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 US Department of Transportation Federal Railroad Administration		Sample Car Inspection Checklist For: S-2044 Appendix E-1 Safety Appliances for Tank Cars with Side Ladders and High End-Mounted Hand Brakes		OMB No. 2130-0565 FRA F6180.161 G	
Inspector(s):		Inspection Location:		Date:	
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	Each car shall have at least one AAR-approved vertical-wheel 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 counterclockwise direction.			Appendix E1, 2.1.1	
	The hand brake wheel 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.			Appendix E1, 2.1.2	
	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. × 1 1/2 in. cotter, or their equivalent.			Appendix E1, 2.1.3	
Location	The hand brake shall be located so that it can be safely operated from the horizontal end running board while the car is in motion. The center of the hand brake shaft on cars equipped with one hand brake shall be located on the B end of the car to the left of, and not less than 17 in. nor more than 24 in. from, the centerline of the car and shall be not less than 26 in. nor more than 40 in. above the walking surface of the end running board. 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.			Appendix E1, 2.2.1	
	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 full range of travel and any part of the car shall be not less than 2 1/2 in.			Appendix E1, 2.2.2	



US Department of Transportation
Federal Railroad Administration

Sample Car Inspection Checklist For: S-2044 Appendix E-1
Safety Appliances for Tank Cars with Side Ladders and
High End-Mounted Hand Brakes

OMB No. 2130-0565
FRA F6180.161 G

ITEM	Number - Dimensions - Location - Manner of Application	Appendix Reference	Notes
Manner of Application	No part of the car that is more than 24 in. but less than 84 in. above the walking surface of the end running board shall encroach into a vertical column extending above the end running board and defined by the plane of the face of the hand brake wheel, and vertical planes defined by lines extending longitudinally inboard from the right and left edges of the hand brake wheel to the plane of the outside edge of the end running board safety railing, and extending 18 in. out from these planes.	Appendix E1, 2.2.3	
	No part of the car that is 24 in. or less above the walking surface of the end running board shall encroach into a vertical column extending above the end running board and defined by the plane of the face of the hand brake wheel, and vertical planes defined by lines extending longitudinally back from the right and left edges of the hand brake wheel to the vertical plane of the outside edge of the end running board safety railing, and extending 10 in. out from these planes.	Appendix E1, 2.2.4	
	The outside edge of the hand brake wheel shall not extend more than 8 in. beyond the striker or end of the center sill and not more than 8 in. beyond the outboard edge of the end running board. The outside edge of the hand brake wheel shall be not less than 1 in. and not more than 18 in. outboard of that portion of the inboard surface of the horizontal end running board safety railing that is closest to the striker.	Appendix E1, 2.2.5	
	If the hand brake application is such that the requirements of paragraph 2.2.2 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 1/2 in. high letters "SHORT (LONG) RELEASE LEVER BRAKE ONLY."	Appendix E1, 2.2.6	
	The hand brake housing shall be securely fastened. The hand brake application, including bolt hole pattern, shall conform to MSRP Section E, Standard S-475. Hand brake mounting brackets may be welded to pads applied to the tank or tank jacket or welded directly to the draft sill or a head shield.	Appendix E1, 2.3.1	
	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.	Appendix E1, 2.3.2	
	Hand brake rods shall be not less than 3/4 in. diameter.	Appendix E1, 2.3.3	



US Department of Transportation
Federal Railroad Administration

Sample Car Inspection Checklist For: S-2044 Appendix E-1
Safety Appliances for Tank Cars with Side Ladders and
High End-Mounted Hand Brakes

