



Memorandum

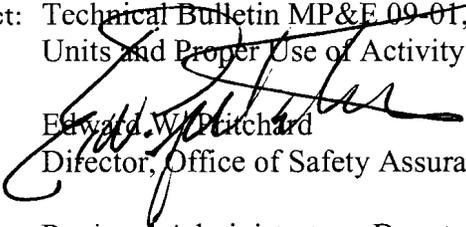
U.S. Department
of Transportation

Federal Railroad
Administration

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Reply to Attn of: MP&E 09-01

Subject: Technical Bulletin MP&E 09-01, Informational Guidance Regarding the Calculation of Units and Proper Use of Activity Codes

From: 
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Director, Office of Safety Assurance and Compliance

To: Regional Administrators, Deputy Regional Administrators, MP&E Specialists,
Chief Inspectors, Railroad Safety Oversight Managers, State Program Managers, and
all Federal and State MP&E Inspectors

Effective immediately, inspectors will use the following instructions for preparing inspection reports regarding the calculation of units inspected. The Federal Railroad Administration's (FRA) Office of Railroad Safety recognizes that there may be instances when inspecting both sides of the train is not practical, due to safety considerations. Accordingly, the Office of Railroad Safety does not expect FRA inspectors to position themselves in a manner that places undue risk of injury or death in the performance of their duties. Given the public trust placed with FRA regarding its responsibility to monitor compliance with Federal regulations, the official policy with respect to this issue is that unless it is impracticable due to safety considerations, both sides of the car or locomotive should always be inspected, with an emphasis on the **quality** of units inspected above the quantity of units inspected.

Many FRA regulations require both sides of equipment to be inspected by railroad personnel during inspections/tests of rolling stock (see Title 49 Code of Federal Regulations §§ 215.13, 232.205, 232.207, 238.303, 238.313). Motive Power and Equipment (MP&E) inspectors should always be strategic when planning inspections. If the location where the rolling stock is standing makes it impractical to inspect the entire unit targeted for inspection, inspectors should exercise good judgment and consider an alternate location for inspection. FRA inspectors should not claim inspection unit credit for an activity when the entire unit has not been inspected. For example, when conducting Blue Signal compliance observations, FRA inspectors should observe that both ends of the protected track (excluding stub tracks) are in compliance with the regulations. The same logic applies to the inspection of a freight/passenger car or locomotive. The entire unit should be inspected, not just one side. In both of the above examples, inspectors should not report an inspection activity unit count on their inspection report unless the entire unit

has been inspected. *Exception: If an FRA inspector observes a defective condition on rolling stock on an adjacent track while engaged in an inspection on another track, this policy does not preclude inspectors from verbally reporting the defect to a railroad officer, or documenting the defect on an inspection report, if necessary.*

Railroading is an inherently dangerous industry and FRA inspectors should always be mindful of their surroundings. FRA inspectors are encouraged to review the General Compliance Manual, specifically the section titled, "Recommended Safe Work Practices for FRA Employees," Chapters 3 and 4. When working in teams or with railroad personnel, an appropriate job briefing should always precede any inspection activity. When inspecting alone, FRA inspectors should always be alert for unexpected movement of the equipment they are inspecting, as well as the movement of equipment on adjacent tracks.

This technical bulletin should not be interpreted to mean that inspectors are required to inspect the entire train in order to claim any inspection activity unit count. Inspectors are encouraged to continue to use discretion when conducting inspections. If an inspector decides to target a block or series of cars in a train for inspection, the inspector remains responsible for deciding how many units to inspect. But both sides of the equipment for each sampling should be inspected in order to be taken as a unit count. FRA inspectors are reminded that FRA is responsible for monitoring railroad compliance with Federal regulations. FRA is not responsible for conducting inspections on behalf of the railroad. Thus, it is imperative for inspectors to conduct a complete inspection of the unit targeted for inspection if it can be accomplished in a safe manner.

