Factual Report Attachment 2

Inspection Sheets from Selkirk, NY Car Examination

	Position behind	~
Car#	locomotives	Notes
USWX 40004	8	underailed
USWX 40112	9	underailed
USWX 40113	10	underailed
USWX 638345	11	1st car to derail
USWX 638391	12	2nd car to derail
USWX 40239	13	3rd car to derail

Draft Factual Report Attachment

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Car USWX 40004

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Selkirk, NY Examination

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Draft Factual Report Attachment - not for release



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Equipment Inspection Report

TA - 5 Form

Note: (All Measurements Are To Be Taken To The Nearest Sixteenth Inch!)

Revision E Revised July 21, 2012

Section: A
Principle Car
Accident Number: 07/3AY20B
Initial and Number: $USUX 40004$ Date: 8 / 9 / 2013
Position in Train from Headend: Load: Empty: S
Gross Weight: 000 lbs.
Truck Centers: ft. Year Built: 200 AAR Car Type:
Section: B
Couplers / Draft Systems
Reference: The Field Manual of AAR Interchange Rules, Rules 16, 17 and or 18
(A) End - Coupler Type E69CE (A) End Coupler Height: . inches
(B) End - Coupler Type $EGGBE$ (B) End Coupler Height: inches
Rod Eye Clearance: (A) End: 2 of an inch. (B) End: 2 of an inch. Reference: The Field Manual of AAR Interchange Rules, Rule 22 of an inch.
Draft System Type E. O.C. F 15 G-B Reference: The Field Manual of AAR Interchange Rules, Rules 19, 20, 21 or 53
Section: C
First Wheel Derailed
Reference: The Field Manual of AAR Interchange Rules, Rule 41
Wheel Type: Straight Plate Curved Plate
Wheel Location ZZZ Wheel Size: 3 6
Wheel Defect Code: (See Codes Below)
Journal Size: GAX X A Journal Type: Reference: The Field Manual of AAR Interchange Rules, Rule 36
Axle Defect: (See Codes Below) Reference: The Field Manual of AAR Interchange Rules, Rule 43
Defect Codes (1) No Defect (2) Broken (3) Flat (4) Built-Up Tread (5) Loose (6) Mismatched (7) Bent (Axle)



1 of 7 TA – 5

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ſ	First Truck Derailed
3	Reference: The Field Manual of AAR Interchange Rules, Rule 46
•	Location End (A) (B) (B) Lead Trail:
	Manufactures Truck Type: RARBOR S-2-14D
	Gib Clearance: BR: $1/1/6$ BL: $1/1/6$ AR: $1/1/6$ AL: $1/6$
	Wheel Base: R: 70 L: 70 inches
	Bolster Bowl / Center Plate Clearance: 3/4 ⁴ Inches.
	Bolster Bowl Diameter: 16" inches. Depth 139 inches.
	Bolster Bowl Equipped With A Liner? Yes 🛛 No
	Type Of Bolster Bowl Liner: Metal
	Friction Castings Height Rise:
	BR 1/8 BL 1/16 Inches
	AR $1/8$ AL $1/8$ Inches
	Measuring Friction Casting Rise:
	FRICTION SHOE
	Ride Control – Place straight edge across top of friction wedge s,
	the measurement from the bottom of the straight edge to the top of
	the truck bolster. Measurement must not exceed: SUPER SERVICE RIDE CONTROL 19/16
	• Barber Stabilized – where the friction casting element are cast with a
	shoulder, place the straight edge across the shoulder and take measure at centerline of bolster, take the measure from the bottom of the
	straight edge to the top of the truck bolster. Refer to the chart contained
	in AAR Rule 46 for Barber Stabilized – for the majority if measurement exceeds ¾ inch attention is required. Dimension is based
	on style of friction casting see chart, measurement should be compared
	to column "B".
	Side Column Wear Plate Condition, (See Codes Below)
	R1 $R2 $ $R3 $ $R4 $ $L1 $ $L2 $ $L3 $ $R4 $ $L4$
	Defect Codes (1) No Defect (2) Broken (3) Missing (4) Built-Up Tread
	(5) Worn Defective (6) Defective

Section: E						
	Spr	ing Group				
Number of Springs	ice: The Field Manua] Outer	al of AAR Inter	change Rules, Rule 50			
Spring Type:	D-5	D [5 D			
	Right: 19		I I	-		
Left; Condition Of Free Height Measurements: (Explain Any Exceptions)						
Supplemental Snubbers: Hydraulic Type	14	Travel	Condition			
Friction Type:	57/ etc.)		(Leaking, collapsed	i, etc.)		
(ASF, Mir	ier, etc.)		(Broken, etc	:.)		
Section: F						
	Body Center	Plate – Side	Bearings			
Reference: Th	e Field Manual of A	AR Interchange	Rules, Rules 60, 61 and/or 62			
Body Center Plate Diameter:	15314		Plate Securement: WEDE	2		
Plate Height From Horizontal We	ar Surface To Cent	er Plate Flang	e21/2" 2	12.		
Side Bearing Type: 3	(1) Roller(3) Constant Cont	(2) Sliding				

3 of 7 TA – 5

Side Bearing Clearance

All side bearing height measurements to be taken:

> On straight and level track

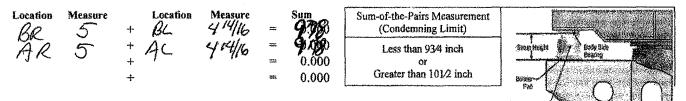
> Vertically between the top of the drop in cage and car body wear plate surface per manufacturer's recommendation

Roller or Solid Block (Measurements in 16th of an inch)

Location	Measure		Location	Measure		Sum	
AL		+	AR			0	Sum equals <6 or >10
BL		+	BR		H	0	Sum equals So of >10
AL	•	+	BR		2011	0	
AR		÷	BL		1000	0	

Constant Contact or Sliding

(For Car with 5 1/16 inch setup height and 8 1/2 inch mounting holes. Typically on 4-axle cars and end trucks of articulated cars) (See decimal conversion chart last page)



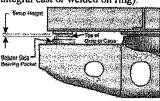
Constant Contact or Sliding For articulated cars at the articulated truck locations (See decimal conversion chart last page)

			as or the the terstouter	og nach incanons (Dor		I OTHER THESE PRESED
Location Measure	Location + +	Measure == ==	Sum 0.000 0.000	Articulated Connector Portion	Nominal Setup Height (or as stenciled on car)	Sum-of-the-Pairs Measurement (Condemning Limit)
	+ + +		0.000 0.000 0.000	Female	51/16 inch (5.0625)	Less than 9-3/4 inch or Greater than 10-3/8 inch
	+ + +		0.000 0.000 0.000	Male	53/16 inch (5.1875)	Less than 9-3/4 inch or Greater than 10-5/8 inch
	+ + + + +		0.000 0.000 0.000 0.000 0.000 0.000	Either (Male or Female)	Any Other	Less than 93/4 inch or Greater than 1/4 inch above two times the stenciled set-up height

Constant Contact or Sliding

For cars with low profile or standard height solid block style side bearing pockets (integral cast or welded on ring).

				and have		a swight boing bio	an argin and and the house	o (miceBian
Loe	Measure	Loc	Measure		Sum	Side Bearing	Sum-of-the-Pairs	∫ ¥erse H
	-4-			==	0.000	Manufacture	Measurement	
	+-			202	0.000	r	(Condemning Limit)	1
				im.	0.000	A Chuatai	Less than 1 inch, or	Relean Olda Resultin Pack
	-+-			=	0.000	A. Stucki	Greater than 13/4 inch	
	+			222	0.000	Miner and	Less than 7/8 inch, or	1
	+			4 22	0.000	Standard Car Truck	Greater than 15/8 inch	
(See decima	l conversion chart	ast page)	I					3



Side Bearing Wear Plate Condition: (1) No Defect (2) Broken (

(3) Loose (4) N

(See Codes Below)

(4) Missing (5) Worn

(7) Incorrect

(6) Bent

4 of 7 TA – 5

Section: H

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		e Equipmen				
Referen	nce: The Field Manual of .	AAR Interchar	nge Rules, R	ules 4 and	/or 13	
Brake Type (1)-A	AB (2)-ABD (3)	-ABDW	(4) Other	ABD	X-ABD	X-C
Test Date: Month	Year				Brake Sh	oe Type
Standard To Car: Yes	No 🗌					
Cut Out Cock Position: (1) Opened (2) Closed	 Hand Brake Position (1) Applied (2) Released (3) Defective 		Retainer Po (1) Direct I (2) Hìgh Pi (3) Low Pr (4) Slow Pi	Release ressure essure		
Results of Single Car Test: Reference: The Field Manual o	f AAR Interchange Rules,	, Rule 3 and S-	486 - Code	of Air Bral	ke Test for Fr	eight Equipment
Section: I	Special Fe	-	adima			
		uipment / I	Jaumg			n 27 km lánd a san an a
Enter (CONDITION CODE)	In The Appropriate Boy	<u>κ</u> :				
Condition Codes:	 (1) Equipped – No Defi (2) Equipped – Defecti (3) Equipped Worn or V (4) Not Equipped 	ve				
$ \begin{array}{c} A \\ \swarrow \\ \swarrow \\ \swarrow \\ \swarrow \\ \end{array} \begin{array}{c} B \\ \swarrow \\ \swarrow \\ \swarrow \\ \end{array} \begin{array}{c} C \\ \swarrow \\ \swarrow \\ \end{array} $	D E 4 4	F	G	H		
Special Equipment Codes	B - Ce $C - En$ $D - Re$ $E - Re$	oupler Center inter Plate Ex- npty / Load D silient Pads F silient Center her (Specify)	tension Pad Device Roller Beari	ing Adapt	ers	
Lading: Condition	: 8					
*() No Defect (5) End Unbalanced (8) Empty	*(2) Overlo *(6) Side U	· ·	5) End Ov *(7)	erload *(Partial Load	(4) Load
*Requires Written Explanatic	m					
Specify in detail the location	of the code used above					
Other Comments on Principle	e Car:	1997-1-1-1.				
				······		

