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SMP NO. : 16001  
ISSUE DATE : 09-25-87  
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TITLE : Procedure for Enroute Coupler Partings  
EQUIPMENT TYPE: All Passenger Equipment

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Procedure Will Encompass Three Separate Steps to Include:

- Train crew responsibility en route.
  - First station mechanical personnel on duty.
  - Arrival final terminal.
- A. The train crew will inspect the coupler and the coupler operating mechanism.

The Check Should Include The Following:

1. The coupler should be in a level position on the coupler carrier.
2. The inside of the coupler head and the coupler operating parts should be clean to insure satisfactory operation. Dirt, debris, ice, etc., should be removed by suitable means.
3. The coupler operating mechanism should be in good condition operating freely. Check to see that the uncoupling rod handle is in a locked position when the handle comes to rest (Figure 1).
4. Check for excessively worn, distorted, or broken aligning wing and/or guard arm (Figure 2).
5. Close the knuckle and make sure that lock is seated on the knuckle tail shelf or more more than 1/8" above the knuckle tail shelf (figure 3).
6. Observe the (inverted V) rotary locklift is clear, indicating coupler properly locked (Figure 2).

Page 2

If the crew is satisfied that the coupler will lock, close the knuckle on the suspect coupler, making sure that the lock is seated; open the knuckle on the mating coupler and couple cars together.

Check the 480V receptacles, if they are not damaged, insert the 480V jumpers. If one or more receptacles or jumpers are damaged, install as many jumpers as possible and then short loop the train. Tie up any loose jumpers or wires before energizing train. CAUTION: Loose and/or broken receptacles and wires will be Hot and contain high voltage current when the train is energized. If separation was between two passenger carrying cars, a train crew member must be stationed in vestibule to prevent passenger movement between cars.

- B. Proceed to the next station where mechanical forces are on duty and inspect area between previous uncoupled cars (or locomotives). The mechanical people will make any emergency repairs that are possible. They should also insert a bolt and locknut (bolt 3/4" x 5") AMMS 11285 10 477; Elastic Stopnut AMMS 2445 63 278X; Washer AMMS 2267 51 9257; Spacer AMMS 1228 50 1754; through the rotary locklift of the coupler with the knuckle found open.
- C. The train should proceed to its destination. When it arrives, the mechanical forces will cut out the car and perform a complete coupler gauging, operating rod, and anti-creep inspection as outlined in AAR Circular No. 5648 entitled AAR Tightlock Coupler "Instructions Governing Operation, Inspection and Maintenance." Defective parts or parts not passing the gauge limits are to be replaced. After any parts are replaced, the coupler is to be inspected again to insure conformance with AAR Circular No. 5648.

Upon completing this inspection, a MAP #1 Train Parting report must be filled out and forwarded to the office of the Assistant Vice President and Chief Mechanical Officer-Amtrak.

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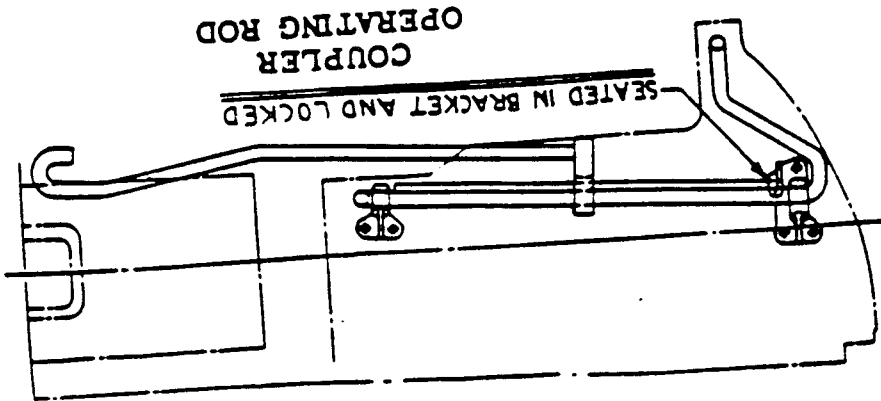


FIG. 1

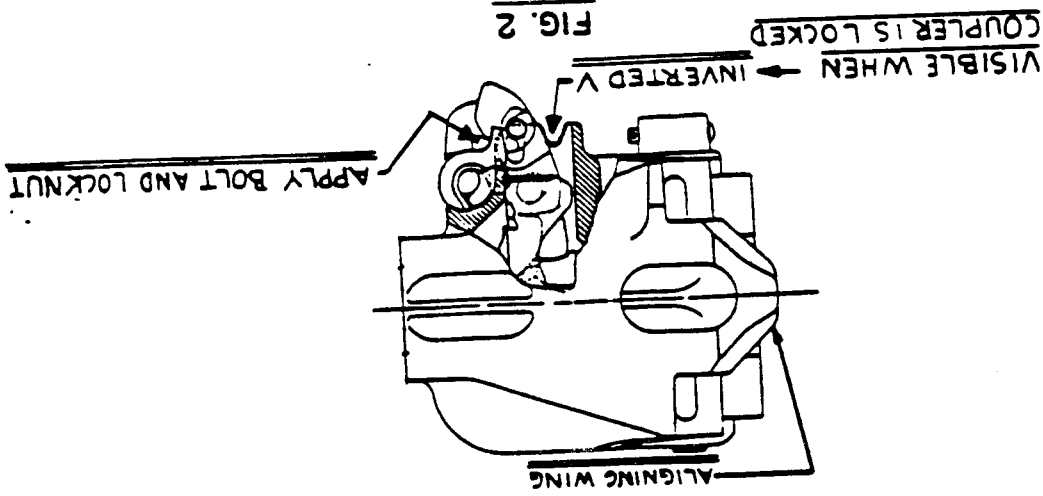


FIG. 2

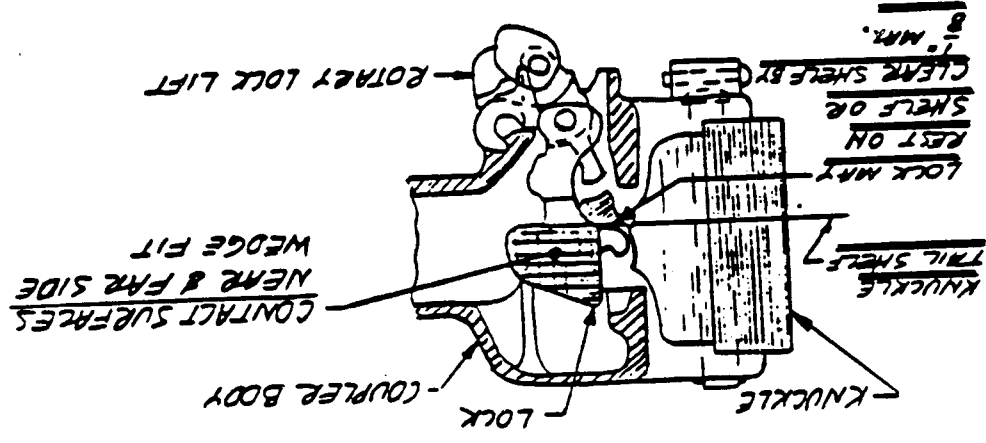


FIG. 3