



**Passenger car Inspection form for moves in regular freight train service**

\*Suggested items to be Inspected\*

Compiled by the Railroad Passenger Car Alliance – 2023

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<u>Car reporting marks:</u>	<u>Inspection date:</u>	<u>Location:</u>
<u>Car owner's name:</u>		<u>Phone number:</u>
<u>Inspector's name:</u>		<u>Phone number:</u>

		Inspector initials
1	Verify most recent COT&S date. 26C: 4 years. D22: 3 years. ABDW/freight valves: 6 years. UC: 15 months. Apply for FRA One-time Move Exception for past due COT&S if needed.	
2	Perform Single Car Test of air brake system by Certified air brake test personnel. Update UMLER record to show date of COT&S or Single Car Test.	
3	Test hand brake and stencil with date tested.	
4	Inspect roller bearings. If NFL, check for fresh grease weepage. If old-style Timken or SKF grease journal boxes, remove journal covers and inspect for quantity and condition of grease. Add appropriate roller bearing grease or oil if needed. Lube intervals: Oil bearings: 30 days; Grease housing-type: 90 days. Grease with rotating end caps: 1 yr. Grease NFL with rotating end caps: check for excessive weepage. If Hyatt oil boxes, remove covers and inspect for quality and quantity of oil and condition of thrust blocks; adjust shims for proper lateral clearance if needed. Stencil lube date as-needed.	
5	Inspect couplers for operation. Check for 1/8" to 1/4" coupler operating rod clearance. Type H, CS, F, and E couplers permitted in freight train service.	
6	Inspect all underbody equipment for proper securement to underframe.	
7	Inspect and gauge wheels for thin flanges, flat spots, proper rim thickness, <u>etc.</u>	
8	Inspect brake shoes or linings (disk brake cars) for sufficient thickness. Minimum thickness: Disk: 1/4"; Tread: 3/4".	
9	Inspect journal boxes for cracked liners and cracked liner welds. Inspect for proper equalizer seats.	
10	Verify application of EOT brackets to both ends of car.	
11	Verify AEI tags are applied in proper location on both sides of car. Verify car is registered in UMLER.	
12	Verify reporting marks are applied to both sides of car. 6" character height preferred.	
13	Verify end hoses are in date (8 year max). Verify presence of end hose supports.	



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14	Verify grab irons and sill steps are secure.	
15	If car is equipped with a vestibule or open platform, verify steps and traps are secure and operate properly. If car has "rollover" vestibule steps, verify presence of step struts. If no struts, secure steps from folding when stepped on. Prefer to leave vestibule doors open and vestibule steps in down position to facilitate RR crew access to handbrake.	
16	Inspect for cracked pedestal liners and cracked pedestal liner welds. Inspect for loose journal box stops.	
17	If equipped with Spicer drive, inspect for proper oil level. Remove Spicer drive shaft if possible.	
18	If equipped with HEP, verify end-of-car 480 cable pigtailed are secured and in their receptacle.	
19	Verify buffers, diaphragms, and buffer support rods are secure.	
20	Inspect for rubbing equalizers, rubbing swing hangers, and broken equalizer or bolster springs.	
21	Inspect side bearings.	
22	Board-up any badly broken windows.	
23	Lock or otherwise secure end doors from unauthorized entry.	
24	Paint out graffiti if possible. See Note A.	
25	Apply stencil with "Problem en Route" contact phone number. Apply "DO NOT HUMP" stencils.	
26	Contact local railroad for Inspection by mechanical department personnel prior to movement.	

**Note A:** This is not required, but painting out graffiti - if time and conditions permit – helps to make the passenger car look more presentable and less derelict while in transit.

