



US Department of Transportation  
Federal Railroad Administration

Sample Car Inspection Checklist For: S-2044 Appendix D-3  
Safety Appliances for Cars of Well or Spine Construction  
with End-Mounted Hand Brakes

OMB No. 2130-0565  
F6180.161e 12/15

Inspector(s):		Inspection Location:		Date:		Region:			
Builder:		Car Initial and Number:		Car Type:		No. of cars to be Built:		Builder Job No.	
ITEM	Number - Dimensions - Location - Manner of Application				Appendix Reference	Notes			
Hand Brake	<p>Each car shall have at least one AAR-approved vertical-wheel or lever hand brake that complies with MSRP Section E, Standard S-475 and that operates in harmony with the power brake equipment on the car. Total braking force applied to the brake shoes by the hand brake shall comply with the requirements of MSRP Section E, Standard S-401, but in any event shall be not less than that developed by 50 psi brake cylinder pressure. The hand brake wheel and chain drum of vertical-wheel hand brakes shall be arranged so that both will revolve when applying and gradually releasing the hand brake. The hand brake shall be provided with means to prevent application of the brake by turning the brake wheel in a counter-clockwise direction.</p>				Appendix D3, 2.1.1				
	<p>The brake wheel of vertical-wheel hand brakes shall have a nominal diameter of 22 in. The brake wheel shall be of shallow configuration and shall be of steel or other material of equivalent strength.</p>				Appendix D3, 2.1.2				
	<p>The hub of the hand brake wheel shall be 2 5/8 in. deep with a square tapered fit to the shaft. The taper on the brake wheel hub and shaft shall be 1 in. in 12 in. on each side, or 2 in. in 12 in. total, with the small end of the shaft opening 7/8 in. square. The brake wheel shall be secured to the brake shaft with an American National Standard 7/8-9 heavy hex nut and 3/16 in. x 1 1/2 in. cotter, or their equivalent.</p>				Appendix D3, 2.1.3				
Location	<p>The hand brake shall be located so that it can be safely operated from the car while the car is in motion and safely operated from the ground while the car is stationary. The hand brake on cars equipped with one hand brake shall be applied on the left side of the car at the B end. The hand brakes on cars equipped with more than one hand brake shall be located as specified in paragraph 9.0 of the base standard.</p>				Appendix D3, 2.2.1				
	<p>The center of the hand brake shaft shall be located in the transverse direction not less than 12 in., nor more than 22 in., from the inside surface of the nearest side handhold and shall be not less than 26 in. above the lowest sill step tread nor more than 46 in. above the highest sill step tread. In addition, the center of the hand brake shaft shall be not more than 65 in. above the top of rail.</p>				Appendix D3, 2.2.2				
	<p>The outside face of the hand brake wheel shall be no more than 36 in. in the longitudinal direction from the inside surface of the inboard vertical side handhold. The outside face of the hand brake wheel shall be no more than 16 in. in the longitudinal direction from the inside surface of the outboard vertical leg of the sill step and shall not extend more than 8 in. beyond the striker or end of the center sill, whichever extends farther.</p>				Appendix D3, 2.2.3				



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<p>Manner of Application</p> <p>Sill Steps Number</p> <p>Dimensions</p>	<p>Clearance around the rim of the hand brake wheel shall be not less than 4 in. Clearance between the grip portion of the release lever, if used, throughout its range of travel and any part of the car shall be not less than 2 ½ in.</p> <p>If the hand brake application is such that the requirements of paragraph 2.2.4 can be met only with hand brakes having short hand brake release levers or only with long release levers, but not both, the car shall be marked adjacent to the hand brake in 1 ½ in. high letters "SHORT (LONG) RELEASE LEVER BRAKE ONLY".</p> <p>The hand brake housing shall be securely fastened. The hand brake application, including bolt hole pattern, shall conform to MSRP Section E, Standards S-475.</p> <p>The hand brake chain shall conform to the requirements of S-475, but in any event shall have minimum working load of 5,875 lb and minimum proof test of 11,750 lb.</p> <p>Hand brake rods shall be not less than ¾ in. diameter.</p> <p>There shall be four sill steps.</p> <p>Sill steps shall conform to the requirements of Standard S-2042. Minimum usable length of tread shall be 14 in.</p> <p>Sill steps shall be of steel not less than ½ in. thick, shall be not less than 4 in. wide, and shall be provided with an antiskid surface.</p> <p>Sill steps shall have sufficient treads such that the top tread is not more than 21 in. below the lowest adjacent horizontal side handhold, if the car is so equipped. If there are no horizontal side handholds, sill steps shall have sufficient treads such that the top tread is not more than 21 in. below the walking surface of the adjacent walkway, if the car is equipped with an adjacent walkway, and not more than 21 in. below the deck of the car. Sill step treads shall be spaced not more than 21 in. apart.</p> <p>The clear depth above the entire usable length of all sill step treads shall be not less than 8 in. and the clear width of the lowest sill step tread shall be not less than 6 in. for both loaded and empty conditions with the trucks rotated to simulate the maximum curvature specified for the uncoupled car.</p>	<p>Appendix D3, 2.2.4</p> <p>Appendix D3, 2.2.5</p> <p>Appendix D3, 2.3.1</p> <p>Appendix D3, 2.3.2</p> <p>Appendix D3, 2.3.3</p> <p>Appendix D3, 3.1</p> <p>Appendix D3, 3.2.1</p> <p>Appendix D3, 3.2.2</p> <p>Appendix D3, 3.2.3</p> <p>Appendix D3, 3.2.4</p>	



