

THE PENNSYLVANIA RAILROAD

GENERAL NOTICE No. 214-B

Superseding General Notice No. 214-A, dated December 1, 1925

REGULATIONS GOVERNING THE HANDLING OF "DEAD" LOCOMOTIVES AND TENDERS (SYSTEM AND FOREIGN) IN FREIGHT TRAINS AND FOREIGN LOCOMOTIVES MOVING UNDER THEIR OWN POWER

ISSUED BY

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**REGULATIONS GOVERNING THE HANDLING OF "DEAD"
LOCOMOTIVES AND TENDERS (SYSTEM AND FOREIGN)
IN FREIGHT TRAINS, AND FOREIGN LOCOMOTIVES
MOVING UNDER THEIR OWN POWER.**

1. Published tariffs provide two methods by which foreign locomotives on their own wheels may be billed and moved in revenue service:

- (a) Dead, in freight trains.
- (b) Live, moving under their own power.

2. It is optional with the party paying the freight charges (consignor or consignee) which method is used. The shipment is handled in accordance with shipping instructions.

3. An attendant furnished by the consignor or consignee and paying full passenger fare (except in case of a railroad employe holding free or reduced transportation) must travel with each locomotive; provided, that if locomotives are moved in pairs or groups, but one attendant is required for each group, not exceeding three locomotives.

(a) The attendant's duties are those of caretaker, to see that bearings do not run hot and that the machinery and tools are properly cared for until the locomotive is delivered at final destination. He has no authority or control over the movement, except that if a locomotive in his charge develops defects requiring attention he may direct that it be set off en route. In such case, a telegraphic report should be made by the train conductor to the Division Superintendent.

(b) The presence of an attendant does not relieve the train crew or inspectors of any responsibility in connection with the movement of the locomotive. The same attention and inspection must be given as is required for any other equipment in the train.

(c) The Hours of Service Law does not apply to locomotive attendants.

(d) Receipts for all supplies furnished must be signed by the attendant.

4. All locomotives equipped with side rods must have them applied when hauled "dead" in trains. Suitable washers of wooden blocks clamped together with bolts must be used on main rod bearings when necessary to keep the side rods in place.

(a) All locomotives and tenders hauled "dead" in trains must have the air brakes cut in and operative.

(b) Locomotives and tenders equipped with the Westinghouse ET, or New York LT brake, must have the safety valve on the distributing valve, or control valve, adjusted to not less than 25 pounds or more than 30 pounds.

(c) Locomotives and tenders equipped with the automatic and straight air combined must have the safety valve in brake cylinder pipe adjusted to not less than 25 pounds or more than 30 pounds.

(d) Locomotives equipped with Westinghouse ET, or New York LT brakes, or with straight air, must have positive stops applied to handles of automatic and independent valves to secure these handles in running position.

(e) Locomotives and tenders equipped with high-speed brake without the straight air, must have the high-speed reducing valve set to reduce the brake cylinder pressure to not less than 25 pounds or more than 30 pounds, or must have the safety valve applied to the brake cylinders or the brake cylinder pipe set to not less than 25 pounds or more than 30 pounds.

(f) Locomotives and tenders equipped with only the automatic brake must have a safety valve applied to the brake cylinders or the brake cylinder pipe set to not less than 25 pounds or more than 30 pounds.

(g) Locomotives fitted with power brakes other than air must be equipped with an air train line and connections.

(h) Delivering line shall be responsible for slid flat spots $2\frac{1}{2}$ " or over in length, or if there are two or more adjoining spots, each 2" or over in length on driving tires, trailing tires, engine truck and tender truck wheels.

(i) Owners shall be responsible for any special application of safety valves as required in Sections "B" to "G," inclusive.

(j) The lubrication of the locomotive shall be taken care of by the attendant accompanying the shipment, and the owners shall be responsible for any damage to locomotive resulting from parts heating.