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Se	ct	ìo	n:	J

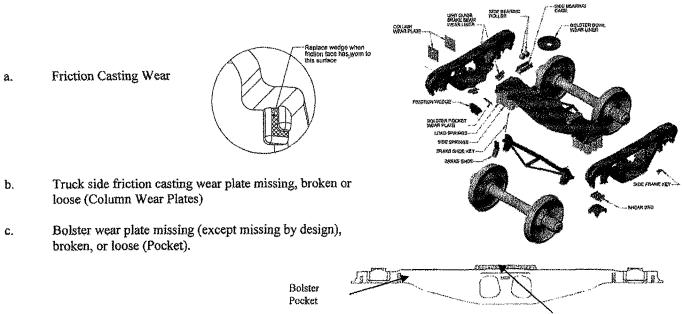
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Preceding Car						
(For Inspection and Gauging AAR Rule references see Sections A through H for the specific component.)						
Initial & Number: Position in Train:						
Load Empty Gross Weight Good lbs.						
Truck Centers: <u>ft.</u>						
(A) End - Coupler Type (A) End Coupler Height: . inches						
(B) End - Coupler Type (B) End Coupler Height: . inches						
Rod Eye Clearance: (A) End: of an inch. (B) End: of an inch.						
Side Bearing Type: (1) Roller (2) Sliding (3) Constant Contact (Specify Type)						
Side Bearing Clearance AL: AR: BL: BR:						
Any Special Equipment And Condition: Yes No ? If Yes, Explain						
Section: K						
Following Car						
(For Inspection and Gauging see AAR Rule references in Sections A through H for the specific component.)						
Initial & Number: Position in Train:						
Load Empty Gross Weight <u>000</u> lbs.						
Truck Centers: <u>ft.</u>						
(A) End - Coupler Type (A) End Coupler Height: . inches						
(B) End - Coupler Type (B) End Coupler Height: . inches						
Rod Eye Clearance: (A) End: of an inch. (B) End: of an inch.						
Side Bearing Type: (1) Roller (2) Sliding						
(1) Koher (2) Shang (3) Constant Contact (Specify Type)						

Quick Reference Truck component Inspection and Gauging.

(Refer to The Field Manual of AAR Interchange Rules, Rule 46)



- d. Vertical clearance between truck bolster center bowl rim and body center plate is less than 1/16 inch at any location.
- e. The difference in the diameters of body center plate and truck bolster bowl at the same location exceeds 1-3/8 inch.
 f. Body center plate or truck bolster bowl worn to limits in Table 1.

Nominal Center Plate or Truck Bowl Diameter		12	14	16
The maximum worn bolster bowl diameter must not exceed		12 7/8	14 7/8	16 7/8
Body center plate diameter reduced to	~	11	13	15

- g. Engagement between the vertical walls of the center plate and center bowl is less than 1 and 1/16 inch
- h. Bolster and Truck Side Frame Gib Clearance exceeds limits shown in chart

Standard Three-Piece Truck with Bolster Gibs	Lateral (inches)	
Trucks having $6" \times 11"$, $6" \times 8"$, $61/2" \times 12"$, $61/2" \times 9"$, $7" \times 12"$, or $7" \times 9"$ roller bearings	11/2	

Fraction to Decimal Conversion Table

1/16	=	0.0625	5/8	#	0.625
1/8	=	0.125	11/16	=	0.6875
3/16	=	0.1875	3/4	=	0.75
1/4	=	0.25	13/16	Ŧ	0.8125
5/16	=	0.3125	7/8	=	0.875
1/2	-	0.5	15/16	=	0.9375
9/16	<u></u>	0.5625			

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7 of 7 TA – 5

Car USWX 40112

Selkirk, NY Examination

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Draft Factual Report Attachment -t for release DCA – 13 – FR - 009



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Equipment Inspection Report

TA - 5 Form

Note: (All Measurements Are To Be Taken To The Nearest Sixteenth Inch!)

Revision E Revised July 21, 2012

Section: A
Principle Car
Accident Number: 07/3AY208
Initial and Number: $1SWX 401/2$ Date: $8/7/2013$
Position in Train from Headend: Load: Empty: 2
Gross Weight: 6 3 000 lbs.
Truck Centers: ft. Year Built: 2000 AAR Car Type:
Section: B
Couplers / Draft Systems
Reference: The Field Manual of AAR Interchange Rules, Rules 16, 17 and or 18
(A) End - Coupler Type $\overline{E}69C\overline{E}$ (A) End Coupler Height: . inches
(B) End - Coupler Type $\boxed{E69CE}$ (B) End Coupler Height: inches
Rod Eye Clearance: (A) End: f of an inch. (B) End: f of an inch. Reference: The Field Manual of AAR Interchange Rules, Rule 22
Draft System Type COC KE/STONE F - 15G - B Reference: The Field Manual of AAR Interchange Rules, Rules 19, 20, 21 or 53
Section: C
First Wheel Derailed
Reference: The Field Manual of AAR Interchange Rules, Rule 41
Wheel Type: 🔲 Straight Plate 🗹 Curved Plate
Wheel Location ZZZ Wheel Size: 3 6
Wheel Defect Code: (See Codes Below)
Journal Size: Journal Type: ROULR BEARING Reference: The Field Manual of AAR Interchange Rules, Rule 36
Axle Defect: (See Codes Below) Reference: The Field Manual of AAR Interchange Rules, Rule 43
Defect Codes (1) No Defect (2) Broken (3) Flat (4) Built-Up Tread (5) Loose (6) Mismatched (7) Bent (Axle)
NY 6 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1

Note: Attach Wheel Profile of (First) derailed Wheel!

Section: D
First Truck Derailed
Reference: The Field Manual of AAR Interchange Rules, Rule 46
Location End (A) (B) X Lead Trail:
Manufactures Truck Type: BARBER 52-HD
Gib Clearance: BR: $1/9$ BL: $1''$ AR: $1/16$ AL: $1/16$
Wheel Base: R: $70''$ L: $70''$ inches
Bolster Bowl / Center Plate Clearance: $\frac{3}{4}\frac{\alpha}{4}$ Inches.
Bolster Bowl Diameter: 16^{11} inches. Depth 134 inches.
Bolster Bowl Equipped With A Liner? Yes X No
Type Of Bolster Bowl Liner: Metal 🕅 Composition (Non-Metallic)
Friction Castings Height Rise:
BR (1/4 BL 1/4 Inches AR /1/4 AL /1/4 Inches Measuring Friction Casting Rise:
 Ride Control – Place straight edge across top of friction wedge s, using a steel tape measure at centerline of the straight edge and take the measurement from the bottom of the straight edge to the top of the truck bolster. Measurement must not exceed:
 Barber Stabilized – where the friction casting element are cast with a shoulder, place the straight edge across the shoulder and take measure at centerline of bolster, take the measure from the bottom of the straight edge to the top of the truck bolster. Refer to the chart contained in AAR Rule 46 for Barber Stabilized – for the majority if measurement exceeds ³/₄ inch attention is required. Dimension is based on style of friction casting see chart, measurement should be compared to column "B".
Side Column Wear Plate Condition, (See Codes Below)
R1 [R2 [R3 [R4 [L1 [L2 [L3 [L4]
Defect Codes (1) No Defect (2) Broken (3) Missing (4) Built-Up Tread (5) Worn Defective (6) Defective

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Section: E			
	S	Spring Group	
Number of Springs	Reference: The Field Ma	anual of AAR Interch	nange Rules, Rule 50
Spring Type:	D – 🗾 🗲	✓ D - □	<u>S</u> D - []
	Right:	4	14
Condition Of Free	Left; // Height Measurements:	(Explain)	14 Any Exceptions)
Supplemental Snub	bers:	Travel	Condition
Hydraulic Type	(Stucki, H67, etc.)		(Leaking, collapsed, etc.)
Friction Type:	(ASF, Miner, etc.)	and and a state of the first of the state of	(Broken, etc.)
Section: F			
	Body Cente	er Plate – Side B	earings
	Reference: The Field Manual of	AAR Interchange R	ules, Rules 60, 61 and/or 62
Body Center Plate I	Diameter: 15-3/4	PI	ate Securement: WELDED
Plate Height From	Horizontal Wear Surface To C	enter Plate Flange	2/2 11
Side Bearing Type:		(2) Sliding Contact (Specify Ty	pe) MINER

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Section G

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Side Bearing Clearance

All side bearing height measurements to be taken;

On straight and level track ۴

Vertically between the top of the drop in cage and car body wear plate surface per manufacturer's recommendation ١

Roller or Solid Block (Measurements in 16th of an inch)

Location	Measure		Location	Measure		Sum	
AL		+	AR			0	Sum equals <6 or >10
BL		+	BR		525	0	Sum equals <0 01 > 10
AL		+	BR		=	0	
AR		+	BL		#	0	

Constant Contact or Sliding

(For Car with 5 1/16 inch setup height and 8 1/2 inch mounting holes. Typically on 4-axle cars and end trucks of articulated cars) (See decimal conversion chart last page)

Sele Bearing

Location	Measure S ⁽¹	+	Location BL	Measure 511		Sum / 0.000	Sum-of-the-Pairs Measurement (Condemning Limit)	
AR	52/16	+	AL	412/140	II II	9.000-	Less than 934 inch or	Suna Height y Body Silv
		, +			22	0.000	Greater than 101/2 inch	

Constant Contact or Sliding For articulated cars at the articulated truck locations (See decimal conversion chart last page)

	it contact of bill	2				a and meaning (nee		
Location	Measure + +	Location	Measure		Sum 0.000 0.000	Articulated Connector Portion	Nominal Setup Height (or as stenciled on cat)	Sum-of-the-Pairs Measurement (Condemning Limit)
	+ + +			11 12 22	0.000 0.000 0.000	Female	51/16 inch (5.0625)	Less than 9-3/4 inch or Greater than 10-3/8 inch
	+ + +				0.000 0.000 0.000	Маіс	53/16 inch (5.1875)	Less than 9-3/4 inch or Greater than 10-5/8 inch
	+ + + + +				0.000 0.000 0.000 0.000 0.000 0.000	Either (Male or Female)	Any Other	Less than 93/4 inch or Greater than 1/4 inch above two times the stenciled set-up height

