Factual Report Attachment 2

Inspection Sheets from Selkirk, NY Car Examination

Car#	Position behind 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

Car USWX 40004

Selkirk, NY Examination

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: 07JSAY208

Initial and Number: USWX 40009 Date: 8 / 9 / 2013

Position in Train from Headend: Load: ☐ Empty: ☒

Gross Weight: 63 000 lbs.

Truck Centers: ft. Year Built: 2008 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 E69BE (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

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 L1 Wheel Size: 36

Wheel Defect Code: 1 (See Codes Below)

Journal Size: 6½ X 12 Journal Type: ROLLER BEARING

Reference: The Field Manual of AAR Interchange Rules, Rule 36

Axle Defect: 1 (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!***

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: 1 1/16 BL: 1 1/16 AR: 1 1/16 AL: 1 1/16

Wheel Base: R: 70 L: 70 inches

Bolster Bowl / Center Plate Clearance: 3/4" Inches.

Bolster Bowl Diameter: 16" inches. Depth 1 3/4 inches.

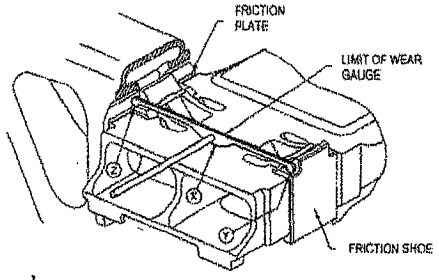
Bolster Bowl Equipped With A Liner? Yes ☒ No ☐

Type Of Bolster Bowl Liner: Metal ☒ Composition (Non-Metallic) ☐

Friction Castings Height Rise:

BR 1 1/8 BL 1 1/16 Inches
AR 1 1/8 AL 1 1/8 Inches

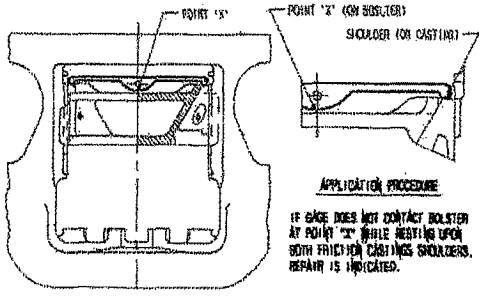
Measuring Friction Casting Rise:



- **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:

TRUCK	Max. Rise
70 & 100 TON RIDE CONTROL 125 TON RIDE CONTROL (GRADE "C")	1 13/16
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)

R1 1 R2 1 R3 1 R4 1 L1 1 L2 1 L3 1 L4 1

Defect Codes (1) No Defect (2) Broken (3) Missing (4) Built-Up Tread
(5) Worn Defective (6) Defective

Section: E

Spring Group

Reference: The Field Manual of AAR Interchange Rules, Rule 50

Number of Springs	56	Outer	28	Inner	28	Inner / Inner	—
Spring Type:		D –	5	D –	5	D –	—
		Right:	14		14		—
		Left;	14		14		—

Condition Of Free Height Measurements: **(Explain Any Exceptions)**

Supplemental Snubbers:		Travel	Condition
Hydraulic Type	N/A (Stucki, H67, etc.)	—	— (Leaking, collapsed, etc.)
Friction Type:	N/A (ASF, Miner, etc.)	—	— (Broken, etc.)

Section: F

Body Center Plate – Side Bearings

Reference: The Field Manual of AAR Interchange Rules, Rules 60, 61 and/or 62

Body Center Plate Diameter: 15 3/4

Plate Securement: WELDED

Plate Height From Horizontal Wear Surface To Center Plate Flange 2 1/2" 2 1/2"

Side Bearing Type: 3 (1) Roller (2) Sliding (3) Constant Contact (Specify Type)

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)

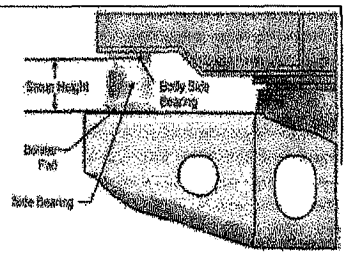
Location	Measure		Location	Measure		Sum
AL		+	AR		=	0
BL		+	BR		=	0
AL		+	BR		=	0
AR		+	BL		=	0

Sum equals <6 or >10

Constant Contact or Sliding (For Car with 5 1/16 inch setup height and 8 ½ 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
BR	5	+	BL	4 14/16	=	illegible
AR	5	+	AL	4 14/16	=	illegible
		+			=	0.000
		+			=	0.000

Sum-of-the-Pairs Measurement (Condemning Limit)
Less than 9¾ inch or Greater than 10½ inch



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

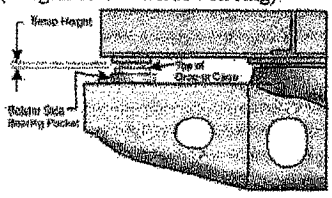
Location	Measure		Location	Measure		Sum
		+			=	0.000
		+			=	0.000
		+			=	0.000
		+			=	0.000
		+			=	0.000
		+			=	0.000
		+			=	0.000
		+			=	0.000
		+			=	0.000
		+			=	0.000
		+			=	0.000
		+			=	0.000
		+			=	0.000
		+			=	0.000
		+			=	0.000

Articulated Connector Portion	Nominal Setup Height (or as stenciled on car)	Sum-of-the-Pairs Measurement (Condemning Limit)
Female	5 1/16 inch (5.0625)	Less than 9-¾ inch or Greater than 10-⅜ inch
Male	5 3/16 inch (5.1875)	Less than 9-¾ inch or Greater than 10-⅝ inch
Either (Male or Female)	Any Other	Less than 9¾ inch or Greater than ¼ 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
		+			=	0.000
		+			=	0.000
		+			=	0.000
		+			=	0.000

Side Bearing Manufacturer	Sum-of-the-Pairs Measurement (Condemning Limit)
A. Stucki	Less than 1 inch, or Greater than 13/4 inch
Miner and Standard Car Truck	Less than 7/8 inch, or Greater than 15/8 inch



(See decimal conversion chart last page)

Side Bearing Wear Plate Condition: [/] (See Codes Below)

(1) No Defect (2) Broken (3) Loose (4) Missing (5) Worn (6) Bent (7) Incorrect

Section: H

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 [ABDX-ABDX-C]

Test Date: Month [ ][ ] Year [ ][ ][ ][ ] Brake Shoe Type [CS]

Standard To Car: Yes [X] No [ ]

Cut Out Cock Position: [1]
(1) Opened
(2) Closed

Hand Brake Position: [2]
(1) Applied
(2) Released
(3) Defective

Retainer Position: [1]
(1) Direct Release
(2) High Pressure
(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	4	1	4	4	-	-	-

