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RAILINFRASTRUCTURE CORPORATION

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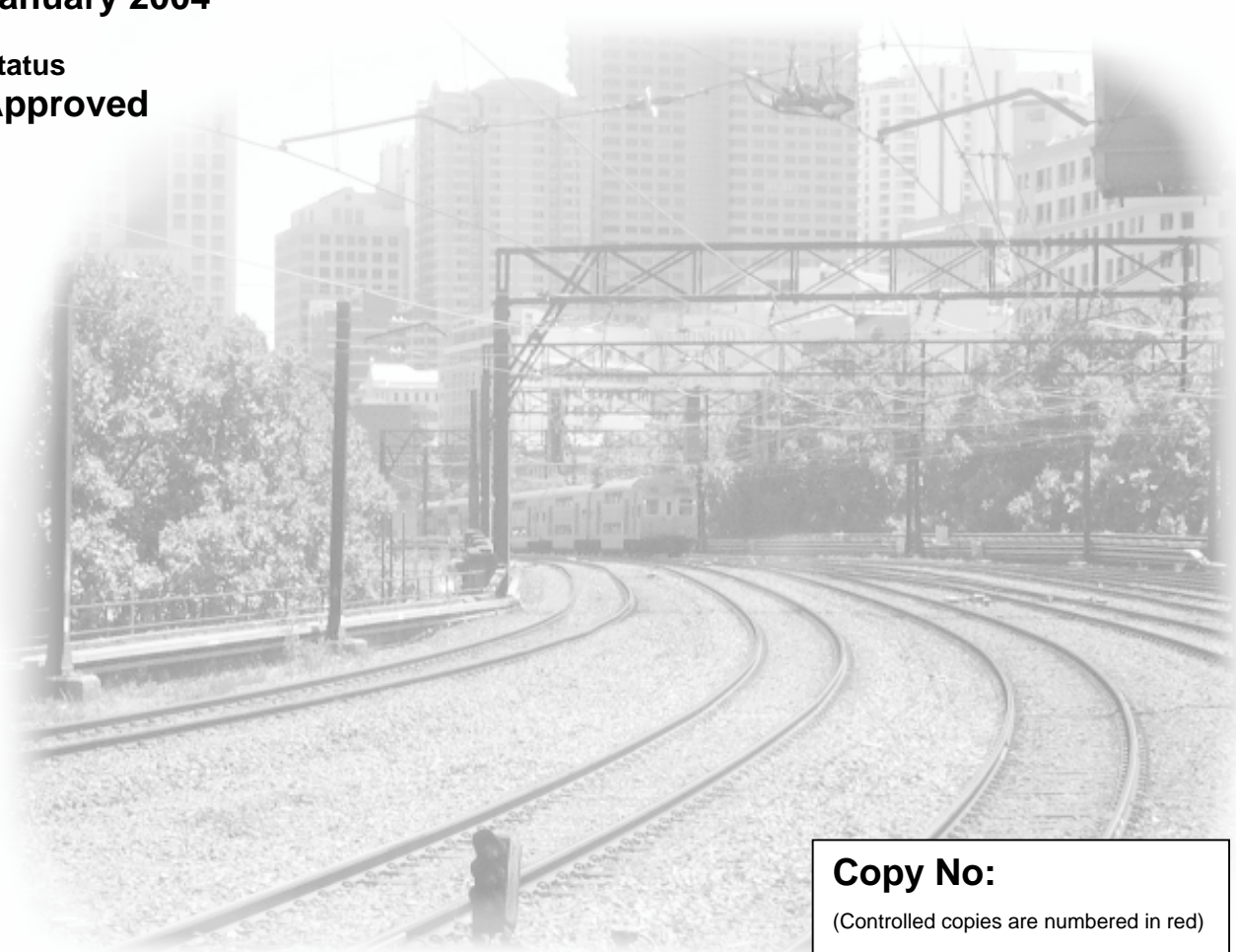
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CARDING OF FREIGHT VEHICLES

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About This Standard

This standard is based on TRS 1585 Carding of Freight Vehicles.

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1 Scope

This instruction covers the various types of Repair Cards and their use by Examiners and other Authorised Qualified Officers or Employees while carrying out wagon inspections.

Also covered are the requirements for vehicles with defective handbrakes, removal of cards, Code of defects and recording of information.