Constant (Contact or Sliding	For cars with low	w profile or stanuar	d height solid blo	ck style side bearing pocket	s (integral cast or welded on ring).
Loc	Measure Loc + +		Sum = 0.000 = 0.000	Side Bearing Manufacture r	Sum-of-the-Pairs Measurement (Condemning Limit)	Boop Harght
	+ +		= 0.000 = 0.000	A. Stucki	Less than 1 inch, or Greater than 13/4 inch	Bentri Stal
	++		= 0.000 = 0.000	Miner and Standard Car Truck	Less than 7/8 inch, or Greater than 15/8 inch	
(See decimal	conversion chart last pag	(e)		, <u></u>		•

Side Bearing Wear Plate Condition:

(1) No Defect

(2) Broken (3) Loose (See Codes Below)

(4) Missing (5) Worn



(6) Bent

4 of 7 TA – 5

Section: H

Brake Equipment
Reference: The Field Manual of AAR Interchange Rules, Rules 4 and/or 13
Brake Type (1) -AB (2) -ABD (3) -ABDW (4) Other $ABDX - ABDX - ABD$
Test Date: Month Year Brake Shoe Type
Standard To Car: Yes 🖾 No 🗌
Cut Out Cock Position: / Hand Brake Position: / Retainer Position: // (1) Opened (1) Applied (1) Direct Release (2) Closed (2) Released (2) High Pressure (3) Defective (3) Low Pressure (4) Slow Pressure
Results of Single Car Test: Reference: The Field Manual of AAR Interchange Rules, Rule 3 and S-486 - Code of Air Brake Test for Freight Equipment
Section: I
Special Equipment / Lading
Enter (CONDITION CODE) In The Appropriate Box:
Condition Codes: (1) Equipped – No Defect (2) Equipped – Defective (3) Equipped Worn or Weak (4) Not Equipped
A B C D E F G H Y <thy< th=""> <thy< th=""> <thy< th=""></thy<></thy<></thy<>
Lading: Condition:
Condition Codes:(1) No Defect*(2) Overload*(3) End Overload*(4) Load*(5) End Unbalanced*(6) Side Unbalanced*(7) Partial Load*(8) Empty
*Requires Written Explanation
Specify in detail the location of the code used above
Other Comments on Principle Car:

Se	ction:	J

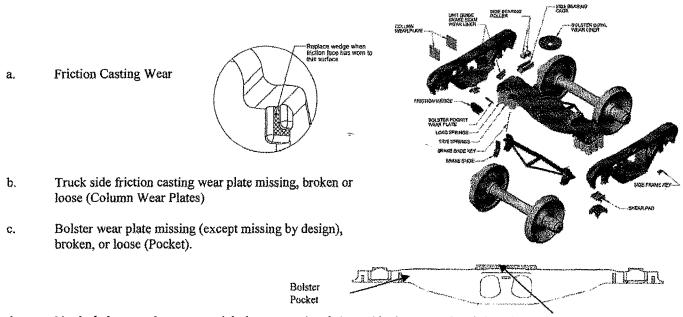
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Preceding Car
(For Inspection and Gauging AAR Rule references see Sections A through H for the specific component.)
Initial & Number: Position in Train:
Load Empty Gross Weight D000 lbs.
Truck Centers: <u>ft.</u>
(A) End - Coupler Type (A) End Coupler Height: . inches
(B) End - Coupler Type (B) End Coupler Height: . inches
Rod Eye Clearance: (A) End: of an inch. (B) End: of an inch.
Side Bearing Type: (1) Roller (2) Sliding (3) Constant Contact (Specify Type)
Side Bearing Clearance AL: AR: BL: BR:
Any Special Equipment And Condition: Yes 🗌 No 🗌 ? If Yes, Explain
Section: K
Following Car
(For Inspection and Gauging see AAR Rule references in Sections A through H for the specific component.)
Initial & Number: Position in Train:
Load Empty Gross Weight D 000 lbs.
Truck Centers: ft.
(A) End - Coupler Type (A) End Coupler Height: . inches
(A) End - Coupler Type(A) End Coupler Height:.inches(B) End - Coupler Type(B) End Coupler Height:.inches
(B) End - Coupler Type (B) End Coupler Height: . inches
(B) End - Coupler Type (B) End Coupler Height: . inches Rod Eye Clearance: (A) End: of an inch. (B) End: of an inch. Side Bearing Type: (1) Roller (2) Sliding

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Quick Reference Truck component Inspection and Gauging.

(Refer to The Field Manual of AAR Interchange Rules, Rule 46)



- d. Vertical clearance between truck bolster center bowl rim and body center plate is less than 1/16 inch at any location.
- e. The difference in the diameters of body center plate and truck bolster bowl at the same location exceeds 1-3/8 inch.
 f. Body center plate or truck bolster bowl worn to limits in Table 1.

center place of index bolster bowl worth to finitis in Table 1.			
Nominal Center Plate or Truck Bowl Diameter	12	14	16
The maximum worn bolster bowl diameter must not exceed	12 7/8	14 7/8	16 7/8
Body center plate diameter reduced to	11	13	15

- g. Engagement between the vertical walls of the center plate and center bowl is less than 1 and 1/16 inch
- h. Bolster and Truck Side Frame Gib Clearance exceeds limits shown in chart

Standard Three-Piece	Lateral
Truck with Bolster Gibs	(inches)
Trucks having 6" × 11", 6" × 8", 61/2" ×	
12", 61/2" × 9", 7" × 12", or 7" × 9"	11/2
roller bearings	

Fraction to Decimal Conversion Table

1/16	H	0.0625	5/8	=	0.625
1/8	#	0.125	11/16	=	0.6875
3/16	=	0.1875	3/4	Ħ	0.75
1/4	=	0.25	13/16	=	0.8125
5/16	=	0.3125	7/8	Ξ	0.875
1/2	m	0.5	15/16	Ξ	0.9375
9/16		0.5625			

7 of 7 TA – 5

Car USWX 40113

Selkirk, NY Examination

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Draft Factual Report Attachment - not for Telease



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Equipment Inspection Report

TA - 5 Form

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Note: (All Measurements Are To Be Taken To The Nearest Sixteenth Inch!)

Revision E Revised July 21, 2012
Section: A
Principle Car
Accident Number: 07/3AY208
Initial and Number: $USWX 40113$ Date: 8/9/2013
Position in Train from Headend: Load: Empty: 🔀
Gross Weight: 6 2 7 000 lbs.
Truck Centers: ft. Year Built: 10/00 AAR Car Type:
Section: B
Couplers / Draft Systems
Reference: The Field Manual of AAR Interchange Rules, Rules 16, 17 and or 18
(A) End - Coupler Type $E69CE$ (A) End Coupler Height: inches
(B) End - Coupler Type <u>6696</u> (B) End Coupler Height: inches
Rod Eye Clearance: (A) End:
Draft System Type EOC KEYSTONE F- 15 C7 - B Reference: The Field Manual of AAR Interchange Rules, Rules 19, 20, 21 or 53
Section: C
First Wheel Derailed
Reference: The Field Manual of AAR Interchange Rules, Rule 41
Wheel Type: Straight Plate Curved Plate
Wheel Location Wheel Size:
Wheel Defect Code: (See Codes Below)
Journal Size: G 1/2 X 1 2 Journal Type: Reference: The Field Manual of AAR Interchange Rules, Rule 36
Axle Defect: (See Codes Below) Reference: The Field Manual of AAR Interchange Rules, Rule 43
Defect Codes (1) No Defect (2) Broken (3) Flat (4) Built-Up Tread (5) Loose (6) Mismatched (7) Bent (Axle)
Note: Attach Wheel Profile of (First) derailed Wheel!

1 of 7 TA – 5 Section: D

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First Truck Derailed
Reference: The Field Manual of AAR Interchange Rules, Rule 46
Location End (A) (B) (A) Lead
Manufactures Truck Type: BARGER 5-2-HD
Gib Clearance: BR: $1/2$ BL: $1/2$ AR: $1/2$ AL: (
Wheel Base: R: 70 L: 70 inches
Bolster Bowl / Center Plate Clearance: 74 Inches.
Bolster Bowl Diameter: 1/6 inches. Depth 1/26 1/4 inches.
Bolster Bowl Equipped With A Liner? Yes Yes No
Type Of Bolster Bowl Liner: Metal 🔀 Composition (Non-Metallic)
Friction Castings Height Rise:
BR 1/4 BL 1/4 Inches AR 1/4 AL 1 1/4 Inches Measuring Friction Casting Rise:
 Ride Control – Place straight edge across top of friction wedge s, using a steel tape measure at centerline of the straight edge and take the measurement from the bottom of the straight edge to the top of the truck bolster. Measurement must not exceed: TRUCK Max. Bise 70 & 100 TON RIDE CONTROL 125 1 13/16 TON RIDE CONTROL (GRADE "C") 2UPER SERVICE RIDE CONTROL 1 9/16
 Barber Stabilized – where the friction casting element are cast with a shoulder, place the straight edge across the shoulder and take measure at centerline of bolster, take the measure from the bottom of the straight edge to the top of the truck bolster. Refer to the chart contained in AAR Rule 46 for Barber Stabilized – for the majority if measurement exceeds ¼ inch attention is required. Dimension is based on style of friction casting see chart, measurement should be compared to column "B".
Side Column Wear Plate Condition, (See Codes Below)
R1 _ R2 _ R3 / R4 / L1 _ L2 / L3 / L4 / -
Defect Codes (1) No Defect (2) Broken (3) Missing (4) Built-Up Tread (5) Worn Defective (6) Defective

