIP, 2,750 IN LG	10	
_	B0785	DECAL, "EXIT" LEFT HAND WINDSCREEN	В	
-	80786	DECAL END DOOR LATCH	2	***
	30789	DECAL, DOG LATCH, TYPE 1	2	
_	B3928		1	
-	03929	DECAL, DOG LATCH, TYPE 2 DECAL, HPPL STRIP, 10 250° LG	1	
	B3930	DECAL, INSTRUCTIONS, EMPRISEMBLY LADDER		
-			12	
-	C3560	DECAL, EMERGENCY EVACUATION INSTRUCTIONS	4	
_		DECAL, "EXIT", RIGHT HAND	4	
_		DECAL, "EXIT", LEFT HAND		
_		Name plate caution Stand clear of Door	1 1	2 door + 122 door
40		DECAL, WATCH THE GAP		-1001
46	3290-47	DECAL, ASSAULT, TRAIN CREWMEMBERS	2	
46	584-47	DECAL, EMERGENCY INTERCOM	2	
53	978-46	DECAL, DO NOT EVACUATO	2	

10-24-14 Date

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



#### M7 92 Day Periodic Inspection Propulsion PIU Worksheet

orag #	4	_		4		10/24	•	3:		
CTS3 Cur Ref. Step	rent Transc 9.1 Aux. Lir	ducer Inspe	ection	,			Dump Val	ve Operatio	nal Check	
Truck	Con	dition		rification Ite	100	D15-11	(Ref. Step			
F"- End	With 3rd ra			neg. curren		Pass/Fail		Test · VM11	Result Venting	Pass/Fall
L - Elli	W/O 3rd ra	all voltage	PIU shows	(zero) 0 +/-	1.5 amps	N/A	"F"- End	Energized VM12	NOT	PASS
"B"- End	With 3rd ra	all voltage	PiU shows	nėg. curren	t			Energized VM11	Venting Venting	PASS
D - CIN	W/O 3rd ire	all voltage	PIU shows	(zero) 0 +/-	1.5 amps	N/A	"B"- End	Energized VM12	NOT -	PAS>
								Energized	Venting	PASS
al e	, 1	Air Comp (Ref. Step	12)		(B-Car F-	End ONLY)		4	(F	
( E			Condition	-	V	erification it	em	Pass/Fall		
3.50	2 0	Main Res	<140 psi		Main Res Compress	@ 150 psi a or Stops	nd	NA		
Load Wei (Ref. Step	ght/Brake I 11)	Pressure	F - End* (psi)	B - End* (psi)	*	P WIRE (Ref. Step	10)	,		
LEFT LO	AD LEVELE	R ·	57	69	\$ 15 E	MAX BRAN	(E (0 mA)	3 3	Ö	u e
RIGHT LO	DAD LEVEL	ER	60	67	G	MIN BRAK	E (256 - 277	7 mA)	264	-
MAX BRA	KE BCP	8	44	43	ne:		90 <b>-</b> 310 mA		296	-
MIN BRA	KE BCP		13	14.		MIN PWR	(323 <b>-</b> 343 n	nA)	332	•
EMER BE	RAKE BCP	8	48	48	=	MAX PWR	(485 - 515	mA)	496	
* With PIU With PIU	connected connected	to PCUF, N	Vear = "F"- E Vear = "B" -	End and Far End and Far	= "B" - End = "F" - End	s d		, ,		
Current I	PCU Data	***	040 P	F-	End	IDI	В.	-End		*
ODOMET (Ref. Ste	TER (MILES p 13)	)		. 57,	371		57,3		<u>.</u>	
	CONSTIME.	TION (KWH	n	104,	152		114,6	W.		

Long Island Rail Road	MTA	Long	Island	Rail	Road
-----------------------	-----	------	--------	------	------

## M3, M7 WHEEL REPORT

Co	mpleted	
	Pieced	

car#	14 LOCATION: HMC	DATE:\0-24-16		
TRUCK SERIAL #	WHEEL POSITION	FLANGE HEIGHT	FLANGE THICKNESS	WHEEL THICKNESS
F/END	11	13/16	17/4	134
160	R1	3/10	17/49	34
0	12 75	13/10	17/64	134
	R2	3 6	17/4	134
B/END	L3	13/110	17/44	1/2
20		13/16	17/44	21/2
3	R3	13/10	177/	23/2
1	L4	1110	1/4	73/2
	R4	1 100	1/4	V 18
INSPECTE	_	IBM: (53/8)		
NOTES/REMARKS	<del></del>		d'	
GANG FOREMAN		IBM: 532/ce	. ,	
NOTES/REMARKS		hoels to spec	c	
140 I ESI VENDALIV	- FILL U	- 10 J	y	

0   5   5   5   5   5   7   7   7   7   7	DDE 2. OWNED BY (Rail  O LC  6. PROPELLED BY  MU  GE  REDIT  15.*  PERSON INDUCTING  SERVICE  SERVICE  4//	ong Island Rail HORSEPOWER B. TYPE 1060 ROAL EN. #2.  PLACE	Working Pression  Working Pression  WC  84 days per 229.23 (	OTHER  ure
Check one:  16. TEMS 1-2 4-7 19(14) IN	REDIT  15. * PERSON NDUCTING  SERVICE  SERVICE	PLACE  T 229.23(a)  TEMS  PERS  PERS  PERS  PONDU	Working Pression  Working Pression  WC  84 days per 229.23 (	GER (X)  OTHER  ure  (b) (1) only  ERTIFIED BY
Check one:  TEMS  CO  10  10  10  10  10  10  10  10  10  1	BY MU  GE REDIT  92 days per  PERSON IT  NDUCTING  SERVICE  SERVICE  4//	1060 ROAL EN. #2.  PLACE HI T 229.23(a)	Working Pressor  WORKING Pressor  MC  84 days per 229.23 (  17.  SON CE	OTHER Uure  (b) (1) only  ERTIFIED BY
Check one:  TEMS  16.  TEMS  17.  18.  18.  18.  18.  18.  18.  18.	PERSON IT SERVICE	PLACE HI r 229.23(a)	MC 84 days per 229.23 ( 17, SON CI	(b) (1) <u>only</u>
Check one:  16.  TEMS CO  10.  11.  11.  11.  12.  14.  17.  19.  10.  10.  10.  10.  10.  10.  10	92 days per 15.* PERSON IT NDUCTING SERVICE	HI 229.23(a) 11. 16. PERS CONDU	84 days per 229.23 (	ERTIFIED BY
Check one:  TEMS  16.  CO  20.6  IN  1-2  4-7  IRILA IN	PERSON IT NOUCTING  SERVICE  SERVICE  4//	HI 229.23(a) 11. 16. PERS CONDU	84 days per 229.23 (	ERTIFIED BY
Check one:  16.  TEMS CO  1N  1 - 2 4 - 7  19 11 1N	PERSON IT NOUCTING  SERVICE  SERVICE  4//	r 229.23(a) 116. PERS CONDU	84 days per 229.23 (	ERTIFIED BY
16. TEMS 00 2016 IN 1-2 4-7 1916 IN	PERSON IT NOUCTING  SERVICE  SERVICE  4//	PERS CONDU	SON 17.	ERTIFIED BY
TEMS CO 2216 IN 1-2 4-7	PERSON IT NDUCTING SERVICE	PERS CONDU	SON CI	
2216 IN 1-2 4-7 IN	SERVICE 4//	3-5		
4-7 19(16 IN	SERVICE 4//			
		19/16		
1-2				
47		3 - 5		
20/16 IN	SERVICE 7/	holes	7	
1 - 2 ` 4 - <i>7</i> (	3	3 - 5		
15 16 IN	SERVICE //	lithe	17	
1 - 2 4 - 7		3-5	1	
IN.	SERVICE			
1 - 2 4 - 7	The state of the s	3 - 5		
3 CAB EQUIP. 4	4 MECH. EQUIP. 5 E	LECT. EQUIP. 6 STEA	M GEN. 7 SAFETY AF	3PL.
19. WAIVER FRA-229.1 FRA-2003	135	20. WAIVEF FRA-2003- FRA-2004-	15638	
SON CTING	TEST DATE AND PLACE	23. CERTIFIED		EVIOUS TEST E AND PLACE
NC	T APPLICAB	3LE		
	ED .			
DRILL			1/2	1/15 HMC
DRILL		A -		7/10 HMC
		DRILLED	DRILLED HMC S-1716	DRILLED 1/2

Form FRA F6180-49A (11/2012)

Officer-in-charge\_

Government property do not remove

OMB Approval expires 11/30/2015

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.

- 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.
- OWNER: Enter the name and RR Code of the owner. Changes in ownership shall be submitted as final reports.
- MODEL NO.: Enter the original builder's model number.
- LOCOMOTIVE NO.: Enter digits only. Include letters if they differ from the "RR Code." If renumbered, enter the previous number.
- YEAR BUILT: Enter the year the locomotive was built and check if new. If remanufactured per 49 CFR 229.5, enter "RM" and the
- 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).
- HORSEPOWER: Enter the horsepower rating.
- TYPE OF SERVICE: Enter type of service the locomotive is assigned to when the report is placed in the locomotive.
- 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 locemotive 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
- ock

WAIVERS:	nd Hydro line below. Any waivers applicable to the from any other regulations.	o this locomotive s ion. Enter explana	shall be entered by vatory information reg	raiver number in b arding the scope	lock 19 if a waiver fr and content of each	om Part 229, or t waiver under
REPAIRS:	Special notes relating	to repairs perfor	med to restore co	mpliance.		
NOISE: E	nter any noise tests or	related information	on in accordance	with 49CFR 210	.31.	
DEMARKS	: Additional explanato	ny or clarifying in	formation			
V STATE OF THE STA	135 Event Recorder Equi					
-FRA-2003 -FRA-2004	-15638 Inoperative Dyna -17099 Air Brake Extens -16265 Emergency Pole;	mic Brake on to 2208 Days				
	4					



## **RSU History Report**

RSU(s): 7553

System(s): ALL
Failure Code(s): ALL

Date Range: 10/1/16 to 1/4/17
Fleet: E Class: MU Model: ALL
Location(s): ALL Work Type(s): ALL W/O Status(es): ALL

Include Task Detail: N Include Component Defect & Report Info: N Remove PM/2C Defect/Repair Info: Y

Fanure C	oae(s): ALL	Loc	ation(s): ALL work Type(s): ALL	w/O Status(es):	ALL	Remove	PMI/2C Defect/R	epair into:
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	X/PWR) W/O: CM 2	137267 APS MBS OFFLINE					
7553	SYS: 5()	2128639	10/14/2016	WAPPR	10/14/2016		N	N
	RSU BODY	W/O: CA 21	28639 MOD, LLEPM HPPL Decal is	nstall, M7				
7553	SYS: 5(5-55)	2129485	10/15/2016 REDFIELD LB	COMP	10/15/2016		N	N
	RSU BODY	W/O: CM 2	129485 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 2	137266 PRY BAR MISS					
7553	SYS: 5()	2162021	12/2/2016	WAPPR	12/2/2016		N	N
	RSU BODY	W/O: CA 21	62021 To re-locate the seco switch -	Phase 1 - Run wi	res 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 2	129486 R/4 VERTICAL SHOCK LE.	AK				
7553	SYS: 7(7-28)	2129487	10/15/2016 REDFIELD LB	COMP	10/15/2016		N	N
	TRUCK	W/O: CM 2	129487 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 2	129488 L/1 CONTACT SHOE PIN F	ROZEN				
7553	SYS: 7(7-61)	2129489	10/15/2016 GILBERT JT	COMP	10/15/2016		N	N
	TRUCK	W/O: CM 2	129489 #4 AXLE 6 O'CLOCK GROU	JND STRAP P/D	)			
7553	SYS: 7(7-40)	2129490	10/15/2016 POPP JJ	COMP	10/15/2016		N	N
	TRUCK	W/O: CM 2	129490 #4 AXLE TRACTION MOT	OR COUPLING	X-PLAY (SID	E TO SIDE)		
7553	SYS: 7(7-99)	2129491	10/15/2016 GILBERT JT	COMP	10/15/2016		N	N
	TRUCK	W/O: CM 2	129491 #2 AXLE 4 O'CLOCK BRUS	SH HOLDER CO	VER BOLT S	TRIPPED		
7553	SYS: 8(8-50)	2130406	10/17/2016 REX CB	COMP	10/18/2016		N	N
	HVAC	W/O: CM 2	130406 F/E HVAC restriction/water l	eak				
7553	SYS: 8(8-36)	2140094	10/31/2016 OROZCO C	COMP	11/3/2016		N	N
	HVAC	W/O: CM 2	140094 HVAC B-End ACCU Analog	Conditioner Fau	lt			
7553	SYS: 8(8-36)	2155680	11/28/2016 OROZCO C	COMP	12/2/2016		N	N
	HVAC	W/O: CM 2	155680 HVAC B-End ACCU Analog	Conditioner Fau	lt			
7553	SYS: 8(8-36)	2171690	12/20/2016 CALANDRINO JA	COMP	12/20/2016		N	N
	HVAC	W/O: CM 2	171690 hvacb fresh air damper position	on fault				
7553	SYS: 9(9-52)	2137272	10/28/2016 ZITO J	COMP	10/28/2016		N	N
	TOILET		137272 TOILET OUT OF SERVICE					

