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(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 ¾ 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 ¾ 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.

CAR BODIES
§ 215.121 Defective car body.

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 2½ 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 2½ 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.
(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;
(f) The car has a broken sidesill, crossbearer, or body bolster.


DRAFT SYSTEM
§ 215.123 Defective couplers.

A railroad may not place or continue in service a car, if—
(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;
(e) The car has a coupler retainer pin lock that is—
§ 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—

(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.

Figure 2

[Diagram of a coupler showing dimensions and parts.]