

## RULE 90

## RULE 90 – CARS AND/OR CAR PARTS PROHIBITED IN INTERCHANGE

## A. CARS

1. Cars more than 40 years old as measured from the year of original construction except as otherwise provided for in Office Manual Rule 88.
  - a. In the case of tank cars with separate built dates for tank and underframe, the underframe built date will govern for determining prohibition in interchange.
  - b. Section A.1.a. above will apply to both tank and underframe for AAR Specification tank cars with separate built dates for tank and underframe.
  - c. Empty cars more than 40 years old moving to be dismantled per Rule 89 are exempt from this rule.
2. Cars not properly registered in the Umler file, as required by the AAR Umler Data Specification Manual.
3. Special Equipment
  - a. Tank Cars
    - (1) Having wood shims between the longitudinal anchorage and underframe.
    - (2) Tank cars equipped with D-3 single coil side springs or 609-C friction castings.
    - (3) Effective June 1, 2018, all tank cars not equipped with long travel constant contact side bearings.
  - b. Flat Cars
    - (1) Container pedestals bolted or otherwise removable.

## B. CAR PARTS

1. Air Brake Equipment
  - a. Pressure retaining valves less than standard 3-position type.
  - b. Pipe clamps of "J" bolt type on other than 3/8 inch retainer pipe.
  - c. Pipe clamps of "U" bolt type made of round steel, except on pressure retaining valve pipe or to secure angle cock.
  - d. End air hose assemblies assembled with narrow-lip coupling.
  - e. Rubber-sealed compression fittings in the trainline. Permitted are angle cock and end cock threaded compression fittings with associated threaded nipple and coupling per S-400, Section 10.1, and associated threaded fittings and couplings to allow replacement without welding. LOKRING permanent fittings are also permitted. For purposes of this rule, the freight car trainline is that portion of brake pipe between the two nipples that connect to the end angle cocks or end cocks.
  - f. Cast iron brake shoes.
  - g. Manual body-mounted slack adjusters.
  - h. AB, ABC, or Z1AW type control valve portions.
  - i. Vent valves not in compliance with AAR Specification S-401.
  - j. Combined dirt collector and cut-out cock not in compliance with AAR Specification S-493.
  - k. F type couplings on other than brake pipe hose.

## RULE 90

2. Draft System Components
  - a. Type "D" and "E" 5 × 7 inch (E 63, E 63 HT and E 63 AHT) couplers.
  - b. E60, BE60, CE60HT and E60HT couplers in Grade C Steel.
  - c. E50 Knuckles.
  - d. All type "F" couplers, with pin bearing block, cast in Grade C steel prior to March 1970. Includes catalog numbers CF70HT, CF70AHT, CF71HT, CF71AHT, CF72HT, CF72AHT, CF79HT, CF79AHT.
  - e. Lightweight Grade C steel couplers, catalog numbers E61, E61HT, E61AHT, CE61AHT, BE61AHT, BE61BHT, and E61BC.
  - f. Grade C couplers identified by a  $\frac{3}{4}$  inch ×  $1\frac{3}{8}$  inch ×  $2\frac{7}{8}$  inch notch in the rear surface of the horn.
  - g. Riveted type yoke.
  - h. Keyless type yoke.
  - i. Vertical key type yoke.
  - j. Y-30 designed yoke.
  - k. Farlow draft attachment.
  - l. Miner FR-16 and Miner FR-19-F draft gears.
  - m. Freightmaster end-of-car cushioning unit models AR-F, HD-F, HD-FR, HD-FRB and HD-FT, without coupler pin retainer modification.
  - n. Grade A or B draft system components.
3. Gravity Discharge Gates
  - a. Scissor type gates.
4. Journal Bearings and Components
  - a. Friction (plain) journal bearings.
  - b. Cartridge type solid journal bearings.
  - c. NSK roller bearing in size  $6\frac{1}{2}$  × 12 inches (Certificate No. 11).
  - d. Oil lubricated roller bearings.
  - e. Hyatt "Hy-Roll" cylindrical bearings (Certificate No. 2), all sizes.
  - f. SKF "Piggybacker" spherical rollers (Certificate No. 7) 6 × 11 inches.
  - g. Journal roller bearings equipped with cap screw seal rings.
  - h. All roller bearings with non-rotating housing end covers.
  - i. Units equipped with Journal Classes A, B, or C are not recognized under Rule 70.B.3.b. and are prohibited in interchange.
5. Truck Components
  - a. Allied Full-Cushion trucks.
  - b. Arch bars or cast steel pedestal type side frames having short wheel base and no bolster.
  - c. Cast steel side frames having "I", "T" or "L" Section.
  - d. Cast steel side frames with repair patches or reinforcing plates.
  - e. AAR identification marks or pattern numbers missing from side frames.
  - f. Side frames over 50 years old based on date cast.
  - g. All cars with converted friction bearing truck side frames, or in any combination with roller bearing side frames.