2 Types of Cards

- Red “Not To Go”.
- Orange “For Repairs To Repair Siding”.
- Green “For Repairs”.
- Green With Red Cross “No Brake”.
- White “Air Brake Defect “.
- Vehicles With Defective Handbrakes.

3 Red “Not to Go” Card.

See Figure 1.

Includes an alphabetical code on reverse side. Individual Systems may provide for additional information to be included on these cards by inserting a numerical code on the reverse side for local use.

Only vehicles which are unsuitable for traffic should have Red Cards attached.

Vehicles which have been Red Carded shall not be allowed to continue in traffic.

These cards must be placed in the Waybill Clip in front of any other cards on both sides of the vehicle.

4 Orange “For Repairs To Repair Siding” Card.

See Figure 2.

Includes an alphabetical code on reverse side.

Orange For Repair Cards can be used where a vehicle would have otherwise been Red Carded.

Orange Repair Cards are used to permit the local movement of loaded vehicles, to be unloaded, then proceed directly to an appropriate repair facility.

In the case of empty vehicles, they would go directly to the appropriate repair facility.

These cards should be placed in the Waybill Clip in front of any other cards on both sides of the vehicle.

Under no circumstances is a vehicle permitted to be reloaded while an Orange Card is attached.

5 Green “For Repairs” Card.

See Figure 3.

Includes an alphabetical code on the reverse side. Individual Systems may provide for additional information to be included on these cards by inserting a numerical code on the reverse side for local use.

Vehicles which require repairs but are suitable to remain in traffic shall be Green Carded as follows.

6 Green For Repairs

When a vehicle is fit to be reloaded it shall be carded with the standard “For Repairs” Green Card and marked “Return Loaded”. Such a vehicle may be reloaded for a destination in the direction of the appropriate repair depot.

If the vehicle is not fit to be reloaded it shall be carded with the standard “For Repairs” Green Card and marked “Send Empty” to the appropriate repair depot.

7 Green With Red Cross “No Brake” Card.

The standard format is shown on Figure 4.

No Brake Cards are placed on the Spider Wheels on either side of a vehicle when those vehicles are found to have defective Handbrakes. These cards are used to assist shunting staff in identifying vehicles with defects considered to be a Shunters Hazard.

8 White “Air Brake Defect” Card.

The standard format is shown on Figure 5.

The card is to be revised in the near future but until issue of this the card shown in Figure 5 remains in force.

These cards are attached to the release wire of a vehicle found with any air brake defect.

An Air Brake Defect Card is also attached to the release wire of a vehicle, when that vehicle is detected with an air brake maintenance date more than two months overdue for attention.

9 Treatment of a Vehicle Found With a Defective Handbrake.

When a vehicle is identified as having a defective handbrake and that vehicle is empty, under no circumstances is that vehicle to be loaded.

If adequate repair facilities exist where a vehicle is identified, it should be Red Carded "Not To Go" and No Brake Tickets attached to the spider wheels either side of the vehicle, end brake wheel or ratchet handle whichever applies.

If a defective handbrake is found on a vehicle whilst inspecting a train and the vehicle is loaded, or in the case of an empty vehicle at a location where there are no adequate repair facilities, it may be allowed to run after transit arrangements and a telegram have been arranged as per **Network Rule NTR 414**.

The defective vehicle must never be marshalled as one of the last three vehicles on a train or as the leading vehicle.

9.1 The Examiner can help the Station Master by:

Noting the vehicle code and the number of the defective vehicle.

Noting the vehicle codes and the numbers of the "cover vehicles".

("Cover vehicles" are the vehicles marshalled either side of the vehicle with the defective handbrake. They must have air brakes and handbrakes operative and must remain coupled to the defective vehicle until the vehicles reach their destination. The code and number of the cover vehicles must be mentioned in the telegram).

9.2 Action to be taken by Train Inspector:

Put Green For Repair tickets in the Waybill Clips either side of the defective vehicle.

Attach "No Handbrake" tickets to the spider wheels on both sides of the vehicle, end brake or to the handbrake ratchet handle in the case of interstate vehicles fitted with headstock-mounted handbrakes.

Any vehicle found to have an inoperative handbrake should be mentioned in the remarks column of the train examination certificate or train consist form.

10 Removal of Cards.

Under no circumstances shall Repair Cards (Red, Orange or Green etc) be removed or altered by other than an authorised employee comprising an Examiner or mechanical rolling stock maintenance supervisor, or mechanical rolling stock examiner supervisor, with removal of Red Cards subject to 10.1.