This technical bulletin will also serve to reiterate the proper use of activity codes available to MP&E inspectors by providing additional information for each code. See the table below for a complete and detailed description of activity codes available to MP&E inspectors.

Activity Code Table of Descriptions

<u>Activity</u>	<u>Description for Use</u>
209	Remedial Action - Each time an inspector reports “remedial action not reported” by a railroad, one unit is taken for each incident.
215	Freight Car Inspection - One unit is to be taken for each freight car inspected, provided the entire car (both sides) is inspected for compliance with Part 215. For articulated cars, <u>each platform</u> is counted as one unit.
217E	Emergency Order Inspection - One unit is to be taken whenever an inspection is conducted for compliance with an emergency order.
218M	Blue Signal Protection on Main or Auxiliary Tracks - An inspection conducted on any track that is not part of a locomotive servicing area or car shop facility, or has not been designated as a repair track, for compliance with blue signal protection. One unit is taken for each track that requires blue signal protection. However, if more than one train or cut of cars requiring protection is on the track, each counts as one unit. Each track inspected for compliance with blue signal regulations regarding remotely controlled switch and derails, combined with the recordkeeping requirements for that track, is counted as one unit. Note: Excluding stub tracks, both ends of the track must be inspected for compliance with the regulations.
218S	Blue Signal Protection Locomotive or Car Shops - Each inspection for compliance with regulations requiring blue signal protection in a locomotive servicing track area or a car shop repair track area, or on a track that has been designated as a repair track or expedite track, is counted as one unit. If § 218.29(c), <i>Alternative methods of protection</i> , is being applied in a car shop repair track area or a locomotive servicing track area, one unit is counted for the entire area, regardless of the number of tracks in the area or the number of cars or locomotives on those tracks. Note: Excluding stub tracks, both ends of the track or area must be inspected for compliance with the regulations.
218U	Utility Employee Provisions - Each inspection for compliance with the utility employee rule provisions is counted as one unit.
218T	Tampering - Each locomotive “in service” that is inspected for tampering with safety devices is counted as one unit.
221	Rear End Markers - Each train, locomotive, or caboose inspected for compliance with the rear end marking device is one unit. Each inspection of rooms or locations where rear end marking devices are stored and/or recharged and maintained prior to being placed into service is one unit. Multiple rooms or locations within the same yard or facility are counted as one unit. Individual marking devices that are not attached to trains are not unit counts.

<u>Activity</u>	<u>Description for Use</u>
223	Safety Glazing Inspection - Each locomotive, caboose, or passenger car inspected for compliance with safety glazing standards (Part 223) is counted as one unit.
224	Reflectorization Inspection - One unit is to be taken for each locomotive or freight car inspected, provided the entire car (both sides) is inspected for compliance with Part 224.
229D	Diesel Locomotive Inspection - One unit is to be taken for each diesel locomotive inspected, provided the entire locomotive is inspected for compliance with Part 229.
229E	Electric Locomotive Inspection - One unit is to be taken for each electric locomotive inspected, provided the entire locomotive is inspected for compliance with Part 229. An “electric locomotive” is any locomotive that receives power from either overhead wire/paragraph or third rail. This does not include MU locomotives.
229M	MU Locomotive Inspection - One unit is to be taken for each MU locomotive inspected, provided the entire locomotive is inspected for compliance with Part 229. “MU locomotive” refers to self-propelled transit cars in commuter service in various large urban centers around the country. MU locomotive <i>does not</i> have the same meaning as the common vernacular used in the railroad industry, whereby the term is applied to any locomotive that can be coupled in a consist with other locomotives and controlled from a single control location.
229O	Other Locomotive Inspection - This code applies to any inspection made on a control car or a locomotive not powered by electric or diesel/electric (i.e. propane) or any self-propelled highway/rail vehicle (such as those built by Trackmobile Inc., Shuttlewagon, Mitchell Equipment Corporation, and Brandt RoadRailer) used to haul revenue freight. One unit is to be taken for each locomotive, car, or vehicle inspected, provided the entire piece of equipment is inspected for compliance with Part 229.
229R	Remote Control Locomotive Inspection - This code applies to any inspection made on locomotives operating as a remote control unit, provided the entire locomotive is inspected. One unit is to be taken for each locomotive inspected, to include the control box. Do not use this code when the remote control feature is not being used on the locomotive.
230	Steam Locomotive Inspection - An inspection of a steam locomotive, except the observation of pressure-testing the boiler (i.e., hydrostatic, safety valves, steam test, or compressor orifice test). Each locomotive inspected with or without tender is one unit. Note: This code may be used when inspections are limited to portions of the boiler in any combination of two or more of the following interior inspections: firebox, boiler, and smokebox.