OMB No. 2130-0565
FRA F6180.161 G

ITEM	Number - Dimensions - Location - Manner of Application	Appendix Reference	Notes
Sill Steps	There shall be four sill steps.	Appendix E1, 3.1	
Dimensions	Sill steps shall conform to the requirements of Standard S-2042. Minimum usable length of tread shall be not less than 18 in.	Appendix E1, 3.2.1	
	Sill steps shall be of steel not less than 1/2 in. thick and not less than 2 in. wide.	Appendix E1, 3.2.2	
	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 transverse end running board. Sill step treads shall be spaced not more than 21 in. apart. ^a	Appendix E1, 3.2.3	
	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.	Appendix E1, 3.2.4	
Location	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 the outboard vertical leg of the sill step is not more than 2 in. inboard of the inside surface of the outboard side handhold. The inside face of the inboard vertical leg of the sill step shall be not less than 16 in. from the inboard side of the outboard side handhold.	Appendix E1, 3.3.1	
	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, side ladder, and side safety railings 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. The outside edge of any sill step tread shall be not more than 4 in. inboard of any car structure at or below the end running board in the area between the side handholds.	Appendix E1, 3.3.2	
	The lowest tread shall be not more than 17 in. above the top of rail.	Appendix E1, 3.3.3	



US Department of Transportation
Federal Railroad Administration

Sample Car Inspection Checklist For: S-2044 Appendix E-1
Safety Appliances for Tank Cars with Side Ladders and
High End-Mounted Hand Brakes

OMB No. 2130-0565
FRA F6180.161 G

ITEM	Number - Dimensions - Location - Manner of Application	Appendix Reference	Notes
Manner of Application	Sill steps shall be securely fastened.	Appendix E1, 3.4	
Side Handholds	There shall be eight vertical side handholds, two at each corner on each side of the car.	Appendix E1, 4.1	
Dimensions	Side handholds shall conform to the requirements of Standard S-224 and shall be of solid steel not less than 1 in. diameter or pipe of 1 1/4 in. nominal pipe size with Schedule 40 minimum wall thickness. Minimum clearance shall be 2 in., preferably 2 1/2 in.	Appendix E1, 4.2.1	
	Side handholds shall have an uninterrupted span between the upper and lower clearance points.	Appendix E1, 4.2.2	
	When applied, elective vertical handholds adjacent to the outboard vertical side handholds shall conform to the requirements of Standard S-224, shall be of steel not less than 3/4 in. diameter, shall have clearance not less than 2 in., preferably 2 1/2 in., and shall have clear length not less than 8 in.	Appendix E1, 4.2.3	
Location	Two vertical handholds, one at either end of each sill step, shall be applied.	Appendix E1, 4.3.1	
	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.	Appendix E1, 4.3.2	
	The clearance points of the bottom end of the vertical handholds shall be not more than 42 in. above the top of rail, and the clearance points of the top end shall be not less than 33 in. above the adjacent walking surface of the transverse end running board.	Appendix E1, 4.3.3	
Manner of Application	Side handholds shall be securely fastened.	Appendix E1, 4.4	
End Handholds	There shall be four end handholds, one near each side on each end of the car.	Appendix E1, 5.1	
Dimensions	End handholds shall be of steel not less than 3/4 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 1/2 in.	Appendix E1, 5.2	



US Department of Transportation
Federal Railroad Administration

Sample Car Inspection Checklist For: S-2044 Appendix E-1
Safety Appliances for Tank Cars with Side Ladders and
High End-Mounted Hand Brakes

