

# ***MOTIVE POWER AND EQUIPMENT Compliance Manual***

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Guidance is being developed and will be published in the near future.

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### Safety Bulletins

- 97-01 - Recommended safety practices for certain locomotives equipped with emergency MU fuel line cut-off devices located inside the locomotive control compartment at a location which enables the cut-off device to be activated unintentionally.
- 97-02 - Recommended safety practice to stop trains on heavy descending grades of 2 percent or greater by initiating an emergency application of the train's air brakes whenever the train speed exceeds the maximum authorized speed by five miles per hour or more.

### Advisories

- 97-02 - Safety practices to reduce the risk of casualties from runaway locomotives, cars, and trains caused by a failure to properly secure unattended rolling equipment left on sidings or other tracks.
- 98-02 - Safety practices to reduce the risk of casualties caused by failure to activate the available two-way end-of-train telemetry device (two-way EOT) to initiate an emergency brake application beginning at the rear of the train when

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99-01 - Safety practices related to the lifting or jacking of railroad equipment in order to remove trucks or repair other components on a piece of railroad equipment which require individuals to work beneath railroad equipment while it is raised.

99-03 - Securement of floor beam cross-members on RoadRailer7 trailers in order to prevent the highway tandem wheels on these trailers from falling to the rails on moving trains.

2001-01 - Recommended minimal guidelines for the operation of remote control locomotives.

2001-02 - Structural integrity of cast steel draft sills, manufactured by American Steel Foundries, and installed in certain covered hopper cars.

2001-03 - In-service failures of railroad airbrake system trainline angle cocks manufactured by Ellcon-National.

2002-03 - Addressing potential catastrophic failure of 100-ton truck bolsters manufactured by National Castings of Sahagun, Mexico with Association of American Railroads' (AAR) Identification B-2410 and National Pattern 52122 used in 286,000 pound gross rail load freight cars.