



LEAD AND ASBESTOS SAMPLE REPORT FOR FRISCO LOCOMOTIVE 1351  
COLLIERVILLE, TENNESSEE

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### Sample Results

High levels of lead were found in thirteen (13) of the fifteen (15) paint samples, and Table 1 summarizes the findings of these paint samples. For details, please see the attached laboratory report in Appendix C. In addition, seven (7) of the fourteen (14) material samples were found to contain asbestos. These results are summarized in Table 2. Please see the attached laboratory report in Appendix C for details of asbestos sample results.

**Table 1**  
Summary of Paint Sample Analysis for Lead  
Frisco Locomotive 1351  
January 27, 2016

Sample #	Side of Locomotive	Sample Location	Paint Color	Contains Lead?
L01	North	Back of tender	Black	8,990 mg/Kg
L02	North	Front of tender	Black	8,940 mg/Kg
L03	North	Wheel	White	6,890 mg/Kg
L04	North	Piston	Silver	1,510 mg/Kg
L05	West	Front face of locomotive	Silver	4,000 mg/Kg
L06	North	Back of boiler	Black	223 mg/Kg
L07	North	Front of boiler	Black	1,160 mg/Kg
L08	South	Front of boiler	Black	17.4 mg/Kg
L09	South	Back of boiler	Black	6,160 mg/Kg
L10	South	Wheel	Silver	6,460 mg/Kg
L11	South	Front of tender	Black	2,040 mg/Kg
L12	South	Back of tender	Black	2,680 mg/Kg
L13	South	Box inside the cab	Green	7,500 mg/Kg
L14	West	Valves and pipes in cab	Red	4,110 mg/Kg
L15	East	Door to coal bin of tender	Lime Green	2,170 mg/Kg

\* Samples highlighted in tan were found to have high levels of lead.



**Table 2**  
Summary of Paint Sample Analysis for Asbestos  
Frisco Locomotive 1351  
January 27, 2016

Sample #	Location	Material	Contains Asbestos?
A01	North side of tender	Black granular material adhered to bottom of tender	No Asbestos Detected
A02	South side of tender	Gray fibrous	<b>60% Chrysotile Asbestos</b>
A03	Pipe insulation under south side of cab	Black consolidated	No Asbestos Detected
A04	Pipe insulation under south side of cab	Gray fibrous	<b>65% Chrysotile Asbestos</b>
A05	Sensor insulation on south side of locomotive	Gray fibrous	No Asbestos Detected
A06	Pipe insulation on south side of locomotive	Gray fibrous	<b>5% Chrysotile Asbestos</b>
A07	Pipe insulation on south side of locomotive	Gray fibrous	<b>60% Chrysotile Asbestos</b>
A08	Pipe insulation on south side of locomotive	Gray fibrous	<b>40% Chrysotile Asbestos</b>
A09	Pipe insulation on front of locomotive	Black consolidated	No Asbestos Detected
A10	Locomotive, under boiler, north side	Tan fibrous	<b>25% Chrysotile Asbestos</b>
A11	Pipe insulation under cab, north side	Gray fibrous	No Asbestos Detected
A12	Pipe insulation under cab, north side	Black consolidated	No Asbestos Detected
A13	North side of cab	Gray fibrous	No Asbestos Detected
A14	Pipe insulation under boiler, north side	Gray fibrous	<b>15% Chrysotile Asbestos</b>

\* Samples highlighted in tan were found to have asbestos.



### **Conclusions**

Because thirteen of the fifteen paint samples contain significant amounts of lead (above 400 mg/Kg), G7 would assume, for purposes of remediation, that any paint on the locomotive has a high likelihood of containing lead. Seven of the fourteen bulk material samples taken from the locomotive had detectable levels of asbestos (above 1%). The samples that tested positive were primarily gray fibrous materials found in pipe insulation. This also includes the gray fibrous debris found under the boiler. The most likely source of this accumulated debris is from disintegration of the insulation from around the boiler.

### **Limitations**

G7 performed a limited investigation to determine the presence of lead and asbestos contamination in suspect areas of the locomotive. The information presented in this report is based solely upon the information obtained during G7's visit to the subject site, laboratory findings and reference information by experts.

G7 cannot guarantee that contamination other than that noted in this report is not present in the subject site. This determination would be outside the scope of work for this project.