

CAR FLEET QUICK REFERENCE CARD

INITIAL TERMINAL PRE-DEPARTURE INSPECTION

A CAR THAT HAS ONE OF THE FOLLOWING DEFECTS WILL NOT BE ALLOWED TO CONTINUE IN SERVICE.

BLUE SIGNAL PROTECTION MUST BE PUT INTO EFFECT PER 49-CFR PART 218: PROVIDED FOR "WORKMEN, VENDORS OR CONTRACT PERSONNEL,

1. WHEEL DEFECTS.

- a) Flange thickness 1 in. or less at a point 3/8 in. above wheel tread.
- b) Flat spots 1 1/2 in. or more in length
- c) Shelling/spalling 1 1/2 in. or more in length.
- d) Flange height 1 3/8 in. or more.
- e) Rim thickness 1 1/8 in. or less.
- f) Any crack or break in the flange, plate or edge of tread UT crack exceeding 1/2 in. in wheel tread see AAR RULE 41 see A, (Not to be confused with Heat Checks. see AAR RULE 41 sec.E-21 Fig. A)
- g) A chip or gouge in the flange that is 1 1/2 in. in length and 1/2 in. or more in width.
- h) Axle that is cracked or broken.
- i) Axle that has a gouge between wheels that is 1/8 in. or more in depth.

2. ROLLER BEARINGS

- a) Roller bearing leaking lubricant in clearly formed droplets. (means a fresh accumulation of oil. grease which continually or slowly forms into beads.)
- b) Roller bearing end plate with loose or missing cap screw.
- c) Roller bearing end plate with broken, missing, or improperly applied cap screw luck.

3. DEFECTIVE TRUCKS

- a) Shoes/pads loose, key missing, improper alignment or worn to thickness of 3/8 in or less.
- b) Levers, rods, brake beam & hangers worn more than 30% of cross sectional area
- c) Any component not secured properly.
- d) Equalizer robbing.
- e) Pedestal liner broken or missing.
- f) Shock absorber leaking clearly defined droplets (means a fresh accumulation of oil. grease which continually or slowly forms heads
- g) Leaf guider properly secured and not bent, broken or cracked (Superliners).

4. COUPLERS

- a) Uncoupling device without sufficient clearance
- b) Vertical and lateral) to prevent unintentional uncoupling or fouling on curves.

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1. ELECTRICAL

- a) At maintenance yards the "short looping" of a train's 480 volt system is prohibited.
- b) . Whenever loss of trainline occurs at the station or enroute "shun looping" is permissible.
- c) When a mechanical department employee short loops a train the Conductor & Engineer must be notified in writing.
- d) After a train is short looped, it will proceed to its final destination for inspection and repairs and AMTRAK National Ops shall be notified - ATS 728-2307/2308 BELL 215-349-2307/2308.

2. Emergency lights functioning properly,

3. Rear car marker lights functioning properly, If necessary, an approved portable marker light can be used

4. On-Board surveillance system operating properly. (If equipped.)

5. EMERGENCY WINDOW.

- properly identified with operating handles properly installed.

6. Handbrake functioning properly.

7. All Safety appliances comply with 49-CFR sections. 23 1.13 or 231.14. (all handhold clearances minimum 2 in.)

8. Train consist air brake leakage not to exceed 5 PSI per minute per AMT-3.

9. All brakes must apply and release.

- a) Actuators (disc and tread if equipped) must function properly.
- b) All shoes/pads must be firmly seated against wheel/disc in proper alignment when brakes applied.
- c) All shoes/pads must be free and clear of wheel/disc when brakes are released. ** (You may have to Shake to assure release.)
- d) No cracks extending entirely through one of the wheel disc surfaces.
- e) Pi start travel must not be more than 80% of the total possible piston travel.
- f) 10. All safety equipment in place and operational.
- g) (Fire extinguishers, wrecking bars, etc.)

NOTE: SUPERVISORS ARE REQUIRED TO MONITOR INSPECTION PERSONNEL TO ENSURE COMPLIANCE WITH THESE STANDARDS.