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: [8]

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: J

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: ___ ___ 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 ___ ___ ___ 000 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: _____

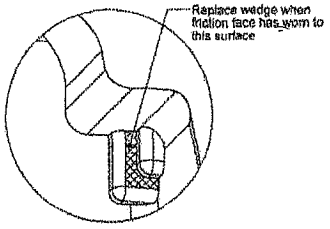
Any Special Equipment And Condition: Yes ☐ No ☐ ? If Yes, Explain

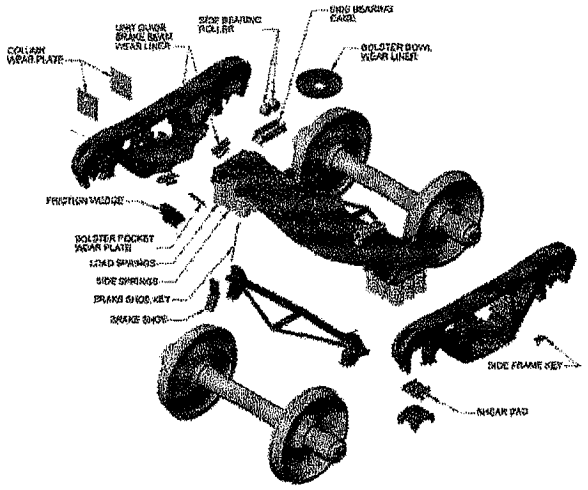
---

Quick Reference
Truck component Inspection and Gauging.

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

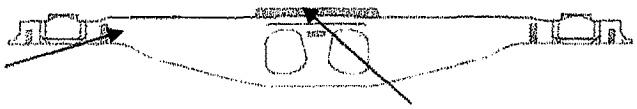
a. Friction Casting Wear





b. Truck side friction casting wear plate missing, broken or loose (Column Wear Plates)

c. Bolster wear plate missing (except missing by design), broken, or loose (Pocket).



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" × 11", 6" × 8", 6½" × 12", 6½" × 9", 7" × 12", or 7" × 9" roller bearings	1½

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	=	0.8125
5/16	=	0.3125	7/8	=	0.875
1/2	=	0.5	15/16	=	0.9375
9/16	=	0.5625			

Car USWX 40112

Selkirk, NY Examination

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: USWX 40112 Date: 8 / 9 / 2013

Position in Train from Headend: Load: ☐ Empty: ☒

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 E69CE (A) End Coupler Height: ☐☐ . ☐ inches

(B) End - Coupler Type E69CE (B) End Coupler Height: ☐☐ . ☐ 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 EOC KEYSTONE 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 2 1 ☐ Wheel Size: 3 6

Wheel Defect Code: ☐ (See Codes Below)

Journal Size: 6½ X 12 Journal Type: ROLLER BEARING

Reference: The Field Manual of AAR Interchange Rules, Rule 36

Axle Defect: 1 (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!***

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 S2-HD

Gib Clearance: BR: 1/8 BL: 1" AR: 1 1/16 AL: 1 1/16

Wheel Base: R: 70" L: 70" inches

Bolster Bowl / Center Plate Clearance: 3/4" Inches.

Bolster Bowl Diameter: 16" inches. Depth 1 3/4 inches.

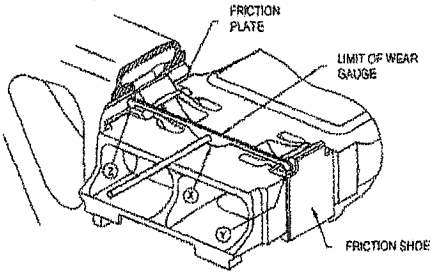
Bolster Bowl Equipped With A Liner? Yes ☒ No ☐

Type Of Bolster Bowl Liner: Metal ☒ Composition (Non-Metallic) ☐

Friction Castings Height Rise:

BR 1 1/4 BL 1 1/4 Inches
AR 1 1/4 AL 1 1/4 Inches

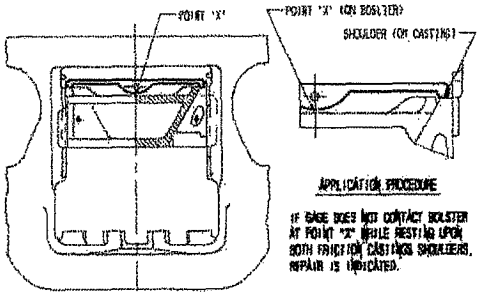
Measuring Friction Casting Rise:



- **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. Rise
70 & 100 TON RIDE CONTROL 125 TON RIDE CONTROL (GRADE "C")	1 13/16
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)

R1 1 R2 1 R3 1 R4 1 L1 1 L2 1 L3 1 L4 1

Defect Codes (1) No Defect (2) Broken (3) Missing (4) Built-Up Tread
(5) Worn Defective (6) Defective

Section: E

Spring Group

Reference: The Field Manual of AAR Interchange Rules, Rule 50

Number of Springs	56	Outer	28	Inner	28	Inner / Inner	—
Spring Type:		D –	5	D –	5	D –	—
		Right:	14		14		—
		Left;	14		14		—

Condition Of Free Height Measurements: **(Explain Any Exceptions)**

Supplemental Snubbers:		Travel	Condition
Hydraulic Type	NA (Stucki, H67, etc.)	—	— (Leaking, collapsed, etc.)
Friction Type:	NA (ASF, Miner, etc.)	—	— (Broken, etc.)

Section: F

Body Center Plate – Side Bearings

Reference: The Field Manual of AAR Interchange Rules, Rules 60, 61 and/or 62

Body Center Plate Diameter: 15 3/4 Plate Securement: WELDED

Plate Height From Horizontal Wear Surface To Center Plate Flange 2 1/2"

Side Bearing Type: 3 (1) Roller (2) Sliding
(3) Constant Contact (Specify Type) MINER

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)

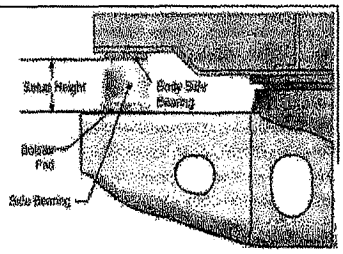
Location	Measure		Location	Measure		Sum
AL		+	AR		=	0
BL		+	BR		=	0
AL		+	BR		=	0
AR		+	BL		=	0

Sum equals <6 or >10

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
BR	5"	+	BL	5"	=	10.000
AR	5 2/16	+	BL	4 12/16	=	9 14/16
		+			=	0.000
		+			=	0.000