10.1 Red “Not To Go” Cards shall only be removed as follows:-

When the defects listed thereon have been repaired or corrected and the vehicle is again fit for traffic

or

by an authorised Maintenance Officer comprising a mechanical rolling stock maintenance supervisor or mechanical rolling stock examiner supervisor if that Officer certifies that the vehicle is safe to travel without the repairs being carried out.

This may be necessary in order to avoid disruption to train services or because of the urgent or perishable nature of the vehicle’s contents.

- When it is necessary for a vehicle labelled “Not To Go” to be restored to service without full repairs being completed the following procedure must be carried out:
- Examine the vehicle
- If the vehicle is fit to travel, replace the Red “Not To Go” tickets with Green “For Repairs” tickets.
- Write on the back of the “Not To Go” tickets the words “Certified Fit To Run” and then PRINT Name and Grade then Sign tickets.
- Hand one of the tickets back to the Train Inspector when possible or to his Controlling Officer (S.M. or Leading Examiner etc.) to be passed on to him, then send the other ticket with a full report to the appropriate Area Manager, Fleet Maintenance.

Green/Orange "For Repairs" Cards or Air Brake Defect Cards shall only be removed when the defects listed thereon have been repaired or corrected.

Repair cards removed shall not be destroyed under any circumstances, but shall be forwarded to the appropriate officer in charge who will make arrangements for raising a debit if appropriate.

11 Repair Cards Code of Defects.

The codes applicable to the defects the wagon is coded for are to be marked on the front of Red and Green cards, or on the back of Orange cards, with any extra explanation as necessary to enable maintenance staff to identify and rectify the defects.

A code of defects is listed on the back of Red, Orange and Green cards and the standard terminology and abbreviations on the back of these cards have been adopted by all Systems. Each defect is indicated by an alphabetical code.

Unless otherwise specified a defect is only noted on the front of the card by the appropriate alphabetical code:

(a) Example 1 - If a vehicle has the following defects:

- Air brake cut out
- Defective slack adjuster
- Worn brake blocks

The codes written on the front of the card are:

A
E
V

(b) Example 2 - If a vehicle has the following defects:

- Faulty bearing
- Broken pipework
- Broken door hinge

The codes, together with a brief description of the defects are:

N No 2 bearing for inspection
F Broken branch pipe
T Broken hinge No 4 door

Train Examiners shall in all cases indicate on the front of the card the Depot to which the vehicle is to be sent or returned for repairs and delete all words which are not applicable. The Train Examiners name, location and date shall be entered on all Red, Orange and Green Cards. All cards shall be made out in duplicate and a card attached to each side of the defective vehicle.

Cards shall be marked clearly and legibly with waterproof markers to ensure resistance to the effects of weather, transit conditions etc.

12 Reporting Information.

Advise the Manager Train Operations Unit of any defects.

Figure 1. Sample Red “Not To Go” Card

Not To Go

This Card not to be removed by other than an authorised employee.

Vehicle No.

Defect as per code on reverse side of card/other defects

Card Attached By

Grade Date

Location

L 16 (8/83)

Front

Code for Defects

01	A	Airbrake cut out
02	B	Brakes not applying
03	D	Brakes not releasing
04	E	Slack adjuster attention
05	F	Broken pipework Define on front
06	G	Coupling cock attention
07	H	Brake rigging Define on front
08	I	Grade control valve attention
09	J	Load control valve attention
10	K	Hose to replace
20	L	Carrier plate attention
23	M	Uncoupling rod attention
-	N	Bogies/wheel condition
32	O	Due Date bogie/brakes/body lift
40	P	Twistlocks (container anchors)
31	R	Handrail/footstep
18	S	Side bearer clearance
-	T	Body repairs Define on front
11	V	Brake blocks
35	U	Other defects Define on front
12	W	Handbrakes

Back


Figure 2. Sample Orange “For Repairs” Card

DO NOT LOAD
 38825
FOR REPAIRS
TO REPAIR SIDING

This card NOT TO BE REMOVED by other than an Authorised
 Rolling Stock Maintenance Employee

Wagon No. _____ Date _____ Examiner _____

FREIGHT RAIL



New South Wales

Code for Defects

A	Airbrake cut out	
B	Brakes not applying	
D	Brakes not releasing	
E	Slack adjuster attention	
F	Broken pipework	Define on front
G	Coupling/through cock attention	Define on front
H	Brake rigging	Define on front
I	Grade control valve attention	
J	Load control valve attention	
K	Hose to replace	
L	Carrier plate attention	
M	Auto lifter attention	Define on front
N	Bogies/wheel condition	
O	Due date bogie/brakes	Define on front
P	Twistlocks (container anchors)	
R	Handrail/footstep	
S	Side bearer/radial clearance	
T	Body repairs	Define on front
V		
U	Other defects	Define on front
W	Hand brake	

Figure 3. Sample Green “For Repairs” Card.

