



U.S. Department
of Transportation

**Federal Railroad
Administration**

Memorandum

Date: June 15, 1998

Reply to Att. of: MP&E 98-45

Subject: Interpretation of Initial Terminal Air Brake Tests at Remote Locations

From: Edward R. English
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To: Regional Administrators, Deputy Regional Administrators,
Motive Power & Equipment Specialists and Inspectors

This technical bulletin provides guidance to Federal Railroad Administration (FRA) and State inspectors regarding the performance of initial terminal air brake tests at remote locations. There appears to be some confusion as to what is required when a railroad performs initial terminal brake tests at these remote locations. It has been brought to FRA's attention that some trains at these remote locations, after receiving an initial terminal brake test pursuant to 49 CFR 232.12, are departing locations with cars having inoperative or cut-out air brakes.

The regulation requires 100% operative brakes on trains departing initial terminals. FRA does not believe safety would be advanced by allowing something less than this at these remote locations. Therefore, when initial terminal brake tests are performed at these remote locations FRA expects the requirements contained in 232.12 to be followed. Consequently, if a car is found to have defective or inoperative brakes when the initial test is performed, the car must either be repaired or set-out of the train before the train departs.

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