#### THE LONG ISLAND RAIL ROAD COMPANY Multiple Operated Electric Units - Inspections, Cleaning and Test Record

MP278-B3

#### **M7 AIR BRAKE CARD**

'ear <u>2016</u>									3	RSU	J No.	1	5	13	
	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	10/22/11	1			19	17		20			Ť	_	
ead Man Feature Test	3	3	1922/15	72			19	17		20					
arking Brake Tested	3	3	8 1 .	72			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	6/17/16					17							
WV / EMV	72	72	5/17/16				45	17							
veling Valves (F/E & B/E)	72	72	1/21/15	-											
r Compressor / Dryer (TEST)	72	3	122/15	22			14			20					7)
ppet Valve (TEST)	72	3	922/10	-			19			20					
Year Air Brake Date (72 Month)	Previous		4/7/	10			New	Date		117	116	2			



## M7 92 DAY PERIODIC INSPECTION

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

#	ITEM	SECT	OK/NOTE	IBM#	SIGNATURE
1	STANDING POWER TEST	1.1			
2	ICC ELECTRICAL	14	Note	54170	
3	ATC		OK	57212	
4	AUX POWER (APS)	2	NOTE	56016	
5	ELECTRICAL COUPLER	4	Note	54170	
6	DOORS	5	1	29508	
7	LIGHTING	12	NOTE	55329	
8	HVAC	8	NOTE	29462	
9	CONTACT SHOES	7	NOTE	27757	
10	ICC MECHANICAL	13	DEFFEET	29972	
11	AIR BRAKE	3	1	50228	)
12	AIR COMPRESSOR	3	4	50352	
13	PROPULSION	1	note	53164	
14	BRAKE SHOES/DISCS	3		50352	
15	TOILET / CARBODY	9	Nok	57029	
16	COMMUNICATION/DOORS	10	OK	55388	
17	TRACTION MOTORS	6	NOTE	54038	
	SHOE BEAM		OK	567484	
.===	COUPLER		OK	53724	
20	TRACTION MOTOR COUPLER	NI NI S	Note	50352	P WIRE

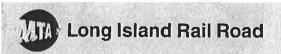
	GAUGE XDUCER	P WIRE
F/E LOAD LEVELER	7165 70168	MAX BRAKE (0 mA)
B/E LOAD LEVELER	61 63 60 62	MIN BRAKE (256-277 mA) 764
MAX BRAKE PSI	42 45 43	COAST (290 - 310 mA) 299
MIN BRAKE PSI	13 14 13	MIN PWR (323 - 343 mA) 328
EMER BRAKE PSI	50 46 476	MAX PWR (485 - 515 mA) 492
	F-END B-END	F-END B-END
ODOMETER (MILES)	76290/76310	FREON LEVEL
PWR CONS. (KWH)	137 295 135 992	

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

SUPERVISOR'S SIGNATURE & IBM#

	CAR#: 7553 DATE:	10/15/16		SHIFT:	133-830	
	COMPONENT & DESRIPTION	DEFECT	REPAIR	QTY	IBM#	SIGNATURE
ighting	B-end South Side Flourecent Fix.	IN/OP	Real			
1	Center worth Side Flourecent FIXO	IN/OP	REPL			
	F-end North Side Flourecent Fix.	IN/BP	REPL			
	Observerside F-ond Locker Door switch	~ P/D	REPO			
V	Cas Side F- and Locker Bull	INTOP	NM			
Lighting	CAB Gimble Bezèle	miss	REPL	/		
	BARREL LOUR # LI	NYS	sec		50442	•
Air 25 mg at	I RI	MPS	sec			
	# L2	MPS	sec			
	t R2	NY	sec.			
DOOR	Over Head pane, Screw	Miss	repl			
Toilet	아이는 그의 에는 가는 걸어 가는 그는 사람이 되는 것을 받았다. 그는 것을 들었는 것은 것을 가장하다.	Leak	tight		50442	
	Outside door look sign	INOP	lalu			Z.E.Y
	mirror schatch	90	NIM		1 1	
	N/s s/s fill line toilet Cep	NPS	sec		50442	1 - 11 - 12
	N/S S/S Toilet waste cap	NPS	26C			
Taylor-	NIS SIS fill line sink cap	WPS	sec.		50442	100

SUPERVISOR'S SIGNATURE: IBM #:



## M7 92 DAY PERIODIC INSPECTION

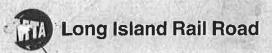
CAR # 7553 DATE 10/15/16 SHIFT 12:30-8:30 SHOP 14N.C

#	ITEM	SECT	OK/NOTE	IBM#	SIGNATU	RE
1	STANDING POWER TEST	1.1				
2	ICC ELECTRICAL	14				
3	ATC					
4	AUX POWER (APS)	2				
5	ELECTRICAL COUPLER	4				
6	DOORS	5				
	LIGHTING	12				
100-00	HVAC	8				
11000	CONTACT SHOES	7				
100	ICC MECHANICAL	13	a Single and			
	AIR BRAKE	3	2 48			
-	AIR COMPRESSOR	3				
	PROPULSION	1				
1	BRAKE SHOES/DISCS	3				
	TOILET / CARBODY	9				
-	COMMUNICATION/DOORS TRACTION MOTORS	10				
0.000	SHOE BEAM					
	COUPLER					
	TRACTION MOTOR COUPLER					
		DUCER			P WIRE	
F/E I	OAD LEVELER			MAX BRAK	E (0 mA)	
B/E I	LOAD LEVELER			MIN BRAKE	E (256-277 mA)	
MAX	BRAKE PSI			COAST (290	- 310 mA)	
MIN	BRAKE PSI			MIN PWR (3	23 - 343 mA)	
ЕМЕ	R BRAKE PSI			MAX PWR (	485 - 515 mA)'	
1/1	F-END	B-END			F-END	B-END
ODO	METER (MILES)			FREON LEV	EL	
	CONS. (KWH)					
	ABOVE WORK HAS BEEN PERFORI	MED IN A	ACCORDANCI	E WITH CUR	RENT MAINTEN	ANCE
	DELINES. PERVISOR'S SIGNATURE &	TDM#				

SUPERVISOR'S SIGNATURE:\_

#### M-7 COMPONENT DEFECT REPAIR SHEET

	CAR#: 1553 DATE:	20/15/16		SHIFT:	3rd	
	COMPONENT & DESRIPTION	DEFECT	BEPAIR	QTY	IBM#	SIGNATURE
SHOE	LI HANGER PIN	FROZEN	ALEXA!		5593	
	AXLE-1 3 OCHOCK GROUND	RUB	Sec			
4	AME - 2 4 OCLOCK BRUSH BOX BOCT	PP	Repl		35922	
Chart Street Street & No. of Street	AXUE 2 12 OCLOCK GROUND	FRAM	REPD			
	AXIE-4 6 OCLOCK GROUND STRAP	PP	REPL			
The second secon	TIM I MOTOR LEAD	1BD	14544		6440	
APS	HV under voltage	Coole 52	RESE T			
Greening	#4 Trackion motor coupler	x play	699		5170	
Granting	L2 PBU cable	HPS	sec		50447	
1	#2 Gear case sight glass cover	Loose	sec		I I'm	
Greusing	FIESBIE SBCOSBCCO	54:44	Dress		5044	
HVAC	Ple water A.C. und	Leak.				
CONTRACTOR OF THE PARTY OF THE	F/E Restiz Liquid UNIVEI	South		150		
H-upe	F/E QYESSURE under Romer	Soult				
			(			
GEAR CASE	OIL: #1 #2 #3_		#4			
GEAR CASE	10 ALC: 17 ALC					



# M7 92 DAY PERIODIC INSPECTION

	CAR # 7553 DATE		SHIFT		SHOP	
#	ITEM	SECT	OK/NOTE	IBM#	SIGNATU	RE
1	STANDING ROWER 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				
3	ICC MECHANICAL	13				ALL HOUSE
100000	AIR BRAKE	8		0.5		
Sec. 10.17	AIR COMPRESSOR	3				
15 15 17	PROPULSION	1	X			
The second	BRAKE SHOES/DISCS	3 /				
	TOILET / CARBODY	9/				
345/07/52/97/52	COMMUNICATION/DOORS	10		it was		
1000000	TRACTION MOTORS	/ 6				Albeit (Albeit
(\$1500 all)	SHOE BEAM	310 / 10 /				
	COUPLER					
20	TRACTION MOTOR COUPLER	EMBI (CE)	0.5		P WIRE	
	GAUGE 3	DUCER		\		
F/E	LOAD LEVELER			MAX BRAI	Œ (0 mA)	
B/E	LOAD LEVELER			MIN BRAK	E (256-277 mA)	
MA	x brake psi /			COAST (2)	0 - 310 mA)	
MIN	BRAKE PSI			MIN PWR (	323 - 343 mA)	
EMI	ER BRAKE PSI /			MAX PWR	(485 - 515 mA)	
	F-END	B-END			F-END	B-ENI
OD	OMETER (MILES)			FREON LE	VEL	
	R CONS. (KWH)					
ØUI	ABOVE WORK HAS BEEN PERFORDELINES.			E WITH CU	RRENT MAINTEN	ANCE
SU	PERVISOR'S SIGNATURE &	IBM#				

	CAR#: 7553 DATE:	10/15/	16	SHIFT:	2-	8
	COMPONENT & DESRIPTION	DEFECT	REPAIR	QTY	IBM#	SIGNATURE
A/13	poppit value	WOON	repl		50442	
1	FIE SI3CO	200Se	COLUMN TO SERVICE STATE OF THE			
	cond master door rubber	- MISS	repl			
	L-2 2 L Cotter pin	NI	Ads			
V	13/E WASD CATCHER	Miss	repl			
A13,	FIE DAXKING Brake Cable	Rub	Boot		50442	=
Propuls	LBI cont figs Ford	protecul	den		35932	4
	LB11 11 4 yeard	pittlear	Drog	NO.		
	0813 lunt tips Ford	lars	Glecon			
	LB13 cont. tips hand	cont	2 Clean			
	CHB, contrips	11 tour	Droyled.			
k	UBBI Dend tips	Carlo	Cleun			
	In when mad avers	SHM	Rep		35932	
GEAR CASE	OIL: #1#2#3		#4			

그 아이들은 하고 아니는 아이들이 가는 사람이 모든 것이 되었다.		
SUPERVISOR'S SIGNATURE:	IBM#:	
OUI LITTIOOTTO OTOTTATIONES		

