Mechanical Department or be picked up by another train before 2359 hours.

112.2.2: Conducting a Locomotive Daily Inspection

Not all defects are non-complying conditions. However, the following items are non-complying conditions if they do not function properly during the daily inspection.

Remote control locomotives must be in manual mode when conducting inspection.

Inspect these three general areas of each locomotive:

Note: Slugs, B-units, and units designated or modified not to be occupied, are not required to have or be equipped with all the devices included in the inspection.

A. Control Compartment / Locomotive Cab
Verify that FRA Form F 6180-49A (blue card) is displayed under a transparent cover in the cab of each locomotive.

Operate sanders to deposit sand in front of each locomotive’s lead wheels using the reverser position to determine the direction. Ensure that:

1. Air gauges - Each gauge registers correctly and is within 3 psi of the required pressure.
2. Headlight - At least one bulb is to be operational on each end of the locomotive consist.
3. Ditch lights - At least one of two is operational in the direction of travel.
4. Horn operates.
5. Bell operates.
6. Gauge lights and engineer’s overhead cab light illuminate. If burned out and other available lighting is sufficient to allow visibility from the crew’s normal position, report as a defect but not a non-complying condition.
7. Speed indicator functions accurately. After a daily inspection, if the speed indicator failure is identified on the lead locomotive as soon as it begins moving, the failure is a non-complying condition discovered during the daily inspection.
8. Locomotive cab is free of stumbling or slipping hazards.
9. Windows provide a clear view. Small cracks that do not obscure view must be reported as a defect but not a non-complying condition.
10. Locomotive toilet facility is sanitary and operational.
11. Traction Motors - None have been cut out unless locomotive is a GE AC, GE-8 DC, GE-9 DC & EMD AC.
12. Cab seats are properly secured.

Note: Locomotives with defect items 3, 4, 5, 6, 7, 9, and 10 above, may be used in power as trailing units. These defects must always be reported, but are considered non-complying only when positioned in locomotive consist as the lead controlling locomotive.

B. Walkway and Engine Compartment
Inspect both sides of each locomotive to ensure that:

1. Walkways and walk-in compartments (car body-type locomotives) are clear of debris, tools, and accumulated oil or grease that present a hazard to the crew.
2. Handrails, hand holds, steps, ladders, safety chains, and guards are secured and ready for service.
3. Inspect for broken, bent, damaged, or loose equipment. Make sure safety chains are connected high enough for safe passage.
4. All electrical and rotating equipment guards are in place.
5. The diesel engine has no apparent exhaust, oil, water, or fuel leaks.
6. The hand brake is operational.
7. Walkway and engine compartment lights are working. If burned out and other available lighting is sufficient to allow visibility from the crew’s normal position, report as a defect but not a non-complying condition.
Ground Level
Inspect the exposed areas for apparent defects, but do not crawl under or between locomotives to make the visual inspection.

Set hand brakes, if necessary, and walk around both sides of the locomotive to ensure that:

1. Sand is deposited on the rail in front of the lead wheels of each locomotive in consist.
2. Fuel tank is not leaking.
3. No defects such as cracks and broken or missing parts are on the locomotive trucks, wheels, gear cases, or draft gears.
4. Brake cylinder piston travel is:
   - Minimum: Sufficient to provide brake shoe clearance when the brakes are released.
   - Maximum: 1-1/2 inches less than the travel entered on FRA Form F 6180-49A (blue card) in the locomotive cab.
5. Foundation brake rigging is secured and all components other than wheels and sand hoses are at least 2 1/2 inches above the top of the rail.
6. Snowplow, pilot, or endplate is properly secured and is between 3 inches and 6 inches above the top of the rail.
7. Brake shoes are secured and approximately in line with the tread of the wheel. Make sure the shoe has no obvious lips or overhangs.
8. No part of the electrical cable is lying on the coupler.
9. Unused electrical cables are stowed, or the disconnected ends are placed into a dummy receptacle or a multiple-unit cable holder.
10. Manually drain oil and water from main reservoirs that are not equipped with automatic drains. If equipped with automatic drains, ensure the valve handles are then turned fully counter-clockwise to the automatic position, with the stem extending beyond the valve handle.

112.2.3: Complete Required Daily Inspection Forms

Locomotive Inspection Report
Locomotive daily inspection card must be completed with the following inspection information:

- Date.
- Location.
- Time.
- Complying or non-complying (Check Appropriate Box).
- Inspector's signature. (Signature must be legible).
- Indicate "Not used" if the locomotive has not been used on a particular day, and form supplied on locomotive has calendar type daily inspection form. The locomotive cab card must remain in the holder in the locomotive cab.

Note: Leave the top copy of the locomotive daily inspection in Hour of Service Report/Timeslip box located at various locations on the BRC.

Diesel Shop must be immediately advised via radio or telephone when a Non-Complying Condition exists.

