

§215.121

49 CFR Ch. II (10-1-10 Edition)

(2) The bearings at one end of the car, on both sides, are in contact with the body bolster (except by design);

(3) The bearings at one end of the car have a total clearance from the body bolster of more than 3/4 of an inch; or

(4) At diagonally opposite sides of the car, the bearings have a total clearance from the body bolsters of more than 3/4 of an inch;

(d) Truck springs—

(1) That do not maintain travel or load;

(2) That are compressed solid; or

(3) More than one outer spring of which is broken, or missing, in any spring cluster;

(e) Interference between the truck bolster and the center plate that prevents proper truck rotations; or

(f) Brake beam shelf support worn so excessively that it does not support the brake beam.

(d) After December 1, 1983, the car is a box car and its side doors are not equipped with operative hangers, or the equivalent, to prevent the doors from becoming disengaged.

(e) The car has a center plate:

(1) That is not properly secured;

(2) Any portion of which is missing; or

(3) That is broken; or

(4) That has two or more cracks through its cross section (thickness) at the edge of the plate that extend to the portion of the plate that is obstructed from view while the truck is in place; or

(f) The car has a broken sidesill, crossbearer, or body bolster.

[44 FR 77340, Dec. 31, 1979, as amended at 47 FR 53737, Dec. 29, 1982]

DRAFT SYSTEM

CAR BODIES

§215.123 Defective couplers.

§215.121 Defective car body.

A railroad may not place or continue in service a car, if—

A railroad may not place or continue in service a car, if:

(a) Any portion of the car body, truck, or their appurtenances (except wheels) has less than a 2 1/2 inch clearance from the top of rail;

(b) The car center sill is:

(1) Broken;

(2) Cracked more than 6 inches; or

(3) Permanently bent or buckled more than 2 1/2 inches in any six foot length;

(c) The car has a coupler carrier that is:

(1) Broken;

(2) Missing;

(3) Non-resilient and the coupler has a type F head.

(a) The car is equipped with a coupler shank that is bent out of alignment to the extent that the coupler will not couple automatically with the adjacent car;

(b) The car has a coupler that has a crack in the highly stressed junction area of the shank and head as shown in the figure below (see figure 2).

(c) The car has a coupler knuckle that is broken or cracked on the inside pulling face of the knuckle.

(d) The car has a knuckle pin or knuckle thrower that is:

(1) Missing; or

(2) Inoperative; or

(e) The car has a coupler retainer pin lock that is—

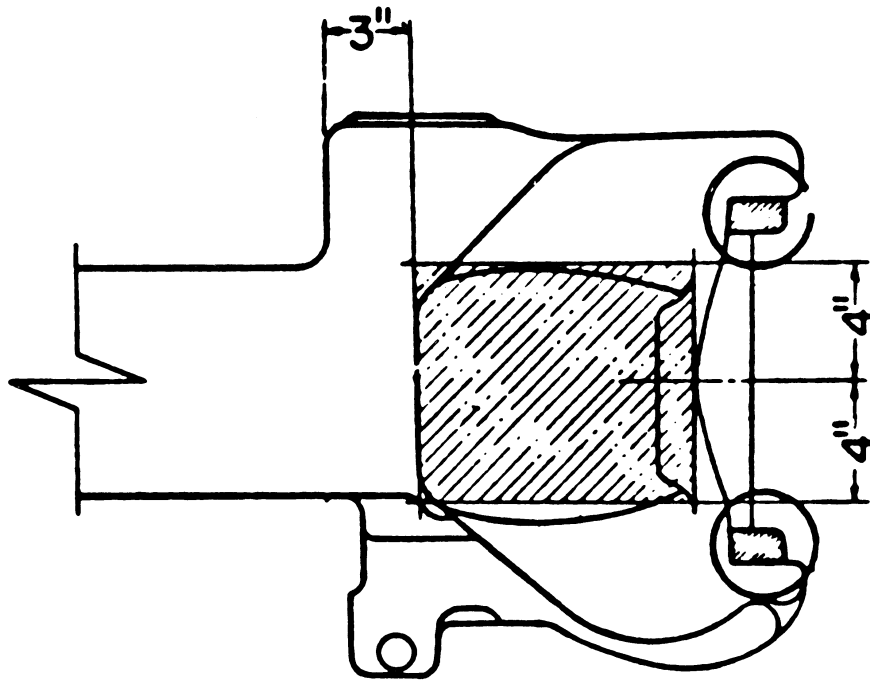


Figure 2

- (1) Missing; or
- (2) Broken; or
- (f) The car has a coupler with any of the following conditions:
 - (1) The locklift is inoperative;
 - (2) The coupler assembly does not have anticreep protection to prevent unintentional unlocking of the coupler lock; or
 - (3) The coupler lock is—
 - (i) Missing;
 - (ii) Inoperative;
 - (iii) Bent;
 - (iv) Cracked; or
 - (v) Broken.

§215.125 Defective uncoupling device.

A railroad may not place or continue in service a car, if the car has an uncoupling device without sufficient

vertical and lateral clearance to prevent—

- (a) Fouling on curves; or
- (b) Unintentional uncouplings.

§215.127 Defective draft arrangement.

A railroad may not place or continue in service a car, if—

- (a) The car has a draft gear that is inoperative;
- (b) The car has a broken yoke;
- (c) An end of car cushioning unit is—
 - (1) Leaking clearly formed droplets;
 or
 - (2) Inoperative;
- (d) A vertical coupler pin retainer plate—
 - (1) Is missing (except by design); or
 - (2) Has a missing fastener;
- (e) The car has a draft key, or draft key retainer, that is—