OMB No. 2130-0565
FRA F6180.161 G

ITEM	Number - Dimensions - Location - Manner of Application	Appendix Reference	Notes
Location	The end handholds shall be oriented horizontally and located not more than 45 in. above the top of rail.	Appendix E1, 5.3.1	
	The clearance points of the outboard end of the end handholds shall be not more than 14 in. from the inside surface of the outboard side handholds.	Appendix E1, 5.3.2	
Manner of Application	End handholds shall be securely fastened.	Appendix E1, 5.4	
Transverse End Running Boards	There shall be two transverse end running boards, one on each end of the car.	Appendix E1, 6.1	
Dimensions	End running boards shall conform to the requirements of Standard S-226. The running board shall have uniform slip-resistant surfaces and shall be of construction to provide sufficient clear opening to permit elimination of accumulated snow and ice.	Appendix E1, 6.2.1	
	The running boards shall have a minimum width not less than 10 in. anywhere along their length. End running boards shall have a transverse length not less than 110 in. and shall be centered on the car.	Appendix E1, 6.2.2	
	At each end, the running board shall be not less than 18 in. wide. The 18 in. width shall be maintained for a length of 12 in., or the running board shall taper from 18 in. to the narrowest width over a length not less than 24 in.	Appendix E1, 6.2.3	
	Transverse end running boards shall be continuous across the end of the car and may be made up of several pieces secured to mounting brackets.	Appendix E1, 6.2.4	
Location	Where conventional draft gears or cushioning devices having less than 6 in. longitudinal coupler travel in buff are used, the outside edge of the end running boards shall extend no farther from the end of the car than the striker or end of the center sill. Where draft gears or cushioning devices having 6 in. or greater longitudinal coupler travel in buff are used, the outside edge of the end running boards shall extend not more than 6 in. beyond the striker or end of the center sill with the cushioning device (if used) at full buff. The inboard edge of the end running board shall be not more than 1 in. outboard of the inboard edge of the horizontal end running board safety railing at any point.	Appendix E1, 6.3.1	
	The ends of end running boards shall not be outboard of, and shall be not more than 2 in. inboard from, the outboard surface of the sides of the car directly below the running board ends.	Appendix E1, 6.3.2	



US Department of Transportation
Federal Railroad Administration

Sample Car Inspection Checklist For: S-2044 Appendix E-1
Safety Appliances for Tank Cars with Side Ladders and
High End-Mounted Hand Brakes

OMB No. 2130-0565
FRA F6180.161 G

ITEM	Number - Dimensions - Location - Manner of Application	Appendix Reference	Notes
	Minimum vertical clearance above the end running board, measured from the walking surface of the end running board, shall be not less than 5 in., except for the hand brake rod, hand brake chain, bell crank, and sheave wheel. No part of the car end or fixture on the car end above the end running board and less than 84 in. above the walking surface of the end running board, other than the side handholds, side handhold mounting brackets, hand brake, hand brake mounting brackets, hand brake rod, hand brake chain, bell crank, and sheave wheel, shall extend closer to the outboard edge of the end running boards than 7 in.	Appendix E1, 6.3.3	
	Clearance between a vertical surface extending outboard up and down from the outside surface of the end running board safety railing and any part of the car more than 24 in. but less than 84 in. above the walking surface of the end running board other than the hand brake and the hand brake mounting brackets shall be not less than 15 in., preferably 18 in. Clearance between a vertical surface extending outboard down from the outside surface of the end running board safety railing and any part of the car 24 in. or less above the walking surface of the end running board shall be not less than 10 in.	Appendix E1, 6.3.4	
Manner of Application	The end running boards shall be securely fastened with not less than 3/8 in. diameter fasteners.	Appendix E1, 6.4	
Horizontal End Running Board Safety Railings	There shall be two horizontal end running board safety railings. One horizontal end running board safety railing shall be applied on each end of the car above the end running board.	Appendix E1, 7.1	
Dimensions	Horizontal end running board safety railings shall conform to the requirements of Standard S-224 and shall be of solid steel not less than 1 in. diameter or pipe of 1 1/4 in. nominal pipe size with Schedule 40 minimum wall thickness. Minimum clearance shall be 2 1/2 in.	Appendix E1, 7.2	
Location	The height from the top of the end running board safety railing to the walking surface of the end running board shall be not less than 36 in. nor more than 54 in.	Appendix E1, 7.3.1	
	If the safety railings have vertical legs at their ends, the inboard surface of the vertical legs shall be not more than 8 in. from the inside surface of the inboard side handhold. If the safety railings do not have vertical legs at their ends, the clearance points at the ends of the safety railings shall be not more than 8 in. from the inside surface of the inboard side handhold.	Appendix E1, 7.3.2	
Manner of Application	7.4.1 Horizontal end running board safety railings shall be securely fastened.	Appendix E1, 7.4.1	