112.2.4: Locomotive With Non-complying Condition Safe To Move

If during the locomotive daily inspection you find one or more non-complying conditions, determine if the locomotive is safe to move.

If the locomotive is safe to move, it may be moved only:

- As a single locomotive under power not attached to cars.
- In a locomotive consist not attached to cars.
- If isolated or shut down when attached to cars.

Exceptions:

- Controlling locomotive found with defective speed indicator during daily inspection may be operated under power attached to cars not exceeding 20 MPH.
- Locomotives with inoperative speed indicator may be used within Clearing yard.
112.2.5: Locomotive With Non-complying Condition Not Safe To Move

If during the locomotive daily inspection you find one or more non-complying conditions and determine the locomotive is not safe to move, do the following:

1. Notify the train dispatcher, yardmaster, or other proper authority.
2. Complete a non-complying tag and attach the tag to the isolation switch of the non-complying locomotive. The tag must include this information:
   - "Non-complying locomotive" written on the tag.
   - Locomotive initials and number.
   - Name of the inspecting railroad.
   - Inspection location and date.
   - Nature of the defect.
   - Movement restrictions, if any.
   - Destination.
   - Signature of the employee making the inspection.

112.3: Defects Other Than Non-Complying Conditions

If a defect or problem is found and is not a non-complying condition do the following:

1. Complete a Locomotive Inspection Report for each locomotive in the consist with a defect or problem.
2. Report any locomotive not producing power to the Diesel Shop Foreman.
3. Examples of a defect or problem that is not a non-complying condition include:
   - Weather stripping is defective.
   - Windshield wipers are not working.
   - One headlight bulb is burned out.
   - Ground relay is tripped.
   - Safety valve on the air compressor or main reservoir is popping off.

112.4: Non-Complying Condition Found Enroute

A locomotive that develops a non-complying condition enroute may continue operating if the engineer or other qualified employee determines the locomotive is safe to move and completes the Locomotive Inspection Report. The locomotive may then be operated at normal speed until the next daily

Prior to moving a non-complying locomotive perform the following:

1. Complete a non-complying locomotive tag and attach it to the isolation switch of the non-complying locomotive. The tag must include the following information:
   - "Non-complying locomotive" written on the tag.
   - Locomotive initials and number.
   - Name of the inspecting railroad.
   - Inspection location and date.
   - Nature of the defect.
   - Movement restrictions, if any.
   - Destination.
   - Signature of the employee making the inspection.

2. Secure a copy of the non-complying tag on the control stand of the controlling locomotive.
3. Make sure the engineer in charge of the locomotive movement receives written notification of the non-complying locomotive (a copy of a non-complying locomotive tag meets this requirement). The engineer must inform all other crew members of the non-complying unit and of any restrictions.
4. Notify the train dispatcher/mechanical foreman, yardmaster, or other proper authority.
5. However a locomotive may be moved as a single or dead unit within a yard solely for repairs, not to exceed 10 MPH, without complying with items 1, 2, and 3 listed above.
inspection or until it reaches the nearest point where repairs can be made, whichever occurs first.

The engineer must:
1. Report any non-complying conditions on the Locomotive Inspection.
2. Leave the completed Locomotive Inspection Report with the non-complying locomotive unless otherwise instructed.
3. Report non-complying conditions to the Train Dispatcher/Diesel Shop Foreman as soon as possible.
4. Notify the relieving engineer of any non-complying conditions when possible.
5. Apply a Non-Complying Tag to the isolation switch on the non-complying locomotive and the controlling locomotive.

Examples of additional non-complying conditions found enroute include:
1. While performing a speed indicator check, an employee determines that the speed is not accurate to within:
   - ±3 MPH at speeds up to 30 MPH.
   or
   - ±5 MPH at speeds above 30 MPH
2. While moving, crew members detect flat spots. Inspection determines:
   - One or more flat spots are 2-1/2 inches or more in length.
   or

Flats spots of 2 inches or more are adjoining.

Note: If a locomotive has flat spots as described above, set it out at the first available point and limit speed to 10 MPH until the setout destination is reached.

112.5: Major Internal Defects Found enroute
1. If a locomotive enroute has a major internal defect do the following:
2. If possible, isolate the locomotive.
3. Shut down the diesel engine immediately if noise indicates an internal mechanical defect
4. in:
   - Diesel engine.
   - Turbocharger.
   or
   - Components related to the above.
5. If you shut down the engine, do not restart the engine until the equipment has been inspected and can be operated without damaging the locomotive.
7. Fill out an “Out of Service” tag and attach the tag near the engine starting control.

Set out a locomotive with a major defect if the defect requires that the locomotive be set out. Leave the locomotive where maintenance personnel can access it.

Michael A. Paras
General Manager Transportation

General Orders in Effect:
3 – 7 – 9 – 10 - 11