PART 221—REAR END MARKING DEVICE—PASSENGER, COM- 
muter and Freight Trains

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2461, note; and 49 CFR 1.49.

SOURCE: 42 FR 2321, Jan. 11, 1977, unless 
otherwise noted.

Subpart A—General

§ 221.1 Scope.
This part prescribes minimum re-
quirements governing highly visible 
marking devices for the trailing end 
of the rear car of all passenger, commuter 
and freight trains. So long as these 
minimum requirements are met, rail-
roads may adopt additional or more 
stringent requirements for rear end 
marking devices.

§ 221.3 Application.
(a) Except as provided in paragraph 
(b) of this section, this part applies to 
passenger, commuter and freight trains 
when operated on a standard gage main 
track which is part of the general rail-
road system of transportation.
(b) This part does not apply to:
(1) A railroad that operates only 
trains consisting of historical or anti-
quated equipment for excursion, edu-
cational, or recreational purposes;
(2) A train that operates only on 
track inside an installation which is 
not part of the general railroad system 
of transportation;
(3) Rapid transit operations in an 
urban area that are not connected with 
the general railroad system of trans-
portation.
(4) A railroad that operates only one 
train at any given time.

[42 FR 2321, Jan. 11, 1977, as amended at 53 
FR 28600, July 28, 1988]

§ 221.5 Definitions.
As used in this part:
(a) Train means a locomotive unit or 
locomotive units coupled, with or with- 
out cars, involved in a railroad oper-
ation conducted on a main track. It 
does not include yard movements.
(b) Commuter train means a short haul 
passenger train operating on track 
which is part of the general railroad 
system of transportation, within an 
urban, suburban or metropolitan area. 
It includes a passenger train provided 
by an instrumentality of a State or po-
itical subdivision thereof.
(c) Locomotive means a self-propelled 
unit of equipment designed for moving 
other equipment in revenue service and 
includes a self-propelled unit designed 
to carry freight or passenger traffic, or 
both.
(d) Main track means a track, other 
than an auxiliary track, extending 
through yards or between stations, 
upon which trains are operated by 
timetable or train order or both, or the 
use of which is governed by a signal 
system.
(e) Train order means mandatory di-
rectives issued as authority for the 
conduct of a railroad operation outside 
yard limits.
(f) Red-orange-amber color range 
means those colors defined by chroma-
ticity coordinates, as expressed in 
terms of the International Commission 
on Illumination’s 1931 Colorimetric Sys-
tem, which lie within the region bound-
ed by the spectrum locus and lines de-
finied by the following equations:
X+Y=.97 (white boundary)
Y=X—.12 (green boundary)
(g) Administrator means the Federal 
Railroad Administrator, the Deputy 
Administrator, or any official of the 
Federal Railroad Administration to