US Department of Transportation
Federal Railroad Administration

Sample Car Inspection Checklist For: S-2044 Appendix E-1
Safety Appliances for Tank Cars with Side Ladders and
High End-Mounted Hand Brakes

OMB No. 2130-0565
FRA F6180.161 G

ITEM	Number - Dimensions - Location - Manner of Application	Appendix Reference	Notes
	Horizontal end running board safety railings shall be supported at each end and at a minimum of two intermediate locations along their horizontal span. The spacing between centerlines of any two supports shall be not less than 24 in. Mounting brackets shall be not less than 3/8 in. thick and not less than 2 in. wide and may be welded to the tank, head shield, or tank jacket. Brackets welded to head shields or jackets less than 3/8 in. thick or to the tank shall be welded to reinforcing pads on the tank, head shield, or jacket. When the mounting brackets are welded to reinforcing pads on the jacket, there shall be supports attached to the tank located beneath the jacket pads.	Appendix E1, 7.4.2	
Side Safety Railings	There shall be not less than two side safety railings.	Appendix E1, 8.1	
Dimensions	Side safety railings shall conform to the requirements of Standard S-224 and shall be of pipe of 1 1/4 in. nominal pipe size with Schedule 40 minimum wall thickness. Minimum clearance shall be 2 1/2 in.	Appendix E1, 8.2	
Location	There shall be side safety railings on each side of the car, extending between the body bolsters. Car structure or a continuation of the safety railings shall be applied between the end running boards and the body bolsters. The top of the side safety railing shall be not more than 45 in. above the top of rail. The inboard surface of the side safety railing shall be not less than 51 in. from the centerline of the car in the transverse direction.	Appendix E1, 8.3	
Manner of Application	Side safety railings shall not be interrupted or obstructed between body bolsters except at side ladders, safety railing support brackets, and operating cabinets. Side safety railings shall be supported at the ends, side ladders, and operating cabinets if interrupted, and at intervals as required, not to exceed 10 ft between support centerlines. Each section of side safety railing shall be securely fastened at not less than one location. Welding is permitted on the support brackets and associated parts. Welding is not permitted on side safety railings except as provided in the base standard.	Appendix E1, 8.4	
Ladders	Two ladders shall be applied to any tank car with top fittings used in loading or unloading. Ladders are not required if all fittings used in loading and unloading the tank are accessible from ground or end running board.	Appendix E1, 9.1	
Dimensions	Ladder stiles shall be of steel not less than 3/8 in. thick and not less than 2 in. wide or other section of equivalent strength and stiffness. On cars built prior to January 1, 2017, ladder stiles shall be of steel 3/8 in. thick and 2 in. wide or equivalent. Ladder treads shall be of steel not less than 3/4 in. diameter and shall conform to the requirements of Standard S-224. Minimum clear length shall be 14 in. Minimum clearance shall be 2 in., preferably 2 1/2 in.	Appendix E1, 9.2	



US Department of Transportation
Federal Railroad Administration

Sample Car Inspection Checklist For: S-2044 Appendix E-1
Safety Appliances for Tank Cars with Side Ladders and
High End-Mounted Hand Brakes