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Section: E				a an a f M = 1 M a f - 1 f M f B = 1 million (MMMMM B Barbon A Source of the source of
		Spring Group		
	Reference: The Field N	here and the second sec		
Number of Springs	SL Outer	28 Inner 2	S Inner / Inner	
Spring-Type:	D – [5 D-	<u>></u> D	-
	Right:	14	14	
	Left;	14	14	
Condition Of Free Height	Measurements:	(Explain A	ny Exceptions)	
~ 1 . 10 X1			~ P.+	
Supplemental Snubbers:	NIA	Travel	Condition	
Hydraulic Type	10/1			
	tucki, H67, etc.) $\lambda I \Delta$		(Leakin)	g, collapsed, etc.)
Friction Type:	$\frac{F}{F}$, Miner, etc.)		(B;	oken, etc.)
	it, minor, etc.)	*	(11)	onen, etc.)
Section: F				
	Rody Con	ter Plate – Side Bo	a win ora	
Defaro			iles, Rules 60, 61 and/or	60
		<u> </u>	· ·	
Body Center Plate Diameter	er: 16	Pla	te Securement:	NELD
Plate Height From Horizor	ital Wear Surface To	Center Plate Flange		14/4
Side Bearing Type:	(1) Roller	(2) Sliding		
		Contact (Specify Typ	e) ILLING	n
	、 •		· · · · · · · · · · · · · · · · · · ·	

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Section G

Side Bearing Clearance

All side bearing height measurements to be taken:

On straight and level track ×

۲ Vertically between the top of the drop in cage and car body wear plate surface per manufacturer's recommendation

Roller or Solid Block (Measurements in 16th of an inch)

Location	Measure		Location	Measure	Sum	
AL	5	+	AR	5	= /0	Sum equals <6 or >10
BL	4718	+	BR	5	=978	Sum equais <0 of >10
AL	•	+	BR		= 0	
AR		+	BL		= 0	

Constant Contact or Sliding

(For Car with 5 1/1e inch setup height and 8 1/2 inch mounting holes, Typically on 4-axle cars and end trucks of articulated cars) (See decimal conversion chart last page)

Sec. Horning

Location	Measure	+ + +	Location	Measure	23 190 235	Sum 0.000 0.000 0.000	Sum-of-the-Pairs Measurement (Condemning Limit) Less than 934 inch or	Siese freight 2 Body Stille Barrow
		+				0.000	Greater than 101/2 inch	

Constant Contact or Sliding For articulated cars at the articulated truck locations (See decimal conversion chart last page)

Location	Мсазџ́ге + +	Location	Measure		Sum 0.000 0.000	Articulated Connector Portion	Nominal Setup Height (or as stenciled on car)	Sum-of-the-Pairs Measurement (Condemning Limit)
	+ + +			11 13 13	0.000 0.000 0.000	Female	51/16 inch (5.0625)	Less than 9-3/4 inch or Greater than 10-3/8 inch
	+ + +			# #	0.000 0.000 0.000	Male	53/16 inch (5.1875)	Less than 9-3/4 inch or Greater than 10-5/8 inch
	+ + + + + +				0.000 0.000 0.000 0.000 0.000 0.000	Either (Male or Female)	Any Other	Less than 934 inch or Greater than 1/4 inch above two times the stenciled set-up height

Constant Contact or Sliding	For cars with low pro	file or standard	l height solid bloc	k style side bearing pocket	s (integral cast or welded on ring).
Loc Measure Loc + +	Mcasure ==	Sum 0.000 0.000	Side Bearing Manufacture r	Sum-of-the-Pairs Measurement (Condemning Limit)	Strup Hegen
+	2000 	0.000 0.000	A, Stucki	Less than 1 inch, or Greater than 13/4 inch	Behers Search
÷ +		0.000 0.000	Miner and Standard Car Truck	Less than 7/8 inch, or Greater than 15/8 inch	
(See decimal conversion chart last page)			L		لع ا
Side Bearing Wear Plate Cond	ition:	(See C	odes Below)		

(1) No Defect

(2) Broken (3) Loose

(4) Missing (5) Worn (7) Incorrect

(6) Bent

Section: H

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Brake Equipment
Reference: The Field Manual of AAR Interchange Rules, Rules 4 and/or 13
Brake Type [4] (1)-AB (2)-ABD (3)-ABDW (4) Other [)6-60-1)660L
Test Date: Month Year Brake Shoe Type
Standard To Car: Yes No
Cut Out Cock Position: / Hand Brake Position: 2 Retainer Position: / (1) Opened (1) Applied (1) Direct Release (2) Closed (2) Released (2) High Pressure (3) Defective (3) Low Pressure (4) Slow Pressure
Results of Single Car Test: Reference: The Field Manual of AAR Interchange Rules, Rule 3 and S-486 - Code of Air Brake Test for Freight Equipment
Section: I
Special Equipment / Lading
Enter (CONDITION CODE) In The Appropriate Box:
Condition Codes: (1) Equipped – No Defect (2) Equipped – Defective (3) Equipped Worn or Weak (4) Not Equipped
$\begin{array}{cccccccccccccccccccccccccccccccccccc$
Special Equipment Codes A - Coupler Centering Device B - Center Plate Extension Pad C - Empty / Load Device D - Resilient Pads Roller Bearing Adapters E - Resilient Center Plate Line F - Other (Specify)
Lading: Condition:
Condition Codes:(1) No Defect*(2) Overload*(3) End Overload*(4) Load*(5) End Unbalanced*(6) Side Unbalanced*(7) Partial Load*(8) Empty
*Requires Written Explanation
Specify in detail the location of the code used above
Other Comments on Principle Car:

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Section: J

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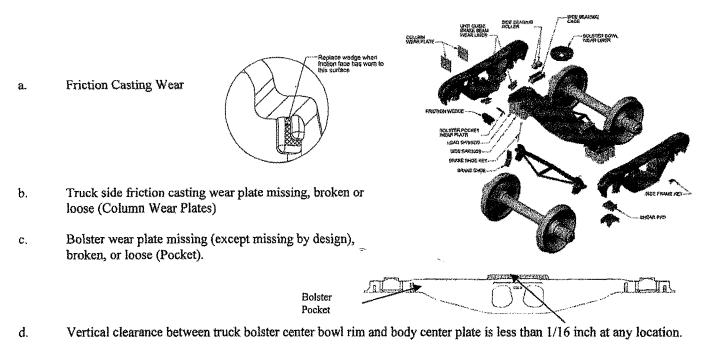
Preceding Car
(For Inspection and Gauging AAR Rule references see Sections A through H for the specific component.)
Initial & Number: Position in Train:
Load Empty Gross Weight DO00 lbs.
Truck Centers: <u>ft.</u>
(A) End - Coupler Type (A) End Coupler Height: . inches
(B) End - Coupler Type (B) End Coupler Height: . inches
Rod Eye Clearance: (A) End: of an inch. ~ (B) End: of an inch.
Side Bearing Type: (1) Roller (2) Sliding
(3) Constant Contact (Specify Type)
Side Bearing Clearance AL: AR: BL: BR:
Any Special Equipment And Condition: Yes 🗌 No 🗍 ? If Yes, Explain
Section: K
Following Car
(For Inspection and Gauging see AAR Rule references in Sections A through H for the specific component.)
Initial & Number: Position in Train:
Load Empty Gross Weight <u>000</u> lbs.
Truck Centers: <u>ft.</u>
(A) End - Coupler Type (A) End Coupler Height: . inches
(B) End - Coupler Type (B) End Coupler Height: . inches
Rod Eye Clearance: (A) End: of an inch. (B) End: of an inch.
Side Bearing Type: (1) Roller (2) Sliding (3) Constant Contact (Specify Type)
Side Bearing Clearance AL: AR: BL: BR:
Any Special Equipment And Condition: Yes 🗌 No 🗌 ? If Yes, Explain

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Quick Reference Truck component Inspection and Gauging.

(Refer to The Field Manual of AAR Interchange Rules, Rule 46)



e. The difference in the diameters of body center plate and truck bolster bowl at the same location exceeds 1-3/8 inch.
 f. Body center plate or truck bolster bowl worn to limits in Table 1.

Nominal Center Plate or Truck Bowl Diameter	12	14	16
The maximum worn bolster bowl diameter must not exceed	12 7/8	14 7/8	16 7/8
Body center plate diameter reduced to	11	13	15

g. Engagement between the vertical walls of the center plate and center bowl is less than 1 and 1/16 inch

h. Bolster and Truck Side Frame Gib Clearance exceeds limits shown in chart

Standard Three-Piece	Lateral
Truck with Bolster Gibs	(inches)
Trucks having $6" \times 11"$, $6" \times 8"$, $61/2" \times 12"$, $61/2" \times 9"$, $7" \times 12"$, or $7" \times 9"$ roller bearings	11/2

Fract	ion to	o Decimal	Conversion	Ta	ble
1/16	H	0.0625	5/8	8	0.625
1/8	m	0.125	11/16	=	0.6875
3/16		0.1875	3/4	Π	0.75
1/4		0.25	13/16	=	0.8125
5/16	=	0.3125	7/8	Ξ	0.875
1/2	=	0.5	15/16	=	0.9375
9/16	=	0.5625			

Car USWX 638345

Selkirk, NY Examination

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Equipment Inspection Report

TA - 5 Form

Note: (All Measurements Are To Be Taken To The Nearest Sixteenth Inch!)

