



Model	<u>SW1200</u>	Road No.	<u>1250</u>	Frame No	<u>UNKNOWI</u>	Sold To	<u>NREC</u>
OEM Serial#	<u>A1916</u>	Date Built	<u>1960</u>	Origin	<u>CP 8170</u>		
Inspector	<u>T. SHARP</u>	Location	<u>SILVIS</u>	Date	<u>2/7/2013</u>		

BOTTOM INSPECTION

Front Dynamics	<u>Long</u>	<u>Nose</u>	<u>Low</u>	<u>MU</u>	<u>YES</u>	<u>MU Hoses</u>	<u>YES</u>
Bell	<u>Yes</u>	<u>Horn</u>	<u>Yes</u>	<u>Frame Condition</u>	<u>OK</u>		
Fuel Tank Size	<u>600</u>	<u>Retention Tank</u>	<u>No</u>	<u>Condition</u>	<u>GOOD</u>		
Wheels	L1 <u>2 13/16</u>	L4 <u>2 5/8</u>	R1 <u>2 13/16</u>	R4 <u>2 5/8</u>			
SIZE	L2 <u>2 13/16</u>		R2 <u>2 13/16</u>				
	L3 <u>2 9/16</u>		R3 <u>2 5/8</u>				
Box TYPE	<u>1: Timken</u>	<u>2: Timken</u>	<u>3: Timken</u>	<u>4: Timken</u>			
T.M. Type	1 <u>D77</u>	4 <u>D77</u>	<u>List cut / missing TM leads</u>	<u>NONE</u>			
	2 <u>D77</u>		<u>Gear Ratio</u>	<u>62/15</u>	<u>Brake Shoe Type</u>	<u>COMP</u>	
	3 <u>D77</u>		<u>Axle Drive Type &amp; Cond</u>	<u>NONE</u>			
Draft Gear Type & Cond	<u>Front</u>	<u>SWITCHER</u>	<u>Rear</u>	<u>SWITCHER</u>			
Draft Gear Pocket Cond	<u>Front</u>	<u>OK</u>	<u>Rear</u>	<u>OK</u>			
Coupler Type Front	<u>E</u>	<u>Rear</u>	<u>E</u>	<u>Self-aligning</u>	<u>NO</u>	<u>Condition</u>	<u>GOOD</u>
Pilot Type	<u>PLATE</u>	<u>General Condition</u>	<u>GOOD</u>	<u>Plow Type</u>	<u>PLATE</u>		
Truck Type	1 <u>AAR</u>	2 <u>AAR</u>	<u>Rigging Pin Type</u>	1 <u>CLASP</u>	2 <u>CLASP</u>		
Brake Cyl.	1 <u>High</u>	2 <u>High</u>					

LONGHOOD INSPECTION

<u>Walkway Condition</u>	<u>GOOD</u>	<u>Handrail Condition</u>	
<u>Engine Type</u>	<u>12-567C</u>	<u>S/N</u>	<u>59-B-78</u>
		<u>Block Number</u>	<u>58V69</u>
<u>Engine Overall Condition</u>	<u>GOOD</u>	<u>Internal / Bottom End Condition</u>	<u>GOOD</u>
<u>Fuel Pump</u>	<u>Yes</u>	<u>PreHeater</u>	<u>No</u>
		<u>Oil Cooler</u>	<u>Yes</u>
		<u>Starter</u>	<u>NA</u>
<u>Fuel Bypass Valve &amp; Gage</u>	<u>No</u>	<u>Spark Arrestors</u>	<u>No</u>
		<u>Exhaust Leaks</u>	<u>No</u>
<u>Spin On Filters</u>	<u>Yes</u>	<u>Load Reguator Style</u>	<u>EFI</u>
		<u>Defect Tag</u>	<u>No</u>
<u>Radiators</u>	<u>In</u>	<u>Leaks?</u>	<u>No</u>
		<u>Radiator Type</u>	<u>ECH BONDED</u>
<u>Fire Extinguishers:</u>	<u>Longhood</u>	<u>Yes</u>	<u>Cab</u>
		<u>Yes</u>	
<u>AC Cabinet</u>	<u>NA</u>	<u>200 Lb. Air Gauge</u>	<u>No</u>
<u>Air Compressor Type</u>	<u>WBO</u>	<u>Base Style</u>	<u>MED</u>
		<u>Condition</u>	<u>RTO</u>
<u>Air Brake Type/System</u>	<u>26L</u>	<u>Condition</u>	<u>GOOD</u>
<u>EMD Main Gen/Alt. Type</u>	<u>D15C</u>	<u>S/N</u>	<u>58D5</u>
		<u>Condition</u>	<u>GOOD</u>
<u>EMD Aux. Generator Type</u>	<u>18KWDC</u>	<u>559H74</u>	<u>Condition</u>
		<u>GOOD</u>	
<u>A.G. Blower Wheel Type</u>		<u>Condition</u>	<u>GOOD</u>



FANS

#1 Cool Fan	Size <u>60"</u>	Blades <u>10</u>	Type _____	Fab _____
Equipment Rack	<u>Yes</u>	Type _____	Inertial Filters & Blower Motor	<u>No</u>
Carbody Condition	<u>GOOD</u>			
Paint Color/Condition	Carbody <u>RED</u>	Eng Room <u>GREY OILY</u>	Cab <u>YELLOW/ DIRTY</u>	

CAB/SHORT NOSE INSPECTION

Cab Condition	Floor <u>GOOD</u>	Wall <u>GOOD</u>	Glass Meet FRA Req <u>NO</u>	Condition <u>GOOD</u>
Cab Lights	<u>Yes</u>	Modules <u>No</u>	Air Brake change date <u>NO DATA</u>	
H.V. Cabinet	Wire Condition <u>GOOD</u>	Wire Type <u>Exane</u>	Gear <u>Pnuematic</u>	
Evidence of rewire?	<u>Yes</u>	Comments _____		
Speedo Type <u>Qtron</u>	Heaters <u>Electric Strip</u>	Seats <u>2</u>	Arm Rests <u>No</u>	
Cab Cards <u>NO</u>	Event Recorder Equipped <u>YES</u>	<u>QTRON</u>		
Toilet Type <u>NONE</u>	Water Cooler Type <u>NONE</u>	Wipers <u>YES</u>	Visors <u>2</u>	<u>DATA CORD 6000</u>
Batteries <u>14</u>	<u>29 PLATE/ GOOD</u>			
Control Stand Type <u>AAR/ GOOD</u>	Condition <u>GOOD</u>			
Radio Equipment <u>No</u>	ALERTER? <u>YES</u>			

ADDITIONAL DEFECTS/COMMENTS

- ELECTRONIC GOVERNOR
- AUTO START AND TRACTION CONTROL EQUIPPED
- ARRIVED DEAD AND DRAINED WITH THE STACKS COVERED
- ENGINE V VERY DIRTY/ OILY
- SUMP OILY AND DIRTY
- GENERATOR SUMP FULL OF WATER/ OIL



(attach additional pages if needed)