lamp that can be readily turned on and off by the persons operating the steam locomotive and that provides sufficient illumination to read train orders and timetables.

**Throttles and Reversing Gear**

§ 230.88 Throttles.

Throttles shall be maintained in safe and suitable condition for service, and efficient means shall be provided to hold the throttle lever in any desired position.

§ 230.89 Reverse gear.

(a) General provisions. Reverse gear, reverse levers, and quadrants shall be maintained in a safe and suitable condition for service. Reverse lever latch shall be so arranged that it can be easily disengaged, and provided with a spring which will keep it firmly seated in quadrant. Proper counterbalance shall be provided for the valve gear.

(b) Air-operated power reverse gear. Steam locomotives that are equipped with air operated power reverse gear shall be equipped with a connection whereby such gear may be operated by steam or by an auxiliary supply of air in case of failure of the main reservoir air pressure. The operating valve handle for such connection shall be conveniently located in the cab of the locomotive and shall be plainly marked. If an independent air reservoir is used as the source of the auxiliary supply for the reverse gear, it shall be provided with means to automatically prevent loss of pressure in event of failure of the main reservoir air pressure.

(c) Minimum length of safety chains or bars. Safety chains or safety bar(s) shall be of the minimum length consistent with the curvature of the railroad on which the steam locomotive is operated.

(d) Lost motion. Lost motion between steam locomotives and tenders not equipped with spring buffers shall be kept to a minimum and shall not exceed \( \frac{1}{2} \) inch.

(e) Spring buffers. When spring buffers are used between steam locomotives and tenders the spring shall be applied with not less than \( \frac{3}{4} \) inch compression, and shall at all times be under sufficient compression to keep the chafing faces in contact.

§ 230.91 Chafing irons.

Chafing irons that permit proper curving shall be securely attached to the steam locomotive and tender, and shall be maintained to permit lateral and vertical movement.

§ 230.92 Draw gear and draft systems.

Couplers, draft gear and attachments on steam locomotives and tenders shall be securely fastened, and maintained in safe and suitable condition for service.
§ 230.93 Driving Gear

§ 230.93 Pistons and piston rods.

(a) Maintenance and testing. Pistons and piston rods shall be maintained in safe and suitable condition for service. Piston rods shall be inspected for cracks each time they are removed, and shall be renewed if found defective.

(b) Fasteners. Fasteners (keys, nuts, etc.) shall be kept tight and shall have some means to prevent them from loosening or falling out of place.

§ 230.94 Crossheads.

Crossheads shall be maintained in a safe and suitable condition for service, with not more than ¼ inch vertical or 5⁄16 inch lateral clearance between crossheads and guides.

§ 230.95 Guides.

Guides shall be securely fastened and maintained in a safe and suitable condition for service.

§ 230.96 Main, side, and valve motion rods.

(a) General. Main, side or valve motion rods developing cracks or becoming otherwise defective shall be removed from service immediately and repaired or renewed.

(b) Repairs. Repairs, and welding of main, side or valve motion rods shall be made in accordance with an accepted national standard. The steam locomotive owner and/or operator shall submit a written request for approval to the FRA Regional Administrator prior to welding defective main rods, side rods, and valve gear components.

(c) Bearings and bushings. Bearings and bushings shall so fit the rods as to be in a safe and suitable condition for service, and means shall be provided to prevent bushings from turning in the rod. Straps shall fit and be securely bolted to rods. Floating bushings need not be provided with means to prevent bushings from turning.

(d) Side motion of rods. The total amount of side motion of each rod on its crank pin shall not exceed ¼ inch.

(e) Oil and grease cups. Oil and grease cups shall be securely attached to rods, and grease cup plugs shall be equipped with a suitable fastening that will prevent them from being ejected.

(f) Main rod bearings. The bore of main rod bearings shall not exceed pin diameters more than 3⁄16 inch at front or back end. The total lost motion at both ends shall not exceed 3⁄8 inch.

(g) Side rod bearings. The bore of side rod bearings shall not exceed pin diameters more than 3⁄8 inch on main pin nor more than 3⁄16 inch on other pins.

§ 230.97 Crank pins.

(a) General provisions. Crank pins shall be securely applied. Securing the fit of a loose crank pin by shimming, prick punching, or welding is not permitted.

(b) Maintenance. Crank pin collars and collar fasteners shall be maintained in a safe and suitable condition for service.

RUNNING GEAR

§ 230.98 Driving, trailing, and engine truck axles.

(a) Condemning defects. Driving, trailing, and engine truck axles with any of the following defects shall be removed from service immediately and repaired (see appendix A of this part for inspection requirements):

(1) Bent axle;

(2) Cut journals that cannot be made to run cool without turning;

(3) Transverse seams in iron or steel axles;

(4) Seams in axles causing journals to run hot;

(5) Axles that are unsafe on account of usage, accident or derailment;

(6) Any axle worn ½ inch or more in diameter below the original/new journal diameter, except as provided in paragraph (a)(7) of this section;

(7) Any driving axles other than main driving axles with an original or new diameter greater than 6 inches that are worn ¾ inch or more in diameter below the original/new diameter.

(b) Journal diameter stamped. For steam locomotives with plain bearings, the original/new journal diameter shall be stamped on one end of the axle no later than January 18, 2005.