

The follow is the procedures assignments for the club engines

Diesels

Daily

Disconnecting from charging system

- 1) unplug according unit from wall outlet.
- 2) unplug charge cord from unit. Be sure to put the cap on the engine pig tail side.
- 3) place charge reminder blue flag in a location that will not interfere with the train or another trains movement.

Inspection prior to running

- 1) check fuel level. Add fuel till full for pulling passengers for the day. All other uses make sure there is enough fuel for the days operation.
- 2) check oil level. Pull dipstick out, clean off, reinsert fully, pull out dipstick again read fluid level. If fluid is in the upper half of the operating range it will be fine. If the fluid is in lower half of operating range add some oil. Use only 30W oil. It should be stored above the engines in the box car. Add enough oil to bring the level to the upper half of the operating range. **DO NOT OVER FILL** the oil, you do not need to see how close to the line you can make it.
- 3) check the signaling device on the engine to make sure it works.
- 4) look around both engine and engineer car to make sure they are in sound order. Please report any problems or if oil supply is low to the Trainmaster.

Long term checks for diesels.

Oil changes should be done after roughly 50 hours of use. This usually works out to twice a year. The GP-40 which is used the most gets an oil change after the run season and again in June after the run day. The RS and the SW get it done about once a year.

Spark plugs should be changed about once a year as preventive maintenance. They should be changed before the start of the run season.

Air filter should be changed about once every two years.

Note any repairs in the maintenance logs which are located in the box car next to the engines.

Steamer.

Daily

grease and lubricate all area that require it and continue through out the day. Remember lubrication is cheap compared then making a new part.