

### 30.3.3 Procedure for Inspection and Test of Locomotive Brakes

An employee must observe the application and release of brakes from the ground during the following procedure:

- A. Independent Brakes**
  1. With the independent and automatic brake valve handles in the RELEASE position, apply the independent brakes.
  2. When the brakes apply on all units, release the independent brakes.
- B. Automatic Brakes**
  1. When the brakes are released on all units, apply the automatic brakes by making a 10 pound brake pipe reduction.
  2. When the brakes apply on all units, return the automatic brake valve handle to the RELEASE position.
- C. Actuate Independent Brakes**
  1. When the brakes are released on all units, apply the automatic brakes by making a 20 pound brake pipe reduction.
  2. When the brakes apply on all units, depress the independent brake valve handle (actuate) and make sure the brakes release on all units.
  3. Return the brake valve handles to their required positions.

### Restoring Operating Controls

Position equipment on the control stand in the sequence as follows:

- 1. Restore Independent Brake Equipment**
  - Place the independent brake valve handle in the full application position.
  - Place the dual-ported or MU cutout cock in the LEAD position or set the air brake system to LEAD/CUT OUT on electronic equipment.
- 2. Restore Automatic Brake Equipment**
  - Place the automatic brake valve handle in the RELEASE position and wait until the ER (Equalizing Reservoir) pressure is greater than brake pipe pressure.
  - Place the brake valve cutoff valve to the FRT, IN, or PASS position, as appropriate, OR set the air brake system to LEAD/CUT IN on electronic equipment.
- 3. Replace the Reverse Lever**
- 4. Restore Switches**
  - Place the generator field switch ON.
  - Place the control switch ON.
  - Place the fuel pump (engine run) switch ON.
- 5. Conduct the test as specified in Rule 30.3.3 (Procedure for Inspection and Test of Locomotive Brakes).**
- 6. Restore EOT Equipment (if used)**
  - Set the five digit ID Code setting on the EOT Cab Display to match the ID Code on the rear unit.
  - On a 2 way EOT Device, arm (emergency enable) the device by pressing the Test button on the rear end unit. When the "Arm Now" message is displayed on the head end unit, press the Communication Test/Arm pushbutton. The "Emerg Enabled" status light will be displayed.

### 31.1.1 Equipment Unattended

**Do not depend on the air brakes to hold a locomotive, cars, or a train standing unattended.**

- A. Locomotives Unattended:**

Secure locomotives to be left unattended as described in Rule 31.1.2 (Locomotive Unattended).
- B. Cars Unattended:**

Secure cars to be left unattended as described in Rule 31.1.4 (Setting Out Cars on Grades). The following 3-unit articulated double stack well cars must be left attached to other cars having hand brakes applied when spotted at Intermodal Facilities or when set out: BNSF 211333-211400 and DTTX 725157-725267 (Explanation: These cars have potential insufficient hand brake force until modifications are made)
- C. Trains Unattended for Short Duration:**

When leaving trains standing unattended where the crew has determined that equipment will not move with all brakes released, or when at a terminal crew change location and informed that the train will be unattended less than 1 hour, complete the following procedure:

  1. After slack is adjusted, apply enough hand brakes on the head end to hold the train.
  2. Secure locomotives as described in Rule 31.1.2 (Locomotives Unattended).
- D. Trains Unattended for Indefinite Duration or Unattended at Other than a Terminal Crew Change Location:** When it is not known that the train will be attended within 1 hour at a terminal crew change location, or at other locations where trains might move with the brakes released, complete the following procedure:
  1. Apply enough hand brakes on the low end to hold the train with the air brakes released.
  2. Place the retaining valves, if in use, in the EXHAUST position.
  3. Close slack in against cars that have hand brakes applied, by releasing the automatic and independent brakes.
  4. After the slack has closed in and all movement has stopped, secure locomotives as described in Rule 31.1.2 (Locomotive Unattended).

**Check Superintendent's Bulletins for specific requirements for your location.**

### 31.1.2 Locomotive Unattended

When possible, place locomotives that will be left unattended on a track protected by a derail.

