

Locomotive Inspections

This job aid is provided to clarify inspection procedures as per GOI Section 15 Item 8.2 (b & c) when performing Pre Departure Locomotive Inspections on running gear, trucks, coupler systems and general conditions. This job aid is a reference and does not supersede the requirements as contained in the General Operating Instructions (GOI).

Should clarification or interpretation be required contact your immediate Supervisor or the Central Locomotive Specialist 1-800-308-6426.

1. General Conditions

Examples of conditions that would put a crew member at risk include:

- excessive accumulations of oil, fuel, grease, ice, and snow
- loose, broken, or missing handrails, grab irons, and steps
- loose or broken crossover chains, barriers, and platforms
- cracked windows or inoperative wipers
- defective doors or door latches

2. Brake Cylinder Piston Travel

The maximum physical limit of brake cylinder piston travel will be indicated in the cab of the locomotive (Cab Card). In operation, if piston travel comes to within two inches of the maximum limit specified it must be reported.

Example: if the maximum limit posted in the cab is 8 inches, piston travel greater than 6 inches must be reported.

It is not a requirement for crew members to measure piston travel. If it is suspected that piston travel is in excess of the limits allowed, it must be reported to the proper authority (Locomotive Specialist, Mechanical Personnel or immediate Supervisor).

3. Brake Rigging

Brake rigging should be checked for wear and to ensure all the parts are properly secured.

Brake shoes should be appropriately aligned with the wheel tread.

4. Draft System and Couplers

Couplers and uncoupling devices need to be checked to determine that they are not bent, cracked or broken and they function as intended.

5. Wheel Defects

A visual inspection of the wheels to see that they do not have defects such as broken or cracked rims or flanges and flat spots.

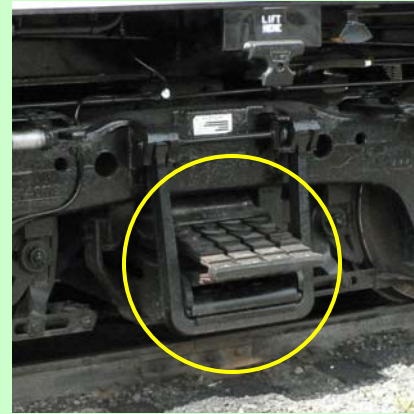
A locomotive with the following safety defects must be set off the train at the first available location.

- broken or cracked rims or flanges
- skidded wheel - a wheel that has excessive or large flat spots
- shelled wheel - a wheel tread defect where portions of the tread surface are missing

Note: See GOI Section 5 Item 12.3

6. Truck Springs

Inspect truck springs to determine that all parts are free of breaks and that they are in their proper position.



7. Trucks

Visually inspect each truck frame to determine that it is not broken or cracked. All visible truck wear plates & shock absorbers should be examined to ensure they are not missing, broken & properly secured.



Wear Plates