Activity Description for Use

- 230T Steam Locomotive Test** - An observation of a boiler pressure test on a steam locomotive, one unit.
- 231 Safety Appliance Inspection** - This code applies to an inspection for compliance with safety appliances regulations, provided the entire car or locomotive is inspected.
- 232 Locomotive or Freight Car Inspected Off Air** - Any car inspected for Part 232 compliance that does not have the brakes applied. One unit for each entire locomotive or car inspected.
- 232A Locomotive or Freight Car Inspected With Air** - Any car inspected for Part 232 compliance that has the brakes applied by either a service reduction or an emergency application, so that the functionality of the brakes and piston travel limits can be observed. One unit for each entire locomotive or car inspected for compliance with Part 232.
- 232E End of Train Device** - One unit for each inspection of an end of train device. The inspection shall include verifying information contained on the calibration sticker in compliance with Part 232 as well as the functional operation of the device.
- 232T Freight Train Brake Test Observation** - Any time a freight train air brake test is observed. One unit is to be taken when the brake test is observed for compliance with Part 232. This activity requires a walking inspection of the train and may also include observing a QP or QMI operating the valve handles on a locomotive control stand or yard test device. In instances where FRA inspectors cannot complete the entire walking inspection of the train due to time constraints, inspectors must visually verify that a QP or QMI has performed the inspection of the train. **Note:** When observing brake tests from the cab of the locomotive only, use activity code 232O. MP&E inspectors are reminded that this code is used principally by OP personnel in connection with riding trains.
- 232X Securement of Locomotive and Cars** - This code is to be used to for the observation of properly secured locomotives and freight cars. One unit is claimed for each unattended locomotive or car when left standing alone. One unit is claimed for each inspection of a locomotive consist. One unit is claimed for each inspection of a track on which cars are left standing when occupying a main, siding, industry track, lead or in a classification facility when coupled together and left unattended. **Note:** Using the “comments to railroad” feature, identify the equipment by track number, train symbol, or milepost.

Activity Description for Use

- 232S** **Freight Single Car Test** - Monitoring a single car air brake test on a freight car. One unit is to be taken for each test monitored. **Note:** This activity code is also used to report an observation of the daily test of the device itself. Inspectors should clearly describe the observation associated with this activity code in the line item description.
- 238** **Passenger Equipment Inspection** - One unit is to be taken for each passenger car inspected, provided the entire car is inspected for compliance with Part 238. Not to be used for air brake-related inspections.
- 238S** **Passenger Single Car Test** - Monitoring a single car air brake test on a passenger car. One unit is to be taken for each test monitored. **Note:** This activity code is also used to report an observation of the daily test of the device itself. Inspectors should clearly describe the observation associated with this activity code in the line item description.
- 238T** **Passenger Train Brake Test Observation** - Any time a passenger or commuter train air brake test is observed. One unit is to be taken, only if the entire brake test is observed for compliance with Part 238.
- MREC** **MP&E Records** - Inspection of records required by various Federal regulations. One unit is taken for each record inspected, provided all the requirements for each record are inspected for compliance.
- NOIS** One unit is to be taken for each noise test performed in accordance with Part 210.
- USC** One unit is to be taken for each piece of equipment being inspected, for which the use of the United States Code or Statute is being applied.