

**Federal Railroad Administration, DOT**

**§ 236.586**

§ 236.24 shall take into consideration the delay time.

**§ 236.564 Acknowledging time.**

Acknowledging time of intermittent automatic train-stop device shall be not more than 30 seconds.

**§ 236.565 Provision made for preventing operation of pneumatic brake-applying apparatus by double-heading cock; requirement.**

Where provision is made for preventing the operation of the pneumatic brake-applying apparatus of an automatic train stop or train control device when the double-heading cock is placed in double-heading position, the automatic train stop or train control device shall not be cut out before communication is closed between the engineman's automatic brake valve and the brake pipe, when operating double-heading cock toward double-heading position.

**§ 236.566 Locomotive of each train operating in train stop, train control or cab signal territory; equipped.**

The locomotive from which brakes are controlled, of each train operating in automatic train stop, train control, or cab signal territory shall be equipped with apparatus responsive to the roadway equipment installed on all or any part of the route traversed, and such apparatus shall be in operative condition.

**§ 236.567 Restrictions imposed when device fails and/or is cut out en route.**

Where an automatic train stop, train control, or cab signal device fails and/or is cut out enroute, train may proceed at restricted speed or if an automatic block signal system is in operation according to signal indication but not to exceed medium speed, to the next available point of communication where report must be made to a designated officer. Where no automatic block signal system is in use train shall be permitted to proceed at restricted speed or where automatic block signal system is in operation according to signal indication but not to exceed medium speed to a point where absolute block can be established. Where an absolute block is established in advance of the train on which the

device is inoperative train may proceed at not to exceed 79 miles per hour.

**§ 236.568 Difference between speeds authorized by roadway signal and cab signal; action required.**

If for any reason a cab signal authorizes a speed different from that authorized by a roadway signal, when a train enters the block governed by such roadway signal, the lower speed shall not be exceeded.

INSPECTION AND TESTS; ROADWAY

**§ 236.576 Roadway element.**

Roadway elements, except track circuits, including those for test purposes, shall be gaged monthly for height and alinement, and shall be tested at least every 6 months.

**§ 236.577 Test, acknowledgement, and cut-in circuits.**

Test, acknowledgement, and cut-in circuits shall be tested at least once every twelve months.

[49 FR 3387, Jan. 26, 1984]

INSPECTION AND TESTS; LOCOMOTIVE

**§ 236.586 Daily or after trip test.**

(a) Except where tests prescribed by § 236.588 are performed at intervals of not more than 2 months, each locomotive equipped with an automatic cab signal or train stop or train control device operating in equipped territory shall be inspected for damage to the equipment and tested at least once each calendar day or within 24 hours before departure upon each trip.

(b) Each equipped locomotive shall be tested to determine the locomotive equipment is responsive to the wayside equipment and shall be cycled to determine the device functions as intended.

(c) Each locomotive equipped with intermittent inductive automatic train stop or non-coded continuous inductive automatic train stop or non-coded continuous inductive automatic train control device shall be tested to determine that the pickup of the device is within specified limits.

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