OMB No. 2130-0565
FRA F6180.161 G

ITEM	Number - Dimensions - Location - Manner of Application	Appendix Reference	Notes
Location	One ladder shall be located on each side of the car. The ladder treads shall be oriented horizontally with the actual distance between them not more than 19 in. The actual distance between the top ladder tread and the top of the operating platform shall be not more than 19 in. The actual distance between ladder treads and from the top ladder tread to the top of the operating platform shall be uniform within a maximum variation of 2 in. The clearance points of the ends of the ladder treads shall be not more than 5 in. from the inside surface of the vertical portions of the operating platform safety railing. The bottom ladder tread shall be not more than 24 in. above the top of rail, preferably not more than 22 in.	Appendix E1, 9.3.1 Appendix E1, 9.3.2 Appendix E1, 9.3.3 Appendix E1, 9.3.4	
Manner of Application	Ladder treads shall be securely fastened to the ladder stiles. Ladder stiles shall be securely fastened to the operating platform or operating platform brackets. The lower portion of the ladders shall be supported by metal braces not less than 3/8 in. thick and not less than 2 in. wide or other section of equivalent strength and stiffness. On cars built prior to January 1, 2017, the lower portion of the ladders shall be supported by metal braces 3/8 in. thick and 2 in. wide or equivalent. The ladder stiles shall be securely fastened to the braces at or below the second ladder tread from the bottom. Ladders with stiles less than 3/8 in. thick shall be supported below the operating platform at not less than three locations. The ladder stiles shall be securely fastened to metal braces at not less than one intermediate location. Ladder support braces shall be welded to metal reinforcing pads on the tank or tank jacket. When the support braces are welded to reinforcing pads on the jacket, there shall be supports attached to the tank located beneath the jacket pads.	Appendix E1, 9.4.1 Appendix E1, 9.4.2 Appendix E1, 9.4.3 Appendix E1, 9.4.4 Appendix E1, 9.4.5	
Operating Platform	Operating platform(s) shall be applied to any tank car with top fittings used in loading or unloading the tank. An operating platform is not required if all fittings used in loading and unloading the tank are accessible from the ground or end platform.	Appendix E1, 10.1.1	



US Department of Transportation
Federal Railroad Administration

Sample Car Inspection Checklist For: S-2044 Appendix E-1
Safety Appliances for Tank Cars with Side Ladders and
High End-Mounted Hand Brakes

OMB No. 2130-0565
FRA F6180.161 G

ITEM	Number - Dimensions - Location - Manner of Application	Appendix Reference	Notes
Operating Platform	The working area of the operating platform is that portion of the platform that extends from the closest transverse section of the safety railing to the center of the combined top loading or unloading fittings and/or manways and for an equal distance toward the other end of the car beyond the fittings and/or manways.	Appendix E1, 10.1.2	
Dimensions	The operating platform boards shall be considered running boards under Standard S-226 and shall conform to the design, manufacturing, and test requirements of Standard S-226 applicable to running boards. The platform boards shall have uniform slip-resistant surfaces and shall be of construction to provide sufficient clear opening to permit elimination of accumulated snow and ice. Platform boards shall be not less than 7 in. wide and shall extend to within 2 in. of the planes extending down from the inboard surfaces of the operating platform safety railing.	Appendix E1, 10.2	
Location	Operating platforms shall be located such that they provide access to all fittings used in the top loading or top unloading of the tank and/or manways.	Appendix E1, 10.3	
Manner of Application	The operating platform boards shall be securely fastened with not less than 3/8 in. diameter fasteners. Mounting brackets shall be not less than 3/8 in. thick and not less than 2 in. wide and may be welded to reinforcing pads on the tank or tank jacket. When the mounting brackets are welded to reinforcing pads	Appendix E1, 10.4	
Operating Platform Filler Plates (Optional)	When filler plates are applied, there shall be one filler plate at the inboard edge of each longitudinal operating platform board.	Appendix E1, 11.1	
Dimensions	Filler plates shall be of steel or other material of equivalent strength and shall have uniform slip-resistant surfaces. Flat filler plates shall be not less than 1/4 in. thick, and filler plates with a longitudinal flange shall be not less than 11 gauge (0.12 in.) thick.	Appendix E1, 11.2.1	
	When filler plates do not extend for the full length of the platform boards, there shall be sloped transitions from the ends of the filler plates to the surface of the tank or jacket. The slope shall be not more than 30° from the horizontal.	Appendix E1, 11.2.2	
Location	Filler plates shall be oriented horizontally and shall be applied for the full length of the working area of the operating platform boards.	Appendix E1, 11.3.1	
	The horizontal space between adjacent sections of filler plates and between filler plates and the adjacent operating platform boards shall not exceed 3/4 in. The distance between the tank, tank jacket, or mounting pad and the closest edge of the filler plate, measured perpendicular to the tank, shall not exceed 3/4 in.	Appendix E1, 11.3.2	



