

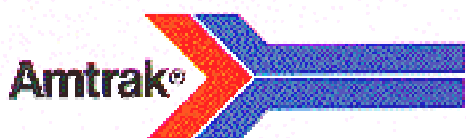
## 1000 MILE INSPECTION

### BLUE SIGNAL PROTECTION MUST BE PUT INTO EFFECT PER 49- CFRPART218:

"WHEN A TRAIN IS ON A MAIN TRACK A BLUE SIGNAL MUST BE DISPLAYED ON EACH END OF THE ROLLING EQUIPMENT AND ON THE CONTROLLING LOCOMOTIVE AT A LOCATION READILY VISIBLE TO THE ENGINEMAN/OPERATOR"

#### 1. AIR BRAKES

- a) Inspect all brake hoses for condition and proper securement.
- b) All angle cocks and cut-out cocks we properly positioned.
- c) Brake pipe trainline must be charged with minimum 110-PSI air pressure.
- d) All brake rigging and brake pads must be properly secured.
- e) All brake shoes/pads have 5/16 in. or mom wear material to complete the trip.
- f) All brake rigging must be free of binding or fouling.
- g) Trainline brake pipe leakage must not exceed 5 PSI per minute for entire consist.
- h) After 20 lb. brake pipe reduction is made from locomotive perform the following:
  - i) -Each brake cylinder must be operational and inspected to ensure each brake shoe/pad is properly aligned and in contact with braking surface.
  - j) Piston travel is not to exceed 90% of total possible piston travel (ex. - If total piston stroke is 9 in. then piston travel cannot exceed 9 in.) Upon release of brakes ensure all disc pads and all tread shoes are completely released.



## 1000 MILE INSPECTION

### BLUE SIGNAL PROTECTION MUST BE PUT INTO EFFECT PER 49-CFR PART218:

"WHEN A TRAIN IS ON A MAIN TRACK A BLUE SIGNAL MUST BE DISPLAYED ON EACH END OF THE ROLLING EQUIPMENT AND ON THE CONTROLLING LOCOMOTIVE AT A LOCATION READILY VISIBLE TO THE ENGINEMAN/OPERATOR"

#### 2. WHEELS

If one or more of the Following Condition(s) Exist, a Car **Can Not** Continue in Service

- a) Flange thickness 15/16 in. or less at a point 3/8 in. above wheel tread.
- b) Flat spots 1 3/4 in. or more in length.
- c) Shelling/spalling 1 3/4 in. or mom in length or width.

#### 3. IF REQUIRED

- a) Perform daily inspection of diesel locomotives on train in compliance with 49-CFR Pan 229/231/232/2,36.
- b) Inspect and test locomotive cab signals or automatic train stop on all units, when units will operate in cab signal/ATS territory.
- c) Vendors must maintain boom of service log as required by the FRA.
- d) Flange height 17/16 in. or mom.
- e) Rim thickness 1 in. or less.
- f) Any crack or break in the flange, plate or edge of tread, or crack exceeding 1/2 in. in wheel tread per AAR RULE 41 sec. A (Not to be confused with heat checks. see: sec. E-21 Fig. A.)

NOTE: SUPERVISORS ARE REQUIRED TO MONITOR INSPECTION PERSONNEL TO ENSURE COMPLIANCE WITH THESE STANDARDS.



