

Name (Print) _____ Signature _____ Date: _____

Locomotive No. _____ Location _____ Time: _____

Top/Cab Inspection		Yes	No	Ground/Bottom Inspection		Yes	No
1.	§229.23 Periodic Inspection Examine Form F6180.49A (Blue Card) to ensure all inspections & tests prescribed by Part 229 are current.	<input type="checkbox"/>	<input type="checkbox"/>	13.	§229.123 Pilots, Snowplows, Endplates The end in the direction of travel of each lead locomotive must have a pilot plate or snow plow properly secured and be not less than 3 inches nor more than 6 inches from rail.	<input type="checkbox"/>	<input type="checkbox"/>
2.	§229.119 Cabs, Floors, Passageways Determine that cab floors and passageways are free of impediments that might cause a tripping/slipping hazard. Cab seats must be properly secured to prevent personal injury.	<input type="checkbox"/>	<input type="checkbox"/>	14.	§229.61 Draft System Couplers and uncoupling levers must function properly. Visually inspect the exposed components or the draft system for defects.	<input type="checkbox"/>	<input type="checkbox"/>
3.	§229.129 Audible Warning Device Operate the horn on the leading locomotive to determine that it functions. When equipped, operate the bell.	<input type="checkbox"/>	<input type="checkbox"/>	15.	§229.89 Jumper Cables Jumper cables may not be broken, chafed, or left hanging with one end free. Jumper receptacles may not have broken terminals or retainer caps.	<input type="checkbox"/>	<input type="checkbox"/>
4.	§229.127 Cab Lights Cab overhead and instrument lights shall be operative and provide sufficient illumination. Passageways used by the crew shall also be illuminated.	<input type="checkbox"/>	<input type="checkbox"/>	16.	§229.131 Sanders Sanders must operate on each locomotive in front of the first powered wheel set in the direction of travel and must be aligned to deposit sand on the rail.	<input type="checkbox"/>	<input type="checkbox"/>
5.	§229.117 Speed Indicators Inspect the speed indicator on the controlling locomotive to determine that it is not damaged. Tests shall be made to determine accuracy after departure.	<input type="checkbox"/>	<input type="checkbox"/>	17.	§229.125/133 Headlights, Aux. Lights Headlights and dimmer switch must be operative for the lead end of road locomotives & both ends of locomotive in switching service. Aux. lights may not be used in lieu of headlight.	<input type="checkbox"/>	<input type="checkbox"/>
6.	§229.46/47/49/53/59 Brake Systems Locomotive brakes shall be known that they operate as intended. Test procedures should include the testing of automatic and independent brake valves. Drain water and oil from the main reservoir.	<input type="checkbox"/>	<input type="checkbox"/>	18.	§229.55 Piston Travel Piston travel must not exceed 1-1/2 inches less than the maximum total travel. Total possible travel can be acquired from the Blue Card (F6180.49A). Released brakes shall provide brake shoe clearance.	<input type="checkbox"/>	<input type="checkbox"/>
7.	§229.13 Control of Locomotive Whenever two or more locomotives are coupled in remote or multiple control, all systems shall respond to control from the cab of the controlling locomotive (i.e., propulsion sanders, air brakes, etc.).	<input type="checkbox"/>	<input type="checkbox"/>	19.	§229.57 Foundation Brake Gear Inspect brake rigging to ensure that all parts are secured. Brake shoes must align correctly with the wheel and not be overlapped and/or coved.	<input type="checkbox"/>	<input type="checkbox"/>
8.	§229.135 Event Recorders Examine event recorder if accessible to crew members for evidence of tampering.	<input type="checkbox"/>	<input type="checkbox"/>	20.	§229.75 Wheels Inspect wheel for the following conditions: <ul style="list-style-type: none"> • Flat spot(s) • High flange • Shelled spot(s) • Thin flange • Thin rim • Gouge or clip in flange • Cracks or breaks in flange, rim, plate, or hub. 	<input type="checkbox"/>	<input type="checkbox"/>
9.	§229.41 Protection - Personal injury Exposed moving or mechanical parts, relays, switches, and high voltage equipment (inside cab & engine room compartment) shall not present undue safety hazards to crew members.	<input type="checkbox"/>	<input type="checkbox"/>	21.	§229.67/69/71 Trucks Trucks may not be cracked or broken. Conduct walk-around inspection of exposed truck components for cracked, broken, or hazardous conditions. Inspect the underside from outside gauge of rail for defective components. No part except wheel and non-metallic sand hoses may be less than 2-1/2 inches from rail	<input type="checkbox"/>	<input type="checkbox"/>
10.	§229.43 Exhaust & Battery Gases Inspect for signs of diesel exhaust, battery gases, or other noxious fumes are vented to the outside and not in the cab of the controlling locomotive.	<input type="checkbox"/>	<input type="checkbox"/>	22.	§229.65 Spring Riggings Truck springs and rigging must not be broken and be in proper position; and spring safety hangers to be in correct position. Shock absorbers may not be broken or leaking clearly formed droplets of oil or fluid.	<input type="checkbox"/>	<input type="checkbox"/>
11.	§229.101 Engines Temperature and pressure alarms shall be observed to determine that the engine functions properly. A shut down engine shall be tagged with a warning notice.	<input type="checkbox"/>	<input type="checkbox"/>	23.	§229.91 Motors & Generators No traction motor may be cut out. All traction motor cables and cable connections should be damage free, and free from accumulation of oil that may be a hazard.	<input type="checkbox"/>	<input type="checkbox"/>
12.	§229.45 General Condition Inspect to determine that no defects exist that would endanger the safety of the crew, such as insecure or improper function of components, safety appliances, structural defects, etc.	<input type="checkbox"/>	<input type="checkbox"/>	24.	§229.64 Plain Bearing Inspect plain bearing boxes for cracks or damage that might cause loss or contamination of lubricant.	<input type="checkbox"/>	<input type="checkbox"/>