LONG ISLANDRAIL ROAD

ATC 92 Day Inspection - M-7 Equipment

				~~~	S. S. S. S. S. S.	412	~44	ALP BLE CAR	•				
est Location:	145	F		A Car No	.: -	7554	Ť	Type of	of Test: Road Fallure				
Date:	10/1	s/ic		B Car No		7553							
4.1- ATC Initial L	spection (	B Car)							4.1- Initial Inspection	(A Car)			
ATC Bypass initial	position	Напар/Вур	(A.B.)	ADU			T	ок)	ADU	110		(OK)	
SS Bypass initial p	osition	Kormel By	чп	ODU				(OK)	ODU			(OK)	
ALE Bypass initial	position	Nermal By	МП	Acknowle	dge Sv	vitch		(6K)	Acknowledge Switch			(OK)	
ATC Cabinet		0		Deadman				(OK)	Deadman Foot Pedal			(OK	
4.1- Equipment D	ates	TREE.		4.1 - Soft	ware V	ersion			4.2- Track Receiver Inspection				
JSBR Relay (B Car)		16-7-19	-D)	ATC			Ver. L	1.3	B Car Left Side (7.5 to		(OK)	lact '	
ATCEBR Relay (E	Car)	14-7-19		DEC (De	coder)		Ver: (		B Car Right Side (7.5 to		OK)	inch :	
VZR1 Relay (B Ca	.r)	16-7-18		ALE (Ale				3.8	A Car Left Side (7.5 to 8.5)			lact :	
CMR Relay (B Car	()	16 - 7-19	I-D)	Speed Se			Ver. /		A Car Right Side (7.5 to		(OK)	inen 3	
CMR Relay (A Ca	r)	BATERA 16-7-17	I-ID)	<b>`</b>				νυ	Trous reight blue (7.5)	10 0.5)		7.9	
4_3 - ATC Resista	nce Test	110 1 11		-					4.3 - Speed Sensor Re		Tont		
Higher than 1 Meg		CYS	Á No	1	-		-		SS1 (1800 +/- 270 Ohr		LOC		
If no, list the test p		15							SS2 (1800 +/- 270 Ohr			1822 0mm	
4.4- ATC Voltage								-	332 (1800 17- 270 OM	us)		1841	
Battery Voltage V		1	dt	CDC D-4	** . 21	<i>-</i>		Vdc	lonon in is	g <sub>n</sub> , same		4144	
CPS Board V +5 (-		0.0	OF	CPS Brd				31.63	CPS Board V +12 (+/-	1.0)		1 77	
4.5 - B Car Decod		5.7		CPS Boar			_	-12.01					
Name of the Owner, when the Owner, which the		HOL	_	4.5 - Spe			l.	r	4.14 - A Car Decoder	Calibra	ation		
Ne-calibrated?	ael	Ye	460	Wheel dia. a				34	Low Energy Channel		9		
the second secon	(2.25 4- 2.5	N	deniz Meniz	Wheel dia. axle 2 (CPU board) Wheel dia. axle 3 (measured)			34	Re-calibrated?			Your		
Pick up current	(2.25 to 2.5	3A) 2.		Wheel dia. a	icić 3 (mei	asured)	Pick up current (2.25 to 2.55			5 A)	2.41		
High Energy Chan	neļ		-6				Jage 35	High Energy Channel	No.				
Re-calibrated?		Ye	1	6.5 - Dec	elerom	eter Ca						Vinde	
Calibration curren	t (< 2.80A)	2"	77	Decel. re	THE REAL PROPERTY.			Yarke	Calibration current (< 2.80A)				
- Testing (B Car)						7	tino	(A Car	Canditation carrette (* 2.0071)				
4.6 - No Motion T	est			THE APPROXIM	Testcolok		- B	(II Cai	)		-		
4.7 - ATC Lamp T			_		Total DK		AT	°C Lamp	Tost			Tosted ()	
4.8 - Daily Test					Tened Dic		_	ily Test	1 681			Temodife	
<ul> <li>Speed Contro</li> </ul>	l Brake apr	dication			Temes OK	,	*****		rol Brake application		*****	Terred D	
Penalty Brake		*********		*******	Tours			********	ike Application		••,	Tenud (	
Emergency B		********	****		Tones OK	5						Tested (0	
4.9 - Deadman Te		out to the			Totaling	-		adman T	Brake Application			1 cated (	
4.10 - Alerter Test	-			-	Tracy Di			erter Tes				Tested of	
4.11 - SECO Test					Toneduk	7.20		CO Tes				Tought	
4.12 - ATC Bypass Test			***	Transf 88				Mode test			3mm		
		T4			Timefor	\	-			-			
4.13 - Speed Sens	ng Dypass	rest		-		4.21	- A1	C Final	Inspection			Doc O	
	T. 2:												
inspected By:	Adjust.	made by		Multin				Test Se				•	
IBM	IBN			Calibration Date Serial Number:		Serial	Number	Dale: 11/27 ec: 8164	Revision: - Issued/Revised: 3/4/10	Page Log File	1 of		
57212 57212				308	4027	2		8164	3   1550000 (CVISCO; 3/4/10	Lug riic	auacheo	1(	

Test Location:	HSI	Ξ,	A Car No.:	7.554	Type of Test:	Periodic Road Paiture
Date:	10/15/	6	B Car No.:	7553		
EQ	JIPMENT I	REPLAC		"ROAD FAI "-362 (M7-Micro		UNT DOWNLOAD
FAILED DEVICE  DESIGNATION OR  LOG DOWNLOAD  (CODE / COUNT)  ALE ATC SS			BAR CODE	or, SERIAL N	TUMBERS	DATE OF REPLACEMENT UNITS
			Failed Unit/ Revision	Rep	acement Unit/ Revision	Cab Signal (only)
ودام. ارادا	,	1	\ .	ļ.		
1201	र्वन । ७३०	3/1				/.
1200	15 050	1				/
120	1/4			10	•	/.
120	8/1		-			
1219	41					y *
140.		$\bot \bot$				
1. 140	1/1	11		1/		· · ·
			36	/		
1-1-/			_/			
1 1/				×		
Remarks:	•					* *
						*
Inspecte	> .	Adjus	tment made by:	8	a 12	Form: MP-362 (M7-MicroCal Revision: - Page 2 of 2
ľBM	57719		IBM: 57212		a	Issued/Revised: 3/4/10

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

	L	OCATION	HA	1C	_	LOC	0# 7	OUT O	F SERVIC	E	<u>15</u> TO	16/1	20_16_
AIR GAUGES CLEANED & TESTED	PARKING BRAKE TEST & TAG	(TEST) DEAD MAN FEATURE	UNCOUPLING CYLINDERS & LATCH MECHANISM	(TEST) B3C VALVES FE & BE	FOUNDATION BRAKE EQUIPMENT	PNEUMATIC OPERATING UNITS	CMV / EMV	LEVELING VALVES & CHECKS F/E & B/E	(TEST) AIR COMPRESSOR / DRYER	(TEST) TAPPET VALVE	(TEST) MR & BP FILTERS & STAINERS	CENTER CASTING INSPECTION	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	10/13/16	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	
		E DATE (			-	. i .	16	New Date	13				and the second s
REMARK	::												all of the second secon
							8	APUED :	, coner				
LIRR: MF	'L207-M7							GENERA	L FOREN	IAN'S:_	No.	7	

JAC042108

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

COMP LOC	COMPONENT	DEFECT	REPAIR	QTY	IBM#	EMPLOYEE SIGNATURE
M	750 STICKER	DIRT	clean		51393	
NK	WASTE CARS	NPS	SEC			)
NIS	WATER "	NPS	SEC		57.393	
7-2	Pluot ARM Bushing	Mory	t-+-			
7-2	750 stykez	DIRT	Clean		51393	
24	Vertical shock	1 EAK	WIPE			
BlE	WASP CATCHER	MISS	REPL		51393	
55	TOILET PIPE (UNDERNEATH)	LEAK	/			)
FlE	WASP CATCHER	1005	TIGHT		51393	
7-10	GLAD HANDLE HUSE	RUB	BOOT		1	
U	750 sticker	DIRT	Clean			
sls	WASTE CARS	NPS	Sec			
sls	WATER 11	NPS	SEL			
L2	750 Sticken	DIRT	Clean		51393	
L2	PIVOT AZM BUSHING	WORN	to			)
417	SEAT	TORN	SEC		51393	
L16	((	7020	SEC		51393	

SUPERVISOR'S SIGNATURE: \_\_\_\_\_\_ IBM#: \_\_\_\_\_

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

COMP LOC	COMPONENT	DEFECT	REPAIR	QTY	IBM#	EMPLOYEE SIGNATURE
LIS	BACK Cushion	70/22	See		5739	
7-17	SEA-T	Topu				
TAU	Door lock	1005				
8/E	BRIdge PLATE	mer				
69	SEAT	7070				
67	BACK cushow	7022				
64	// //	7020				
U	WHER. EMERG. GlAST	PD				
C3	SEAT	70 km				
7-3	71	TORN				
22	ARM REST	PD				
U	PEAT	7020				
	ENG windshield	DIST				
CAB	ENG windshield " window (shf)	οA				
	WIPEZ Fluid	10w				
FlE	COND. WIPER BLADE	WOFF				
FlE	" SUN VISOZ POJE	1005			X	V

SUPERVISOR'S SIGNATURE:	 IBM#:	_	>(
			i

13	\
S	)

CAR# 7553 DATE: LO (15/16 12-8 SHIFT: COMP LOC DEFECT REPAIR QTY COMPONENT IBM# **EMPLOYEE SIGNATURE** ME "WINDOW (5+ H)

ME "WINDOW (5+ H)

ABDOUR SASH WINDOW CATCH SCREW ADJ OA 51393 55> 5326e DIST CAB DOUZ REPL 51373 MISS IBM#: **SUPERVISOR'S SIGNATURE:** 

Elect. 1.C.C.

# COMPONENT DEFECT/REPAIR SHEET

CAR# 7553 SHIFT: 3<sup>el</sup> DATE: 14/15/16

COMP LOC	COMPONENT	DEFECT	REPAIR	QTY	IBM#	EMPLOYEE SIGNATURE
	Loupk door	BLJ	Free		29564	
	coupler pins	PIRT	Clean		1	
	Coupler Gracket	DIRT	Clean			
	Coupler Cables	NPS	Soc			
	coupler Cables	Rub	Insul			
11	AKE#I m. ddle God Cisle	1150	Insul			
	AYLE#I B. Hom Col Cuble	NB	Sec			
	AXIND Upper Cod STRAP	FRAY	Dress			
	AXCETZ Middle God CHBUE	NP5	Sec			
	AKE#3 m. ddle Gd CARLE	NPS	Sec			
	ANCE#3 BILDIE GOD CASCE	130	Insul			
	ALLETY Bothon Golcasue shint	PO	Sec		-	
	Interca-jumpor ICRZ	PO	Sec			
	LZ Shoe FUSE BOX + FUSE	CARB	Clean			
	Trife Switch Box	DIRT	Clear	(		
	MAIN FUSE BOX + FUSE	CARB	Clean			1
	LIShoc FUNEBOX+FUSE	CARB	Clea.		25	

SUPERVISOR'S SIGNATURE:

IBM#:

Flet. 1.C.C.

#### COMPONENT DEFECT/REPAIR SHEET

SHIFT: 3 DATE: 15/15/16 CAR# 7553 REPAIR OTY **COMP LOC** DEFECT **COMPONENT** IBM# **EMPLOYEE SIGNATURE** N/S Junction Box COURR HW PO 29564 Sec RI Shoe FUSE DOX + FUSE CARB RZ Shoe FUSE BOX + FUSE CARIS Clen NB ICHUS CASLE (by clote) RUS Insul als Gimbal light Lens Biss PO OUTLES COVER Us DCP Duar Panel COUFRHA 500 1205 79564 FUL#2 DUON 1. SAT 160P 29564 nonds Ginhal light Lons B:55 All Under Car Danger Lasols All SIS Panger Labels All N/s Danger Labels Silters HUNC SIMS 14 VAC IBM#: **SUPERVISOR'S SIGNATURE:** 

IM M3

# COMPONENT DEFECT/REPAIR SHEET

CAR#	1553	SHIFT: Sra			DATE:	10-13	-16
COMP LOC	COMPONENT	DEFECT	REPAIR	QTY	IBM#	EMPLOY	EE SIGNATURE
Greasing	#3 Gear Casa oil	low	Fili		<i>So3</i> 52		
	#1 Gear Case ail	low	Fill			-	
	R1 pads R3 pads Gear Case Sight glass #1	wam	Roll				
	R3 DB4 Dads	worn	Ry7/				
	Gear Case Sight glass #1	dirt	c/e4				
	#2	dias	dey				
_	h = 11 H3	dint	cla				
	· V/ #4	dirt	cley				
	Gar Caso Marther #1	dirt	Cla				
	1 H2	dint	clay				
e2	1. 11 #3	dirt	clea				
	11 h	dirt	c(eg				
	Gean case Tags #1	dint	clas				
	TF2	ditt	Cle				
	#3	dirt	Cley				-
Greating	#4	dirt	Cleg.		5,352		
CYIPPEN	TOODIC OLON ATTUDE		т	PM#			
SUPERVI	ISOR'S SIGNATURE:		1	BM#:			

CAR#	7553	SHIFT:	1230-	830		DATE:	10/15/16
COMP LOC	COMPONENT	10 m	DEFECT	REPAIR	QTY	ІВМ#	EMPLOYEE SIGNATURE
DOOR	F-E Threshold pinte		Diety	Mem		2598	
	DOOR Guile	# 12	Dilty	Clean	я	7500	
_	1/	# RI				299.08	
		# 12				22508	
Doda	DOOR Guide	2 R2	Dikry	Cipan		29908	
APS	Filter coge		dirt	OLEO		56016	
	Blower FAW		dist	der		56006	
APS	Filters		dirt	REN	AU	56006	441
Pro14/51	Blows motor		Dut	dia	2	53/64	-
4	Blower Silfers		Out	ales	2-	5314	- ;
11	Invarte mod	182	Birt	dea	4	53/64	
Beins	Shoe Beam		DIT	Cleur	All	56 748	
		.7.					
				) <del>.</del>			
SUPERVI	SOR'S SIGNATURE:			II	BM#:	:	