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Location	<p>One sill step shall be applied near each end of each side of the car. The sill steps shall be located in the longitudinal direction such that the inside face of neither vertical leg of the sill step extends more than 2 in. into the space between the vertical side handholds or the space between the vertical handhold supports, whichever space is smaller.</p> <p>In the transverse direction, the outside edge of any sill step tread shall be not more than 6 in. inboard or outboard of the inside surface of the adjacent side handholds. With the exception of the side handholds and their supports, no part of the car below 66 in. above the top of the rail shall extend farther than 6 in. outboard of the outboard edge of the lowest sill step tread. In addition, the outside edge of any sill step tread shall be not more than 4 in. inboard of any car structure below the adjacent side handholds and their supports in the area between the side handholds. With the exception of the side handholds, no part of the car below 66 in. above the top of rail shall extend farther than 6 in. outboard of the outboard edge of the lowest sill step tread.</p> <p>The lowest tread shall be not more than 20 in. above the top of rail.</p> <p>When applied, sill steps adjacent to articulated connectors or drawbar connections of multi-unit cars shall conform to the requirements of paragraphs 3.2.1, 3.2.3, and 3.2.4. These sill steps shall be of steel not less than ½ in. thick and shall be not less than 2 in. wide. The sill steps shall be located in the longitudinal direction such that the inside face of neither vertical leg of the sill step extends more than 2 in. into the space between the vertical side handholds or the space between the vertical handhold supports, whichever space is smaller. Sill steps adjacent to hand brakes shall also comply with the requirements of paragraph 3.2.2</p>	<p>Appendix D3, 3.3.1</p> <p>Appendix D3, 3.3.2</p> <p>Appendix D3, 3.3.3</p> <p>Appendix D3, 3.3.4</p>	
Manner of Application	<p>Sill steps shall be securely fastened.</p>	<p>Appendix D3, 3.4</p>	
Side Handholds at Ends of Car Number	<p>There shall be not less than eight side handholds, two at each corner.</p>	<p>Appendix D3, 4.1</p>	
Dimensions	<p>Handholds shall be of steel not less than ¾ in. diameter or pipe of 1 ¼ in. nominal pipe size with Schedule 40 minimum wall thickness. Handhold material shall conform to the requirements of Standard S-224. Minimum clear length shall be 16 in. Minimum clearance shall be 2 in., preferably 2 ½ in.</p>	<p>Appendix D3, 4.2.1</p>	



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Location	<p>Vertical side handholds shall have an uninterrupted span between the upper and lower clearance points.</p> <p>Horizontal side handholds below the car deck or adjacent walkway, if applied, shall have foot guards or upward projections not less than 2 in. in height at both ends.</p> <p>Two vertical handholds, one at either end of each sill step, shall be applied.</p> <p>The inside surface of the outboard vertical handhold shall be not more than 14 in. from the inside surface of the nearest end handhold. The clear opening between the inside surfaces of the vertical handholds and their supports shall be not less than 18 in. The width over the outside surfaces of the vertical handholds shall be not more than 30 in.</p> <p>The clearance points of the bottom end of the vertical handholds shall be not more than 42 in. above the top of rail. The clearance points of the top end shall be not less than 33 in. above the adjacent walking surface of the walkway, if so equipped. If not equipped with an adjacent walkway, the clearance points of the top end shall be not less than 33 in. above the car deck.</p> <p>Spacing between horizontal side handholds, if applied, shall be not more than 19 in. Spacing from the highest horizontal side handhold to the adjacent walking surface of the walkway, if so equipped, shall be not more than 19 in. If not equipped with an adjacent walkway, spacing from the highest horizontal side handhold to the car deck shall be not more than 19 in.</p> <p>If car is equipped with horizontal side handholds, the outboard clearance points of the handholds shall be not more than 2 in. inboard of the inside surface of the outboard vertical leg of the sill step, and the inboard clearance points of the handholds shall be not be more than 2 in. outboard of the inside surface of the inboard vertical leg of the sill step.</p>	<p>Appendix D3, 4.2.2</p> <p>Appendix D3, 4.2.3</p> <p>Appendix D3, 4.3.1</p> <p>Appendix D3, 4.3.2</p> <p>Appendix D3, 4.3.3</p> <p>Appendix D3, 4.3.4</p> <p>Appendix D3, 4.3.5</p>	
Manner	<p>Side handholds shall be securely fastened.</p>	<p>Appendix D3, 4.4</p>	
Side Handholds Adjacent to the Articulated Connectors or Drawbar Connections of Multi-Unit Cars	<p>When side handholds are applied adjacent to articulated connectors or drawbar connections of multi-unit cars, sufficient vertical and horizontal handholds shall be applied to provide access from the ground to the deck or adjacent walkways.</p>	<p>Appendix D3, 5.1</p>	



