DAILY STARTUP CHECKLIST 7.0

Date / Time _____/_____

NOTE: Before conducting this check list, be sure the wheels are chocked.
BLUE FLAG - Determine WHY- Is someone working underneath?

Excursion_____

Motormen_____

_____

Hobbs meter end _____

Hobbs meter begin _____

Total Time _____

***Emphasis on Safety items**

First shift motorman works check list
Second shift motorman performs checklist

Before starting the engine, check and initial all items below.

Under the hood -

- [ ] Oil (Amount added if any ____)
- [ ] Examine belts and pulleys
- [ ] Plug wires and coil connections
- [ ] Examine starter connections
- [ ] Starter, oil if needed
- [ ] √ fuel pump and fuel line connection
- [ ] √ Compressor and air lines for loose connections or wear.
- [ ] Circle gas tank valve open **RIGHT** OR **LEFT**

- [ ] √ Battery has been reconnected
- [ ] √ Radiator fluid level (amount added if any _____)
- [ ] Put on fancy radiator cap.
- [ ] √ Generator connections
- [ ] √ Carburetor for leaks and linkage free-play
- [ ] Inspect underside of engine for oil leaks.
- [ ] Battery Voltage before start _____
- [ ] **Fuel Estimate** Before _____ After_____
- [ ] Sander Check
- [ ] Remove plastic bag over air cleaner

In the bus

- [ ] Look around for anything unusual - loose wires, loose switches, wasp nests, etc.
- [ ] Sweep out the front end and wipe down the seats(if needed).
- [ ] Check that door lock flaps are wing-nutted.

Undercarriage, wheels and brake check -

- [ ] Close air tank valves
- [ ] Visually inspect the entire undercarriage and exposed drive train components - looking for hanging or loose parts, oil leaks from the differential, etc.
- [ ] Visually and manually check the drive truck and rear truck brakes - checking especially for loose or missing brake rigging components (This includes the cables and pulleys that run from the cab to the drive and rear trucks.)
- [ ] ***Check each brake set and linkage** with the hand brake on, then off. All four brake sets should "feel" the same in each setting. This takes two people, and adjustment must be done by individuals familiar with the system.
- [ ] Visually and manually check the drive chains for wear and proper tension and oil at least once before the day's runs.
- [ ] Oil all the axle bearing cups.

After starting the engine, the following electrical and system checks must be done.

Electrical Checks -

- [ ] Check all the lights one at a time: ditch lights, top head light*, rear marker lights*, brake light, (brake light power is from markers), backup light, interior lights. The amp meter should jump slightly when each set of lights is turned on. With all the lights turned on, It should show a discharge unless the engine's rpms are kept up. This takes two people.

***Pay Special Attention: Top headlight and rear red marker lights are required to be on and working by FRA rules when operating.**

- [ ] Check operation of the windshield wipers.

Air System Checks

- [ ] Blow-down both air tanks under the right side of the bus body when air pressure has reached at least forty psi. Open valves at end of run.

*Main air pressure gauge should be rapidly building to 80 psi.

- [ ] √ All (Daily startup) Boxes above are checked and initialed.

END OF 1ST PAGE. _____

Start-up procedure - Con'd. **Page 2**

Date / Time _____/_____

Checklist Continued.

Excursion_____

Motormen_____

_____

Startup procedures-

	Front wheels chocked
	Manual parking brake set firmly
	Transmission to neutral
	Ignition switch to "On"
	Set choke if cold start - (This single bbl Carb can ice up and run rough. Warm up 30-60 secs.)
	Depress the low oil pressure override button. Hold until 20-30 psi.
	Depress starting pedal only until the engine starts. (Do not burn up the starter motor if the engine does not start within 10 seconds. - if engine does not start, make sure the ignition switch is on and oil pressure override button is depressed. Also, flooding the carburetor may prevent the engine from starting.)
	As soon as engine starts take foot off starter pedal. (If you don't disengage the starter right after the engine starts it will damage the starter motor and Bendix gears!)
	Hold oil override button until pressure reaches 20-30 psi then release it. (The engine will die if there is less than about 15 psi.oil pressure. This safety feature should not be overridden except for a very good reason. For example, moving the Goose off the mainline into a siding to keep from being in the way of a regular train!)
	Amp meter should be showing a positive charge.
	Only rev the engine enough to keep it running until it will hold rpm's by itself.
	Be sure to un-choke the carburetor after the engine starts.
	May have to adjust the idle screw on the carburetor to hold it at 800 to 900 rpm's after warm-up. (This usually needs to be adjusted a little when idling at high altitudes - like in Silverton or atop Cumbres Pass.)
	Main air pressure (gauge) rapidly build to 80 psi.** (Close air tank valves. After the air system is up to 80 psi, and at some point before moving, shut down the engine and watch the air gauge and listen for air leaks. * **Also check the air brake hand lever gauge to be sure it** is showing proper air pressure firmly. (Fix if needed.) * Remember that the brakes are the most important systems.***

Communication:

	Note: RGS#5 radio channel (Conductor - Motorman)						
	Note: Host Railroad channel and circle Frequency *Analog* or *Digital*						
	Location/Time						
Bushing	Temps	Left Brg	Rt Brg	Left Brg	Rt Brg	Left Brg	Rt Brg
Front Trk	Frt. Axle						
	RR. Axle						
Power Trk	Frt. Axle						
	RR. Axle						
Trailing	Frt. Axle						
	RR. Axle						