



Early Warning  
December 14, 2018  
EW-5331

File Number: BSC 480.12

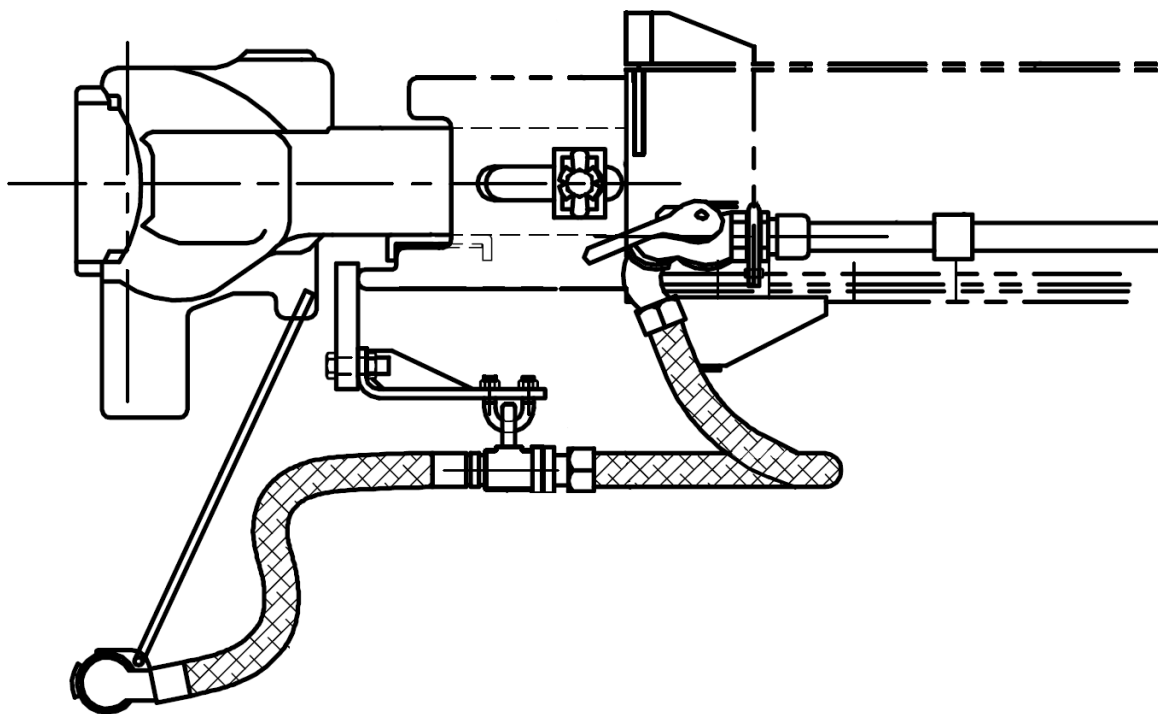
**Subject: Repair of Trainline Arrangements on Box Cars**

