U.S. Department
of Transportation

**Federal Railroad
Administration**

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

MAY 1 1 2006

Mr. John Madzar
Amglo Kemlite Laboratories Incorporated
8787 Enterprise Boulevard
Largo, Florida 33773

Dear Mr. Madzar:

This is in response to your letter of April 19, 2006, requesting Federal Railroad Administration's (FRA) concurrence with your conclusion that Amglo Kemlite Laboratories' (Amglo) Halogen 75-volt, 350-watt, PAR56 locomotive head lamp is equivalent to the incandescent PAR-56, 200-watt, 30-volt lamp as referenced in 49 CFR §229.125(a)(1), §229.125(a)(2), and §229.125(d)(2). Per your follow-up e-mail, the lamp in question is Amglo part number AHQV56-75V-350WCS and is identified on the back of the reflector as 75V 350W A/K QPAR56, plus an alphanumeric date code.

The technical reports which you submitted under Docket Number FRA-2005-23107 establish that the peak intensity of these lamps is consistently in excess of 200,000 candela. In addition, the intensity at 7.5 and 20 degrees off the centerline is consistently above the 3,000 candela and 400 candela requirements of 49 CFR §229.125(d)(2).

Accordingly, the FRA concurs that Amglo Halogen lamp AHQV56-75V-350WCS is a "lamp of equivalent design and intensity" to the incandescent PAR56, 200-watt, 30-volt lamp. It is therefore suitable for use in single- or dual-lamp locomotive headlights and in auxiliary light locations as defined in 49 CFR §229.125. If it is used in both positions in a dual-lamp headlight, the locomotive will remain compliant even if one of the lamps burns out.

If you require further assistance regarding this response, please contact Mr. Charles Bielitz, Mechanical Engineer, Motive Power and Equipment Division, at 202-493-6314.

Sincerely,

Edward W. Pritchard
Director, Office of Safety
Assurance and Compliance

cc: Charles Bielitz, RRS-14