The following instructions apply at all locations other than designated locomotive servicing and repair tracks (at designated locomotive servicing and repair areas, secure locomotives as instructed by local supervisors or local instructions, but not less than 1 hand brake):

On the lead locomotive consist; apply all hand brakes, on all units equipped, to hold the locomotives. Verify that hand brakes hold the locomotives by releasing automatic and independent air brakes; then reapply the independent brakes after verification.

On units equipped with underslung brake cylinders (attached to brake levers between the wheels versus mounted on the truck), the brake cylinder must be cut out using the brake cylinder cutout cock, the hand brake fully tightened, and the brake cylinder cut back in. If necessary, place a wooden blocking or other appropriate blocking device under the front and back of one pair of wheels.

**Make sure the equipment is positioned as follows:**

1. Throttle is in IDLE.
2. Reverse lever is in NEUTRAL and the handle is removed.
3. Generator field switch is OFF.
4. Independent brake is cut in and fully applied.
5. Isolation switch is in the ISOLATION position on all units in the consist.
6. Engines are shut down if required.
7. Electrical cable is properly stowed, or the disconnected end is placed into a dummy receptacle or multi-unit cable holder.
8. Windows are closed and latched.
9. Securement Checklist is completed, signed, and placed in the locomotive inspection report card holder, unless otherwise instructed.
10. Automatic brakes are applied with a 20 psi brake pipe reduction.
11. Locomotive cab doors are closed.

**Check Superintendent's Bulletins for specific requirements for your location.**

### Nullifying Operating Controls

After applying sufficient hand brakes, position equipment on the control stand in the sequence as follows:

- 1. Nullify Levers**
  - Put the throttle in IDLE.
  - Place the reverse lever in NEUTRAL and remove the handle.
- 2. Nullify Brake Equipment**
  - Fully apply the independent brake.
  - Make a 20 pound brake pipe reduction.
  - Place the dual ported or MU cutout cock in the TRAIL/TRAIL 24 position. However, leave it in the LEAD position when changing operating ends on commuter trains to operate from the Cab Car.
  - Place the brake valve cutoff valve in the OUT position or set the air brake system to TRAIL/CUT OUT (GE) or trail (EMD) on Electronic equipment.
  - Place the independent brake valve handle in RELEASE position.
  - Place the automatic brake valve handle in the HANDLE OFF position.
- 3. Nullify Switches**
  - Place the generator field switch OFF.
- 4. Nullify EOT Equipment (if used)**
  - Set the five digit ID Code setting on the EOT Cab Display to match 00001 or 00002

### TRAIN SECUREMENT RULES

#### 7.6 Securing Cars or Engines

**Do not depend on air brakes to hold a train, engine, or cars in place when left unattended.** Apply a sufficient number of hand brakes to prevent movement. If hand brakes are not adequate, block the wheels.

When the engine is coupled to a train or cars standing on a grade, do not release the hand brakes until the air brake system is fully charged.

When cars are moved from any track, apply enough hand brakes to prevent any remaining cars from moving.

**Check Superintendent's Bulletins for specific requirements for your location.**

**TO REPORT SAFETY ISSUES GO TO OUR "SAFETY FIRST" WEBSITE AT:**

**[www.bletsafetyfirst.org](http://www.bletsafetyfirst.org)**

### 31.1.4 Setting Out Cars on Grades

**When cars are set out on grades, follow this procedure:**

1. Place the retaining valves on the cars to be set out, if in use, in the EXHAUST position.
2. Apply enough hand brakes on the low end to hold the cars with the air brakes released.
3. Close in slack on the cars that will be left standing.
4. Detach to allow an emergency brake application on cars that will be left standing.
5. On heavy grades:
  - a) Further tighten each hand brake set.
  - b) Drain the brake cylinders.

**Check Superintendent's Bulletins for specific requirements for your location.**

### Air Conditioning

To date, the FRA has refused to issue mandatory air conditioning regulations.

It continues to be our responsibility to report these defects to the carrier and to our "Safety First" website at:

**[www.bletsafetyfirst.org](http://www.bletsafetyfirst.org)**