Revision E Revised July 21, 2012

Section: A
Principle Car
Accident Number: $07/344208$
Initial and Number: $\boxed{154x638345}$ Date: $\boxed{2}$ / $\boxed{2}$ / $\boxed{2013}$
Position in Train from Headend: Load: Empty:
Gross Weight: 000 lbs.
Truck Centers: [] ft. Year Built: [9] AAR Car Type:
Section: B
Couplers / Draft Systems
Reference: The Field Manual of AAR Interchange Rules, Rules 16, 17 and or 18
(A) End - Coupler Type $\boxed{E694E}$ (A) End Coupler Height: $\boxed{33}$. $\boxed{5}$ inches
(B) End - Coupler Type $\boxed{\mathcal{E}69A\mathcal{E}}$ (B) End Coupler Height: $\boxed{3}$. $\boxed{5}$ inches
Rod Eye Clearance: (A) End: 9 of an inch. (B) End: 9 of an inch. Reference: The Field Manual of AAR Interchange Rules, Rule 22
Draft System Type $DRMT GEAR M90/E$
Reference: The Field Manual of AAR Interchange Rules, Rules 19, 20, 21 or 53
Section: C
First Wheel Derailed
Reference: The Field Manual of AAR Interchange Rules, Rule 41 Wheel Type: Straight Plate Z Curved Plate
Wheel Location 4 1 Wheel Size: 3 (,
Wheel Defect Code: [/] (See Codes Below)
Journal Size: Journal Type:
Axle Defect: (See Codes Below) Reference: The Field Manual of AAR Interchange Rules, Rule 43
Defect Codes (1) No Defect (2) Broken (3) Flat (4) Built-Up Tread (5) Loose (6) Mismatched (7) Bent (Axle)
Note: Attach Wheel Profile of (First) derailed Wheel!

1 of 7 TA – 5 ~ .

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Section: D
First Truck Derailed
Reference: The Field Manual of AAR Interchange Rules, Rule 46
Location End (A) (B) (B) Lead Trail:
Manufactures Truck Type: BARBON S-2
Gib Clearance: BR: $7/6$ BL: $7/8$ AR: $7/6$ AL: $7/7$
Wheel Base: R: 70 L: 70 inches
Bolster Bowl / Center Plate Clearance: 1/2" Inches.
Bolster Bowl Diameter: 1411 inches. Depth 114 inches.
Bolster Bowl Equipped With A Liner? Yes Z No
Type Of Bolster Bowl Liner: Metal
Friction Castings Height Rise:
BR $3/4$ BL $3/4$ Inches AR $3/4$ AL $3/4$ Inches
Measuring Friction Casting Rise:
 Ride Control – Place straight edge across top of friction wedge s, using a steel tape measure at centerline of the straight edge and take the measurement from the bottom of the straight edge to the top of the truck bolster. Measurement must not exceed: TRUCK TRUCK Max. Rise TO & 100 TON RIDE CONTROL 125 TON RIDE CONTROL (GRADE "C") 1 13/16 TON RIDE CONTROL (GRADE "C") SUPER SERVICE RIDE CONTROL 1 9/16
• Barber Stabilized – where the friction casting element are cast with a shoulder, place the straight edge across the shoulder and take measure at centerline of bolster, take the measure from the bottom of the straight edge to the top of the truck bolster. Refer to the chart contained in AAR Rule 46 for Barber Stabilized – for the majority if measurement exceeds ¼ inch attention is required. Dimension is based on style of friction casting see chart, measurement should be compared to column "B".
Side Column Wear Plate Condition, (See Codes Below)
$R1 \square R2 \square R3 \square R4 \square \qquad L1 \square L2 \square L3 \square L4 \square$
Defect Codes (1) No Defect (2) Broken (3) Missing (4) Built-Up Tread (5) Worn Defective (6) Defective

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2 of 7 TA - 5 ì

Section: E							
1	Spr	ring Group					
ReferNumber of Springs56	ence: The Field Manual Outer	al of AAR Interchange	Rules, Rule 50 Inner / Inner				
Spring Type:	D - 5	D – 6	D - [
	Right: 74	$\Box \qquad \boxed{14}$					
Left; 74 Condition Of Free Height Measurements: (Explain Any Exceptions)							
Supplemental Snubbers: Hydraulic Type	lin	Travel	Condition				
,	167, etc.)		(Leaking, collapsed, etc.)				
Friction Type:(ASF,)	liner, etc.)		(Broken, etc.)				
Section: F							
	Body Center	Plate – Side Beari	ngs				
Reference:	The Field Manual of A	AR Interchange Rules,	Rules 60, 61 and/or 62				
Body Center Plate Diameter:	133/4	Plate S	ecurement: BOCTED T				
Plate Height From Horizontal V	/ear Surface To Cent	ter Plate Flange	2" WEZDED				
Side Bearing Type:	(1) Roller (3) Constant Con	(2) Sliding tact (Specify Type)	MINUTE TOCHT-GOLT				

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Section G

Side Bearing Clearance

All side bearing height measurements to be taken:

On straight and level track 7

۶ Vertically between the top of the drop in cage and car body wear plate surface per manufacturer's recommendation

Roller or Solid Block (Measurements in 16th of an inch)

Location	Measure		Location	Measure		Sum	
AL		+	AR		-	0	Sum equals <6 or >10
BL		+	BR			0	oun equais <0 or >10
AL		÷	BR		225	0	÷
AR		+	BL		-	0	`

Constant Contact or Sliding

(For Car with 5 % inch setup height and 8 1/2 inch mounting holes. Typically on 4-axle cars and end trucks of articulated cars) (See decimal conversion chart last page)

BR	Measure 51/16	+	Location BL	Measure 5	=	Sum 10.0006	Sum-of-the-Pairs Measurement (Condemning Limit)	
AR	5/4/16	+	AC	3	555	10.996	Less than 93/4 inch	Seturi Height (* 7 Body Side
		+			33 7	0.000	or	
		+				0.000	Greater than 101/2 inch	
							E	™ ¥ () I(N'

Constant Contact or Sliding For articulated cars at the articulated truck locations (See decimal conversion chart last page)

Constan	it contact of sh		1 VI disipulated	s ours at	110 00 00000000	ou a una roundation (our	······································	
Location	Measure + +	Location		11	Sum 0.000 0.000	Articulated Connector Portion	Nominal Setup Height (or as stenciled on car)	Sum-of-the-Pairs Measurement (Condemning Limit)
	+ * +				0.000 0.000 0.000	Female	51/16 inch (5.0625)	Less than 9-3/4 inch or Greater than 10-3/8 inch
	-}- -}-				0.000 0.000 0.000	Male	53/16 inch (5.1875)	Less than 9-3/4 inch or Greater than 10-5/8 inch
	+ + + + +				0.000 0.000 0.000 0.000 0.000	Either (Male or Female)	Any Other	Less than 93/4 inch or Greater than 1/4 inch above two times the stenciled set-up height
	+				0.000			

For cars with low profile or standard height solid block style side bearing pockets (integral cast or welded on ring) **Constant Contact or Sliding**

Loc	Measure + +	Loc	Measure		Sum 0.000 0.000	Side Bearing Manufacture r	Sum-of-the-Pairs Measurement (Condemning Limit)	
	4-			Ħ	0.000	A. Stucki	Less than 1 inch; or	thesend thesend
	+			=	0.000	71, Studie	Greater than 13/4 inch	
	+			62 5	0.000	Miner and	Less than 7/8 inch, or	
	+				0.000	Standard Car Truck	Greater than 15/8 inch]

(See decimal conversion chart last page)

(See Codes Below) Side Bearing Wear Plate Condition: (3) Loose

(1) No Defect

-

(2) Broken

(4) Missing (5) Worn (7) Incorrect

(6) Bent

4 of 7 TA - 5

Section: H

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	Brake Equipment
Referen	ace: The Field Manual of AAR Interchange Rules, Rules 4 and/or 13
Brake Type (1)-A	B (2)-ABD (3)-ABDW (4) Other $ABD + BDX - C$
Test Date: Month	Year Brake Shoe Type CS
Standard To Car: Yes	No 🗌
Cut Out Cock Position: (1) Opened (2) Closed	Hand Brake Position: Image: Constraint of the state of the stat
Results of Single Car Test: Reference: The Field Manual o	f AAR Interchange Rules, Rule 3 and S-486 - Code of Air Brake Test for Freight Equipment
Section: I	
	Special Equipment / Lading
Enter (CONDITION CODE)	In The Appropriate Box:
	 (1) Equipped - No Defect (2) Equipped - Defective (3) Equipped Worn or Weak (4) Not Equipped
$\begin{array}{ccc} A & B & C \\ \hline 4 & 4 & \hline \end{array}$	D E F G H Z C C C
Special Equipment Codes	A – Coupler Centering Device
	B – Center Plate Extension Pad C – Empty / Load Device
	D – Resilient Pads Roller Bearing Adapters
	E – Resilient Center Plate Line
	F - Othes (Specify)
Lading: Condition	
*	 No Defect *(2) Overload *(3) End Overload *(4) Load End Unbalanced *(6) Side Unbalanced *(7) Partial Load Empty
*Requires Written Explanation	20
Specify in detail the location	of the code used above
Other Comments on Principle	e Car:
*	
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5-of 7 TA – 5

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Section	• .
Dector	* **

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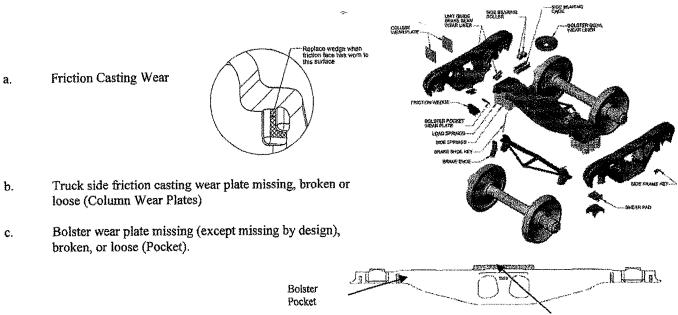
Preceding Car	
(For Inspection and Gauging AAR Rule references see Sections A through H for the specific co	imponent.)
Initial & Number: Position in T	Frain:
Load Empty Gross Weight	000 lbs.
Truck Centers: <u>ft.</u>	
(A) End - Coupler Type (A) End Coupler Height:	inches
(B) End - Coupler Type (B) End Coupler Height:	inches
Rod Eye Clearance: (A) End: of an inch. (B) End:] of an inch.
Side Bearing Type: (1) Roller (2) Sliding (3) Constant Contact (Specify Type)	August
Side Bearing Clearance AL: AR: BL: BR:	
Any Special Equipment And Condition: Yes 🗌 No 🗍 ? If Yes, Explain	
Section: K	
Following Car	
(For Inspection and Gauging see AAR Rule references in Sections A through H for the specific	-
Initial & Number: Position in 7	L
Load Empty Gross Weight	<u>000</u> lbs.
Truck Centers: <u>ft.</u>	Aborney
(A) End - Coupler Type (A) End Coupler Height:	inches
(B) End - Coupler Type (B) End Coupler Height:] inches
Rod Eye Clearance: (A) End: (B) End: (B) End:	of an inch.
Side Bearing Type: (1) Roller (2) Sliding (3) Constant Contact (Specify Type)	
Side Bearing Clearance AL: AR: BL: BR:	

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Quick Reference Truck component Inspection and Gauging.