# GEAR CASE OIL LEVEL

RSU# 7553 DATE: 10/15/16
#1 OK #2 OK #3 OK #4 OK
COMMENTS: #3,#1 Grade case Oil Fill
RSU# 7554 #1 or #2 or #3 or #4 or
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 IBM#So3SQ
SUPERVISOR IBM# S3266

# M7 "B" Car Interior Decals - PI Check List 7553 DATE: (01516

	7553	Qty B CAR	DATE: (015/16
LIRR#	DESCRIPTION	18	
	OW LOCATION EXIT PATH MARKING, LEFT-HAND	21	
	OW LOCATION EXIT PATH MARKING, RIGHT-HAND	7	
	ECAL, 'EMERGENCY BRAKE VALVET BRAILLE - ADA	2	
	ECAL, ADA PRIORITY SEATING		
	ECAL, CAR NUMBER, 2" HIGH	4	
	ECAL, DOOR WARNING		
	ECAL, HANDICAPPED REST ROOM	7	
	ECAL HANDICAPPED SYMBOL	2	
A3242 D	ECAL, "EMERGENCY EQUIPMENT"		
	ECAL, PROHIBITORY	2	
A3244 DI	ECAL, "DOOR DISABLED WHEN FLASHING"	- 4	
	COAL "EMERGENCY WINDOW REMOVAL", 2,125 IN X	3	
	COAL, "FIRE EXTINGUISHER"	3.	
	ECAL, PASSING BETWEEN CARS PROHIBITED	2	
	CAL WATCH YOUR STEP, RH	4	
	CAL, EMERGENCY DOOR RELEASE	4	
	CAL RH AND LH, "EMGENERCY EXIT" WINDOW, CEILING	4	
		8	
	CAL_DOOR, "EXIT"  IT DECAL, "EMERGENCY", ABOVE WINDOW	4	
111,77	CAL LEFT DOOR DIRECTION	2	
	CAL RIGHT DOOR DIRECTION	2	
	CAL, "EMERGENCY BRAKE VALVE" NORMAL	2	
A3266 DE	CAL, "WATCH YOUR STEP", LH	4	
A3324 DE	CAL, "EMERGENCY WINDOW REMOVAL", 2.125 IN X 25 IN LG	1	
A3801 EX	IT PATH MARKING, LOW LOCATION, ADA FLIP-UP	3	
A5714 RIC	IT PATH MARKING, LOW LOCATION, OBSERVER FLIP-UP, SHT-HAND	8	
	CAL, "EXIT" RIGHT HAND WINDSCREEN	20	
1200	CAL, HPPL STRIP, 12 IN LG		
	CAL, HPPL STRIP, 2,750 IN LG	10	
	CAL, "EXIT" LEFT HAND WINDSCREEN	8	
B078\$ DE	CAL, END DOOR LATCH	2	
33928 DE	CAL, DOG LATCH, TYPE 1	2	
12.00	UAL, DOG LATCH, TYPE 2		
100000	CAL, FIPPL STRIP, 10.250° LG	1	
	CAL, INSTRUCTIONS, EMERGENCY LADOER	1	
3560 DEC	AL, EMERGENCY EVACUATION INSTRUCTIONS	12	
799-47 DEC	CAL, "EXIT", RIGHT HAND	4	
304-47 DEC	CAL, "EXIT", LEFT HAND	4	
113-47 Nan	ne place caution Stand clos: of Door	1	
583-47 DEC	CAL, WATCH THE GAP	12	
290 47 DEC	CAL, ASSAULT, TRAIN CREWMEMBERS	2	
	CAL, EMERGENCY INTERCOM	3	
	AL, DO NOT EVACUATE	2	
	AL, FLIP SEAT, OBSERVER'S SIDE	ĵ.	

# Mechanical Coupler PI Checklist

Car	# <u>7553</u> Track # <u>M3</u>		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	V	
	Go end of gage fully enters gage hole in latch cover.		
	Sec. 3.4.3 Perform secondary alignment pin inspection:		L
	Gage jaws do not pass over the secondary alignment pin.	V	
	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:	10/1	5/16
1.1	Initial condition of toilet system	7	YES	NO
1.1.1	Toilet is working property	Γ	/	
1.1.2	Toilet needs service but no other faults exist		V	
1.1.3	Toilet is INOP			
2.1	Clean Pressure Transducer Ma	nifold		
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		V	
2.2.1.2	Solenoid valve mounting screw tight.		V	
2.2.1	Mounting screw tightened using Loctite #242 As required	2		
2.3	Discharge Valve #1 Proximity so	ensor		
2.3.1	Verify DV#1 opens and closes during normal Flush cycle.		V	
2.3.2	Verify proximity sensor reads metallic brack	cet.		
2.3.3	Proximity sensor adjusted.			
2.4	Oil Canister Verification			
2.4.1.1	Oil canister is in place		1/	0
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		1/	
2.4.4	Oil line from canister to DV#1 is charged		V	
2.5	3/8 Check Valve			
2.5.1.1	3 Spray nozzles operate correctly			
2.5.1.2	Spray nozzles cleaned	amplete	-	
2.5.1.3	Water Passes through nozzles after cycle is c	ompiete		J
2.6	Function Test (cycles)			
2.6.2	Unit is fully functional	Γ	V	
2.7	Function Test ( DV #1 )		V	
		_		

M-7 92 DAY DOOR PI (ELECTRICAL)

DATE: 10/15/16

CAR# 7553-4

1.	DOOR CONTROL PANEL.	CAB SIDE	NON-CAB
1.1	KEY SWITCH TEST.		
1.2	LAMP TEST.		
1.3	BUZZER. (AUDIBLE)		
1.4	OPEN & CLOSE BUTTONS. (ALL DOO	RS)	
1.5	DOOR CLOSING BELL & PRECLOSE	E	
1.6	PARTIAL OPEN FUNCTION.		
1.7	DOOR OVERRIDE.		
•	DIDWINNIA DOOD LOCATION		
2.	INDIVIDUAL DOOR LOCATION.		
2.1			
2.2	INTERIOR & EXTERIOR CREW SWIT	TCHS.	_
2.3	MECHANICAL LOCK CLOSE LIGHT	. (DCM)	_
2.4	MOTOR CUTOUT SWITCH.		
2.5	IN& EXT DOOR DISABLE LIGHT. (De	CM)	_
2.6	TSCU FUNCTIONALITY.	_/	<u> </u>
3.	DOOR CONTROL MODULE. (DCM)		/
	NO ACTIVE FAULTS LIGHT.		_
3.2	OPEN & CLOSE NO INTERMITTENT I	FAULT	<del>.</del>
3.3	WIRE HARNESS INSPECTION.		_
3.4	MOUNTING BOLTS.	/	

SIGNATURE & IBM#\_

N	Tec	han	ical	Door	PI	Chec	klis	1
1.9		пап	icai	10 / 17 17 1				9 L

Car # _ 7553		ack: <u>m3</u>	CKIIST Da	Date_10/18/18		
	R1	L1	R2	L2		
Emergency handle clips: (OK or D for damaged)	OK	014	SIC	OLC		
Emergency handle operations: (OK or B for Binding)	01	dL	de	OIC		
Male Nose rubber condition: (OK, R for reinstalled or D for damaged)	OL.	OL	01	OK		
Female Nose rubber condition: (OK, R for reinstalled or D for damaged)	01	0-	OIC	OC		
Barrel lock operation: (OK or Inop)	OL	06	OK	or		
Mechanical lock operation: (OK or B for binding)	de	OL	OK	dr		
Door guide cleaning: (C for cleaned)	OL	014	OK	OK		
Drive Screw: (OK or D for damaged)	OL-	OL	ac	OC		
Nut Assembly (OK or D for damaged)	Oll	00	01-	0		
NOTES:						
Inspectors signature		IBI	M 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.	
p "	
Car# 7559	
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:	54/70

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

7553/54

B Car: 58.2 (6) 7.5% (53.8 to 62.6 t)	
A Car: 59.3 . □} 7.5% (54.9 . to 63.7 )	
Measured Resistance Value B-Car:35	
Measured Resistance Value A-Car:	
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:	
Measured Resistance Value A-Car:	
DTHL2 (door threshold heater left 2) & DPHL2 (door pocket heater left 2)  • Measured between CB103-A1 & CB103-C1 (39.8 . EI) 7.5% @ 72°F (36.8 . to 42.8.)  Measured Resistance Value B-Car: Measured Resistance Value A-Car:	
Measured Resistance Value A-Car:	
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:	
Measured Resistance Value A-Car:	
DTHL1 (door threshold heater left 1) & DPHL1 (door pocket heater left 1) Measured between CB105-A1 & CB105-B1 (39.8 . 4) 7.5% @ 72°F (36.8 , to 42.8.)	
Measured Resistance Value B-Car:	
Measured Resistance Value A-Car:	
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:	
Measured Resistance Value A-Car:	
MANOMETER READINGS	
A CAR  Evaporator Coil: F end: High:  Evaporator Coil: B end: High:  Condenser Coil: F end: High:  Condenser Coil: B end High:  Low  Condenser Coil: B end High:	
B CAR Evaporator Coil: F end: High: Evaporator Coil: B end: High: Condenser Coil: F end: High: Condenser Coil: B end High: Low	
Date: Sign:	



# M7 92 Day Periodic Inspection Propulsion PIU Worksheet

Car #	1553_Test Local	tion_HMC	Test Date	10-10	5-16			
PIU Tag #				98 2 ×	,	Sec.		21
CTS3 Cur (Ref, Step	rrent Transducer Insp 9.1 Aux. Line Current)	ection			Dump Val	ve Operatio	nal Check	
Truck	Condition	Verification It	em	Pass/Fall	(rei. Step	Test	Decell	-
"F"- End	With 3rd rail voltage	PIU shows neg. currer		/		VM11 Energized	Result Venting	Pass/Fall
	W/O 3rd rail voltage	PIU shows (zero) 0 +/-	1.5 amps	1	"F"- End	VM12 Energized	NOT Venting	1
"B"- End	With 3rd rail voltage	PIU shows neg. currer	nt		101 G 1	VM11 Energized	Venting	1/
3 *	W/O 3rd rall voltage	PIU shows (zero) 0 +/-	- 1.5 amps		"B"- End	VM12 Energized	NOT Venting	1/
	Alr Comp (Ref. Ster Main Res	Condition	V	erification it	tem	Pass/Fall	9	
(Ref. Step LEFT LO RIGHT L MAX BRA MIN BRA EMER B * With PI	AD LEVELER  OAD LEVELER  AKE BCP  RAKE BCP  IU connected to PCUF, U connected to PCUB	F-End* B-End* (psi)  70 60  60 62  45 43  14 13  44 46  Near = "F"- End and Faller Rear = "B" - End and End End End End End End End End End E	-	P WIRE (Ref. Step MAX BRAN MIN BRAK COAST (2 MIN PWR MAX PWR	•	nA) Z	269 269 328 497	7
ODOME (Ref. Ste	CONSUMPTION (KW	762 H) 137	End 90 295		76 135	-End 310 -997	- -	
Insp. By	, e	ALTE	, y -	# IBM #		83	164	(

MIA Long Island Rail	Road
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### 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	11/16	117/64	2 1/8
	R1	1/16	117/64	2 1/8
16727	L2	1/16	11/64	2/8
	R2	1/16	-17/64	21/8
B/END	13	1/16	10/64	2 1/2
	R3	1/16	10/08	21/2
11529	L4	1/16	117/04	2 1/2
	R4	1/16	102/64	21/2
INSPECTED BY:		IBM: 29972		
NOTES/REMARKS	5:			
	* 1	¥		
GANG FOREMAN	:	IBM: 53260	•	
NOTES/REMARKS	s: All who	eds cittin	Specs-	

EVENT RECORDER EQUIPPED
DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION

