

**§ 236.533**

higher than restricted speed is permitted.

[49 FR 3386, Jan. 26, 1984]

**§ 236.533 [Reserved]**

**§ 236.534 Entrance to equipped territory; requirements.**

Where trains are not required to stop at the entrance to equipped territory, except when leaving yards and stations and speed until entering equipped territory does not exceed restricted speed, the automatic train stop, train control, or cab signal device shall be operative at least stopping distance from the entrance to such territory except where the approach thereto is governed by automatic approach signal.

**RULES AND INSTRUCTIONS; LOCOMOTIVES**

**§ 236.551 Power supply voltage; requirement.**

The voltage of power supply shall be maintained within 10 percent of rated voltage.

**§ 236.552 Insulation resistance; requirement.**

When periodic test prescribed in § 236.588 is performed, insulation resistance between wiring and ground of continuous inductive automatic cab signal system, automatic train control system, or automatic train stop system shall be not less than one megohm, and that of an intermittent inductive automatic train stop system, not less than 250,000 ohms. Insulation resistance values between periodic tests shall be not less than 250,000 ohms for a continuous inductive automatic cab signal system, automatic train control system, or automatic train stop system, and 20,000 ohms for an intermittent inductive automatic train stop system.

[49 FR 3387, Jan. 26, 1984]

**§ 236.553 Seal, where required.**

Seal shall be maintained on any device other than brake-pipe cut-out cock (double-heading cock), by means of which the operation of the pneumatic portion of automatic train-stop or train-control apparatus can be cut out.

**49 CFR Ch. II (10-1-14 Edition)**

**§ 236.554 Rate of pressure reduction; equalizing reservoir or brake pipe.**

The equalizing-reservoir pressure or brake-pipe pressure reduction during an automatic brake application shall be at a rate not less than that which results from a manual service application.

**§ 236.555 Repaired or rewound receiver coil.**

Receiver coil which has been repaired or rewound shall have the same operating characteristics which it possessed originally or as currently specified for new equipment.

**§ 236.556 Adjustment of relay.**

Change in adjustment of relay shall be made only in a shop equipped for that purpose except when receiver coils, electro-pneumatic valve, or other essential part of the equipment is replaced. Irregularities in power-supply voltage or other variable factors in the circuit shall not be compensated for by adjustment of the relay.

**§ 236.557 Receiver; location with respect to rail.**

(a) Receiver of intermittent inductive automatic train stop device of the inert roadway element type shall be maintained with bottom of the receiver at a height above the plane of the tops of the rails, and with its outer edge at a horizontal distance from the gage side of the nearest rail, in accordance with specifications of the carrier.

(b) Receiver of continuous inductive automatic cab signal, train stop, or train control device of locomotive equipped with onboard test equipment, shall be maintained with the bottom of the receiver at a height above the plane of the tops of the rails, and with its outer edge at a horizontal distance from the gage side of the nearest rail, in accordance with specifications of the carrier.

[49 FR 3387, Jan. 26, 1984]

**§§ 236.558-236.559 [Reserved]**

**§ 236.560 Contact element, mechanical trip type; location with respect to rail.**

Contact element of automatic train stop device of the mechanical trip type

shall be maintained at a height above the plane of the tops of the rails, and at a horizontal distance from the gage side of the rail, in accordance with specifications of the carrier.

[49 FR 3387, Jan. 26, 1984]

**§ 236.561 [Reserved]**

**§ 236.562 Minimum rail current required.**

The minimum rail current required to restore the locomotive equipment of continuous inductive automatic train stop or train control device to normal condition or to obtain a proceed indication of automatic cab signal device (pick-up) shall be in accordance with specifications of the carrier.

[49 FR 3387, Jan. 26, 1984]

**§ 236.563 Delay time.**

Delay time of automatic train stop or train control system shall not exceed 8 seconds and the spacing of signals to meet the requirements of § 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.

EFFECTIVE DATE NOTE: At 79 FR 49715, Aug. 22, 2014, § 236.567 was revised, effective Oct. 21, 2014. For the convenience of the user, the revised text is set forth as follows:

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

(a) Except as provided in subparts H or I of this part, where an automatic train stop, train control, or cab signal device fails and/or is cut out en route, the train on which the device is inoperative may proceed to the next available point of communication where report must be made to a designated officer, at speeds not to exceed the following:

- (1) If no block signal system is in operation, restricted speed; or
- (2) If a block signal system is in operation, according to signal indication but not to exceed 40 miles per hour.

(b) Upon completion and communication of the report required by paragraph (a) of this section, a train may continue to a point where an absolute block can be established in advance of the train at speeds not to exceed the following:

- (1) If no block signal system is in operation, restricted speed; or
- (2) If a block signal system is in operation, according to signal indication but not to exceed 40 miles per hour.