(Refer to The Field Manual of AAR Interchange Rules, Rule 46)



- d. Vertical clearance between truck bolster center bowl rim and body center plate is less than 1/16 inch at any location.
- e. The difference in the diameters of body center plate and truck bolster bowl at the same location exceeds 1-3/8 inch.

Body center	plate or truck bo	lster bowl worn t	to limits in Table 1.
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Nominal Center Plate or Truck Bowl Diameter	12	14	16
The maximum worn bolster bowl diameter must not exceed	12 7/8	14 7/8	16 7/8
Body center plate diameter reduced to	11	13	15

- g. Engagement between the vertical walls of the center plate and center bowl is less than 1 and 1/16 inch
- h. Bolster and Truck Side Frame Gib Clearance exceeds limits shown in chart

Standard Three-Piece Truck with Bolster Gibs	Lateral (inches)
Trucks having $6^{"} \times 11^{"}$, $6^{"} \times 8^{"}$, $61/2^{"} \times 10^{"}$	110
$12", 61/2" \times 9", 7" \times 12", \text{ or } 7" \times 9"$ roller bearings	11/2

Fraction	to	Decimal	Conversion	Table
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1110	=	0.0625	5/8	Ħ	0.625
1/16	*****	0.0020	010	÷	
1/8	z	0.125	11/16	=	0.6875
3/16	=	0.1875	3/4	Ħ	0.75
1/4	=	0.25	13/16	=	0.8125
5/16	=	0.3125	7/8	=	0.875
1/2		0.5	15/16		0.9375
9/16	æ	0.5625			Ē

Car USWX 638391

Selkirk, NY Examination

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Equipment Inspection Report

TA - 5 Form

Note: (All Measurements Are To Be Taken To The Nearest Sixteenth Inch!)

Revision E Revised July 21, 2012

	Principle Car
	Accident Number: 07/3AY208
Initial and Nur	nber: USWX 638391 Date: 8 / 9 / 2013
Position in Tra	in from Headend: Load: Empty:
Gross Weight:	6 2 000 lbs.
Truck Centers	t. Year Built: /97/ AAR Car Type:
Section: B	
	Couplers / Draft Systems
	Reference: The Field Manual of AAR Interchange Rules, Rules 16, 17 and or 18
(A) End - Cou	pler Type $\boxed{\mathcal{E}GQAE}$ (A) End Coupler Height: inches
(B) End - Cou	pler Type $\overline{\mathcal{E}_{6}^{2} \mathcal{A}_{\mathcal{E}}}$ (B) End Coupler Height: . inches
Rod Eye Clear	rance: (A) End: \checkmark of an inch. (B) End: \checkmark of an inch. Reference: The Field Manual of AAR Interchange Rules, Rule 22
Draft System T	ype DRAFT GEARC M90/E Reference: The Field Manual of AAR Interchange Rules, Rules 19, 20, 21 or 53
Draft System T Section: C	
	Reference: The Field Manual of AAR Interchange Rules, Rules 19, 20, 21 or 53 First Wheel Derailed
Section: C	Reference: The Field Manual of AAR Interchange Rules, Rules 19, 20, 21 or 53 First Wheel Derailed Reference: The Field Manual of AAR Interchange Rules, Rule 41
	Reference: The Field Manual of AAR Interchange Rules, Rules 19, 20, 21 or 53 First Wheel Derailed
Section: C	Reference: The Field Manual of AAR Interchange Rules, Rules 19, 20, 21 or 53 First Wheel Derailed Reference: The Field Manual of AAR Interchange Rules, Rule 41 Straight Plate Curved Plate
Section: C	Reference: The Field Manual of AAR Interchange Rules, Rules 19, 20, 21 or 53 First Wheel Derailed Reference: The Field Manual of AAR Interchange Rules, Rule 41 Straight Plate Curved Plate M 7 Wheel Size: 3
Section: C Wheel Type: Wheel Location	Reference: The Field Manual of AAR Interchange Rules, Rules 19, 20, 21 or 53 First Wheel Derailed Reference: The Field Manual of AAR Interchange Rules, Rule 41 Image: Straight Plate Image: Curved Plate Image: Image: Straight Plate Image: Curved Plate Image: Im
Section: C Wheel Type: Wheel Location Wheel Defect (Reference: The Field Manual of AAR Interchange Rules, Rules 19, 20, 21 or 53 First Wheel Derailed Reference: The Field Manual of AAR Interchange Rules, Rule 41 Straight Plate Curved Plate Wheel Size: 3 Code: (See Codes Below) Odd: X Image: Control of the second secon

Se	ction	: D

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First Truck Derailed
Reference: The Field Manual of AAR Interchange Rules, Rule 46
Location End (A) (B) Z Lead C Trail:
Manufactures Truck Type: SIDENIA
Gib Clearance: BR: 1/8 BL: 1/8 AR: 1/1/6 AL: 1/8
Wheel Base: R: 70 L: 70 inches
Bolster Bowl / Center Plate Clearance: $\frac{3}{4''}$ Inches.
Bolster Bowl Diameter: 14" inches. Depth 118 inches.
Bolster Bowl Equipped With A Liner? Yes 🖾 No
Type Of Bolster Bowl Liner: Metal 🖉 Composition (Non-Metallic)
Friction Castings Height Rise: BR ///8 BL //8" Inches AR ///8 AL ///8 Inches Measuring Friction Casting Rise:
 Ride Control – Place straight edge across top of friction wedge s, using a steel tape measure at centerline of the straight edge and take the measurement from the bottom of the straight edge to the top of the truck bolster. Measurement must not exceed:
• Barber Stabilized – where the friction casting element are cast with a shoulder, place the straight edge across the shoulder and take measure at centerline of bolster, take the measure from the bottom of the straight edge to the top of the truck bolster. Refer to the chart contained in AAR Rule 46 for Barber Stabilized – for the majority if measurement exceeds ³ / ₄ inch attention is required. Dimension is based on style of friction casting see chart, measurement should be compared to column "B".
Side Column Wear Plate Condition, (See Codes Below)
R1 _ R2 _ R3 _ R4 _ L1 _ L2 _ L3 _ L4 _
Defect Codes (1) No Defect (2) Broken (3) Missing (4) Built-Up Tread (5) Worn Defective (6) Defective

2 of 7 TA – 5

Section: E			
		pring Group	
Number of Springs	Reference: The Field Ma	inual of AAR Interchanger \mathcal{B} Inner \mathcal{A}	ge Rules, Rule 50
Spring Type:	D – 🤶	D-5	D
	Right:	\Box \Box	
Condition Of Free	Left; 79 Height Measurements:	(Explain An	y Exceptions)
Supplemental Snubb	pers: 1	Travel	Condition
Hydraulic Type	(Stucki, H67, etc.)		(Leaking, collapsed, etc.)
Friction Type:	(ASF, Miner, etc.)		(Broken, etc.)
Section: F			
	Body Cente	er Plate – Side Bea	rings
	Reference: The Field Manual of	AAR Interchange Rule	s, Rules 60, 61 and/or 62
Body Center Plate D	Diameter: <u>131/2</u>	Plate	Securement: BOLTD 9-
Plate Height From H	Iorizontal Wear Surface To Co	enter Plate Flange	WEDED
Side Bearing Type:	(1) Roller (3) Constant C	(2) Sliding ontact (Specify Type)	MINAC/TEC-111-GOLT
		5	1/16 +1/16

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3 of 7 TA – 5

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Section G

Side Bearing Clearance

All side bearing height measurements to be taken:

> On straight and level track

> Vertically between the top of the drop in cage and car body wear plate surface per manufacturer's recommendation

Roller or Solid Block (Measurements in 16th of an inch)

Location Measure		LocationMeasure		Sum
AL 5 1/16	+	AR 3/1/16	=	100/16 00000 000000000000000000000000000
BL 52/16	+	AR 3/1/16 BR 5/1/16	145	$10^{-2/1}$ Sum equals <6 or >10 10 $3/16$
AL	+	BR	200	0
AR	+	BL	252	0

Constant Contact or Sliding

(For Car with 5 1/16 inch setup height and 8 1/2 inch mounting holes. Typically on 4-axle cars and end trucks of articulated cars) (See decimal conversion chart last page)

Location	Measure	+ + +	Location	Measure	Sum 0.000 0.000 0.000 0.000	Sum-of-the-Pairs Measurement (Condemning Limit) Less than 93/4 inch or Greater than 101/2 inch	Solup Halps 27 Produ San Produ San Boules- Phil
					~	►.	Side Brong 2 Contraction of the State

Constant Contact or Sliding For articulated cars at the articulated truck locations (See decimal conversion chart last page)

						i chan last page
Location Meas	ure Location + +	Measure	0.000	Articulated Connector Portion	Nominal Setup Height (or as stenciled on car)	Sum-of-the-Pairs Measurement (Condemning Limit)
	+ + +		0.000	Female	51/16 inch (5.0625)	Less than 9-3/4 inch or Greater than 10-3/8 inch
	+ + +		0.000	Male	53/16 inch (5.1875)	Less than 9-3/4 inch or Greater than 10-5/8 inch
	+ + + + +		0.000 0.000 0.000 0.000	Either (Male or Female)	Any Other	Less than 93/4 inch or Greater than 1/4 inch above two times the stenciled set-up height

Constant Contact or Sliding For cars with low profile or standard height solid block style side bearing pockets (integral cast or welded on ring).