	016 Check if ne		10.16	RR CODE 2	. OWNED BY			nd Rail Roa	d	0   5   5
MODEL NO.	Island Rail R		5. YR. BUI	manufacture of the second	OPELLED	7. HOR	SEPOWER	8. TYPE OF SE	RVICE PAS	
M-7		554	200	)4 BY	MU	1	060	ROAD 🛛	YARD	OTHER [
STEAM CEN	GEN. #1.		Working Pr	ressure		GEN.	#2.		Working F	Pressure
MAXIMUM PISTO	ON TRAVEL		11. OUT 0	F USE CREDIT			10 MS. 17			5 5 5 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
N/A ·	CINSPECTION DATE	lol 2	215				PLACE	НМС		
RIODIC INSPI	ECTIONS			one:	√ 92 dạy	s per 22	29.23(a)	☐ 184 day	s per 229	.23 (b) (1) <u>only</u>
DATE MO DAY YR	14. PLACE	1	5. * ITEMS	PERS	ON	15. * ITEM	16.  S	PERSON CONDUCTING	17.	CERTIFIED BY
	OUT OF SEF	RVICE	1/2416	IN SEF	RVICE	1/20	118	din ka sa tisoviti. •		
1/21/1	& HMC		1-2 4-7		No.	3 - 5	5			
	OUT OF SEF	RVICE	411914	IN SEF	VICE	4/19	116			
119/16	Hmc		1-2		7/40	3 - 5	5			
	OUT OF SEF	RVICE	7/20/16	IN SEF	RVICE	7/201	16		1	
/20/16	14m	0	1-2			-3-5	5		1	
	OUT-OF SER	VICE	10/15/16	IN SEF	RVICE	16/19	1/14		10	
15/16	Hme		1-2 4-7			3-1	5		_	
,,,,,	OUT OF SER	RVICE		IN SEF	RVICE			(CHINAL II)		
			1 - 2 4 - 7			3 - 5	5			
ITEM CODE:	1 BRAKES 2 RUN	NNING GEA	AR 3 CABEC	QUIP. 4 MEG	CH. EQUIP.	5 ELEC	T. EQUIP	6 STEAM GEN	. 7 SAFE	TY APPL.
TES	STS	18. H&H T PRESS	SURE FR	WAIVER PAR A-229.135 A-2003-162			F	0. WAIVER-OTHE RA-2003-15638 RA-2004-17099	3	
TYPE	INTERVAL NOT MORE THAN		ERSON IDUCTING		ST DATE	2		ERTIFIED BY	24.	PREVIOUS TEST DATE AND PLACE
METER	368 calendar days			NOT	APPLIC	CABL	E			
HAMMER AND HYDRO	736 calendar days		D	RILLEI	0					
AIR BRAKE 238.309 Truck	2208 calendar days						^			1/21/15 HMC
AIR BRAKE 238.309	2208 calendar days	WE WAY TO		HIM	5-1	7.11				4/7/10 HMG

Form FRA F6180-49A (11/2012)

Officer-in-charge \_\_\_

Government property do not remove

OMB Approval expires 11/30/2015

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.

- 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).
- . 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 of 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. <u>LAST PERIODIC INSPECTION</u>: 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. <u>INSPECTIONS AND TESTS</u>: 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. <u>TESTS</u>: 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. <u>H&H</u>: 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. <u>WAIVERS</u>: 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".

ISE: Enter any noise	e tests or related information in	accordance with 49CFR	210.31.	
ISE: Enter any noise	e tests or related information in	accordance with 49CFR	210.31.	
DISE: Enter any noise	e tests or related information in	accordance with 49CFR	210.31.	
NISE: Enter any noise	e 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

System(s): ALL

Fleet: E Class: MU Model: ALL

Failure Code(s): ALL

RSU

RSU

W/O # W/O Date W/O Reported By W/O Status Status Date

Train Number Critical? Vendor Date

Failure?

ranure Coucis). ALL		Luc	audii(s). ALL WUIK Type(s). AL	ALL Kellic	Kemove i Wi/2C Defect/Repair into. 1			
RSU		W/O #	W/O Date W/O Reported By	W/O Status	Status Train Number Date	Critical?	Vendor Failure?	
7554	SYS: 5()	2128643	10/14/2016	WAPPR	10/14/2016	N	N	
	RSU BODY	W/O: CA 21	28643 MOD, LLEPM HPPL Deca	l install, M7				
7554	SYS: 5(5-99)	2129493	10/15/2016 HARTMAN WE	COMP	10/15/2016	N	N	
	RSU BODY	W/O: CM 21	29493 ICR2 JUMPER P/D					
7554	SYS: 5()	2161273	12/2/2016	WAPPR	12/2/2016	N	N	
	RSU BODY	W/O: CA 21	61273 To re-locate the seco switch	- Phase 1 - Run wir	es 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 21	29495 #2 TRACTION MOTOR C	OUPLING X-PLAY	Y (SIDE TO SIDE)			
7554	SYS: 7(7-99)	2129496	10/15/2016 GILBERT JT	COMP	10/15/2016	N	N	
	TRUCK	W/O: CM 21	29496 B/E TRACTION MOTOR	LEADS INSULATI	ON P/D			

#### THE LONG ISLAND RAIL ROAD COMPANY

MP278-B3

### Multiple Operated Electric Units - Inspections, Cleaning and Test Record

<b>M7</b>	<b>AIR</b>	<b>BRAKE</b>	CARD
-----------	------------	--------------	------

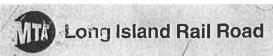
RSU No. 7554 2016 Year Maximum Months of Service Periodic Test Months April Mar. Nov. Feb. July Previous May Oct. Air Gauges (Clean & Test) 0/22/15 12 15 17 20 3 Dead Man Feature Test 19 15 17 3 20 Parking Brake Tested 3 3 14 MR & BP FILTERS & Strainers (TEST) 20 72 Uncoupling Cylinders & Latch Mechanism 72 72 14 B-3-C Valve F/E & B/E (TEST) 17 20 24 Foundation Brake Equipment 72 72 19/22/15 Pneumatic Operating Units 72 72 19 23 16 CMV / EMV 72 72 Leveling Valves (F/E & B/E) 72 72 Air Compressor / Dryer (TEST) 72 3 1/20/1/22 20 **Tappet Valve** (TEST) 72 3

6 Year Air Brake Date (72 Month)

Previous Date 4/7/10

New Date:

5/17/16



# M7 92 DAY PERIODIC INSPECTION

CAR # 7534 DATE 10/15/16 SHIFT 1232830 SHOP HMC

#	ITEM	SECT	OK/NOTE	IBM#	SIGNATURE	
1 S	STANDING POWER TEST	1.1				
2 I	CC ELECTRICAL	14	Note	54170		
3 A	ATC	VA STA	OK	57212		
4 A	AUX POWER (APS)	2	NOTE	56056	(1)	
5 E	ELECTRICAL COUPLER	4	Note	54170	30.	
6 L	DOORS	5		29908		
7 L	LIGHTING	12	NUTE	55329	19.	
8 E	IVAC	8	pot	29462	900 1700	63
9 0	CONTACT SHOES	7	NOTE	27757		
10 I	CC MECHANICAL	13	DEFIRET	29972		
100000000000000000000000000000000000000	AIR BRAKE	3	V	502-2-8		ノ
12 A	AIR COMPRESSOR	3	NIA			
13 P	PROPULSION	1	note	531641	5-2 5-3 5-3	
14 B	BRAKE SHOES/DISCS	3		50352		
Charles Co. T. S. Tale	TOILET / CARBODY	9	NIA		<u> </u>	
16 C	COMMUNICATION/DOORS	10	OK	55388		
17 T	TRACTION MOTORS	6	NOTE	54038		
18 S	SHOE BEAM		OK	56748		
THE RESERVE TO SERVE THE PARTY OF THE PARTY	COUPLER		DR	63724	531	
20 T	TRACTION MOTOR COUPLER		Note	50352	P WIRE	Vite of

	GAUGE	XDUCER	P WIKE	7
F/E LOAD LEVELER	62171	61171	MAX BRAKE (0 mA)	0
B/E LOAD LEVELER	65 55	64 56	MIN BRAKE (256-277 mA) _	260
MAX BRAKE PSI	43	44/42	COAST (290 - 310 mA)	296
MIN BRAKE PSI	12-	13/12	MIN PWR (323 - 343 mA)	332
EMER BRAKE PSI	52	50148	MAX PWR (485 - 515 mA) _	500
(a	reeds Rou F-END	BJEND	F-END	B-END
ODOMETER (MILES) -	-	13,142 763.		<u> </u>
PWR CONS. (KWH)	143226	138/19		

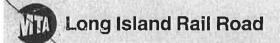
THE ABOVE WORK HAS BEEN PERFORMED IN ACCORDANCE WITH CURRENT MAINTENANCE GUIDELINES.

SUPERVISOR'S SIGNATURE & IBM#

53260

	CAR#: 7554 DATE:_	10/15/16		SHIFT:	12 30-8	,30
	COMPONENT & DESRIPTION	DEFECT	REPAIR	QTY	IBM#	SIGNATURE
Lighting	CAS+ observer side Gimble bezzle	Miss	REPL		55432	200
Lighting	Cas side F-wd Locker Bulb	miss	NM			
/ _/	BARREI LOUIL HLI	NPS	sec		50442	
	± L2	NIS	sec			
	201	NIPS	sec			
	# 122	NYS	Sec		50442	
SHOE	RI SHOE SHUNT	PD	Renl		55932	enl
T.M.	AXVE-2 DUST COLLECTOR BOLT	PD	REPL			g .
	ARUE-3 3 OCLOCK GROUND	RUB	SEC			
	AXLE-3-12 Occock GROUND	FRAY	READ			
7	ARCK-4 6 OCCOCK GROUND 4	PD of	- REPD			
	TM 2 MOTOR LEADS	IBD	nysur			
APS	Battery Rail GAD TEST	FAIL	PASS			
	HV under voltage	code 52	RESET		2	
APS	W over voltage	code 57	RESET			
51eastr	#2 Traction motor coupler	XP/QX	S55		57761	n
~	#2 Geor case Tag	miss	NM			
GEAR CASE		ok	#4 <u></u> C	ok		

SUPERVISOR'S SIGNATURE:\_\_\_\_\_\_\_\_IBM #:\_\_\_\_\_\_



SUPERVISOR'S SIGNATURE & IBM#

# M7 92 DAY PERIODIC INSPECTION

#	TTEM	SECT	OK/NOTE	IBM#	SIGNATURE
0.1	STANDING POWER TEST	1.1			
2	ICC ELECTRICAL	14			
3	ATC				
4	AUX POWER (APS)	2			
5	ELECTRICAL COUPLER	4	AT THE		
6	DOORS	5			
7	LIGHTING	12			
8	HVAC	8			
9	CONTACT SHOES	1			
3.71	ICC MECHANICAL	13		PARTING OF	MISTADIO E LA CALLA
The second	AIR BRAKE	3			
Q=QUIA	AIR COMPRESSOR	3			16.00
25/10	PROPULSION	1			
LLOWES.	BRAKE SHOES/DISCS	3		Contract to	
1000	TOILET / CARBODY	9/		<b>\</b>	
16	COMMUNICATION/DOORS	10			
-	TRACTION MOTORS	/ 6			
Charles of	SHOE BEAM				
1000	COUPLER COUPLED				
20	TRACTION MOTOR COUPLER  GAUGE >	DUCER.			P WIRE
		DUCER		3 4 4 37 DD 4 I	
F/E	LOAD LEVELER	<u> </u>		MAX BRAH	
B/E	LOAD LEVELER /			MIN BRAK	E (256-277 mA)
MA	X BRAKE PSI			COAST (29	0-310 mA)
MIN	BRAKE PSI			MIN PWR (	323 - 343 mA)
	ER BRAKE PSI			MAX PWR	(485 - 515 mA)
CIVII			100		
	F-END	B-END			F-END B-Y
ODO	OMPTER (MILES)			FREON LE	VEL
	CONS. (KWH)				

	CAR#: 7554 DATE:	10/13	116	SHIFT:	12-	8
	COMPONENT & DESRIPTION	DEFECT	REPAIR	QTY	IBM#	SIGNATURE
413	poppit value	COOCIO	repl		50492	
1	FIE Glad havel hose	RUB	B00+			
	Est Concl windsheild wipe	OH	Ady			
	cond muster cloor 120 bler	The second distribution of the Conference of the	ropl			
	FLE PASKING BRAKE CADE	12015	Boot			
V	12-2 LL cotter pin	NI	Ads	i i		
4/13	13/E 13 CCO	200se	tight		50442	
propul	LBII Rustactor tips	-1				
	Fy Bend	1.17/Eps	Dess		55932	
((	CHBI Cont TIPS for	ritteal	2 Drest oc			
(1	CHB, cont. TIBS Best	1, Ft Cal	Pressecus		55932	
		\$ n.				
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