**RULE 90**

h. Truck side frames having the following pattern numbers:

<u>ASF</u>	<u>National Castings</u>	<u>Scullin Steel</u>	
7273	33793-1B	4665	5483-B
7323	33793-16	4770	5600-A
21182	33793-20	4891	5600-B
21362	<u>Buckeye</u>	4942	5600-C
(cast prior to June, 1941)	3-1776	5171	5811-A
<u>Pittsburgh Steel Foundry</u>	F-420	5220	5869-A
3-1673	F-535	5321-A	5869-B
3-1674	<u>Dominion</u>	5321-B	5917-A
4-1862	TF-5100	5321-C	6260-C
4-2045	<u>Dresser</u>	5321-F	6260-D
12897	TF-5105	5321-H	6428-A
12921	<u>Bettendorf</u>	5364	6577-A
21263	UT 456	5364-C	6656
<u>Canadian Steel Foundry</u>		5364-E	6673-A
26565		5413-B	7207
		5483-A	42-CS-180

i. All flat cars designated FB, FBC, and FBS that are equipped with roller or block type side bearings.

j. Truck bolsters having the following pattern numbers:

<u>ASF</u>	<u>Dofasco</u>	<u>Dresser</u>	<u>Birdsboro</u>	<u>Lenoir Car Works</u>
7107	BO-7119	<u>(Symington)</u>	1458	CS-184
21183-B	BO-9089-A	BO-5234	1468	CS-611
21183-N	BO-9104	BO-5261	1471	<u>National Castings</u>
21199-AH	BO-9105	BO-5263	1494	40936-61
21199-F	BO-9139	BO-5297	<u>Scullin Steel</u>	<u>National Castings</u>
21338	BO-9140	BO-5633	4841	<u>of Mexico</u>
21338-A	BO-9149	BO-5635	5175	52122
21358-J	BO-9197	BO-7076	5482-C	52202
21648-C	<u>Buckeye</u>	BO-7076-A	5482-H	
21680-B*	B-738	BO-7079	5598-A	
22056-E	B-750	BO-7091	5912-C	
22057-S	B-766	BO-7098	7599-A	
22071-B	B-5053	BO-7115	7791	
	B-7185	BO-7137	7864	
	B-7194	BO-7164	7926-A	
		BO-7192		
		BO-7332		
		BO-7376		

\* Exempted when truck spring nest includes conditionally accepted supplemental or unit snubbers listed in AAR Specification M-965.

k. Truck bolsters having AAR identification marks or pattern numbers missing.

l. Truck bolsters over 50 years old based on date cast.

m. Pressed or structural steel truck bolsters manufactured prior to 1971. New designs, after 1971, of this type bolster must be presented to the AAR for approval.

## RULE 90

- n. All cars with truck side frame designs that shield roller bearings from hot box detectors, unless equipped with other AAR approved means of detection, such as on-board detectors.
  - o. Truck side frames with cartridge bearings.
6. Wheels and Axles
- a. Cast iron wheels.
  - b. Griffin cast steel wheels, one-wear, 70-ton, three-riser, ball rim design.
  - c. AAR X-2 Cast Steel wheels.
  - d. Southern cast steel wheels dated prior to May 7, 1958.
  - e. Griffin cast steel 33 inch two-wear wheels, three-riser (marked X5 or CS-2), manufactured 1960-1963.
  - f. Davis cast steel wheels.
  - g. Cast steel wheels marked "AAR X-4".
  - h. Wrought steel wheels manufactured prior to 1927.
  - i. Southern (ABEX) one-wear, 70-ton cast steel wheels dated May 7, 1958 to January 1, 1964 marked with the symbol "70T" cast on the back of the wheel plate.
  - j. Southern (ABEX) one-wear 70-ton cast steel wheels dated January 1, 1964 through December 31, 1969 marked with the symbols "CJ-33" and "U1" or "70T" and "U1" cast on the back of the plate.
  - k. Tubular type axles.
  - l. Valdunes, Creusot-Loire non-heat-treated, 36 inch, straight-plate wheels marked "F" or "FW" manufactured in 1980 and 1981.
  - m. Straight plate wheels.
  - n. Mafersa or Edgewater wheels, 33 inch or 36 inch, manufactured in 1995-1998, and without a legible UT stencil.