

Wheel Identification and Control Valves on Multi-Platform Cars

Introduction

Defective axles and wheels on multi-platform cars are sometimes incorrectly identified on the Conductor's Delay Report/Defect Report. As a result, car department employees replace the wrong wheel sets. This wheel identification job aid has been developed to assist in proper identification.

Definitions

Conventional Car

Any freight car equipped with two trucks and a standard or cushioned drawbar at each end.

Multi-platform Car

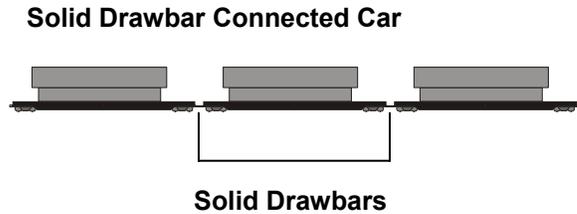
Any car with two or more platforms.

Articulated Car

A car with two or more platforms sharing common inboard trucks.

Solid Drawbar Connected Car

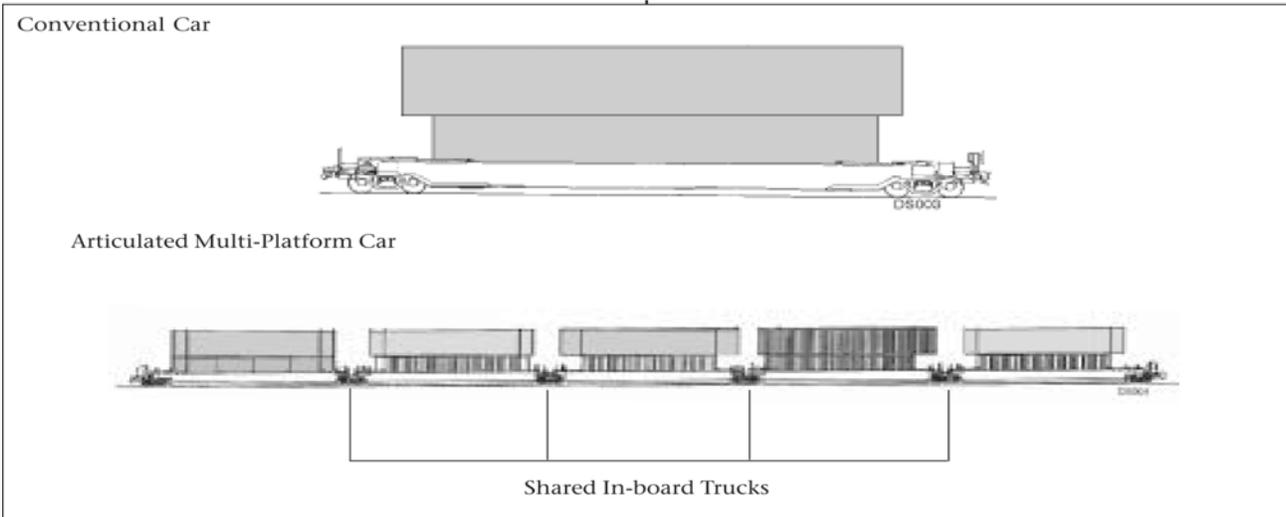
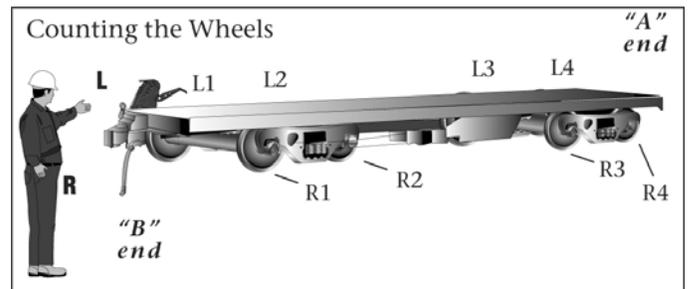
A car with two or more platforms that do not share common in-board trucks. Platforms are connected by solid drawbars.

