

This Document can be made available in alternative formats upon request

State of Minnesota
HOUSE OF REPRESENTATIVES

EIGHTY-SIXTH
SESSION

HOUSE FILE No. **1466**

March 9, 2009

Authored by Nelson, Urdahl, Lieder, Abeler, Hausman and others

The bill was read for the first time and referred to the Transportation and Transit Policy and Oversight Division

1.1 A bill for an act
1.2 relating to railroads; requiring lighting in switching yards; proposing coding for
1.3 new law in Minnesota Statutes, chapter 219.

1.4 BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF MINNESOTA:

1.5 Section 1. **[219.502] RAILROAD SWITCHING YARD LIGHTING**
1.6 **REQUIREMENTS.**

1.7 All class one and class two rail carriers, as classified by the Federal Railroad
1.8 Administration, their officers, and their agents operating in the state are required to
1.9 illuminate and maintain lights between sunset and sunrise on all lead tracks in switching
1.10 yards where cars or locomotives are switched, set out, picked up, inspected, or repaired.
1.11 Suspension fixtures with a lighting source must consist of not less than three-fourths of the
1.12 total number of track switches on the same switching lead or must comply with no less
1.13 than the minimum recommended illuminance levels set forth by the American Railway
1.14 Engineering and Maintenance of Way Association (AREMA). Class one and class two rail
1.15 carriers, their officers, and their agents operating a railroad in this state shall comply with
1.16 switching yard lead track lighting provisions no later than December 31, 2012. Class one
1.17 and class two rail carriers, their officers, and their agents operating a railroad in this state
1.18 are required to illuminate and maintain lights between sunset and sunrise from midyard
1.19 locations focused in direction of yard leads or must comply with no less than the minimum
1.20 illuminance levels recommended by AREMA at midyard. Class one and class two rail
1.21 carriers, their officers, and their agents operating a railroad in this state shall comply with
1.22 midyard lighting provisions no later than December 31, 2014. Class one and class two
1.23 rail carriers may appeal to the commissioner for a waiver of compliance from a midyard
1.24 requirement with reasonable cause. Demonstration of reasonable cause must include an

- 2.1 on-site inspection between sunset and sunrise with all parties affected by the waiver
- 2.2 application at the specific yard where the waiver is to be applied.