Sum-of-the-Pairs Measurement (Condemning Limit)
Less than 9 3/4 inch or Greater than 10 1/2 inch



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

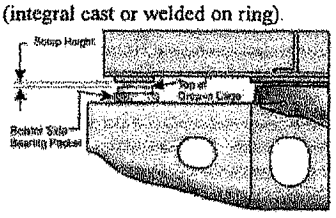
Location	Measure		Location	Measure		Sum
		+			=	0.000
		+			=	0.000
		+			=	0.000
		+			=	0.000
		+			=	0.000
		+			=	0.000
		+			=	0.000
		+			=	0.000
		+			=	0.000
		+			=	0.000
		+			=	0.000
		+			=	0.000
		+			=	0.000
		+			=	0.000

Articulated Connector Portion	Nominal Setup Height (or as stenciled on car)	Sum-of-the-Pairs Measurement (Condemning Limit)
Female	5 1/16 inch (5.0625)	Less than 9-3/4 inch or Greater than 10-3/8 inch
Male	5 3/16 inch (5.1875)	Less than 9-3/4 inch or Greater than 10-5/8 inch
Either (Male or Female)	Any Other	Less than 9 3/4 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
		+			=	0.000
		+			=	0.000
		+			=	0.000
		+			=	0.000

Side Bearing Manufacturer	Sum-of-the-Pairs Measurement (Condemning Limit)
A. Stucki	Less than 1 inch, or Greater than 1 3/4 inch
Miner and Standard Car Truck	Less than 7/8 inch, or Greater than 1 5/8 inch



(See decimal conversion chart last page)

Side Bearing Wear Plate Condition: [/] (See Codes Below)

(1) No Defect (2) Broken (3) Loose (4) Missing (5) Worn (6) Bent (7) Incorrect

Section: H

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 [ABDX - ABDXL]

Test Date: Month [ ][ ] Year [ ][ ][ ][ ] Brake Shoe Type [CS]

Standard To Car: Yes [X] No [ ]

Cut Out Cock Position: [1]
(1) Opened
(2) Closed

Hand Brake Position: [2]
(1) Applied
(2) Released
(3) Defective

Retainer Position: [1]
(1) Direct Release
(2) High Pressure
(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	4	1	4	4	–	–	–

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: [8]

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: J

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: ___ ___ 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 ___ ___ ___ 000 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: _____

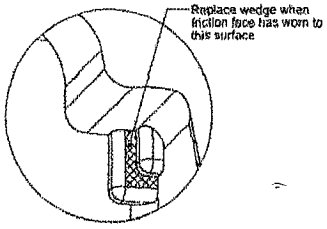
Any Special Equipment And Condition: Yes ☐ No ☐ ? If Yes, Explain

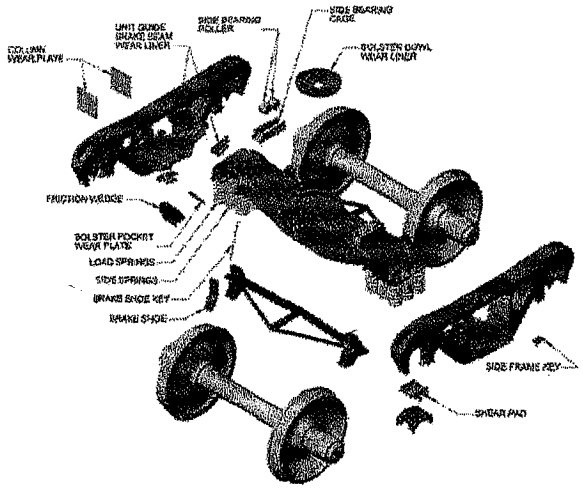
---

Quick Reference
Truck component Inspection and Gauging.

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

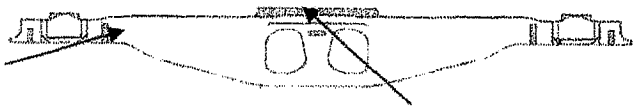
a. Friction Casting Wear





b. Truck side friction casting wear plate missing, broken or loose (Column Wear Plates)

c. Bolster wear plate missing (except missing by design), broken, or loose (Pocket).



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" × 11", 6" × 8", 6½" × 12", 6½" × 9", 7" × 12", or 7" × 9" roller bearings	1½

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	=	0.8125
5/16	=	0.3125	7/8	=	0.875
1/2	=	0.5	15/16	=	0.9375
9/16	=	0.5625			

Car USWX 40113

Selkirk, NY Examination

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: 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 E69CE (B) End Coupler Height: . inches

Rod Eye Clearance: (A) End: .3 of an inch. (B) End: .4 of an inch.

Reference: The Field Manual of AAR Interchange Rules, Rule 22

Draft System Type EOC KEYSTONE 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 ☐ ☐ ☐ Wheel Size: 3 6

Wheel Defect Code: ☐ (See Codes Below)

Journal Size: 6½ X 12 Journal Type: ROLLER 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)

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) ☒ Lead ☒ Trail: ☐

Manufactures Truck Type: BARBER S-2-HD

Gib Clearance: BR: 1 1/8" BL: 1" AR: 1 1/16 AL: 1

Wheel Base: R: 70 L: 70 inches

Bolster Bowl / Center Plate Clearance: 3/4 Inches.

Bolster Bowl Diameter: 16 inches. Depth 1 3/4 inches.

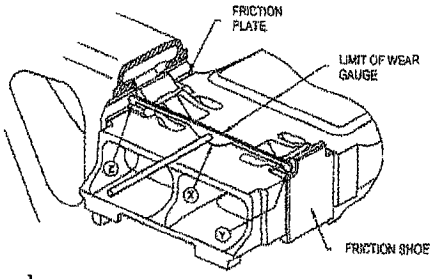
Bolster Bowl Equipped With A Liner? Yes ☒ No ☐

Type Of Bolster Bowl Liner: Metal ☒ Composition (Non-Metallic) ☐

Friction Castings Height Rise:

BR 1 1/4 BL 1 1/4 Inches
AR 1 1/4 AL 1 1/4 Inches

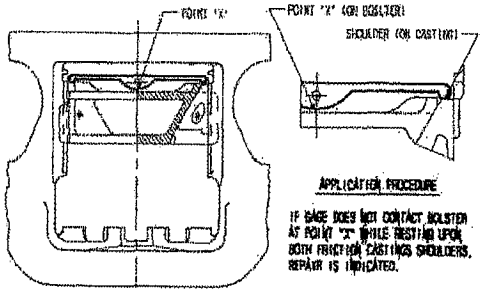
Measuring Friction Casting Rise:



- **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. Rise
70 & 100 TON RIDE CONTROL 125 TON RIDE CONTROL (GRADE "C")	1 13/16
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)

R1 1 R2 1 R3 1 R4 1 L1 1 L2 1 L3 1 L4 1

Defect Codes (1) No Defect (2) Broken (3) Missing (4) Built-Up Tread
(5) Worn Defective (6) Defective

Section: E

Spring Group

Reference: The Field Manual of AAR Interchange Rules, Rule 50

Number of Springs	56	Outer	28	Inner	28	Inner / Inner	—
Spring Type:		D –	5	D –	5	D –	
		Right:	14		14		
		Left;	14		14		

Condition Of Free Height Measurements: **(Explain Any Exceptions)**

		Travel	Condition
Supplemental Snubbers:			
Hydraulic Type	N/A (Stucki, H67, etc.)	—	— (Leaking, collapsed, etc.)
Friction Type:	N/A (ASF, Miner, etc.)	—	— (Broken, etc.)

Section: F

Body Center Plate – Side Bearings

Reference: The Field Manual of AAR Interchange Rules, Rules 60, 61 and/or 62

Body Center Plate Diameter: 16 Plate Securement: WELD

Plate Height From Horizontal Wear Surface To Center Plate Flange 1 3/4

Side Bearing Type: 3 (1) Roller (2) Sliding
(3) Constant Contact (Specify Type) WELDED

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)

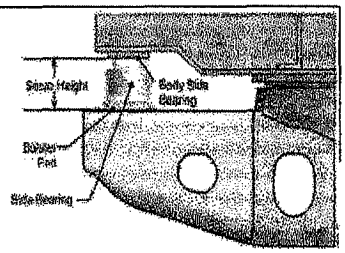
Location	Measure		Location	Measure		Sum
AL	5	+	AR	5	=	10
BL	4 7/8	+	BR	5	=	9 7/8
AL		+	BR		=	0
AR		+	BL		=	0

Sum equals <6 or >10

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 9 3/4 inch or Greater than 10 1/2 inch



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

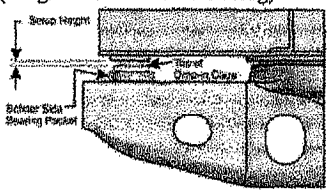
Location	Measure		Location	Measure		Sum
		+			=	0.000
		+			=	0.000
		+			=	0.000
		+			=	0.000
		+			=	0.000
		+			=	0.000
		+			=	0.000
		+			=	0.000
		+			=	0.000
		+			=	0.000
		+			=	0.000
		+			=	0.000
		+			=	0.000
		+			=	0.000

Articulated Connector Portion	Nominal Setup Height (or as stenciled on car)	Sum-of-the-Pairs Measurement (Condemning Limit)
Female	5 1/16 inch (5.0625)	Less than 9-3/4 inch or Greater than 10-3/8 inch
Male	5 3/16 inch (5.1875)	Less than 9-3/4 inch or Greater than 10-5/8 inch
Either (Male or Female)	Any Other	Less than 9 3/4 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
		+			=	0.000
		+			=	0.000
		+			=	0.000
		+			=	0.000

Side Bearing Manufacturer	Sum-of-the-Pairs Measurement (Condemning Limit)
A. Stucki	Less than 1 inch, or Greater than 13/4 inch
Miner and Standard Car Truck	Less than 7/8 inch, or Greater than 15/8 inch



(See decimal conversion chart last page)

Side Bearing Wear Plate Condition: [/] (See Codes Below)

(1) No Defect (2) Broken (3) Loose (4) Missing (5) Worn (6) Bent (7) Incorrect

Section: H

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 [DB-60 - DB60L]

Test Date: Month [ ][ ] Year [ ][ ][ ][ ] Brake Shoe Type [ ]

Standard To Car: Yes ☐ No ☐

Cut Out Cock Position: [1] (1) Opened (2) Closed

Hand Brake Position: [2] (1) Applied (2) Released (3) Defective

Retainer Position: [1] (1) Direct Release (2) High Pressure (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	4	1	4	4	E-	-	-

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: _____

Section: J

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: ___ ___ 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 ___ ___ ___ 000 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: _____

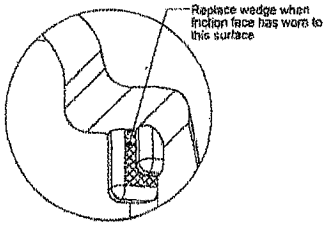
Any Special Equipment And Condition: Yes ☐ No ☐ ? If Yes, Explain

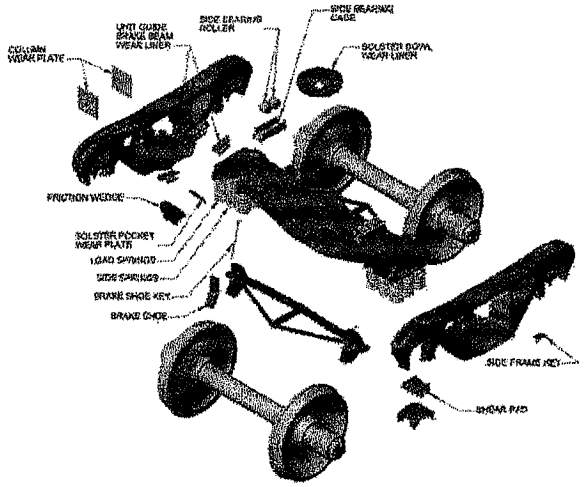
---

Quick Reference
Truck component Inspection and Gauging.

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

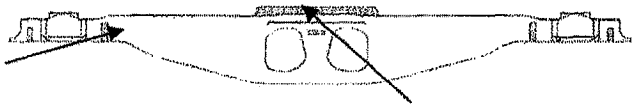
a. Friction Casting Wear





b. Truck side friction casting wear plate missing, broken or loose (Column Wear Plates)

c. Bolster wear plate missing (except missing by design), broken, or loose (Pocket).



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" × 11", 6" × 8", 6½" × 12", 6½" × 9", 7" × 12", or 7" × 9" roller bearings	1½

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	=	0.8125
5/16	=	0.3125	7/8	=	0.875
1/2	=	0.5	15/16	=	0.9375
9/16	=	0.5625			

Car USWX 638345

Selkirk, NY Examination

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: 0713A4208

Initial and Number: CSXX638345 Date: 8 / 9 / 2013

Position in Train from Headend: Load: ☐ Empty: ☒

Gross Weight: ☐ 6 1 000 lbs.