	L	OCATION	14	1C	20	LOC	:0#	о <b>ит</b> о 755	F SERVIC	E	<u>///</u>	0_10/	20_/6_
AIR GAUGES CLEANED & TESTED	PARKING BRAKE TEST & TAG	DEAD MAN FEATURE	UNCOUPLING CYLINDERS & LATCH MECHANISM	FE & BE	FOUNDATION BRAKE EQUIPMENT	ERATING UNITS	CMV / EMV	LEVELING VALVES & CHECKS F/E & B/E	SOR / DRYER	<b>A</b>	MR & BP FILTERS & STAINERS	CENTER CASTING INSPECTION	INSPECTOR'S SIGNATURE
AIR GAUGES CL	PARKING BRA	(TEST) DEAD MAI	UNCOUPLING CYLINDEF	(TEST) B3C VALVES FE	FOUNDATION BR	PNEUMATIC OPERATING UNITS	CMV	LEVELING VALVES	(TEST) AIR COMPRESSOR / DRYER	(TEST) TAPPET VALVE	(TEST) MR & BP FILTE	CENTER CASTII	
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
plis/ic	10/15/16	(0/13/16	5/17/14	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  6 YEAR AIR BRAKE DATE (72 Month): Previous Date # / 7 / / / / / / / / / / / / / / / / /													
REMARK	(S:					8 8			ı	l	1		
LIRR: MF	PL207-M7				5			GENERA	L FOREM	IAN'S:_			

DATE: 10/15/16 CAR# 7554 SHIFT: 12-8 COMP LOC COMPONENT REPAIR QTY DEFECT IBM# **EMPLOYEE SIGNATURE** WORN 750 STICKER 12 51393 4 Clean DIRT 51393 PIVOT ARM Bushing 4 MISS HE GIAD HANDLE ItOSE 208 ROOT BLE REPL MISS WASP CATCHER 122 750 sticker Clean DIRT 51393 1 clean RI DIRT 57393 r floor Arm Bushing RI 77 MISS TRACK RECEIVER FIE IT BENI 555 53260 ENG WINdshield DIST CAB CAB window (str H) OA AD.I 51393 SEC CAR SEAT TORN 1005 TIGHT 51393 CAB JUN VITUR POLE IT FIE COND- NIPER BLADE word 51393 PIE WIPER HUID FILL low PIE Cond. SUN VITOR POLE 1164 1005 SEC 51393 FIE OA WINDOW (St. H) IBM#: SUPERVISOR'S SIGNATURE:

© CAR# 7554 SHIFT: 12-8 DATE: 14/15/16 COMP LOC COMPONENT DEFECT REPAIR OTY IBM# EMPLOYEE SIGNATURE FILE A. FIRE EXTING LOCKER PZY BAR REPL MISS 51393 RI SEAT TORN SEC VESTIBULE AUOR BUBLIE PD FIE Fle Floor By Vertibule Bubble PD BACK cushion SEC 49 NPS 51393 NPS SEC L15 SEC 615 SEAT TURN Ble Us #2 Hil Wishiow SEC NPS SEC 119 TOLN SEAT BACK cushion NPS SEC 620 51393 IBM#: SUPERVISOR'S SIGNATURE:

Fleut. ICC.

#### COMPONENT DEFECT/REPAIR SHEET

DATE: 1.115/16 CAR # 7559 SHIFT: 3-1 **EMPLOYEE SIGNATURE** REPAIR QTY COMP LOC DEFECT IBM# **COMPONENT** BLJ free 29564 Coupler duor couples pins Clean DIRT Coupler Gastiet Cilen DIRT Coupler cables IUPS Coupler cables RUB insul AYLE# 4 UPPE God STRAP FRAY Dress AXLE# 4 m. ddle Cod CABLE 130 losul ANLERS Upper God STRAP FRAY Dress ANCERS M. ddle God CASIE Sec 400) Lous AXLE#2 Bottom God CABLE 500 ATLE# 2 middle God CARLE LPS Sec ATLEAT middle Gol CARLE Sec NPS 5/5 jundin Box #2 cover HW Sec Luos RI Shoe FUSE POST + FOSE CARB RZ Shic FOSF BOX+ FUSIE CARB 3/5 inter an ju mor horness OA Al; NIS intercar jumps horners OA 1Adi 29564

**SUPERVISOR'S SIGNATURE:** 

IBM#:

Elect. I.C.C.

# COMPONENT DEFECT/REPAIR SHEET

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

COMP LOC	COMPONENT	DEFECT	REPAIR	QTY	IBM#	EMPLOYEE SIGNATURE
	NS 1CHUS CASLES (by Chtc)	Rus	Insul		29564	
	12 Shoe FUE BUX + FUSE	CARIS	Clean		1	
п	Knife Switch Box	PIRT	Clan			
	MAIN FUSE BOX + FUSE	CARTS	Clean			
	LI Shoe FOSE BOX + FUSE	CARIS	Clan			
	Deadman padal CABLE	IBO	Insul			
	Us Ginhal light Lens	V:22	Ruj			
	cls DCP DOOR HW	2005	Sec			
	non de Grahal light less	22500	Repl			<b>√</b>
	Acknowledge Juystick	PO	Sec		29560	1
	ELL#2 door light	INSP	Nm			
	GUT LET COUER	PO	Repl		29564	
	All Under Car Danger Labels	0,25	Clear			
	All S 15 Danger Labels	ORT	Clean			
	All NIS Dange- Labeli	DIRT	Clean		79566	
HURC	Silley	DIES	Ryl	8	274/02	
HVMC	S1/6		Clepter	11/1/2	29/12/	
SUPERV	ISOR'S SIGNATURE:		1	BM#:		

#### COMPONENT DEFECT/REPAIR SHEET

SHIFT: /2 0- 830 7554 DATE: 14/5/15 CAR# COMP LOC **COMPONENT** DEFECT REPAIR OTY IBM# **EMPLOYEE SIGNATURE** F-E Threshold Plate 2000 2950K Dilty PIPAN BAR DOOR GUIDE 25408 ni Ruy Claan Class 29608 Dilery 29508 CiBen Clean 29408 teR2 METY DOOR F-E Threshop plate DIRM CRAN 29504 APS dirt 56056 Blower 56056 FOU 16016 16056 Dropulsis blows motor Beems Shoe Beam Clean DITT

IBM#:

SUPERVISOR'S SIGNATURE:

M3 Jins

### COMPONENT DEFECT/REPAIR SHEET

CAR#		SHIFT: 3rd			DATE:	10/15/16
COMP LOC	COMPONENT	DEFECT	REPAIR	QTY	IBM#	EMPLOYEE SIGNATURE
Greating	Ly DRy pads	Larn	Repl		5035Z	
( )	L3 DRy pads	warn	Repl			
	L1 TiBG shoe	(LOY N	Depl			
	Gear Case Sight glass HI	dina	clee			
	11 #2	dirt	clea			
	11 #3	diff	cley			
	44	dixt	ela			
	Gaar Case broather H1	dint	cley			
	11 11 Ha	dirt	clea			
	W +/	dirt	Lleg			
	1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1	dirt	cley			
	Ger Case Tags #1	dirx	clay			
	v 1 #2	Link	cley			
	11 #3	dirt	deg			
Greasing	11 1/ #4	dir	cley		50352	2
			8			
	CODIC CLCN (MILITE		•	DIVIT.		
SUPERVI	ISOR'S SIGNATURE:		1	BM#:		

## THE LONG ISLAND RAIL ROAD EVENT RECORDER VALIDATION REPORT FOR M-7 CARS

		Periodic Inspections and after Road Failures ce with the latest revision of MIL	•
Car#7554	Tes	t Location HVC Test Date	0/15/16
Type of test:	PI	Road Failure Train #	<u>×</u>
		Operational Indicators	Y N
	1 2 3 4	On Light (Download Unit) ON FAULT LIGHT SELF TEST (Button Operates) Download was successful	1
	CI	HANNEL GROUP TABULAR DAT	A PRESENCE Y N
	1 2 3 4 5 6 7 8 9 10	Car Number Accuracy Time/Date Accuracy Aspect, (NOC, 075, 120, 420, 270, 180) "A" Car Direction, (FWD,REV) P-Wire, (TPW) Brake Cylinder Pressure, (BCA, BCB) Brake Pipe Pressure, (BPP) Brake Command, (FSA, FSB) Speed, (SPD) TM Current, (TMA, TMB) Distance	
Inspected By:		IBM#53260	
Corrective Action T	aken, If	Any:	
If Change Out:			
Event Recorder Se	rial # Be	efore Serial # After	

## M7 "A" Car Interior Decals - PI Check List DATE: | O IS |

LIRRE	RSU: 7559	OTY A CAR	COMMENT
A0020	LOW LOCATION EXTL PATH MARKING LEFT LIAND	21	
A0025	LOW LOCATION EXPLOATE MARKING, RIGHT-HAMD	21	
A3232	DECAL, TEMERGENCY BRAKE VALVET BRAILITE - ADA	2	
A3233	DECAL, ADA PRIORITY SEATING	2	
/\3234	DECAL, CAR NUMBER, 21 HIGH	A/R	
A3235	DECAL DOOR WARNING	4	
A3236	DECAL HANDICAPPED REST ROOM	0	
A3237	DLCAL, HANDICAPPED SYMBÖL	7	
A3242	DECAL "EMERGENCY EQUIPMENT	1	
A3243	DECAL PROHIBITORY	2	
A3744	DECAL, "DOOR DISABLED WHEN FLASHING"	4	
A3247	DECAL, TEMERGENCY WINDOW REMOVAL*, 2 125 IN X 10 188 IN LG	3	
A3248	DECAU, "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 ERIT" WINDOW!	4	
52798-47	DECAL, DOOR, "EXIT"	8	
A3260	EXIT DECAL, "EMERGENCY", ABOVE WINDOW	4	
A3252	DECAL, LEFT DOOR DIRECTION	2	
A3263	DECAL_RIGHT DOOR DIRECTION	2	
A3264	DECAL TEMERGENCY BRAKE VALVET NORMAL	2	
A3266	DECAL, "WATCH YOUR STEP", LH	4	
A3324	DECAL, "EMERGENCY WINDOW REMOVAL", 2,125 IN X B 125 IN LG	1	
A3801	EXIT PATH MARKING, LOW LOCATION, ADA FLIP-UP	4	
A5714	EXIT PATH MARKING, LÓW LOCATION, OBSERVER FLIP- UP, RIGHT-HAND.	1	
80783	DECAL, "EXIT" RIGHT HAND WINDSCREEN		
60784	DECAL, HPPL STRIP, 12 IN LG	17	
80785	DECAL, HPPL STRIP, 2 750 IN LG	10	
60786	DECAL, "EXIT" LEFT HAND WINDSCREEN	В	
B0789	DECAL, END DOOR LATCH	2	
B3020	DECAL, DOG LATCH, TYPE 1	2	
U3929	DECAL, DOG LATCH, TYPE 2	1	N 70 Year
B3930	DECAL HIPPL STRIP, 10 250° LG		
B7272	DECAL, INSTRUCTIONS, PMF RELINCY LADDER	1	
C3560	DECAL EMERGENCY EVACUATION INSTRUCTIONS	12	
52799-47	BECAL, "EXIT", RIGHT HAND	4	
12804-47	DECAL, "EXIP", LEFT HAND	4	
13113-47	Name plate coution Stand clear of Door	1	
16583 47	DECAL, WATCH THE GAP	12	
6290 47	DECAL ASSAULT TRAIN CREWMEMBERS	2	
6584-47	DECAL EMERGENCY INTERCOM	2	
3978-48	DECAL DO NOT EVACUATE	2	
1105-47	DECAL FUP SEAT OBSERVER'S SIDE	1	

10/15/16

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

## Mechanical Coupler PI Checklist

Car	# <u>7554</u> Track # <u>M3</u>		Date 10/15/16
		GO	NO- GO
	Sec 3.4.1 Perform Coupling pin inspection:	1	
	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>/</b>	
	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	<u> </u>	
	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.	V	

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

Fast Capacitor Discharge Test	
A-Car PASS DASS FAIL	
B-Car PASS FAIL	
Ground Fault Detector Test	
A-Car W/A FAIL	
B-Car PASS FAIL FAIL	
Both Cars Inter-Car Jumper VerifiedFilters Replaced /Blowers Vacuumed	
North Side Battery Tray	
+Measured Cell to Car body Voltage(Note: Simpson Meter Must be used)	
-Measured Cell to Car body Voltage(Note: Simpson Meter Must be used)	
South Side Battery Tray	
+Measured Cell to Car body Voltage(Note: Simpson Meter Must be used) `	
-Measured Cell to Car body Voltage(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 FAIL	
B-Car PASS FAIL	
Battery Rail Gap Test A-Car	
Time when CB 706 was opened 2 1/0	
Beginning Battery Voltage 64,5 V	
Battery Current 72 A	
Time when LSC1 Opened 2: 12:50 Elapsed Time 2MIN 300	
Time when LSC1 Opened 2:12:50 Elapsed Time 2min 50 SeC  Battery Voltage when LSC1 Opened 6/20	
Time when LSC1 Opened 2: 12: S Elapsed Time 2MIN S Elapsed Time Battery Voltage when LSC1 Opened 6/20  Right Battery Temp 62° F Left Battery Temp 63° F	
Battery Voltage when LSC1 Opened	

