

Locomotive Safety and Inspection Rules

3.27 “locomotive remanufactured” means a locomotive rebuilt or refurbished from a previously used or refurbished underframe containing fewer than 25% previously used components of its original structure;

10.2.1 (a) Freight Locomotives

After January 1, 2015 new and remanufactured locomotives travelling at speeds exceeding 35 MPH (56 KPH) shall be designed and constructed as a minimum in accordance with the latest revision of the “Association of American Railroads Manual of Standards and Recommended Practices” (S-580) or to an equivalent standard to provide for safe operation and for the protection of operating crews, and property from accidents caused by functional failure of locomotives. Such standard shall be kept on file by the railway company and made available to the Department upon request. (Appendix II)

(b) Passenger Locomotives

After January 1, 2015 new and remanufactured locomotives travelling at speeds exceeding 35 MPH (56 KPH) shall be designed and constructed as a minimum in accordance with the latest revision of the “American Public Transit Association” (APTA), the Association of American Railroad Manual of Standards and Recommended Practices or equivalent standard.

16.2 Leading locomotives, other than in designated and/or yard service, transfers, must be equipped, in the direction of travel, with ditch lights or a suitable alternative that is filed with the Department meeting the following design criteria:

17.1 After January 1, 2015 fuel tanks, on new and remanufactured locomotives travelling at speeds exceeding 35 MPH (56 KPH) purchased subsequent to the approval of this rule, are to be of high impact resistant design which meet or exceed current Association of American Railroads Manual of Standards and Recommended Practices (S-5506).