Truck Centers: ☐☐ ft. Year Built: 1971 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 E69AE (A) End Coupler Height: 33.5 inches

(B) End - Coupler Type E69AE (B) End Coupler Height: 33.5 inches

Rod Eye Clearance: (A) End: .4 of an inch. (B) End: .4 of an inch.

Reference: The Field Manual of AAR Interchange Rules, Rule 22

Draft System Type DRAFT GEAR M901E

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 4 1 ☐ Wheel Size: 36

Wheel Defect Code: 1 (See Codes Below)

Journal Size: 6½ X 12 Journal Type: ROLLER BEARING

Reference: The Field Manual of AAR Interchange Rules, Rule 36

Axle Defect: 1 (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!***

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

Gib Clearance: BR: 1 1/16 BL: 1 1/8 AR: 1 1/16 AL: 1 1/4

Wheel Base: R: 70 L: 70 inches

Bolster Bowl / Center Plate Clearance: 1/2" Inches.

Bolster Bowl Diameter: 14" inches. Depth 1 1/4 inches.

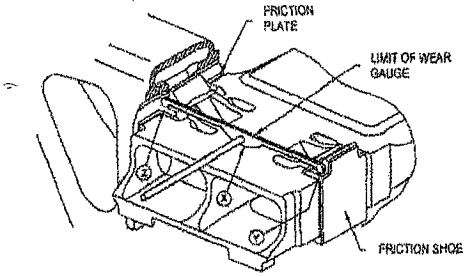
Bolster Bowl Equipped With A Liner? Yes ☒ No ☐

Type Of Bolster Bowl Liner: Metal ☒ Composition (Non-Metallic) ☐

Friction Castings Height Rise:

BR 3/4 BL 3/4 Inches
AR 3/4 AL 3/4 Inches

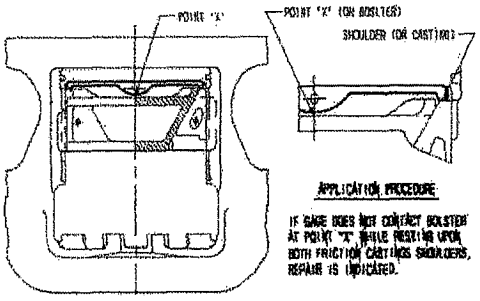
Measuring Friction Casting Rise:



- **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	Max. Rise
70 & 100 TON RIDE CONTROL 125 TON RIDE CONTROL (GRADE "C")	1 13/16
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)

R1 1 R2 1 R3 1 R4 1 L1 1 L2 1 L3 1 L4 1

Defect Codes (1) No Defect (2) Broken (3) Missing (4) Built-Up Tread
(5) Worn Defective (6) Defective

Section: E

Spring Group

Reference: The Field Manual of AAR Interchange Rules, Rule 50

Number of Springs	56	Outer	28	Inner	28	Inner / Inner	
Spring Type:		D –	5	D –	6	D –	
		Right:	14		14		
		Left;	14		14		

Condition Of Free Height Measurements: **(Explain Any Exceptions)**

		Travel	Condition
Supplemental Snubbers:			
Hydraulic Type	N/A (Stucki, H67, etc.)		(Leaking, collapsed, etc.)
Friction Type:	N/A (ASF, Miner, etc.)		(Broken, etc.)

Section: F

Body Center Plate – Side Bearings

Reference: The Field Manual of AAR Interchange Rules, Rules 60, 61 and/or 62

Body Center Plate Diameter: 13 3/4 Plate Securement: BOLTED & WELDED

Plate Height From Horizontal Wear Surface To Center Plate Flange 2"

Side Bearing Type: 3 (1) Roller (2) Sliding
(3) Constant Contact (Specify Type) MINER-TOC III-60LT

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)

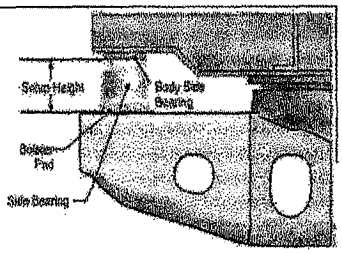
Location	Measure		Location	Measure		Sum
AL		+	AR		=	0
BL		+	BR		=	0
AL		+	BR		=	0
AR		+	BL		=	0

Sum equals <6 or >10

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
BR	5 1/16	+	BL	5	=	10.0625
AR	5/4/16	+	AC	5	=	10.0625
		+			=	0.000
		+			=	0.000

Sum-of-the-Pairs Measurement (Condemning Limit)
Less than 9 3/4 inch or Greater than 10 1/2 inch



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

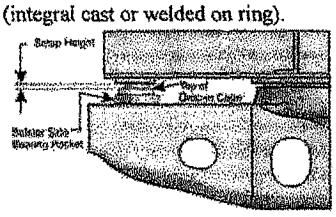
Location	Measure		Location	Measure		Sum
		+			=	0.000
		+			=	0.000
		+			=	0.000
		+			=	0.000
		+			=	0.000
		+			=	0.000
		+			=	0.000
		+			=	0.000
		+			=	0.000
		+			=	0.000
		+			=	0.000
		+			=	0.000
		+			=	0.000
		+			=	0.000
		+			=	0.000

Articulated Connector Portion	Nominal Setup Height (or as stenciled on car)	Sum-of-the-Pairs Measurement (Condemning Limit)
Female	5 1/16 inch (5.0625)	Less than 9-3/4 inch or Greater than 10-3/8 inch
Male	5 3/16 inch (5.1875)	Less than 9-3/4 inch or Greater than 10-5/8 inch
Either (Male or Female)	Any Other	Less than 9 3/4 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
		+			=	0.000
		+			=	0.000
		+			=	0.000
		+			=	0.000

Side Bearing Manufacturer	Sum-of-the-Pairs Measurement (Condemning Limit)
A. Stucki	Less than 1 inch, or Greater than 13/4 inch
Miner and Standard Car Truck	Less than 7/8 inch, or Greater than 15/8 inch



(See decimal conversion chart last page)

Side Bearing Wear Plate Condition: [/] (See Codes Below)

(1) No Defect (2) Broken (3) Loose (4) Missing (5) Worn (6) Bent (7) Incorrect

Section: H

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 [ABD ABDX-C]

Test Date: Month [ ][ ] Year [ ][ ][ ][ ] Brake Shoe Type [CS]

Standard To Car: Yes [X] No [ ]

Cut Out Cock Position: [1]
(1) Opened
(2) Closed

Hand Brake Position: [2]
(1) Applied
(2) Released
(3) Defective

Retainer Position: [1]
(1) Direct Release
(2) High Pressure
(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	4	1	4	1			