Loc	Measure + +	Loc	Measure	-	Sum 0.000 0.000	Side Bearing Manufacture	Sum-of-the-Pairs Measurement (Condemning Limit)	
	+			12 120	0.000	A. Stucki	Less than 1 inch, or Greater than 13/4 inch	- ficili Nox
	+ +			8	0.000 0.000	Miner and Standard Car Truck	Less than 7/8 inch, or Greater than 15/8 inch	-
(See decim	al conversion chart	(anen tael			1			ل.

(See decimal conversion chart last page)

Side Bearing Wear Plate Condition:

(1) No Defect (2

(2) Broken (3) Loose

(See Codes Below)

(4) Missing (5) Worn

(7) Incorrect

(6) Bent

Section: H

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Brake Equipment
Reference: The Field Manual of AAR Interchange Rules, Rules 4 and/or 13
Brake Type (1)-AB (2)-ABD (3)-ABDW (4) Other
Test Date: Month Year Brake Shoe Type
Standard To Car: Yes 🕱 No 🗌
Cut Out Cock Position:/Hand Brake Position:/Retainer Position:/(1) Opened(1) Applied(1) Direct Release(2) Closed(2) Released(2) High Pressure(3) Defective(3) Low Pressure(4) Slow Pressure
Results of Single Car Test: Reference: The Field Manual of AAR Interchange Rules, Rule 3 and S-486 - Code of Air Brake Test for Freight Equipment
Section: I
Special Equipment / Lading
Enter (CONDITION CODE) In The Appropriate Box:
Condition Codes: (1) Equipped – No Defect (2) Equipped – Defective (3) Equipped Worn or Weak (4) Not Equipped
A B C D E F G H 4
Lading: Condition:
Condition Codes:(1) No Defect*(2) Overload*(3) End Overload*(4) Load*(5) End Unbalanced*(6) Side Unbalanced*(7) Partial Load*(8) Empty
*Requires Written Explanation
Specify in detail the location of the code used above
Other Comments on Principle Car:

Section: a	S	ection:	J
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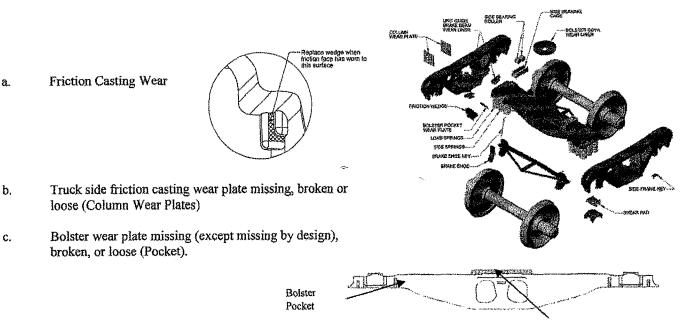
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Preceding	Car
(For Inspection and Gauging AAR Rule references see	Sections A through H for the specific component.)
Initial & Number:	Position in Train:
Load 🗌 Empty	Gross Weight 000 lbs.
Truck Centers: <u>ft.</u>	
(A) End - Coupler Type	(A) End Coupler Height:
(B) End - Coupler Type	(B) End Coupler Height:
Rod Eye Clearance: (A) End: of an inch.	(B) End: of an inch.
Side Bearing Type:(1) Roller(2) Sl(3) Constant Contact (Sp	
Side Bearing Clearance AL:	BL: BR:
Any Special Equipment And Condition: Yes	No 🗌 ? If Yes, Explain
Section: K	
Following	
	1 Sections A through H for the specific component.)
Following	
Following (For Inspection and Gauging see AAR Rule references in	1 Sections A through H for the specific component.)
Following (For Inspection and Gauging see AAR Rule references in Initial & Number:	Sections A through H for the specific component.) Position in Train:
Following (For Inspection and Gauging see AAR Rule references in Initial & Number: Load Empty Truck Centers: ft.	Sections A through H for the specific component.) Position in Train:
Following (For Inspection and Gauging see AAR Rule references in Initial & Number: Load Empty Truck Centers: <u>ft.</u>	Sections A through H for the specific component.) Position in Train: Gross Weight Output Output Output Output
Following Following (For Inspection and Gauging see AAR Rule references in Initial & Number:	A Sections A through H for the specific component.) Position in Train: Gross Weight (A) End Coupler Height:
Following Following (For Inspection and Gauging see AAR Rule references in Initial & Number:	A Sections A through H for the specific component.) Position in Train: Gross Weight 000 lbs. (A) End Coupler Height: . (B) End Coupler Height: . (B) End: . .<
Following Following (For Inspection and Gauging see AAR Rule references in Initial & Number:	A Sections A through H for the specific component.) Position in Train: Gross Weight 000 lbs. (A) End Coupler Height: . (B) End Coupler Height: . (B) End: . .<

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Quick Reference Truck component Inspection and Gauging.

(Refer to The Field Manual of AAR Interchange Rules, Rule 46)



d. Vertical clearance between truck bolster center bowl rim and body center plate is less than 1/16 inch at any location.

e. The difference in the diameters of body center plate and truck bolster bowl at the same location exceeds 1-3/8 inch.

Body center plate or truck bolster bowl worn to limits in Table 1.			
Nominal Center Plate or Truck Bowl Diameter	12	14	16
The maximum worn bolster bowl diameter must not exceed	12 7/8	14 7/8	16 7/8
Body center plate diameter reduced to	11	13	15

g. Engagement between the vertical walls of the center plate and center bowl is less than 1 and 1/16 inch

h. Bolster and Truck Side Frame Gib Clearance exceeds limits shown in chart

Standard Three-Piece	Lateral
Truck with Bolster Gibs	(in∋hes)
Trucks having $6" \times 11"$, $6" \times 8"$, $61/2" \times 12"$, $61/2" \times 9"$, $7" \times 12"$, or $7" \times 9"$ roller bearings	11/2

Fraction to Decimal Conversion Table

f.

1/16	=	0.0625	5/8	=	0.625
1/8	=	0.125	11/16	Ŧ	0.6875
3/16	×	0.1875	3/4	-	0.75
1/4	m	0.25	13/16	Π	0.8125
5/16	11	0.3125	7/8	=	0.875
1/2	II	0.5	15/16	Ħ	0.9375
9/16	Ŧ	0.5625			

Car USWX 40239

Selkirk, NY Examination

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Draft Factual Report Attachment - not for release

DCA - 13 - FR - 009



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Equipment Inspection Report

TA - 5 Form

Note: (All Measurements Are To Be Taken To The Nearest Sixteenth Inch!)

Revision E Revised July 21, 2012

Section: A
Principle Car
Accident Number: 0713AY208
Initial and Number: $4SWX 40239$ Date: $8/9/2013$
Position in Train from Headend:
Gross Weight: 000 lbs.
Truck Centers: ft. Year Built: 2000 AAR Car Type:
Section: B
Couplers / Draft Systems
Reference: The Field Manual of AAR Interchange Rules, Rules 16, 17 and or 18
(A) End - Coupler Type $SBEGPBE$ (A) End Coupler Height: inches
(B) End - Coupler Type $\boxed{\mathcal{E}69C\mathcal{E}}$ (B) End Coupler Height: . inches
Rod Eye Clearance: (A) End: \checkmark of an inch. (B) End: \checkmark of an inch. Reference: The Field Manual of AAR Interchange Rules, Rule 22
Draft System Type $\boxed{\underline{E, O, C, F/5G-B}}$ Reference: The Field Manual of AAR Interchange Rules, Rules 19, 20, 21 or 53
Section: C
First Wheel Derailed
Reference: The Field Manual of AAR Interchange Rules, Rule 41
Wheel Type: Straight Plate Z Curved Plate
Wheel Location Image: Imag
Wheel Defect Code: (See Codes Below)
Journal Size: 6/2 X 12 Journal Type: Roller BEALING Reference: The Field Manual of AAR Interchange Rules, Rule 36
Axle Defect: (See Codes Below) Reference: The Field Manual of AAR Interchange Rules, Rule 43
Defect Codes (1) No Defect (2) Broken (3) Flat (4) Built-Up Tread (5) Loose (6) Mismatched (7) Bent (Axle)
Note: Attach Wheel Profile of (First) derailed Wheel!