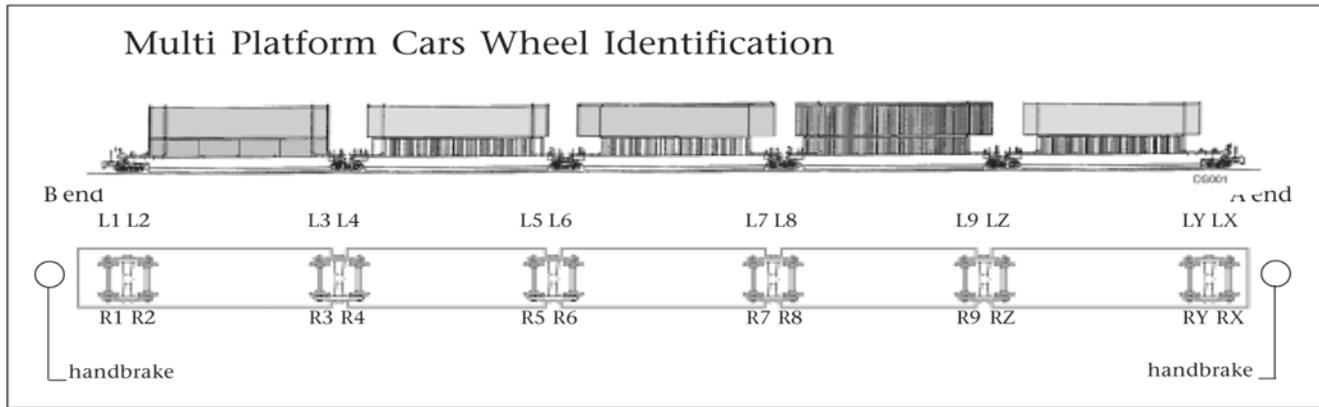


Proper Wheel Identification Conventional Car

Identify the wheels of a freight car as follows:

1. Determine which is the "B" end of the car. This is the end upon which the handbrake is located.
2. Face the "B" end of the car and start counting. Wheels on your left hand are L-1, L-2 and so on. Wheels on your right hand are R-1, R-2 and so on.





Multi-Platform Car

Identify the wheels of a multi-platform car as follows:

1. Determine which is the “B” end of a freight car. This is the end which is stenciled “B”. (There are probably hand brakes on both ends and maybe every platform!)
2. Face the “B” end of the car and start counting. Wheels on your left hand are L-1, L-2 and so on. Wheels on your right hand are R-1, R-2 and so on. After the number 9, alphabetical characters, starting with “Z”, “Y” and then “X” and so on, are used.
3. **Important:** When identifying axles, “Z”, “Y”, or “X”, on **Form 1225** do so as follows: **Example:** RZ10, RY11 or RX12. This will assist the Mechanical department in identifying the correct axle.

Use the above procedure on solid drawbar connected multi-platform and articulated multi-platform cars.

Stencils

Look for the stencils on the platforms to help with proper identification. If proper identification is difficult because stencils are not readable, and there is a hand brake on both end platforms, draw a diagram of the car on the Conductor’s Delay Report/Defect Report.

Draw a simple diagram (using compass directions), which clearly shows:

- Which wheel is defective
- Which side
- Which platform

This diagram is a good tool for mobile car department crews.

Control Valve Arrangement

There are no special air brake arrangements on solid drawbar connected multi-platform cars. Each platform has its own control valve.

Articulated Multi-Platform Cars

Only the end platforms and the center platform are equipped with an air brake control valve. Platforms are identified by the alphabet. Platform B is on the “B” end of the car with platforms C, D and E adjacent. Platform A is on the “A” end of the car.

Each pair of trucks has their own control valve. There are only 3 control valves for 5 platforms. For determining the number of inoperative brakes on multi-platform cars, each control valve is considered a car. These cars may not be operated with more than 2 consecutive control valves cut-out.

