



Model	<u>SW1200</u>	Road No.	<u>2284</u>	Frame No	<u>4484-8</u>	Sold To	<u>NREX</u>
OEM Serial#	<u>30645</u>	Date Built	<u>1965</u>	Origin	<u>RI 927</u>		
Inspector	<u>T.SHARP</u>	Location	<u>SILVIS,IL</u>	Date	<u>5/20/2014</u>		

BOTTOM INSPECTION

Front Dynamics	<u>Long</u>	Nose Extended	<u>Low</u>	MU	<u>No</u>	MU Hoses	<u>NO</u>
Bell	<u>YES</u>	Horn	<u>Yes</u>	Grid(s) Condition	<u>N/A</u>	Frame Condition	<u>GOOD</u>
Fuel Tank Size	<u>900</u>	Retention Tank	<u>YES</u>	Condition	<u>OK</u>		
Wheels	L1 <u>3</u>	L4 <u>3</u>	R1 <u>3</u>	R4	<u>3</u>		
SIZE	L2 <u>3</u>		R2 <u>3</u>				
	L3 <u>3</u>		R3 <u>3</u>				
Box TYPE	<u>1:Timken</u>	<u>2: Timken</u>	<u>3:Timken</u>	<u>4: Timken</u>			
T.M. Type	1 <u>D77-78</u>	4 <u>D77-78</u>	List cut / missing TM leads	<u>NONE</u>			
	2 <u>D77-78</u>	5	Gear Ratio	<u>62:15</u>	Brake Shoe Type	<u>CAST IRON</u>	
	3 <u>D77-78</u>	6	Axle Drive Type & Cond	<u>NONE</u>			
Draft Gear Type & Cond	Front <u>390</u>	Rear	<u>MISSING</u>				
Draft Gear Pocket Cond	Front <u>GOOD</u>	Rear	<u>MISSING</u>				
Coupler Type Front	<u>E</u>	Rear		Self-aligning	<u>Yes</u>	Condition	<u>GOOD</u>
Pilot Type	<u>PLATE</u>	General Condition	<u>GOOD</u>	Plow Type	<u>NONE</u>		
Truck Type	1 <u>AAR/B</u>	2 <u>AAR/B</u>	Rigging Pin Type	1 <u>CLASP</u>	2 <u>CLASP</u>		
Brake Cyl.	1 <u>High</u>	2 <u>High</u>					

LONGHOOD INSPECTION

Walkway Condition	<u>GOOD</u>	Handrail Condition	<u>POOR</u>
Engine Type	<u>12-567-C</u>	S/N	<u>64-M1-1147</u>
		EMD Block No (from A frame)	
		Bars Over	<u>YES</u>
Engine Overall Condition	<u>COMPLETE / VERY DIRTY</u>	Internal / Bottom End Condition	<u>GOOD</u>
Fuel Pump	<u>Yes</u>	PreHeater	<u>No</u>
		Oil Cooler	<u>Yes</u>
Fuel Bypass Valve & Gage	<u>No</u>	Spark Arrestors	<u>No</u>
		Exhaust Leaks	<u>No</u>
Spin On Filters	<u>Yes</u>	Load Reguator Style	<u>PANCAKE</u>
		Defect Tag	<u>No</u>
Radiators	<u>In</u>	Leaks?	<u>No</u>
		Radiator Type	<u>Soldered</u>
Fire Extinguishers:	Longhood <u>YES</u>	Cab	<u>YES</u>
AC Cabinet	<u>N/A</u>	Fan Fuses	<u>No</u>
		200 Lb. Air Gauge	<u>No</u>
Air Compressor Type	<u>WBO</u>	Base Style	<u>LOW</u>
		Condition	<u>GOOD</u>
Air filter media type	<u>Paper</u>		
Air Brake Type/System	<u>26L</u>	Condition	<u>GOOD</u>
EMD Main Gen/Alt. Type	<u>D25-C</u>	S/N	<u>65-J1-1004</u>
		Condition	<u>GOOD</u>
EMD Aux. Generator Type	<u>10KWDC</u>	S/N	<u>71-L2-1003</u>
		Condition	<u>GOOD</u>
A.G. Blower Wheel Type	<u>N/A</u>		



FANS

#1 Cool Fan	Size <u>48"</u>	Blades <u>10</u>	Type _____	Fab _____
Equipment Rack	<u>Yes</u>	Type <u>SW</u>		
Carbody Condition	<u>FAIR</u>			
Paint Color/Condition	Carbody <u>BLUE / FADED</u>	Eng Room <u>GREY / DIRTY</u>	Cab <u>GREY / DIRTY</u>	

CAB/SHORT NOSE INSPECTION

Cab Condition	Floor <u>OK</u>	Wall <u>GOOD</u>	Glass Meet FRA Req <u>YES</u>	Condition <u>POOR</u>
Cab Lights	<u>YES</u>	Modules <u>NO</u>	Air Brake change date <u>UNK.</u>	
H.V. Cabinet	Wire Condition <u>GOOD</u>	Wire Type <u>Exane</u>	Gear _____	<u>Pneumatic</u>
Evidence of rewire?	<u>YES</u>	Comments <u>REVISED WIRING</u>		
Speedo Type <u>N/A</u>	Heaters <u>Electric</u>	Seats <u>2</u>	Arm Rests <u>NO</u>	
Cab Cards <u>NO</u>	(If yes, record available data)	Event Recorder Equipped <u>NO</u>		
Toilet Type <u>NA</u>	Water Cooler Type <u>NA</u>	Wipers <u>NO</u>	Visors <u>NO</u>	
Batteries <u>In</u>	Condition <u>DEAD</u>	Style <u>19 PLATE</u>		
Control Stand Type <u>AAR</u>	Condition <u>GOOD</u>			
Radio Equipment	<u>No</u>			

ADDITIONAL DEFECTS/COMMENTS

<u>MU HOSES MISISNG</u>
<u>LH FUEL FILLER REMOVED</u>
<u>R3 HAS OVERRIDING SHOE</u>
<u>R4 HAS OVERRIDING SHOE</u>
<u>CAB DIRTY / DEBRIS</u>
<u>ABV HANDLE MISSING</u>
<u>2 DIRTY GEAR CASES LAYING ON CAB FLOOR</u>
<u>ENGINE ROOM, SUMP, AND V VERY OILY AND DIRTY</u>
<u>BATTERIES DEAD / LEADS CORRODED</u>
<u>REAR DRAFT GEAR, POCKET, AND COUPLER MISSING (A LOT OF DAMAGE TO REAR PLATFORM)</u>
<u>AUX. OIL COOLER EQUIPPED</u>
<u>AUX 12 VOLT ALTERNATOR AND AC COMPRESSOR EQUIPPED</u>
<u>AIR CONDITIONER EQUIPPED</u>



(attach additional pages if needed)