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Dimensions	<p>Handholds shall be of steel not less than ¾ in. diameter or pipe of 1 ¼ in. nominal pipe size with Schedule 40 minimum wall thickness. Handhold material shall conform to the requirements of Standard S-224. Minimum clear length shall be 16 in. Minimum clearance shall be 2 in., preferably 2 ½ in.</p> <p>Vertical side handholds shall have an uninterrupted span between the upper and lower clearance points.</p> <p>Horizontal side handholds below the car deck or adjacent walkway, if applied, shall have foot guards or upward projections not less than 2 in. in height at both ends.</p>	<p>Appendix D3, 5.2.1</p> <p>Appendix D3, 5.2.2</p> <p>Appendix D3, 5.2.3</p>	
Location	<p>Two vertical handholds, one at either end of the sill step, shall be applied.</p> <p>The clear opening between the surfaces of the vertical handholds and their supports shall be not less than 18 in. The width over the outside surfaces of the vertical handholds shall be not more than 30 in.</p> <p>The clearance points of the bottom ends of vertical handholds shall be not more than 16 in. above the highest horizontal side handhold. If there are no horizontal handholds, the clearance points shall be not more than 16 in. above the highest sill step tread. The clearance points at the top ends shall be not less than 33 in. above the walking surface of the adjacent walkway.</p> <p>Spacing between horizontal side handholds, if applied, shall be not more than 19 in. Spacing from the highest horizontal side handhold to the adjacent walking surface of the walkway, if so equipped, shall be not more than 19 in. If not equipped with an adjacent walkway, spacing from the highest horizontal side handhold to the car deck shall be not more than 19 in.</p> <p>If the car is equipped with horizontal side handholds, the outboard clearance points of the handholds shall be not more than 2 in. inboard of the inside surface of the outboard vertical leg of the sill step, and the inboard clearance points of the handholds shall be not more than 2 in. outboard of the inside surface of the inboard vertical leg of the sill step.</p> <p>Handholds adjacent to articulated connectors of cars equipped to carry both highway trailers and double-stacked intermodal containers need not extend higher than the top of the adjacent walkways.</p>	<p>Appendix D3, 5.3.1</p> <p>Appendix D3, 5.3.2</p> <p>Appendix D3, 5.3.3</p> <p>Appendix D3, 5.3.4</p> <p>Appendix D3, 5.3.5</p> <p>Appendix D3, 5.3.6</p>	
Manner of Application	<p>Side handholds shall be securely fastened.</p>	<p>Appendix D3, 5.4</p>	



