



DAILY LOCOMOTIVE INSPECTION

TOP/CAB INSPECTION

#1 229.23 PERIODIC INSPECTION

Examine Form F6180.49A (Blue Card) to ensure all inspections & tests prescribed by Part 229 are current.

#2 229.119 CABS, FLOORS, PASSAGEWAYS

Determine that cab floors and passageways are free of impediments that might cause a tripping/slipping hazard. Cab seats must be properly secured to prevent personal injury.

#3 229.129 AUDIBLE WARNING DEVICE

Operate the horn on the leading locomotive to determine that it functions. When equipped, operate the bell.

#4 229.127 CAB LIGHTS

Cab overhead and instrument lights shall be operative and provide sufficient illumination. Passageways used by the crew shall also be illuminated.

#5 229.117 SPEED INDICATORS

Inspect the speed indicator on the controlling locomotive to determine that it is not damaged. Tests shall be made to determine accuracy after departure.

#6 229.46/47/49/53/59 BRAKE SYSTEMS

Locomotive brakes shall be known that they operate as intended. Test procedures should include the testing of automatic and independent brake valves. Drain water and oil from the main reservoir.

#7 229.13 CONTROL OF LOCOMOTIVE

Whenever two or more locomotives are coupled in remote or multiple control, all systems shall respond to control from the cab of the controlling locomotive. (i.e. propulsion, sanders, air brakes, etc.)

#8 229.135 EVENT RECORDERS

Examine event recorder if accessible to crew members, for evidence of tampering.

#9 229.41 PROTECTION - PERSONAL INJURY

Exposed moving mechanical parts, relays, switches and high voltage equipment (inside cab & engine room compartment) shall not present undue safety hazards to crew members.

#10 229.43 EXHAUST & BATTERY GASES

Inspect for signs of diesel exhaust, battery gases or other noxious fumes are vented to the outside and not in the cab of the controlling locomotive.

#11 229.101 ENGINES

Temperature and pressure alarms shall be observed to determine that the engine functions properly. A shut down engine shall be tagged with a warning notice.

#12 229.45 GENERAL CONDITION

Inspect to determine that no defects exist that would endanger the safety of the crew, such as insecure or improper function of components, safety appliances, structural defects, etc.

#13 229.14 TEST ALERTORS

A controlling locomotive equipped with an **alerter** shall be tested prior to departure from each initial terminal, or prior to being coupled as the lead locomotive in a locomotive consist by allowing the warning timing cycle to expire that results in an application of the locomotive brakes at a penalty rate.



GROUND/BOTTOM INSPECTION

#14 229.123 PILOTS, SNOWPLOWS, ENDPLATES

The end in the direction of travel of each lead locomotive must have a pilot plate or snow plow properly secured and be not less than 3 inches nor more than 6 inches from rail.

#15 229.61 DRAFT SYSTEM

Couplers & uncoupling levers must function properly. Visually inspect the exposed components of the draft system for defects.

#16 229.JUMPER CABLES

Jumper cables may not be broken, chafed, or left hanging with one end free. Jumper receptacles may not have broken terminals or retainer caps

#17 229.131 SANDERS

Sanders must operate on each locomotive in front of the first powered wheel set in the direction of travel and must be aligned to deposit sand on the rail.

#18 229.125/133 HEADLIGHTS, AUX. LIGHTS

Headlights and dimmer switch must be operative for the lead end of road locomotives & both ends of locomotive in switching service. Aux. lights may not be used in lieu of headlight.

#19 229.55 PISTON TRAVEL

Piston travel must not exceed 1 1/2 inches less than the maximum total travel. Total possible piston travel can be acquired from the Blue Card, (F6180.49A). Released brakes shall provide brake shoe clearance.

#20 229.57 FOUNDATION BRAKE GEAR

Inspect brake rigging to ensure that all parts are secured. Brake shoes must align correctly with the wheel and not be overlapped and grooved.

#21 229.75 WHEELS

Inspect wheels for the following conditions:

- Flat spot(s)
- High flange
- Shelled spot(s)
- Thin flange
- Thin rim
- Gouge or chip in flange
- Cracks or breaks in flange, rim, plate or hub.

#22 229.67/69/71 TRUCKS

Trucks may not be cracked or broken. Conduct walk-around inspection of exposed truck components for cracked, broken or hazardous conditions. Inspect the underside from outside gauge or rail for defective components. No part except wheels and non-metallic sand hoses may be less than 2 1/2 inches from rail.

#23 229.65 SPRING RIGGINGS

Truck springs and rigging not be broken and be in proper position; and spring safety hangers to be in correct position. Shock absorbers may not be broken or leaking clearly formed droplets of oil or fluid.

#24 229.91 MOTORS & GENERATORS

No traction motor may be cut out. All traction motor cables and cable connections should be damage free, and free from accumulation of oil that may be a hazard.

#25 229.64 PLAIN BEARING

Inspect plain bearing boxes for cracks or damage that might cause loss or contamination of lubricant.