



U.S. Department
of Transportation

**Federal Railroad
Administration**

Memorandum

Date: June 15, 1998 Reply to Att. of: **MP&E 98-43**

Subject: Defective Couplers

From: Edward R. English
Director, Office of Safety Assurance and Compliance

To: Regional Administrators, Deputy Regional Administrators,
Motive Power & Equipment Specialists and Inspectors

Based on laboratory test results, the following clarification is provided with respect to enforcement guidance for the removal of cracked couplers from service:

A railroad may not place or continue in service a car, that has a coupler that has a crack:

- C which extends beyond the shaded areas labelled (A) in figure 2a; or
- C which extends 2 inches in length, or in additive length if more than one crack is present, within a panel 2 inches wide as indicated by the shaded areas labelled (B) in Figure 2b; or
- C which extends beyond the radius area between the horn and the shank as indicated by the shaded area labelled (C) in Figure 2c; or

 which extends 2 inches in length, or in additive if length if more than one crack is present, within the radius area between the horn and shank as indicated by the shaded areas labelled (C) in Figure 2c; or
- C in the shaded areas of Figure 2a, 2b, and 2c.

Additionally, couplers having a section broken out within any shaded area must be removed from service.

NOTE: Figures 2a/2b/2c are provided on Page 3 of this Technical Bulletin.

Figure 2a

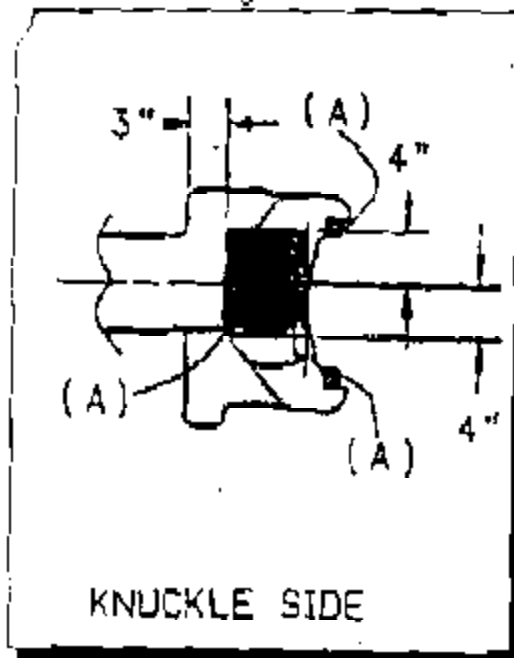


Figure 2b

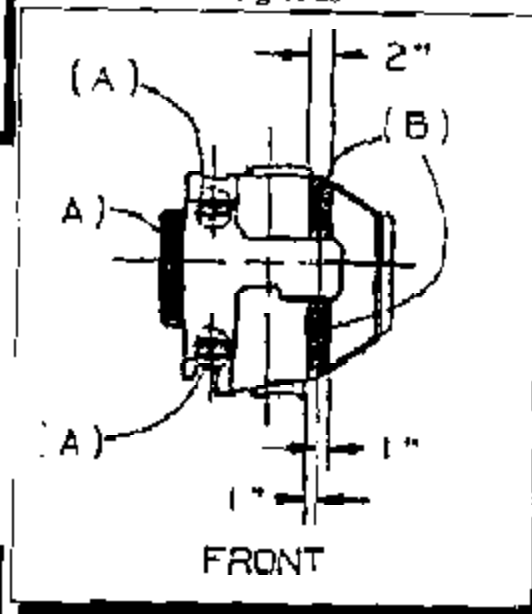


Figure 2c