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Section: D
First Truck Derailed
Reference: The Field Manual of AAR Interchange Rules, Rule 46
Location End (A) 🕃 (B) 🗌 Lead 🛛 Trail:
Manufactures Truck Type: BARBER S-2-HD
Gib Clearance: BR: 178^{4} BL: $1^{\prime\prime}$ AR: $178^{\prime\prime}$ AL: $7/8^{\prime\prime}$
Wheel Base: R: 70 L: 70 inches
Bolster Bowl / Center Plate Clearance: 7/8 Inches.
Bolster Bowl Diameter: 16 inches. Depth $3/9$ inches.
Bolster Bowl Equipped With A Liner? Yes 🗌 No 🔀
Type Of Bolster Bowl Liner: Metal Composition (Non-Metallic)
Friction Castings Height Rise:
BR 144 BL 144 Inches AR 144 AL 144 Inches Measuring Friction Casting Rise:
Ride Control – Place straight edge across top of friction wedge s, using a steel tape measure at centerline of the straight edge and take TRUCK Max. Rise
the measurement from the bottom of the straight edge to the top of
the truck bolster. Measurement must not exceed: SUPER SERVICE RIDE CONTROL 1 9/16
 Barber Stabilized – where the friction casting element are cast with a shoulder, place the straight edge across the shoulder and take measure at centerline of bolster, take the measure from the bottom of the straight edge to the top of the truck bolster. Refer to the chart contained in AAR Rule 46 for Barber Stabilized – for the majority if measurement exceeds ¾ inch attention is required. Dimension is based on style of friction casting see chart, measurement should be compared to column "B".
Side Column Wear Plate Condition (See Codes Below)

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Side Column we	ar Plate Condition,	(See Codes Below)			
R1 📝 R2	R 3 R 3 R 3	4 -	L1 🚺	L2 🖉 L3 🚺	L4 🔀
Defect Codes	 No Defect Worn Defective 	(2) Broken (6) Defective	(3) Missing	(4) Built-Up Tread	

175-682074X.s	Se	ection:	E
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Section: E		~							
Spring Group									
Reference: The Field Manual of AAR Interchange Rules, Rule 50									
Number of Springs	Outer 2	8 Inner 2	8 Inner / Inner						
Spring Type:	D - 5	D	.5 D-						
	Right: 44		·4						
	Left; $\int \sqrt{C}$		14						
Condition Of Free Height Mea	surements:	(Explain A	Any Exceptions)						
Supplemental Snubbers: /	_	Travel	Condition						
Hydraulic Type N/A	7		And and an						
	H67, etc.)		(Leaking, collapsed, etc.)						
Friction Type:	4								
	iner, etc.)	an a	(Broken, etc.)						
Section: F									
	Body Cente	r Plate – Side B	earings						
Reference: 1	he Field Manual of	AAR Interchange Ri	ales, Rules 60, 61 and/or 62						
Body Center Plate Diameter:	153/4	Pla	ite Securement: WELDED						
Plate Height From Horizontal W	ear Surface To Ce	enter Plate Flange	23/411						
Side Bearing Type: 3	(1) Roller	(2) Sliding							
	· · ·	ontact (Specify Typ	De) MINGER						

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Section G

Side Bearing Clearance

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All side bearing height measurements to be taken:

> On straight and level track

> Vertically between the top of the drop in cage and car body wear plate surface per manufacturer's recommendation

Roller or Solid Block (Measurements in 16th of an inch)

Location Measure $AL + 15/16$	+	Location AR 5	Measure	= 9.15% 6	Sum equals <6 or >10
BL 526	+	BR 5		=102/1/6	Sum equals <0 of >10
AL	+	BR		= 0	
AR	+	BL		= 0	

Constant Contact or Sliding

(For Car with 5 1/16 inch setup height and 8 1/2 inch mounting holes. Typically on 4-axle cars and end trucks of articulated cars) (See decimal conversion chart last page)

Sto Berniers

Location	Measure		Location	Measure		Sum	Sum-of-the-Pairs Measurement	
		+			131	0.000	(Condemning Limit)	
		+				0.000	Less than 93/4 inch	Rober Hargest
		+			-	0.000	or	
		÷			-	0.000	Greater than 101/2 inch	Baser / A

Constant	t Contact or S	liding	For articulated cars	at the articulat	ed truck locations (See	edecimal conversion	i chart last page)
Location	Measure + +	Location	Measure	Sum 0.000 0.000	Articulated Connector Portion	Nominal Setup Height (or as stenciled on car)	Sum-of-the-Pairs Measurement (Condemning Limit)
	+ + \ +		200 200 200	0.000 0.00 9 0.000	Female	51/16 inch (5.0625)	Less than 9-34 inch or Greater than 10-3/8 inch
	+ + +			0.000 0.000 0.000	Male	53/16 inch (5.1875)	Less than 9-3/4 inch or Greater than 10-5/8 inch
	+ + + +			0.000 0.000 0.000 0.000 0.000	Either (Male or Female)	Any Other	Less than 93/4 inch or Greater than 1/4 inch above two times the stenciled set-up height
	+		=	0.000			

Constant Contact o Loc Measure	~	cars with low pr Acasure	ofile or standar Sum	d height solid bloc Side Bearing	k style side bearing pocket Sum-of-the-Pairs	s (integral cast or welded on ring).
	+		0.000	Manufacture	Measurement	Banard Tay of
	+		0.000	F	(Condemning Limit)	
	+	32	0.000	A. Stucki	Less than 1 inch, or	Paratra Pa A a a a a a a a a a a a a a a a a a a
	+		0.000		Greater than 13/4 inch	
	+		0.000	Miner and	Less than 7/8 inch, or	
	+-		0.000	Standard Car Truck	Greater than 15/8 inch	
(See decimal conversion of	hart last page)			1	L.,	3
Side Bearing Wear	Plate Condition	on:	(See T	Codes Below)		
(1) No Defect	(2) Broken	(3) Loose	(4) Mi	ssing (5)	Worn (6) Bent	(7) Incorrect

Section: H

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Brake Equipment
Reference: The Field Manual of AAR Interchange Rules, Rules 4 and/or 13
Brake Type 4 (1)-AB (2)-ABD (3)-ABDW (4) Other 3 - 6 - $ABX-E$
Test Date: Month Year Brake Shoe Type
Standard To Car: Yes No
Cut Out Cock Position:Image: Hand Brake Position:Retainer Position:(1) Opened(1) Applied(1) Direct Release(2) Closed(2) Released(2) High Pressure(3) Defective(3) Low Pressure(4) Slow Pressure
Results of Single Car Test: Reference: The Field Manual of AAR Interchange Rules, Rule 3 and S-486 - Code of Air Brake Test for Freight Equipment
Section: I
Special Equipment / Lading
Enter (CONDITION CODE) In The Appropriate Box:
Condition Codes:(1) Equipped – No Defect(2) Equipped – Defective(3) Equipped Worn or Weak(4) Not Equipped
ABCDEFGH \Box \Box \Box \Box \Box \Box \Box Special Equipment CodesA - Coupler Centering Device B - Center Plate Extension Pad C - Empty / Load Device D - Resilient Pads Roller Bearing Adapters
Lading: Condition:
Condition Codes: (1) No Defect *(2) Overload *(3) End Overload *(4) Load *(5) End Unbalanced *(6) Side Unbalanced *(7) Partial Load *(8) Empty
*Requires Written Explanation
Specify in detail the location of the code used above
Other Comments on Principle Car:

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Section: J

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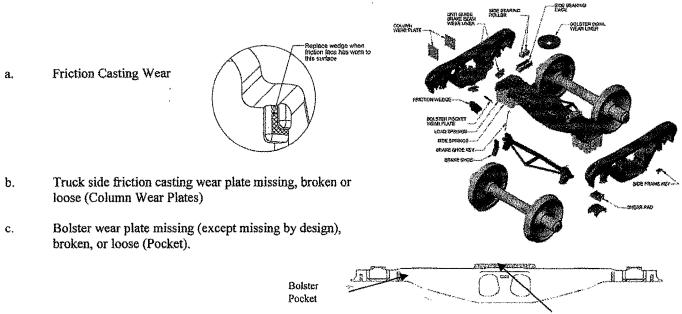
Preceding Car						
(For Inspection and Gauging AAR Rule references see Sections A through H for the specific component.)						
Initial & Number: Position in Train:						
Load Empty Gross Weight D00 lbs.						
Truck Centers: ft.						
(A) End - Coupler Type (A) End Coupler Height: . inches						
(B) End - Coupler Type (B) End Coupler Height: . inches						
Rod Eye Clearance: (A) End:of an inch.(B) End:of an inch.						
Side Bearing Type: (1) Roller (2) Sliding						
(3) Constant Contact (Specify Type)						
Side Bearing Clearance AL: AR: BL: BR:						
Any Special Equipment And Condition: Yes 🗌 No 🗍 ? If Yes, Explain						
Section: K						
Following Car						
(For Inspection and Gauging see AAR Rule references in Sections A through H for the specific component.)						
Initial & Number: Position in Train:						
Load Empty Gross Weight D 000 lbs.						
Truck Centers: <u>ft.</u>						
(A) End - Coupler Type (A) End Coupler Height: inches						
(A) End - Coupler Type (A) End Coupler Height: . inches (B) End - Coupler Type (B) End Coupler Height: . inches						
(B) End - Coupler Type (B) End Coupler Height: . inches Rod Eye Clearance: (A) End: of an inch. (B) End: of an inch. Side Bearing Type: (1) Roller (2) Sliding						
(B) End - Coupler Type (B) End Coupler Height: . inches Rod Eye Clearance: (A) End: of an inch. (B) End: of an inch.						
(B) End - Coupler Type (B) End Coupler Height: inches Rod Eye Clearance: (A) End: of an inch. (B) End: of an inch. Side Bearing Type: (1) Roller (2) Sliding (3) Constant Contact (Specify Type) (3) Constant Contact (Specify Type)						

6 of 7 TA - 5

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Quick Reference Truck component Inspection and Gauging.

(Refer to The Field Manual of AAR Interchange Rules, Rule 46)



- d. Vertical clearance between truck bolster center bowl rim and body center plate is less than 1/16 inch at any location.
- e. The difference in the diameters of body center plate and truck bolster bowl at the same location exceeds 1-3/8 inch.

Body center plate or truck bolster bowl worn to limits in Table 1.			
Nominal Center Plate or Truck Bowl Diameter	12	14	16
The maximum worn bolster bowl diameter must not exceed	12 7/8	14 7/8	16 7/8
Body center plate diameter reduced to	11	13	15

- g. Engagement between the vertical walls of the center plate and center bowl is less than 1 and 1/16 inch
- h. Bolster and Truck Side Frame Gib Clearance exceeds limits shown in chart

Standard Three-Piece	Lateral
Truck with Bolster Gibs	(inches)
Trucks having $6" \times 11"$, $6" \times 8"$, $61/2" \times$	
12", 61/2" × 9", 7" × 12", or 7" × 9"	11/2
roller bearings	

Fraction to Decimal Conversion Table

f,

1/16	æ	0.0625	5/8	=	0.625
1/8	=	0.125	11/16	=	0.6875 🔔
3/16	Ħ	0.1875	3/4	W	0.75
1/4	=	0.25	13/16	55	0.8125
5/16	=	0.3125	7/8	=	0.875
1/2	m	0.5	15/16	8	0.9375
9/16	I	0.5625			

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