



| Inspector(s): | | Inspection Location: | | Date: | Region: |
|----------------------|--|-------------------------------|-------|------------------|---|
| Builder: | | Locomotive Initials & Number: | | Locomotive Type: | No. of locos to be Built: Builder Job # |
| Item | Number - Dimensions - Location - Manner of Application <small>(All brackets used solely to support safety appliances are mechanically fastened per MP&E TB 98-14)</small> | CFR Reference* | Notes | | |
| Uncoupling Mechanism | <input type="checkbox"/> Road locomotives with corner stairway openings must be equipped with uncoupling mechanisms that can be operated safely from the bottom stairway opening step as well as ground level. | 231.29(a) | | | |
| | <input type="checkbox"/> No part of the uncoupling mechanism may extend into the stairway opening or end platform area when the mechanism is in its normal position or when it is operated. | 231.29(b) | | | |
| Vertical Handholds | <input type="checkbox"/> Each switching step must be provided with two vertical handholds or handrails, one on each side of the switching step stairway. | 231.30(e) | | | |
| | <input type="checkbox"/> Constructed of wrought iron, steel or other material of equivalent strength and durability that is at least one inch diameter and be securely fastened to the locomotive with ½ inch or larger bolts or rivets. | 231.30(e)(i) | | | |
| | <input type="checkbox"/> Begin not less than six inches nor more than thirty-two inches above the safety tread surface of the switching step. | 231.30(e)(ii) | | | |
| | <input type="checkbox"/> On units with high snow-plows, each must begin not more than 36 inches above the safety tread surface of the switching step. | | | | |
| | <input type="checkbox"/> Extend upward from switching step surface at least 48 inches. | 231.30(e)(iii) | | | |
| | <input type="checkbox"/> Be painted in a contrasting color to a height of at least 48 inches above the safety tread surface of the switching step. | 231.30(e)(iv) | | | |
| | <input type="checkbox"/> Provide at least 2½ inches of usable hand clearance throughout its entire length. | 231.30(e)(v) | | | |

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|--------------------------|--|---|--------------|
| Horizontal End Handholds | <ul style="list-style-type: none"> <input type="checkbox"/> Each locomotive used in switching service must have four horizontal end handholds. Each horizontal end handhold must: <input type="checkbox"/> Be constructed of wrought iron, steel or other material of equivalent strength and durability that is at least 5/8 inch ¹ in diameter and be securely fastened to the locomotive with 1/2 inch or larger bolts or rivets. <input type="checkbox"/> Be located not less than 30 inches nor more than 50 inches above the top of rail with its outer end not more than 16 inches from the side of the locomotive. ² <input type="checkbox"/> On units with a high snowplow that makes normal end handhold location inaccessible, end handhold shall be located on top of plow blade, with the center of the handhold not more than 53 inches above the top of rail, and be in line with the slope of the plow blade. <i>(Note: Take exception to plow-mounted horizontal end handholds if the clear length begins more than 16 inches from the outside edge of plow.)</i> <input type="checkbox"/> Be at least fourteen inches long. <input type="checkbox"/> Provide at least two inches usable hand clearance throughout its entire length. <input type="checkbox"/> The uncoupling lever may also serve as a horizontal end handhold if it complies with the requirements of this paragraph. When an uncoupling lever also serves as the horizontal end handhold, it is considered to be securely fastened if its securement brackets are attached to the locomotive by 1/2 inch or larger bolts or rivets and its movement between those brackets is limited to the rotation necessary for performance of the uncoupling function. | <p>231.30(g)</p> <p>231.30(g)(1)(i)</p> <p>231.30(g)(1)(ii)</p> <p>231.30(g)(1)(iii)</p> <p>231.30(g)(1)(iv)</p> <p>231.30(g)(2)</p> | |
| Hand Brake | <p>All freight locomotives ordered on or after August 1, 2002, or placed in service for the first time on or after April 1, 2004, shall be equipped with a hand or parking brake that is:</p> <ul style="list-style-type: none"> <input type="checkbox"/> Capable of application or activation by hand. <input type="checkbox"/> Capable of release by hand. <input type="checkbox"/> Capable of holding the unit on a 3% grade. <input type="checkbox"/> The date of the last inspection shall be either entered on F 6180-49A or suitably stenciled or tagged on the locomotive. <p>All passenger locomotives except MU locomotives, shall be equipped with a hand or parking brake that can:</p> <ul style="list-style-type: none"> <input type="checkbox"/> Be applied or activated by hand. <input type="checkbox"/> Be released by hand. <input type="checkbox"/> Hold the loaded unit on the maximum grade anticipated by the operating railroad. | <p>232.105(b)</p> <p>232.105(b)(1)</p> <p>232.105(b)(2)</p> <p>232.105(b)(3)</p> <p>232.105(c)</p> <p>238.231(h)(1)</p> <p>238.231(h)(1)(i)</p> <p>238.231(h)(1)(ii)</p> <p>238.231(h)(1)(iii)</p> | |

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| Misc. | <input type="checkbox"/> Inspect all components to ensure compliance with the regulations. <input type="checkbox"/> Check for any sharp or protruding objects or areas on the equipment that may create a safety concern or personal injury. <input type="checkbox"/> Check for potential pinch points at all safety appliance arrangements. <input type="checkbox"/> Check to ensure that all brackets used solely to support a safety appliance are mechanically fastened. The use of weld on brackets is prohibited. <input type="checkbox"/> Check to ensure compliance with all applicable federal regulations . <input type="checkbox"/> Verify coupler height 31½ inch minimum, 34½ inch maximum ~ allow up to, but no more than one inch over the maximum height for settling of new truck components. <input type="checkbox"/> When additional safety appliances are used (e.g. ladders, handholds, etc.), the dimensions, location and manner of application shall conform to appropriate regulatory requirements. | 231.31(a)(1) | |
| Digital Photos | <input type="checkbox"/> General Arrangement Photo Sheet ~ No Deviations Noted (six photos minimum, A & B ends, each corner at 45 degree angle) <input type="checkbox"/> Deviation Photo Sheet ~ Deviations Noted: As many photos as necessary to fully depict, document and illustrate CFR deviations (e.g. 229, 231 & 232) | | |

* The CFR reference sections noted throughout the check list refers to the *actual* regulatory requirement.

Footnotes:

- 1 TB MP&E 98-18 Ladder treads, handholds of circular cross-section, 13/16 inch diameter and sill steps, 5/8 inch thick and 2 inches wide, when constructed of 6061-T6 aluminum alloy exceeds the current Federal Railroad Administration's requirements.
- 2 TB MP&E 98-68 ...The FRA will not take exception, if application of horizontal end handhold placement is measured from either the side of the locomotive or side of the end plate.

IMPORTANT NOTE: Equipment that is not adequately addressed in Part 231. For examples: There are no ladder requirements in §§231.29 or 231.30. However, if additional safety appliances are used on *any type of equipment*, (i.e., §231.18 Cars of special construction), they must meet the dimension, location, and a manner of application requirements. This logic holds true regardless of the equipment inspected. When applying §231.6 during a sample-car inspection on an auto rack, you will encounter components not mentioned in that section such as ladders, stenciling, end ladder clearance, etc. These additional components must meet the appropriate requirements. If there is any doubt, consult your regional specialist.

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