**To: All Subscribers**

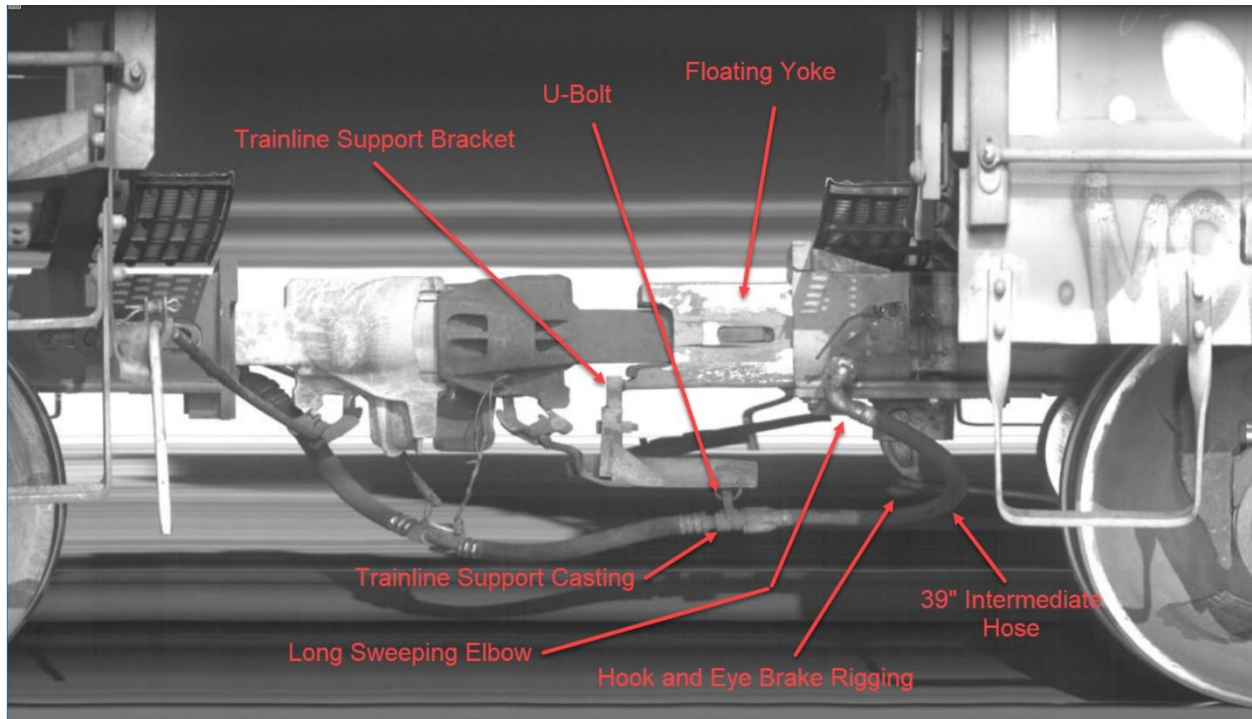
The AAR has been notified of a specific trainline arrangement/brake rigging configuration that has caused limited cases of kinked intermediate air hoses and a loss of continuity through the trainline. The arrangement had proven itself reliable based on time in service but bent components and variations in repairs led to conditions that caused the kinks.

Since the cars involved were built circa 1995, the trainline arrangement is fairly unique and predates current standards. Twenty-eight (28) suspect cars have been identified that were originally configured with both the trainline arrangement shown in Figure 1(a) and with “Hook and Eye” Brake Rigging identified in Figure 1(b). The trainline arrangement was originally configured with the following components:

- Floating Yoke with attached Trainline Support Bracket
- 39" Intermediate Air Hose
- Long Sweeping Elbow
- Trainline Support Casting with clevis connected to the Trainline Support Bracket by a U-Bolt

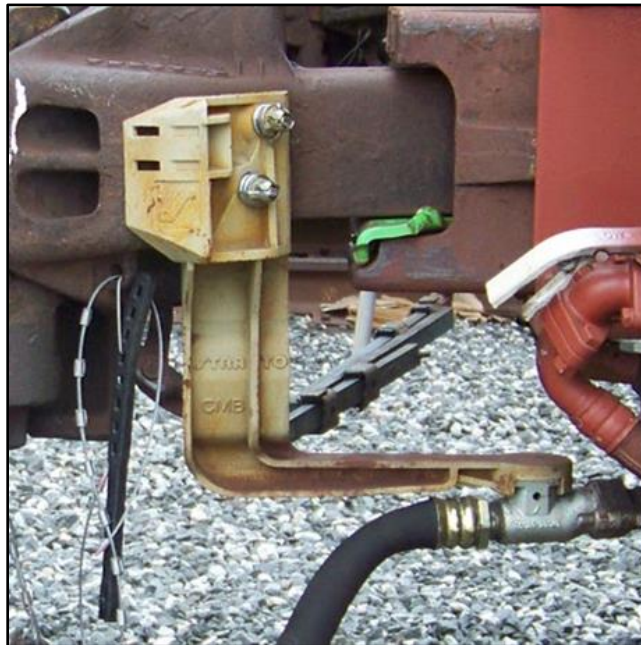


**Figure 1(a): Trainline Arrangement on Suspect Cars**



**Figure 1(b): Wayside Image of Trainline Arrangement with Components Identified**

The correct repair is to replace trainline arrangement components, as needed, and reconfigure to a Coupler Attached Bracket based arrangement as shown in Figure 2.