Code for Defects

01	A	Airbrake cut out
02	B	Brakes not applying
03	D	Brakes not releasing
04	E	Slack adjuster attention
05	F	Broken pipework Define on front
06	G	Coupling cock attention
07	H	Brake rigging Define on front
08	I	Grade control valve attention
09	J	Load control valve attention
10	K	Hose to replace
20	L	Carrier plate attention
23	M	Uncoupling rod attention
-	N	Bogies/wheel condition
32	O	Dye Date bogie/brakes/body lift
40	P	Twistlocks (container anchors)
31	R	Handrail/footstep
18	S	Side bearer clearance
-	T	Body repairs Define on front
11	V	Brake blocks
35	U	Other defects Define on front
12	W	Handbrakes

Back

For Repairs

This Card not to be removed by other than an authorised employee.

Vehicle No.

Send * Empty * To.....

Return * Loaded * (Write in name of depot)

Defect as per code on reverse side of card/other defects

Card Attached By
 Grade Date
 Location

* Delete words not applicable
 L 15 (6/83)

Front

Figure 4. Sample Green With Red Cross “No Brake” Card.

FreightCorp

NO BRAKE

From.....

To.....

Wagon No..... Date..... 19.....

Nature of Repairs.....

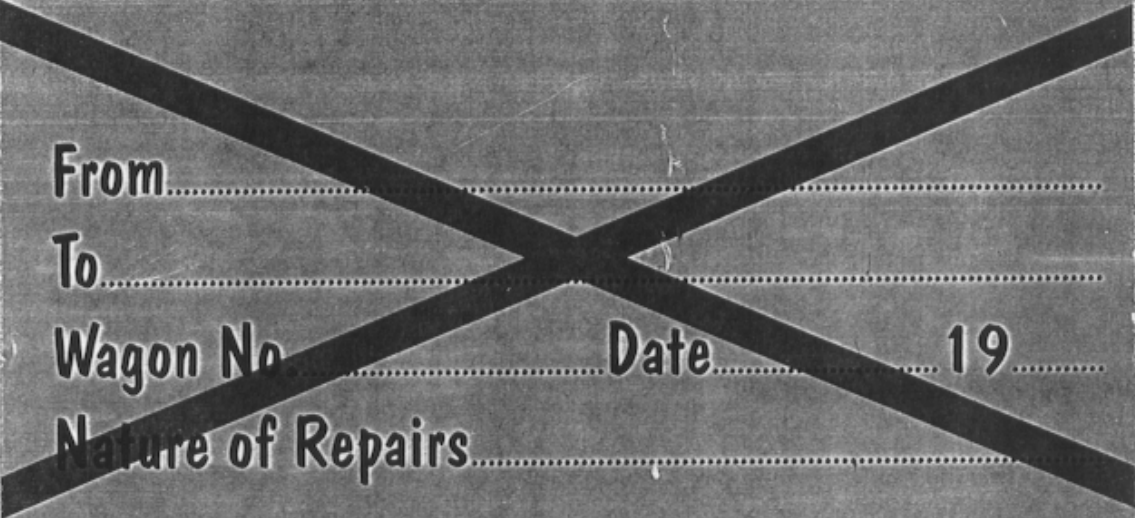


Figure 5. Sample Air Brake Defect Card.

Unistal	910208
S.R.A.	N.S.W. X2015
AIR BRAKE DEFECT CARD	
For Special Air Test.	
Triple – out of date.	
Loose Combination Set.	
Defective Triple Valve.	
"	Reservoir Gasket.
"	Brake Cyl. Piston.
"	Release Valve.
"	Cocks or Hoses.
"	Train Pipe.
"	Branch Pipe.
"	Grade Cont. Valve.
Other defect.....	
Vehicle No.....	
Depot.....	
Employee.....	
Date.....	

13 Reference Documents

13.1 RIC Network Rules

NTR 414 Defective Vehicles