US Department of Transportation
Federal Railroad Administration

Sample Car Inspection Checklist For: S-2044 Appendix E-1
Safety Appliances for Tank Cars with Side Ladders and
High End-Mounted Hand Brakes

OMB No. 2130-0565
FRA F6180.161 G

ITEM	Number - Dimensions - Location - Manner of Application	Appendix Reference	Notes
Manner of Application	The difference in height of the top surfaces of adjacent sections of filler plates and of the top surfaces of the filler plates and the adjacent operating platform boards shall not exceed 1/4 in. Filler plates applied to mounting brackets shall be applied with not less than 3/8 in. diameter fasteners. Filler plate mounting brackets, and filler plates applied directly to the car without separate mounting brackets, shall be welded to pads on the tank or tank jacket. Filler plates shall be supported at spacings not greater than 30 in.	Appendix E1, 11.3.3 Appendix E1, 11.4	
Operating Platform Vertical Toe Boards (Optional) Dimensions	When toe boards are applied, there shall be one toe board along each outboard edge of each platform board. Toe boards shall be of any combination of material grade, thickness, and support structure that will prevent more than 1/4 in. horizontal deflection in response to a 100 lb horizontal load applied at any point along the toe board.	Appendix E1, 12.1 Appendix E1, 12.2.1	
Location	The height from the top of the operating platform boards to the top of the toe boards shall be not less than 4 in. nor more than 6 in. The height above the top of the operating platform boards to the bottom of the toe boards shall be no greater than 1/4 in. Toe boards shall extend vertically for the full length and width of the working area of the operating platform boards, except at openings in the operating platform safety railing.	Appendix E1, 12.2.2 Appendix E1, 12.3.1	
Manner of Application	Toe boards shall not be applied at openings in the operating platform safety railing. At side ladder openings, toe boards shall not be attached to the vertical portions of the operating platform safety railing and shall provide horizontal openings not less than 4 in. nor more than 6 in. wide between the ends of the toe boards and the vertical portions of the operating platform safety railing. At ladder openings on cars equipped with intermediate safety railings, toe boards shall be attached to the vertical portions of the intermediate safety railings or their supports. Toe boards shall be securely fastened with not less than 3/8 in. diameter fasteners at mounting brackets, operating platforms, or safety railings. Toe boards shall be supported at not less than two locations at spacings no greater than 34 in.	Appendix E1, 12.3.2 Appendix E1, 12.4	



US Department of Transportation
Federal Railroad Administration

Sample Car Inspection Checklist For: S-2044 Appendix E-1
Safety Appliances for Tank Cars with Side Ladders and
High End-Mounted Hand Brakes

OMB No. 2130-0565
FRA F6180.161 G

ITEM	Number - Dimensions - Location - Manner of Application	Appendix Reference	Notes
Operating Platform Safety Railing	One operating platform safety railing shall be applied surrounding the working area of the operating platform.	Appendix E1, 13.1.1	
	Intermediate safety railings are optional. When applied, they shall be applied at those locations of the working area of the operating platform where there is an operating platform safety railing.	Appendix E1, 13.1.2	
Dimensions	Operating platform safety railings, including intermediate safety railings, shall conform to the requirements of Standard S-224 and shall be pipe of 1 1/4 in. nominal pipe size with Schedule 40 minimum wall thickness. Minimum clearance shall be 2 1/2 in. At ladder openings, the minimum clearance shall be uninterrupted for the vertical portion of the platform safety railing.	Appendix E1, 13.2.1	
	Openings in the safety railing at side ladders shall be no wider than 24 in.	Appendix E1, 13.2.2	
	Openings in the safety railing other than those at side ladders shall be no wider than 36 in.	Appendix E1, 13.2.3	
	At side ladder openings, intermediate safety railings shall not be attached to the vertical portions of the operating platform safety railing and shall provide horizontal clearance not less than 4 in. nor more than 6 in. wide between the vertical portions of the safety railing and the intermediate safety railing. At openings other than at side ladders, intermediate safety railings may be attached to the vertical portions of the operating platform safety railing.	Appendix E1, 13.2.4	
	When horizontal intermediate safety railings are applied, the top of the intermediate safety railing shall be not more than 21 in. above the top of the operating platform surface.	Appendix E1, 13.2.5	
	Safety chains, when applied, shall be of steel and shall have link thickness not less than 1/4 in. Safety chain fastening components shall be securely fastened with fasteners not less than 1/4 in. diameter. The length of safety chains shall not exceed by more than 4 in. the minimum chain length that will enable the chain to be attached at its free end when pulled tight.	Appendix E1, 13.2.6	
	The operating platform safety railing shall enclose the operating platform and all fittings used in loading and unloading the tank. Safety railings at ladder openings shall extend vertically down to the operating platform or operating platform supports.	Appendix E1, 13.3.1	