## **Mechanical Door PI Checklist**

Car # _ <b>7554</b>	Tra	ack: <u>M3</u>	Da	te
	R1	L1	R2	L2
Emergency handle clips: (OK or D for damaged)	oll	olo	OL	OF
Emergency handle operations: (OK or B for Binding)	VIL	oll	DIL	bk
Male Nose rubber condition: (OK, R for reinstalled or D for damaged)	DIL	OL	De	OK
Female Nose rubber condition: (OK, R for reinstalled or D for damaged)	DK	614	6K	Olu
Barrel lock operation: (OK or Inop)	OK	DIC	OK	OK
Mechanical lock operation: (OK or B for binding)	OK	DK	61	DIL
Door guide cleaning: (C for cleaned)	OK	OK	DIL	de
Drive Screw: (OK or D for damaged)	OK	OL	QC.	6K
Nut Assembly (OK or D for damaged)	DLC	oll	OK	de
NOTES:				
In an actory signature		IRM	299	08

#### M7 92 Day Periodic Inspection Propulsion PIU Worksheet

Car# 7	554	Test I cost	ion H	4C	ecuon P	ropulsion	PIU Worl	Ksheet		
PIU Tag#					rest Date	10-15-		* * *		
CTS3 Cu	Tent Transc	lucer Inspe	ection		,		Dumn Val	ve Operatio	nal Chasti	
(Ref. Step	9.1 Aux. Lir	e Current)		* x		×	(Ref. Step	9.2)	пат Спеск	
Truck		dition	V	erification It	em	Pass/Fail		Test	Result	Pass/Fal
"F"- End With 3rd rail voltage		PIU shows neg. curren		nt:		"F"- End	VM11 Energized	Venting		
1	W/O 3rd ra		PIU show	s (zero) 0 +/-	1.5 amps		1 - 1.10	VM12 Energized	NOT Venting	1
"B"- End	With 3rd ra	- 2	PIU show	s neg. currer	nt	/	"B"- End	VM11 Energized	Venting	1
*	W/O 3rd re	all voltage	PIU show	s (zero) 0 +/-	- 1.5 amps		D - EING	VM12 Energized	NOT Venting	1
	8.	Air Comp (Ref. Step	12)	rt/Stop Test	(B-Car F-	End ONLY)		- 24		
) j			Conditio	n	V	erification li	tem	Pass/Fall		. 1
		Main Res	<140 psi		Main Res Compress	@ 150 psi ar or Stops	nd	MA		, E
(Ref. Step	ight/Brake ( o 11) AD LEVELE OAD LEVEL	R	F-End* (psi)	(psi) 64 56	-	P WIRE (Ref. Step MAX BRAH MIN BRAK		7 mA)	260	-
MAX BRA	AKE BCP	. =	13	12	-		90 - 310 mA (323 - 343 r	E	330	_
EMER B	RAKE BCP		50	48	W 12		: (485 - 515	Ty or	701	-
* With Pl	U connected U connected	to PCUF, to PCUB	Near = "F"- Near = "B"	End and Fa	r = "B" - En %r = "F" - En	d d	s. ·	+		
Current	PCU Data		(g) St	* F	-End		В	-End	i se	9
ODOME (Ref. Ste	TER (MILES p 13)	)	_	2,14	7483,	648	76	318	<u>x</u> .*	s
POWER (Ref. Ste	CONSUMP pp 14)	TION (KWI (Motoring		1432	26	-	138	169	-	, ,,
9 9 2	11			14		e e			, ,	à
Insp. By					4	IBM#		15	1611	

## M3, M7 WHEEL REPORT

	2000
CAR#	1274

LOCATION: AME DATE: 19/15/16

				4
RUCK SERIAL #	WHEEL POSITION	FLANGE HEIGHT	FLANGE THICKNESS	WHEEL THICKNESS
F/END	L1	11/16	17/64	2 3/4
	R1	1/16	11/64	2 3/4
10729	L2	1416	12/04	23/4
	R2	11/16	- 11/64	23/4
B/END	L3	1//16	17/84	2 1/2
10914	R3	11/16	11/64	21/2
	L4	1 1/16	1 17/00	21/2
	R4	1/16	17/64	2/2
SPECTED BY:		IBM: 29872		
OTES/REMARKS	5:			
	, ,			
SANG FOREMAN	: >	IBM: 53260 hecls within		
IOTES/REMARKS	s: All c	heels within	specs.	
			A52. E5	

#### **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 kev-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.

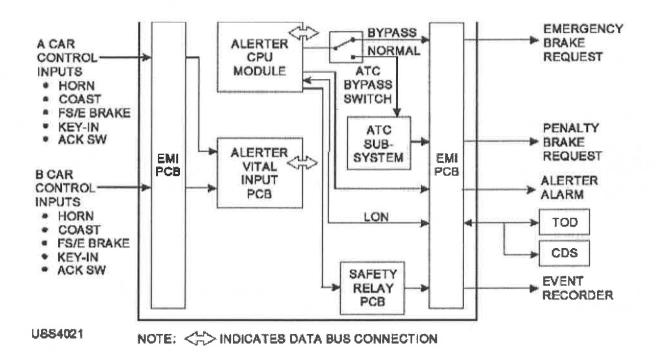
If no activity is detected for 25 seconds, the alerter alarm sounds. If inactivity continues for an additional 15 seconds, a full service penalty brake application is requested.

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.

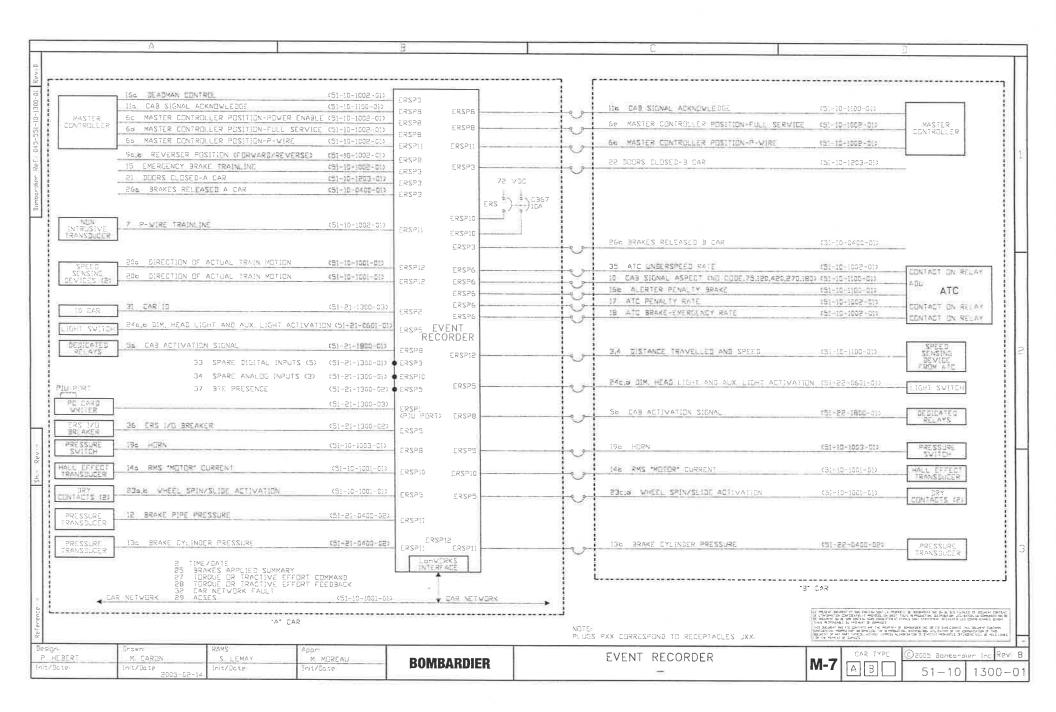
Figure 1-2-26 Alerter (ALE) Subsystem Block Diagram

ATC ENCLOSURE



## M7 ER Signals

F01, SPD, Speed/Distance	
A01, BPP, Brake Pipe Pressure	A02, BCA, Brake Cylinder A-Car
A05, AS2, Analog Spare 2	A06, AS3, Analog Spare 3
A09, MCA, Master Controller A-Car	A10, MCB, Master Controller B-Car
A13, TMB, Traction Motor B-Car	A14, A14, Description
D01, DDM, Dead Man Control	D02, DCA, Doors Closed A-Car
D05, BRB, Brakes Released B-Car	D06, BLS, Blue Light System
D09, DS3, Digital Spare 3	D10, DS4, Digital Spare 4
D13, CAA, Cab Activation A-Car	D14, CAB, Cab Activation B-Car
D17, FSB, Full Service B-Car	D18, FWD, Forward Trainline
D21, CSB, Cab Signal Ack, B-Car	D22, HRA, Horn A-Car
D25, WAB, Wheel S/S A-Car B-end	D26, WBF, Wheel S/S B-Car F-end
D29, HDA, Headlight Dim A-Car	D30, HBB, Headlight Bright B-Car
D33, BTE, Bench Test Equipment	D34, NOC, Cab Signal - No Code
D37, 420, Cab Signal - 420	D38, 270, Cab Signal - 270
D41, APB, Alerter Penalty Brake	D42, APR, ATC Penalty Rate
A03, BCB, Brake Cylinder B-Car	A04, AS1, Analog Spare 1
. To all a call a to to a little a little a la cont	
A07, TEC, Tractive Effort Command	
	A08, TEF, Tractive Effort Feedback
A07, TEC, Tractive Effort Command	A08, TEF, Tractive Effort Feedback A12, TMA, Traction Motor A-Car
A07, TEC, Tractive Effort Command A11, TPW, Train P-Wire	A08, TEF, Tractive Effort Feedback A12, TMA, Traction Motor A-Car A16, A16, Description
A07, TEC, Tractive Effort Command A11, TPVV, Train P-Wire A15, A15, Description	A08, TEF, Tractive Effort Feedback A12, TMA, Traction Motor A-Car A16, A16, Description D04, BRA, Brakes Released A-Car
A07, TEC, Tractive Effort Command A11, TPW, Train P-Wire A15, A15, Description D03, DCB, Doors Closed B-Car	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
A07, TEC, Tractive Effort Command A11, TPW, Train P-Wire A15, A15, Description D03, DCB, Doors Closed B-Car D07, DS1, Digital 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
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	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
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	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
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	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
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	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
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	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
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	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
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	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



#### 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	I=(Pb<140mA), 0=(Pb>140mA)
24	Braking	I= Braking ,0= not Braking
23	Powering	1= Powering ,0= not Powering
22	Power Enable	I=Pe,0= not Pe (Digital input : PE)
21	FWD T/L	1=Fwd ,0= not Fwd (Digital input : FWD)
20	REV T/L	I=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 es="" or="">1050v)</efc<1050v),0=(efc<400v>
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	I= 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	I=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	CHB Status 1=Opened, 0=Closed (JHF2288 section7.1.5.2(4))	
4	Pulse mode Asynchronous mode	1= Asynchronous, 0 = 1 pulse or 3 pulse	
3	Pulse mode 3 pulse	1= 3pulse, 0= 1pulse or Asynchronous	
2	Pulse mode Ipulse	I= 1 pulse, 0= 3 pulse or Asynchronous	
1	Spare	No used.	
0	OffLine	I=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	I=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	I= 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	I=Normal Range (50-110psi), 0=Error Value
21	Load Weight Right	I=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	I= Test Request ,0=not Test Request
17	Friction Brake Running Test Mode	1= Test Mode ,0=not Test Mode

Bit No.	Status Name		Status D	escription	
16	AW0 Load Weight	1=Load Weight AW0 Level, 0=Another Level			
15	AW1 Load Weight	1=Load Weight	AW1 Level, 0=Ar	other Level	
14	AW2 Load Weight	1=Load Weight AW2 Level, 0=Another Level			
13	AW3 Load Weight	1=Load Weight	AW3 Level, 0=Ar	other Level	
12	PWR Standing Test Status	1	1	0	0
11	(2 bits)	Test in progress	Failed 0	Passed 1	Aborted 0
10	PWR Standing Test ID	1	1	0 C	0 PWR Test
9	(2 bits)	BRK2 Test	BRK1 Test	Coast Test 1	0
8	Compressor Air System	1=Comp Running, 0= Comp stop (JHF2288 section 7.1.5.7(16))			
7	Loco Haulage Valve	1= Loco Haulage, 0=Normal (B-end) (Digital input : LHCO)			
6	Parking Brake Status Cutout Cock	I= Cut-out, 0= Normal (B-end only) (Digital input: PBCO)			
5	Brake Pipe Pressure Low	1=(BC< 90psi),	0=(BC> 90psi )	(B-car, F-e	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** 

