§ 232.213 Extended haul trains.

(a) A railroad may be permitted to move a train up to, but not exceeding, 1,500 miles between brake tests and inspections if the railroad designates a train as an extended haul train. In order for a railroad to designate a train as an extended haul train, all of the following requirements must be met:

(1) The railroad must designate the train in writing to FRA’s Associate Administrator for Safety. This designation must include the following:

(i) The train identification symbol or identification of the location where extended haul trains will originate and a description of the trains that will be

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cars of which have remained continuously and consecutively coupled together with the trainline remaining connected, other than for removing defective equipment, since being removed from its previous train that has previously received a Class I brake test and that has not been off air for more than four hours is added to a train;

(4) At a point other than the initial terminal for the train, where a solid block of cars that is comprised of cars from a single previous train is added to a train, provided that the solid block of cars was required to be separated into multiple solid blocks of cars due to space or trackage constraints at a particular location when removed from the previous train, and the cars have previously received a Class I brake test, have not been off air more than four hours, and the cars in each of the multiple blocks of cars have remained continuously and consecutively coupled together with the train line remaining connected, except for the removal of defective equipment. Furthermore, these multiple solid blocks of cars must be added to the train in the same relative order (no reclassification) as when removed from the previous train, except for the removal of defective equipment; or

(5) At a point other than the initial terminal for the train, where a car or a solid block of cars that has received a Class I or Class II brake test at that location, prior to being added to the train, and that has not been off air for more than four hours is added to a train.

(b) A Class III brake test shall consist of the following tasks and requirements:

(1) The train brake system shall be charged to the pressure at which the train will be operated, and the pressure at the rear of the train shall not be less than 60 psi, as indicated at the rear of the train by an accurate gauge or end-of-train device;

(2) The brakes on the rear car of the train shall apply in response to a 20-psi brake pipe service reduction and shall remain applied until the release is initiated by the controlling locomotive;

(3) When the release is initiated, the brakes on the rear car of the train shall be inspected to verify that it did release; and

(4) Before proceeding the operator of the train shall know that the brake pipe pressure at the rear of freight train is being restored.

(c) As an alternative to the rear car brake application and release portion of the test, it shall be determined that the brake pipe pressure of the train is being reduced, as indicated by a rear car gauge or end-of-train telemetry device, and then that the brake pipe pressure of the train is being restored, as indicated by a rear car gauge or end-of-train telemetry device. If an electronic or radio communication link between a controlling locomotive and a remotely controlled locomotive attached to the rear end of a train is utilized to determine that brake pipe pressure is being restored, the operator of the train shall know that the air brakes function as intended on the remotely controlled locomotive.

(d) Whenever the continuity of the brake pipe is broken or interrupted with the train consist otherwise remaining unchanged, it must be determined that the brake pipe pressure of the train is being restored as indicated by a rear car gauge or end-of-train device prior to proceeding. In the absence of an accurate rear car gauge or end-of-train telemetry device, it must be determined that the brakes on the rear car of the train apply and release in response to air pressure changes made in the controlling locomotive.

operated as extended haul trains from
those locations:
(i) The origination and destination
points for the train;
(ii) The type or types of equipment
the train will haul; and
(iv) The locations where all train
brake and mechanical inspections and
tests will be performed.
(2) A Class I brake test pursuant to
§ 232.205 shall be performed at the ini-
tial terminal for the train by a quali-
ified mechanical inspector as defined in
§ 232.5.
(3) A freight car inspection pursuant
to part 215 of this chapter shall be per-
formed at the initial terminal for the
train and shall be performed by an in-
spector designated under §215.11 of this
chapter.
(4) All cars having conditions not in
compliance with part 215 of this chap-
ter at the initial terminal for the train
shall be either repaired or removed
from the train. Except for a car devel-
opring such a condition en route, no car
shall be moved pursuant to the provi-
sions of §215.9 of this chapter in the
train.
(5) The train shall have no more than
one pick-up and one set-out en route,
except for the set-out of defective
equipment pursuant to the require-
ments of this chapter.
(i) Cars added to the train en route
shall be inspected pursuant to the re-
quirements contained in paragraphs
(a)(2) through (a)(5) of this section at
the location where they are added to
the train.
(ii) Cars set out of the train en route
shall be inspected pursuant to the re-
quirements contained in paragraph
(a)(6) of this section at the location
where they are set out of the train.
(6) In order for an extended haul
train to proceed beyond 1,500 miles, the
following requirements shall be met:
(i) If the train will move 1,000 miles
or less from that location before re-
ceiving a Class IA brake test or reach-
ing destination, a Class I brake test
shall be conducted pursuant to §232.205
to ensure 100 percent effective and op-
erative brakes. The inbound inspection
required by paragraph (a)(6) of this sec-
ton may be used to meet this require-
ment provided it encompasses all the
inspection elements contained in
§232.205.
(ii) If the train will move greater
than 1,000 miles from that location
without another brake inspection, the
train must be identified as an extended
haul train for that movement and shall
meet all the requirements contained in
paragraphs (a)(1) through (a)(7) of this
section. Such trains shall receive a
Class I brake test pursuant to §232.205
by a qualified mechanical inspector to
ensure 100 percent effective and opera-
tive brakes, a freight car inspection
pursuant to part 215 of this chapter by
an inspector designated under §215.11 of
this chapter, and all cars containing
non-complying conditions under part
215 of this chapter shall either be re-
paired or removed from the train. The
inbound inspection required by para-
graph (a)(6) of this section may be used
to meet these inspection requirements
provided it encompasses all the inspec-
tion elements contained paragraphs
(a)(2) through (a)(4) of this section.
(7) FRA inspectors shall have phys-
ical access to visually observe all
brake and freight car inspections and
tests required by this section.
(b) Failure to comply with any of the
requirements contained in paragraph
(a) of this section will be considered an
improper movement of a designated
priority train for which appropriate
civil penalties may be assessed as out-
lined in appendix A to this part. Fur-
thermore, FRA’s Associate Adminis-
trator for Safety may revoke a rail-
road’s ability to designate any or all
trains as extended haul trains for re-
peated or willful noncompliance with
any of the requirements contained in
this section. Such a determination will
be made in writing and will state the
basis for such action.
§ 232.215 Transfer train brake tests.
(a) A transfer train, as defined in
§232.5, shall receive a brake test per-
formed by a qualified person, as defined
in §232.5, that includes the following:
(1) The air brake hoses shall be cou-
pled between all freight cars;
(2) After the brake system is charged
to not less than 60 psi as indicated by