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: [8]

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: J

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: ___ ___ 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 ___ ___ ___ 000 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: _____

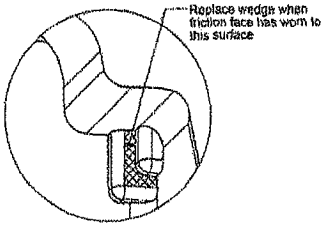
Any Special Equipment And Condition: Yes ☐ No ☐ ? If Yes, Explain

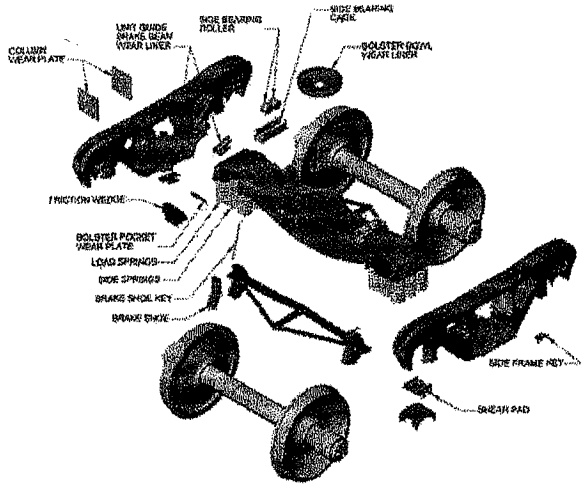
---

Quick Reference
Truck component Inspection and Gauging.

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

a. Friction Casting Wear





b. Truck side friction casting wear plate missing, broken or loose (Column Wear Plates)

c. Bolster wear plate missing (except missing by design), broken, or loose (Pocket).

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" × 11", 6" × 8", 6½" × 12", 6½" × 9", 7" × 12", or 7" × 9" roller bearings	1½

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	=	0.8125
5/16	=	0.3125	7/8	=	0.875
1/2	=	0.5	15/16	=	0.9375
9/16	=	0.5625			

Car USWX 638391

Selkirk, NY Examination

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: USWX 638391 Date: 8 / 9 / 2013

Position in Train from Headend: Load: ☐ Empty: ☒

Gross Weight: ☐ 6 2 000 lbs.

Truck Centers: ☐☐ ft. Year Built: 1971 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 E 69 AE (A) End Coupler Height: ☐☐ . ☐ inches

(B) End - Coupler Type E 69 AE (B) End Coupler Height: ☐☐ . ☐ inches

Rod Eye Clearance: (A) End: .4 of an inch. (B) End: .4 of an inch.

Reference: The Field Manual of AAR Interchange Rules, Rule 22

Draft System Type DRAFT GEAR M901E

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 4 1 ☐ Wheel Size: 3 6

Wheel Defect Code: 1 (See Codes Below)

Journal Size: 6½ X 12 Journal Type: ROLLER BEARING

Reference: The Field Manual of AAR Interchange Rules, Rule 36

Axle Defect: 1 (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!***

Section: D

First Truck Derailed

Reference: The Field Manual of AAR Interchange Rules, Rule 46

Location End (A) ☐ (B) ☒ Lead ☒ Trail: ☐

Manufactures Truck Type: SIDENA

Gib Clearance: BR: 1⅛ BL: 1⅛ AR: 1 5/16 AL: 1⅛

Wheel Base: R: 70 L: 70 inches

Bolster Bowl / Center Plate Clearance: 3/4" Inches.

Bolster Bowl Diameter: 14" inches. Depth 1⅛ inches.

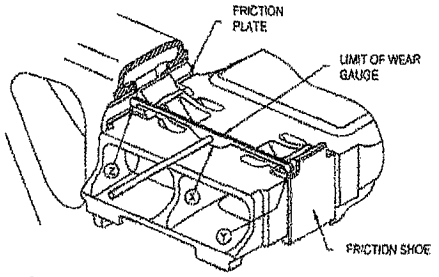
Bolster Bowl Equipped With A Liner? Yes ☒ No ☐

Type Of Bolster Bowl Liner: Metal ☒ Composition (Non-Metallic) ☐

Friction Castings Height Rise:

BR 1⅛ BL 1⅛" Inches
AR 1⅛ AL 1⅛ Inches

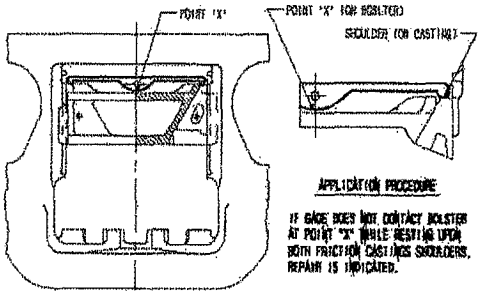
Measuring Friction Casting Rise:



- **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. Rise
70 & 100 TON RIDE CONTROL 125 TON RIDE CONTROL (GRADE "C")	1 13/16
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)

R1 1 R2 1 R3 1 R4 1 L1 1 L2 1 L3 1 L4 1

Defect Codes (1) No Defect (2) Broken (3) Missing (4) Built-Up Tread
(5) Worn Defective (6) Defective

Section: E

Spring Group

Reference: The Field Manual of AAR Interchange Rules, Rule 50

Number of Springs	58	Outer	28	Inner	28	Inner / Inner	—
Spring Type:		D –	5	D –	5	D –	
		Right:	14		14		
		Left;	14		14		

Condition Of Free Height Measurements: **(Explain Any Exceptions)**

		Travel	Condition
Supplemental Snubbers:			
Hydraulic Type	N/A (Stucki, H67, etc.)	—	— (Leaking, collapsed, etc.)
Friction Type:	N/A (ASF, Miner, etc.)	—	— (Broken, etc.)

