



U.S. Department
of Transportation

**Federal Railroad
Administration**

cc S Beckwith
A Schweitzer

1120 Vermont Ave., N.W.
Washington, D.C. 20590

OCT 10 2006

Mr. John C. Estes, Jr.
Superintendent Locomotive
Union Pacific Railroad
1400 Douglas Stop 1050
Omaha, Nebraska 68179

Re: Docket Number FRA-2006-25083

Dear Mr. Estes:

On September 20, 2006, the Federal Railroad Administration (FRA) dismissed the Union Pacific Railroad Company (UP) waiver petition identified as Docket Number FRA-2006-25083. The application sought relief from the requirements of 49 CFR § 236.588 (periodic test of locomotive signal apparatus). Specifically, UP requested that FRA “change the requirement as defined in the Technical Manual for Signal and Train Control Rules which requires disassembly of the receiver bar junction box during periodic inspection.”¹

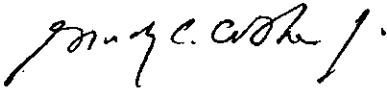
FRA has reviewed your request and FRA’s *Signal and Train Control Compliance Manual* (Compliance Manual). FRA has concluded that the change in the requirement and the relief that you have requested are not necessary. Section 236.588 requires that periodic tests of automatic train stop, train control, or cab signal apparatus, be made at specified intervals. The regulation does not specify exactly how such periodic tests are to be performed. The Compliance Manual explains that the periodic test required by 49 CFR § 236.588 is intended to be more “thorough and in-depth” than the daily or after-trip test required by 49 CFR § 236.586. However, the Compliance Manual does not require the routine disassembly of the junction box during the performance of a periodic test (See Compliance Manual, p. 54). FRA notes that the periodic test of the cab signal equipment is an extremely important test, one that is expected to be qualitatively and punctually performed. FRA notes that during the performance of a periodic test, the receiver bar wiring and associated apparatus such as junction boxes, conduits, etc., need to be visually checked for any signs of damage (e.g., outward signs such as ruptures, bends or dents as if struck by something). In the event such damage is visible, FRA expects that the affected junction box would be opened and/or the conduit would be further examined to ascertain that no damage was actually done to the wires or their connections.

¹ FRA assumes that by the term “Technical Manual” UP is referring to FRA’s *Signal and Train Control Compliance Manual*.

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Accordingly, FRA has dismissed the request for relief in Docket Number FRA-2006-25083 as unnecessary, and hereby considers the docket closed.

Sincerely,

A handwritten signature in black ink, appearing to read "Grady C. Cothen, Jr.", written in a cursive style.

Grady C. Cothen, Jr.
Deputy Associate Administrator for Safety
Standards and Program Development