

PASSENGER SAFETY WORKING GROUP UPDATE to the  
27<sup>th</sup> Meeting of the RSAC MAIN BODY  
Washington Plaza Hotel  
Washington D.C.  
October 11, 2005

# PASSENGER SAFETY TRACK VEHICLE INTERACTION TASK FORCE



By John J Mardente, Task Force Leader,  
(Track Safety Specialist, FRA)

## Items still under Task Force consideration as of August 24, 2005

ITEM G1-1: Wheel Flange Angle

ITEM G1-2: Wheel Conicity                      APTA PRESS

ITEM G1-3: Truck Equalization

ITEM G2 – Qualification and Testing Requirements

(*tied to Item G5-1; draft language being crafted for next Task Force meeting- involves also rewriting 213.333 VTI Limits*)

ITEM G3-1: CFR 213/ 238 Language Consolidation

Language drafted and accepted by Task Force

ITEM G3-2 – Revision of Carbody and Truck Acceleration Criteria

(*Partially Closed; Truck Acceleration value to be recommended at next Task Force meeting*)

## Items still under Task Force consideration as of August 24, 2005, cont'd

ITEM G3-3 - Net Axle Load

(Item closed; Recommendation accepted by Task Force)

ITEM G4 – Reconsider adequacy of track geometry limits  
(Modeling continuing-recommendations possibly at next TF meeting)

ITEM G5-1 – Cant deficiency – Qualification Process  
– Regulatory Language

(Cant Deficiency and resulting NAL is directly related to curve geometry;  
TF has reached tentative consensus on some parts;  
draft language being crafted for recommendation at next TF meeting)

## ITEM G7 – Elimination of Class 9 Reference

(Item Closed; Draft Language accepted in Task Force meeting 04/07/05)

Next PSVTI Task Force Meeting is  
in Washington, DC November 3-4,  
2005.

END