

# ***Locomotive Safety Standards***



***Report to full RSAC***

***September 10, 2009***

# *Locomotive Safety Standards*



- The working group approved draft language to clarify 49 CFR 229.85 *Doors and cover plates marked “Danger”*,

“All doors, cover plates, or barriers providing direct access to high voltage equipment shall be marked Danger-High Voltage or with the word Danger and the normal voltage carried by the parts so protected”.

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- The working group reached consensus for draft language on steam generators, the changes will clean up the steam generator requirements and move them to a separate section of the rule.
- Working group agreed on language for electronic collection & storage of all required locomotive records, language is similar to waivers for electronic record keeping previously granted by FRA.

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- The working group approved draft language to clarify 49 CFR 229.46 Brakes General,
- Language was added to allow locomotives with defective auto & independent brake valves to be utilized in the trailing position.

Must be safe to operate;

Tagged;

Repaired by next periodic inspection

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- The working group reached consensus to update annual biannual test intervals for COTS of 26L and electronic brakes to reflect industry waivers to a maximum of five years for the electronic brakes. Any time period beyond the five year period would remain under waivers.

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- The working group approved draft language to clarify 49 CFR 229.27 Annual Tests for load meters.

Clarified so that load meters that indicate current or amperage being applied to traction motors must be tested.

Most load meters were replaced with thermal protection devices in the traction motor circuit and tractive effort devices measured in kilopounds of force.

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- The working group reached consensus for draft language to allow locomotive pilot height to be raised to a maximum of 9 inches while locomotives are operated within a hump yard.

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- The working group approved draft language to incorporate approval of halogen lamps for use as headlights and auxiliary lights and to more clearly define equivalency of alternate lamps.

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- Draft document circulated to the RSAC contained a misinterpretation of the Working Group consensus.
- In Part 229.125(d)(1) the document should be modified to delete “an equilateral triangle” and replace it with “a triangle.”

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- The working group reached consensus on changes to the interim conspicuity regulations to eliminate provisions which expired after the adoption of the auxiliary light regulations in 1996.
  - Grandfathered provision were retained.

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- Locomotive Electronics – The working group reached consensus on language to promote the safe design, operation, and maintenance of safety-critical electronic locomotive control systems, subsystems, and components.

***Locomotive Safety Standards  
Working Group***



***Questions***