Section: F

Body Center Plate – Side Bearings

Reference: The Field Manual of AAR Interchange Rules, Rules 60, 61 and/or 62

Body Center Plate Diameter: 13 1/2

Plate Securement: BOLTED & WELDED

Plate Height From Horizontal Wear Surface To Center Plate Flange

Side Bearing Type: 3 (1) Roller (2) Sliding (3) Constant Contact (Specify Type) MINER/TCC-111-60LT

5 1/16 ± 1/16

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

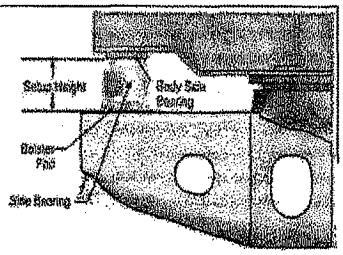
Roller or Solid Block (Measurements in 16th of an inch)

Location	Measure		Location	Measure		Sum	
AL	5 1/16	+	AR	5 1/16	=	10 2/16	Sum equals <6 or >10
BL	5 2/16	+	BR	5 1/16	=	10 3/16	
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)

Location	Measure		Location	Measure		Sum
		+			=	0.000
		+			=	0.000
		+			=	0.000
		+			=	0.000

Sum-of-the-Pairs Measurement (Condemning Limit)
Less than 9 3/4 inch or Greater than 10 1/2 inch



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

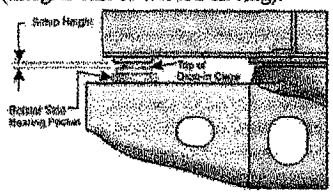
Location	Measure		Location	Measure		Sum
		+			=	0.000
		+			=	0.000
		+			=	0.000
		+			=	0.000
		+			=	0.000
		+			=	0.000
		+			=	0.000
		+			=	0.000
		+			=	0.000
		+			=	0.000
		+			=	0.000
		+			=	0.000
		+			=	0.000
		+			=	0.000
		+			=	0.000

Articulated Connector Portion	Nominal Setup Height (or as stenciled on car)	Sum-of-the-Pairs Measurement (Condemning Limit)
Female	5 1/16 inch (5.0625)	Less than 9-3/4 inch or Greater than 10-3/8 inch
Male	5 3/16 inch (5.1875)	Less than 9-3/4 inch or Greater than 10-5/8 inch
Either (Male or Female)	Any Other	Less than 9 3/4 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
		+			=	0.000
		+			=	0.000
		+			=	0.000
		+			=	0.000

Side Bearing Manufacturer	Sum-of-the-Pairs Measurement (Condemning Limit)
A. Stucki	Less than 1 inch, or Greater than 13/4 inch
Miner and Standard Car Truck	Less than 7/8 inch, or Greater than 15/8 inch



(See decimal conversion chart last page)

Side Bearing Wear Plate Condition: [ ] (See Codes Below)

(1) No Defect (2) Broken (3) Loose (4) Missing (5) Worn (6) Bent (7) Incorrect

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 [ ]

Test Date: Month [ ][ ] Year [ ][ ][ ][ ] Brake Shoe Type [CS]

Standard To Car: Yes [X] No [ ]

Cut Out Cock Position: [1] (1) Opened (2) Closed

Hand Brake Position: [2] (1) Applied (2) Released (3) Defective

Retainer Position: [1] (1) Direct Release (2) High Pressure (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	4	1	4	4	—	—	—

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: [8]

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: J

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: ___ ___ 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 ___ ___ ___ 000 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: ___

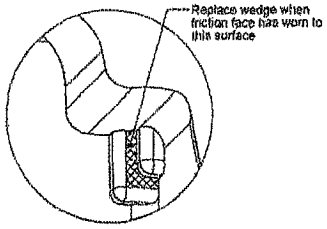
Any Special Equipment And Condition: Yes ☐ No ☐ ? If Yes, Explain

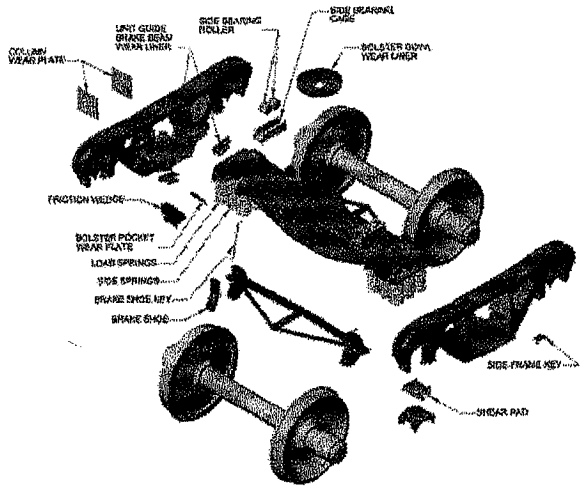
---

Quick Reference
Truck component Inspection and Gauging.

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

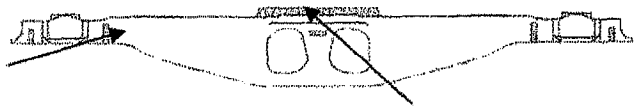
a. Friction Casting Wear





b. Truck side friction casting wear plate missing, broken or loose (Column Wear Plates)

c. Bolster wear plate missing (except missing by design), broken, or loose (Pocket).



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" × 11", 6" × 8", 6½" × 12", 6½" × 9", 7" × 12", or 7" × 9" roller bearings	1½

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	=	0.8125
5/16	=	0.3125	7/8	=	0.875
1/2	=	0.5	15/16	=	0.9375
9/16	=	0.5625			

Car USWX 40239

Selkirk, NY Examination

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: GSWX 40239 Date: 8 / 9 / 2013

Position in Train from Headend: Load: ☐ Empty: ☒

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 SBE69BE (A) End Coupler Height: ☐☐ . ☐ inches

(B) End - Coupler Type E69CE (B) End Coupler Height: ☐☐ . ☐ inches

Rod Eye Clearance: (A) End: .4 of an inch. (B) End: .4 of an inch.

Reference: The Field Manual of AAR Interchange Rules, Rule 22

Draft System Type E.O.C. F15G-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 L 4 ☐ Wheel Size: 3 6

Wheel Defect Code: 1 (See Codes Below)

Journal Size: 6½ X 12 Journal Type: ROLLER BEARING

Reference: The Field Manual of AAR Interchange Rules, Rule 36

Axle Defect: 1 (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!***

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: 1 7/8" BL: 1" AR: 1 7/8" AL: 7/8"

Wheel Base: R: 70 L: 70 inches

Bolster Bowl / Center Plate Clearance: 7/8 Inches.

Bolster Bowl Diameter: 16 inches. Depth 1 3/4 inches.