(k) The owner shall be responsible for any parts of locomotive or tender failing in fair usage while in transit. The delivering line shall be responsible for any damage due to unfair usage.

(l) Locomotives shall be provided with handbrakes, chains or suitable blocking for the purpose of securing locomotive and tender while standing in yards or on sidings.

(m) Agents, yard masters and other interested railroad employes will be governed accordingly.

5. Foreign locomotives moving under their own power must not be used in service, except upon instructions from the General Manager.

(a) Arrangements made for the use of a live locomotive in service over any portion of the route will provide that the cancellation of freight charges and the assumption by the railroad of the expense of the pilot, crew, fuel and supplies furnished over that section of the road on which the locomotive is used, shall be accepted by the owner as full compensation for the service of the locomotive.

(b) In case a live locomotive is used in service, the train conductor will make notation on the face of the waybill on which the locomotive is moving, stating character of service performed, points between which the locomotive was used, time consumed and date movement was made.

6. The region in which the movement originates, or having jurisdiction over the point of interchange where the locomotive is received from a connecting line, shall make complete arrangements covering movement over the System, after consulting with the other regions concerned.

(a) Copy of instructions issued will be furnished each region involved in the movement.

(b) This matter will be handled for the Western Region by the General Superintendent of Transportation; for the Central and Eastern Regions, by the Superintendent of Freight Transportation.

7. When a locomotive is offered for movement, whether under own power or dead on own wheels, it must be inspected and measured by our Inspectors and a report showing dimensions and weight made through the regular channel, to the General Superintendent of Transportation, if on the Western Region; or to the Superintendent of Freight Transportation, if on the Central and Eastern Regions.

(a) If the dimensions exceed the limits shown in the published clearances, the method followed shall be in accordance with Joint General Notice No. 134-A, "Instructions for the Transportation of Equipment, or Loads Thereon, of Excessive Dimensions."

(b) Form C. T. 314, giving dimensions and routing, shall be posted inside the cab of the locomotive, if moving under steam; if a dead locomotive, the form shall be posted on the outside of the cab near the locomotive number (both sides).

(c) If the weight exceeds the limits shown in General Notice 208-C, or subsequent revisions, the instructions therein must be complied with.

8. In the movement of locomotives, dead or live, the speed regulations in effect on the several divisions must be closely observed.

(a) Dead locomotives of a design having two or three pairs of drivers and no trucks, may be moved only at speeds not exceeding twenty miles per hour. Dead locomotives of a design having four pairs of drivers and no trucks, shall be restricted to speeds not exceeding twenty-five miles per hour.

(b) Two or more such dead locomotives in the same train shall be separated by one or more cars.

9. A dead freight engine with engine truck removed must not be handled in freight trains, but may be hauled in a work train at a speed not to exceed fifteen miles per hour, to the nearest terminal where repairs can be made.

(a) A passenger engine, except the D-16 type, with the engine truck removed, may be moved under steam or in a work train at a speed not to exceed fifteen miles per hour to the nearest terminal where repairs can be made. A D-16 type engine cannot be moved, either dead or under steam, with the engine truck removed.

10. In event repairs to a foreign locomotive en route are found necessary, the work will be performed on presentation by the attendant of a signed order covering the repairs desired. If the Enginehouse Foreman feels that additional work is necessary from the standpoint of safety and service, to which the attendant does not agree, the locomotive will be held for instructions from the General Superintendent of Motive Power, Western Region, and Superintendent of Motive Power, Eastern and Central Regions.

11. Coal, water, lubricants and other supplies taken en route will be reported by the engineman to the Enginehouse Foreman, who will report to the Master Mechanic, on standard forms, all fuel and supplies furnished and repairs made, if any. The Master Mechanic will see that bills are prepared and rendered through the proper channel.

Lubricants, supplies or material for repairs shall not be furnished except on presentation by the attendant of a signed order. Car inspectors, yard masters and others who deliver such supplies or material must make report to the engineman.