**Figure 2: Coupler Attached Bracket Arrangement (Correct repair)**

In accordance with AAR Interchange Rule 125, this Early Warning is assigned Severity Code: 06 - AAR Defined. The twenty-eight (28) cars included on this EW shall be stopped only when empty and both ends should be inspected for presence of the Hook and Eye Brake Rigging shown in Figure 1(b). If the Hook and Eye rigging is present, the car should be addressed as follows:

- MR - If the car is configured as shown in Figure 2 and all three bullet items below are verified, the car may be returned to service. Report into the Early Warning system activity code MR - “Car inspected; return car to service, no continued inspections required”
  - Equipped with an AAR approved Coupler Attached Bracket
  - Equipped with a 39" Intermediate Hose
  - Equipped with a 90-degree Flanged Elbow oriented to direct the hose 0 to 15 degrees outboard (see Figure 3 for proper orientation)
  
- MH - If the car is not configured as shown in Figure 2 and not equipped per the three bullets above, make the following repairs, as needed:
  - Remove the Trainline Support Bracket from the existing Floating Yoke
  - Install an AAR approved Coupler Attached Bracket
  - Install a 90-degree Flanged Elbow and orient to direct the hose 0 to 15 degrees outboard (see Figure 3 for proper orientation)
  - Install a 39" Intermediate Hose
  - Upon completion of the repair, return the car to service and report into the Early Warning system activity code MH - “Car repaired, return car to service”



**Figure 3: Example of Sweep Elbow Orientation**  
 (The intermediate hose should point outboard 0-15 degrees from longitudinal centerline of car)

If the Hook and Eye Brake Rigging is not present, the car should be addressed as follows:

- MN - Please notify the car owner per the instructions below. The car owner shall notify the AAR and the AAR will report into the Early Warning system activity code MN - “Car Incorrectly Added to EW”

Inspections and repairs are the car owner's responsibility. Inspections should be billed per AAR Field Manual Rule 75 Job Code 4454. Repairs should be billed per Rule 5 and Rule 6 and Why Made Code 13. Questions on correct repairs may be directed to Mr. Larry Golden, Senior Maintenance & Compliance Engineer at GATX.

- Business: (312) 621-8452
- Email: [larry.golden@gatx.com](mailto:larry.golden@gatx.com)

Questions regarding administrative activities related to this Early Warning may be directed to Ms. Anna Fox, Manager of the AAR Brake Systems Committee, by email at [brakes@aar.com](mailto:brakes@aar.com).

**Sincerely,**  
**Ron Hynes**  
**Assistant Vice President – Technical Services**  
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**Safety and Operations**  
**Association of American Railroads**  
**425 Third Street, SW, Suite 1000**  
**Washington, DC, 20024**

In accordance with AAR Interchange Rule 125 procedures in effect July 22, 2002, this Early Warning is assigned SEVERITY CODE:

**06-AAR Defined**

**Assignment Marks associated with this notice:**

AAR Only

**Inspection Code MC:**

Reporting MC inspection code is NOT allowed.

**Inspection Marks associated with this notice:**

Open

**Allowable Final Inspection Codes Associated with this Notice:**

MH - CAR REPAIRED, RETURN TO SERVICE

MR - CAR INSPECTED, RETURN CAR TO SERVICE

**Mechanical Designations Associated with this Notice:**

**Component Registry:**

This Early Warning is NOT designated a Component Registry Notice.

**Early Warning EW-5331 will expire on:**

March 14, 2019

**Note: Any equipment not addressed by the expiration date of this Early Warning notice will be restricted from interchange (XX).**

**Cars Remaining on EW-5331 List**

**Total Assigned: 28**

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