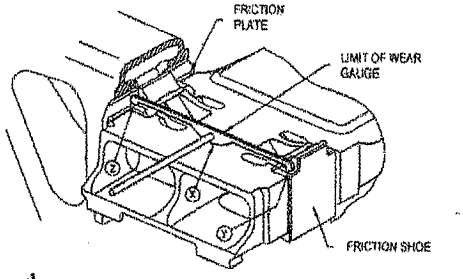
Bolster Bowl Equipped With A Liner? Yes ☐ No ☒

Type Of Bolster Bowl Liner: Metal ☐ Composition (Non-Metallic) ☐

Friction Castings Height Rise:

BR 1 1/4 BL 1 1/4 Inches
AR 1 1/4 AL 1 1/4 Inches

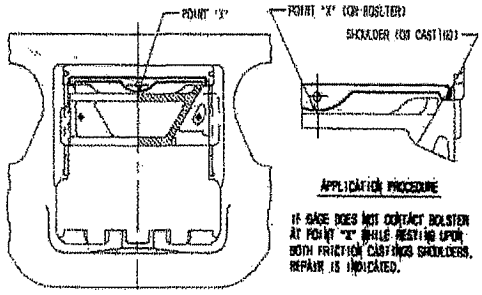
Measuring Friction Casting Rise:



- **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. Rise
70 & 100 TON RIDE CONTROL 125 TON RIDE CONTROL (GRADE "C")	1 13/16
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)

R1 1 R2 1 R3 1 R4 1 L1 1 L2 1 L3 1 L4 1

Defect Codes (1) No Defect (2) Broken (3) Missing (4) Built-Up Tread
(5) Worn Defective (6) Defective

Section: E

Spring Group

Reference: The Field Manual of AAR Interchange Rules, Rule 50

Number of Springs	56	Outer	28	Inner	28	Inner / Inner	—
Spring Type:		D –	5	D –	5	D –	
		Right:	14		14		
		Left;	14		14		

Condition Of Free Height Measurements: **(Explain Any Exceptions)**

		Travel	Condition
Supplemental Snubbers:			—
Hydraulic Type	N/A (Stucki, H67, etc.)	—	(Leaking, collapsed, etc.)
Friction Type:	N/A (ASF, Miner, etc.)	—	— (Broken, etc.)

Section: F

Body Center Plate – Side Bearings

Reference: The Field Manual of AAR Interchange Rules, Rules 60, 61 and/or 62

Body Center Plate Diameter: 15 3/4 Plate Securement: WELDED

Plate Height From Horizontal Wear Surface To Center Plate Flange 23/4 11

Side Bearing Type: 3 (1) Roller (2) Sliding
(3) Constant Contact (Specify Type) MINER

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)

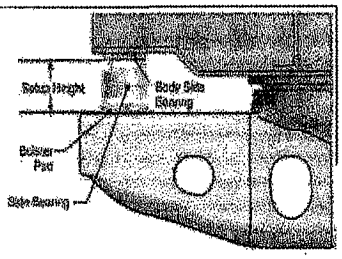
Location	Measure		Location	Measure	Sum
AL	4 15/16	+	AR 5		= 9 15/16
BL	5 2/16	+	BR 5		= 10 2/16
AL		+	BR		= 0
AR		+	BL		= 0

Sum equals <6 or >10

Constant Contact or Sliding (For Car with 5 1/16 inch setup height and 8 ½ 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 9 3/4 inch or Greater than 10 1/2 inch



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

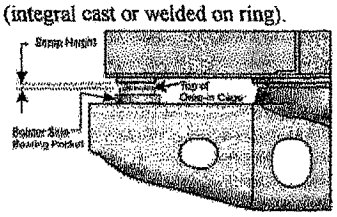
Location	Measure		Location	Measure	Sum
		+		=	0.000
		+		=	0.000
		+		=	0.000
		+		=	0.000
		+		=	0.000
		+		=	0.000
		+		=	0.000
		+		=	0.000
		+		=	0.000
		+		=	0.000
		+		=	0.000
		+		=	0.000
		+		=	0.000
		+		=	0.000

Articulated Connector Portion	Nominal Setup Height (or as stenciled on car)	Sum-of-the-Pairs Measurement (Condemning Limit)
Female	5 1/16 inch (5.0625)	Less than 9-3/4 inch or Greater than 10-3/8 inch
Male	5 3/16 inch (5.1875)	Less than 9-3/4 inch or Greater than 10-5/8 inch
Either (Male or Female)	Any Other	Less than 9 3/4 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
		+		=	0.000
		+		=	0.000
		+		=	0.000
		+		=	0.000

Side Bearing Manufacturer	Sum-of-the-Pairs Measurement (Condemning Limit)
A. Stucki	Less than 1 inch, or Greater than 13/4 inch
Miner and Standard Car Truck	Less than 7/8 inch, or Greater than 15/8 inch



(See decimal conversion chart last page)

Side Bearing Wear Plate Condition: [/] (See Codes Below)

(1) No Defect (2) Broken (3) Loose (4) Missing (5) Worn (6) Bent (7) Incorrect

Section: H

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 [DB-10-ABDX-E]

Test Date: Month [ ][ ] Year [ ][ ][ ][ ] Brake Shoe Type [CS]

Standard To Car: Yes [ ] No [ ]

Cut Out Cock Position: [1]
(1) Opened
(2) Closed

Hand Brake Position: [2]
(1) Applied
(2) Released
(3) Defective

Retainer Position: [1]
(1) Direct Release
(2) High Pressure
(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	4	1	4	4	—	—	—

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: [8]

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: J

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: ___ ___ 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

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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 ___ ___ ___ 000 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

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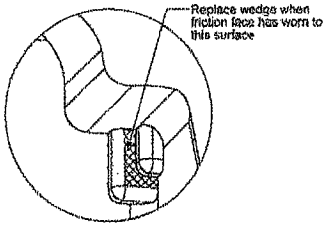
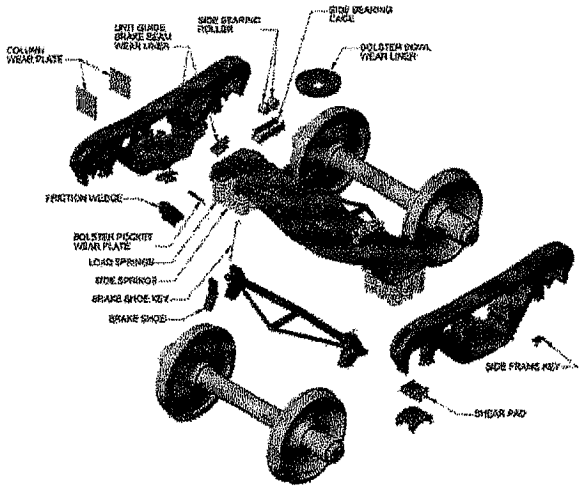
Quick Reference
Truck component Inspection and Gauging.

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

a. Friction Casting Wear





b. Truck side friction casting wear plate missing, broken or loose (Column Wear Plates)

c. Bolster wear plate missing (except missing by design), broken, or loose (Pocket).

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" × 11", 6" × 8", 6½" × 12", 6½" × 9", 7" × 12", or 7" × 9" roller bearings	1½

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	=	0.8125
5/16	=	0.3125	7/8	=	0.875
1/2	=	0.5	15/16	=	0.9375
9/16	=	0.5625			