US Department of Transportation
Federal Railroad Administration

Sample Car Inspection Checklist For: S-2044 Appendix E-1
Safety Appliances for Tank Cars with Side Ladders and
High End-Mounted Hand Brakes

OMB No. 2130-0565
FRA F6180.161 G

ITEM	Number - Dimensions - Location - Manner of Application	Appendix Reference	Notes
Manner of Application	When the clearance plate limit to which the car is designed permits, the top of the operating platform safety railing shall be not less than 40 in. and not more than 44 in. above the walking surface of the operating platform. If the clearance limit does not permit a 44 in. height, the top of the operating platform safety railing shall be not more than 4 in. below the maximum height permitted by the clearance limit.	Appendix E1, 13.3.2	
	Openings in the safety railing other than those at side ladders shall have safety chains fastened to each side of the opening. Safety chains shall not be applied at openings in the safety railing at side ladders. Safety chains shall be applied in line with the top safety railing only. No intermediate safety chains shall be applied.	Appendix E1, 13.3.3	
	Operating platform safety railings shall be supported at or near every corner of the operating platform and at intervals as required such that the spans between support centerlines do not exceed 10 ft. The requirement for unsupported length not to exceed 10 ft does not apply to cars built prior to January 1, 2017. The ends of the safety railing shall be securely fastened to the operating platform or platform supports.	Appendix E1, 13.4.1	
	Where the operating platform safety railing is supported by mounting brackets separate from the operating platform or operating platform supports, it shall be securely fastened to the mounting brackets, which shall be attached to metal pads welded to the tank shell or jacket. When the mounting brackets are welded to reinforcing pads on the jacket, there shall be supports attached to the tank located beneath the jacket pads.	Appendix E1, 13.4.2	
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, transverse end running board, 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 walking surface of the end running board, other than the exceptions herein noted, shall extend beyond the outer face of the striker or end of the center sill.	Appendix E1, 14.0	
Uncoupling Devices	There shall be a minimum of two uncoupling devices that conform to the requirements of the base standard.	Appendix E1, 15.0	



US Department of Transportation
Federal Railroad Administration

Sample Car Inspection Checklist For: S-2044 Appendix E-1
Safety Appliances for Tank Cars with Side Ladders and
High End-Mounted Hand Brakes

OMB No. 2130-0565
FRA F6180.161 G

ITEM	Number - Dimensions - Location - Manner of Application	Appendix Reference	Notes
	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. 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). 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. 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. Uncoupling device mounting brackets shall be securely fastened to the car with fasteners not less than 5/8 in. diameter.	S-2044 6.1 (Base Standard) S-2044 6.2 S-2044 6.3 S-2044 6.4 S-2044 6.5	
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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ITEM	Number - Dimensions - Location - Manner of Application	Appendix Reference	Notes
SCT	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. A single car air brake test shall be performed on each new car prior to placing or using the car in revenue service.	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 E1 or CFR Parts (e.g. 215, 224 or 232)