



## FSL5091 Inspection Report

### **EMD GP16 locomotive**

Upon inspection, all major components are intact and equipped with the following model numbers. The unit had a blue card in it and the last periodic inspection was performed on 6/27/2012.

Engine/prime mover: 16 cylinder 567-D1

Main Generator: D12

Auxiliary Generator: 10KW

Traction Motors: (3) D77B (1) D78

Air Compressor: Model 3CDC BL

### **Exterior Car Body, Cab & Nose**

The exterior car body is in fair condition, the cab & nose have several rust through areas. All cooling fans and radiators are intact. The batteries needed to be jumped for the unit to start and the fireman's side batteries are in poor condition.

### **Truck Assemblies**

Truck assemblies are intact with all four combos. The Hyatt wheel axle sets are in good condition with fair tread life left, two axles have 1 1/4" rim thickness and 2 axles have 2" rim thickness. All wheel flanges are in good condition with legal height and width. The #3 TM which is a D78 shows signs of flashing over, and is an item of concern, all other TM's looked ok.

### **Coupler & Draft Gears**

The locomotive is equipped with 390 coupler & draft gears and they are in good condition, the couplers are alignment control but the draft gears are not alignment control.

### **Interior Car Body**

The interior car body is in good condition, but it is dirty and oil soaked.

### **Engine**

The 16 cylinder 567-D1 engine is intact and starts and runs well, but it has oil in the air box and oil is coming out of the air box drains while the unit is running. Also note the unit is not equipped with ecology/retention tanks.



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### **Main Generators & auxiliary generator**

The 10KW is in good operating condition. The D12 main generator has signs of arcing between the armature and the brush holders, however the ground relay did not trip during run testing under a load in the 4th throttle notch against the brakes. The operating railroad personnel stated the main generator had been changed out due to failure about one year ago, but the current main generator did not have a recent rebuild tag on it - see LRS-RDC invoice from 3/29/2011.

### **Air Compressor**

The air compressor is in fair condition and pumps up the locomotive air pressure from zero to 135 psi in a reasonable amount of time. One concerning item is the air compressor air filters are not secured very well and easily could suck dirt into the low pressure cylinders while in operation.

### **Cab Interior & HV cabinet**

The cab interior is in fair condition. The cab floor is in good condition, but both cab doorway thresholds are missing and the front cab door needs replaced due to the bottom missing and the honey combing is coming out. The HV cabinet is dirty, but in fair condition with one resistor broken and one contactor arc chute missing. The 26L air brake system would not make a minimum automatic brake application, and it would not make an automatic brake application if you went slowly from the release position to the full service position. The automatic brake would only apply if you went quickly from release to full service or if you went into emergency.

### **Assessment**

Over all this locomotive is in fair condition and with some needed repairs and a full paint job, it could be a good locomotive.