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End Handholds Number	There shall be four end handholds.	Appendix D3, 6.1	
Dimensions	Handholds shall be of steel not less than ¾ in. diameter and shall conform to the requirements of Standard S-224. Minimum clear length shall be 16 in. Minimum clearance shall be 2 in., preferably 2 ½ in.	Appendix D3, 6.2	
Location	The end handholds shall be oriented horizontally, one near each side of each end of the car on the face of the end sill.	Appendix D3, 6.3.1	
	The clearance points of the outer end of the end handholds shall be not more than 16 in. from the inside surface of the nearest side handhold.	Appendix D3, 6.3.2	
	Unless protected by a guard around the chain, handholds shall have not less than 5 in. clearance from the hand brake chain throughout the entire range of chain travel. Guards shall be provided around hand brake shock retarders, if used, that are closer to the handhold than 5 in.	Appendix D3, 6.3.3	
	End handholds shall not extend more than 8 in. beyond the striker or end of the center sill.	Appendix D3, 6.3.4	
	The end handholds shall be not more than 45 in. above the top of rail.	Appendix D3, 6.3.5	
Manner of Application	End handholds shall be securely fastened.	Appendix D3, 6.4	
Clearance at End of Car	No part of the car above the end sill more than 30 in. from the longitudinal centerline of the car, except the hand brake wheel, hand brake shaft, bell crank, sheave wheel, end platform or horizontal end handholds, shall extend beyond the striker or end of the center sill with the draft gear or cushioning device (if used) at full buff. No other part of the car end or fixtures on the end above the end sill and less than 84 in. above the car deck or walking surface of the end walkway, if the car is so equipped, other than the exceptions herein noted, shall extend beyond the outer face of the striker or end of the center sill.	Appendix D3, 7.0	
Walkways Number	Cars not having full-width flooring at ends of the car adjacent to a coupler shall be equipped with transverse walkways at those locations.	Appendix D3, 8.1.1.	
	Cars having full-width metal flooring and no transverse walkways adjacent to the couplers shall be provided with an antiskid surface on the flooring.-	Appendix D3, 8.1.2	





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Ground Access	Transverse walkways at ends of the car adjacent to a coupler shall provide access to the ground at both sides of the car. When transverse walkways are applied to the carbodies at both ends of articulated or drawbar connections, access to the ground shall be provided on both sides of the car from the left of the connection as viewed from the side of the car.	Appendix D3, 8.5	
Uncoupling Devices	<p>There shall be a minimum of two uncoupling devices that conform to the requirements of the base standard.</p> <p>Uncoupling devices and their application shall conform to MSRP Section S, Part III, Standard S-129, S-131, S-133, or S-134; or Specification M-961.</p> <p>One uncoupling device shall be applied at the left side of the B end of the car (BL corner) and one at the right side of the A end of the car (AR corner).</p> <p>Under all operating conditions, the outside surface of the uncoupling device handles shall be not more than 12 in. closer to the car center than the inside surface of the adjacent side handholds.</p> <p>There shall be not less than 2 in. clearance, preferably 2 ½ in., around the uncoupling device handles for a length not less than the lowest 4 in. of straight handles and not less than 4 in. in the grip portion of handles having clearly defined grip portions. The lower ends of the handles shall be not less than 12 in. nor more than 15 in. below the top surface of the uncoupling device at the device support and not less than 15 in. above the top of rail.</p> <p>Uncoupling device mounting brackets shall be securely fastened to the car with fasteners not less than 5/8 in. diameter.</p>	<p>Appendix D3, 9.0</p> <p>S-2044 6.1 (Base Standard)</p> <p>S-2044 6.2</p> <p>S-2044 6.3</p> <p>S-2044 6.4</p> <p>S-2044 6.5</p>	
Stenciling	Car initial, numbers and built date stenciled on the car.	49 CFR Part 215.301	
Reflectorization.	Reflectorization must meet all requirements. Attached Drawing	49 CFR Part 224	
Coupler Height	Verify coupler height 31½ inch minimum, 34½ inch maximum.	49 CFR Part 231.31(a)(1)	
Power Brakes	Except for cars equipped with nominal 12-inch stroke (8 ½ and 10-inch diameters) brake cylinders, all cars shall have a legible decal, stencil, or sticker affixed to the car or shall be equipped with a badge plate displaying the permissible brake cylinder piston travel range for the car at Class I brake tests and the length at which the piston travel renders the brake ineffective, if different from Class I brake test limits. The decal, stencil, sticker, or badge plate shall be located so that it may be easily read and understood by a person positioned safely beside the car.	49 CFR Part 232. 103	





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SCT	<p>All equipment ordered on or after August 1, 2002, or placed in service for the first time on or after April 1, 2004, shall have train brake systems designed so that an inspector can observe from a safe position either the piston travel, an accurate indicator which shows piston travel, or any other means by which the brake system is actuated. The design shall not require the inspector to place himself or herself on, under, or between components of the equipment to observe brake actuation or release.</p> <p>A single car air brake test shall be performed on each new car prior to placing or using the car in revenue service.</p>	49 CFR Part 232.305	

Miscellaneous

Check for any sharp or protruding objects or areas on the equipment that may create a safety concern or personal injury.  
Check for potential pinch points at all safety appliance arrangements.

Digital Photos

General Arrangement Photo Sheet ~ No Deviations Noted (six photos minimum, A & B ends, each corner at 45 degree angle)  
Deviation Photo Sheet ~ As many photos as necessary to fully depict, document and illustrate deviations of S-2044 Appendix D3 or CFR Parts (e.g. 215, 224 & 232)

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