SW1	SW2	DISP1	DISP2				
ו אא נו	3 W Z	DISIT	4	3	2	1	
			Powering mode = "P"	N/A	Forward Direction for	Sequence test mode	
			Braking mode = "B"	N/A	T/L = "F"	"K"	
0	0	System Normal	Coast mode = No	N/A			
U	"	= "NOML"	indication		Reverse Direction for	HSCB tripped fault logged = "H"	
			Emergency brake mode = "E"	N/A	T/L = "R"		
0	1	System Normal = "NOML"	The average of Load Weight 1 and Load Weight 2 (0~19.9mA)				
0	2	System Normal = "NOML"	Torque Pattern (0~3999N	lm)			
0	3	System Normal = "NOML"	Friction Brake Command	(0~19.	9mA)		
0	4	System Normal = "NOML"	Traction Motor Current (	0~999A	rms)		
0	5	System Normal = "NOML"	Inverter Modulation Ratio	Inverter Modulation Ratio (0~99.9%)			
0	6	System Normal = "NOML"	Slip Frequency (0~7.99Hz)				
0	7	System Normal = "NOML"	Motor Frequency (0~255Hz)				
0	8	System Normal = "NOML"	Inverter Frequency (0~255Hz)				
0	9	System Normal = "NOML"	Torque Achieved (0~3999Nm)				
1	0	System Normal = "NOML"	Filter Capacitor Voltage (0~1499V)				
1	1	System Normal = "NOML"	3 <sup>rd</sup> Rail Voltage (0~1499V)				
1	2	System Normal = "NOML"	Line Current (-2499~+2499)*				
1	3	System Normal = "NOML"	Digital Signals (0~FFFF)				
1	4	System Normal = "NOML"	Digital Signals (0~FFFF)	Digital Signals (0~FFFF)			
1	5	System Normal = "NOML"	Digital Signals (0~FFFF)				
1	6	System Normal = "NOML"	Digital Signals (0~FFFF)				
1	7	System Normal = "NOML"	Blower Motor Current (0	~9.99A)	)		
1	8	System Normal = "NOML"	Thermister for No.1 INV	module	(0~9.99V)		
1	9	System Normal = "NOML"	Thermister for No.2 INV	module	(0~9.99V)		
2	0	System Normal = "NOML"	P-wire Signal (0~599mA)				

<sup>\*</sup> 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.
- 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 <u>stay</u> 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 to0 psi and then back to 43 psi +/- 5psi
- 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.



# 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.
- 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 <u>four short</u> 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.
  - 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 <u>four short communicating</u> <u>signal buzzers</u> ("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.
- 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 <u>four short</u> 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.
  - 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 <u>one short</u> <u>communicating signal buzzer</u> ("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 <u>four short</u> communicating signal buzzers ("0000")

- 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 <u>one short</u> <u>communicating signal buzzer</u> ("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 <u>one long communicating signal buzzer</u> ("-"). This signal buzzer indicates that the brakes have released and applied on the rear car of the train and that the brakes are operative.
- Engineer will acknowledge receipt of condition of operative brakes by responding with <u>one long</u> <u>communicating signal buzzer</u> ("-")

#### **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.



# 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

Long Island Rail Road	Fleet Operations
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#### 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

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M7 Power Test	Appendix 2	M7 Class II Brake Test	Appendix 10
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Revision: B		Approved By:	Craig P. I	Daly	
Prepared By: M. Gilson		Issue Date: 01/01/2016			
B. Alexopoulos					
Revision	Date	Description		By	Approval
О	2/19/14	Original		MG/BA	D. Cleary
A	2/21/14	Typos – administrative change		MA	MA
В	1/1/16	FRA Rule- Exterior Side Door Safety		MG	C. Daly

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#### 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.
  - o Any defects found and not repaired must be reported to supervisory staff.
  - o Defects requiring an RSU to be removed from service shall be immediately reported to supervision.
  - o 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  $2\frac{1}{2}$  inches above the top of rail.

#### **CALENDAR DAY INSPECTION - EXTERIOR**

#### • Air Supply

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

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- o Ensure Brake pipe cut out valve and or linkage is not damaged
- o 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

- o 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)
- o 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

- o "F" end letter stenciled on the front end of each unit
- o 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:
  - o No physical damage
  - Receivers are securely mounted to the brackets and brackets securely mounted to the carbody
  - o (M7) CSI shield present on head-end cars
- **Truck** inspect:
  - Visually verify that no hardware is missing, loose, unsecured or damaged.
  - o (M7) Hot journal indicators if damaged, red paint will be present
  - o Inspect the truck suspension for the following:
    - Springs free of cracks, not shifted in pocket, not fully compressed

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- 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
- 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

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#### 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.

- o 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

- o Ensure that the following components are securely mounted, not damaged or flashed:
  - Grid Cages
  - Propulsion & Brake Grids
  - Field Shunt Grids

#### • Inter-car Inspection

- o ADA barriers securely mounted, in safe condition, and positioned properly for service.
- o Check that all buffer plates are in place and properly secured
- o 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
- o (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.

- o 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

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- 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:
  - o "F" and "B" end Storm Door windows
  - o Side Body Windows
  - o Side Body Door Windows
  - o 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).
  - o 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:
  - o Flooring Flooring material must be securely fastened to the floor and not damaged
  - o Threshold Plates must be securely fastened and not damaged
  - o Seats, Arm Rests and Luggage Racks Shall be securely fastened and not damaged
  - o All door access panels and locker doors must be properly secured
  - o B3C Conductor's cord and handle, F & B ends not missing or damaged and proper signage in place and legible
  - o 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

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

 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 <u>CFR defects</u> 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.

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#### **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.

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#### **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

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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

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#### **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)

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#### **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 Opsi 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).

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#### **Appendix 5** – M3 Class 1 Brake Test

This Class I Brake Test may be performed separately or in conjunction <u>with</u> 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".

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- 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.

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#### 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 reapplies 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.

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### **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.

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### **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;

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- 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.

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# **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 reapplies 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:

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- 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.

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### **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 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 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.

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- 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

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## **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 <u>Forward</u> position.
- 3. Place the master controller handle in <u>MIN BRAKE</u> 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 <u>not</u> 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.

Maintenance of Equipment	Document Title: MU Calendar Day Inspection
Document #: MESWI 2.2	Page: 24 of 24

## **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 <u>not</u> 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.



# 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 CDML.

CDMI. The fol	lowing units	s were inspr					,			ed (X) in space	provided.			
Train	15		Location:	BARY	law.	Insp. Co	mpleted I	Date: 1-3	5-13	Time:	Dough	pough		
Unit#	7553	7554	7067	7068	7073	7074								
Def.	- 100 0 2 3			1					5.4					
	Ust RSUs fr	om West to Ea	st Enler track	location if trais	number is 11/4	For location, e	ter the yard, i	ile HS-Yd, Bab-Y	d, etc.					
Train:	(		ocation:	,	$\wedge$	Insp. Co	mpleted I	Date:	_	Time:_				
Unit#	$\backslash A$	\		/					-/	4		_		
Dei.	List RSUs fr	om West to Ea	st. Enter track	ocation if train	number is n/a	For location, er	ter the yard, i	e. MS-Yd, Bab-Y	d, etc.					
Report										by an 'X' in t	ne "Def" co	lumn		
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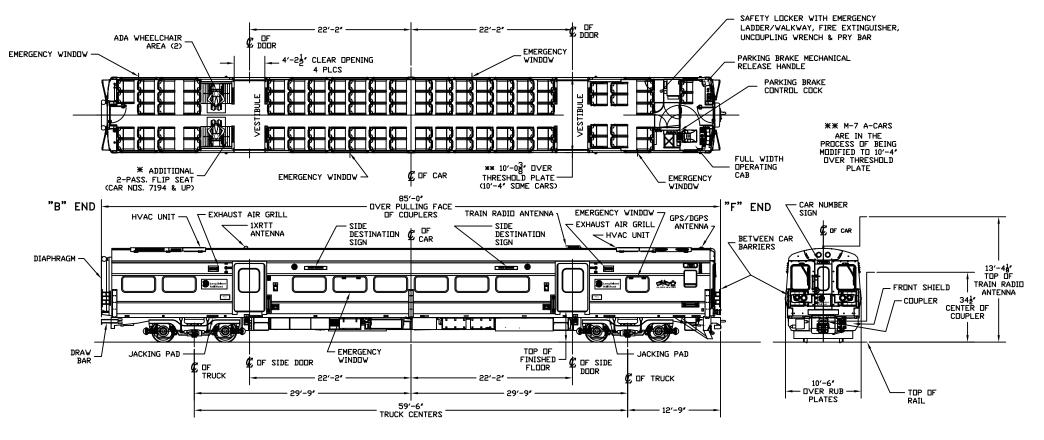
# Daily Report of MU Units Inspected

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 The following units were inspected by the undersigned and all were found without defects except those marked (X) in space provided. Insp. Completed Date: Train: **Unit#** Def. List RSUs from West to East. Enter track location if train number is n/a. For location, enter the yard, Le. HS-Yd, Bab-Yd, etc. Danciel CL Insp. Completed Date: Location: 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. IBM/QMP: 29999/30 Signature: Long Island Rail Road Long Island Rail Road Brake Test Slip **Brake Test Slip** QMP's Report On Condition Of Brakes QMP's Report On Condition Of Brakes Class 1 4 Test Performed: Class 1 2 Class 1A Test Performed: Class 1A Time: /-3-/7 Time: /00 AMCPM Location of Test: Location of Test: Total # of Units Tested: Total # of Units Tested: East Unit #: East Unit #: West Unit #: West Unit #: **QMP** Performing Test QMP Performing Test QMP# or Emp ID QMP# or Emp ID Cars Added: Cars Added: Init: ☐ Cars Removed: Cars Removed: Init: Run Around: Init: Run Around: Init: BT 4/12 BT 4/12

	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

TRUCK CENTERS -

LENGTH OVER COUPLER FACE - 85'-0"
WIDTH OVER SIDE SHEETS - 10'-4 3/4"
HEIGHT (RAIL TO ROOF) - 12'-111/2"
HEIGHT (RAIL TO FLOOR) - 4'-3"
DOORWAY WIDTH - 4'-2"
DOORWAY HEIGHT - 6'-6"
WHEEL DIAMETER (NEW) - 36" DIA.
TRUCK WHEELBASE - 8'-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) 900 0601

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)

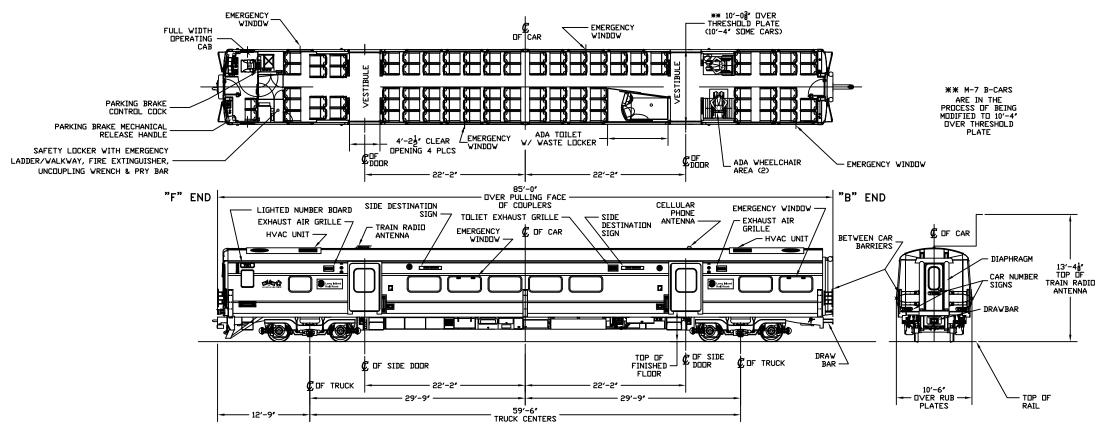
CAB CONTROLS - KNORR/SEPSA

DIAGNOSTICS - BOMBARDIER TRANSPORTATION/SEPSA

**EVENT RECORDER - BACH-SIMPSON** 

M-7 A-CAR SHEET 11

59'-6"



SPECIFICATIONS
CLASS OF CAR - M-7/MARRIED PAIR
MANUFACTURER - BOMBARDIER, INC.
YEAR BUILT - 2002-2007
CAR NUMBER SERIES - 7001-7835 ODD #

DIMENSIONS

WIDTH 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

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) 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

M-7 B-CAR SHEET 12

