



Railroad Safety Advisory Committee



Engineering Task Force Update

to

The 50th Railroad Safety Advisory Committee Meeting

October 31, 2013
Washington, DC



Outline

1. Review ETF Regulatory Implementation Plan
 2. Update on Current Tasks
 3. Synopsis of Recent Developments
 4. Next Steps
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Revised Passenger Equipment Rulemaking Implementation Plan



NPRM 1:

- Incorporate alternative crashworthiness standards for Tier I
- Define Tier III and establish crashworthiness requirements
- Align Tier II maximum allowable speed with new VTI rule (160mph)
- Codify remaining previous Tier III consensus items (non-structural)
- Define requirements for Tier III Braking Systems

NPRM 2:

- Tier III 229 Incorporation & Inspection, Testing, and Maintenance Requirements *[task group]*
- ~~Tier III VTI~~
- Adopt crashworthiness alternatives for single car/locomotive
- Establish Tier III safety appliance requirements
- Clarification of Tier I Safety Appliance Requirements for passenger equipment *[new]*
- Revise 238.111 to incorporate new rules



Status of Current Tasks



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- 1st NPRM ruletext approved by ETF/PSWG and RSAC
 - *ETF open items and comments resolved for inclusion, as appropriate;*
 - *Awaiting final approved draft for Regulatory Review and publishing;*
 - NPRM 2 Discussions:
 - *Tier III 229/ITM TG continues to develop recommendations;*
 - *FRA is developing a plan to develop/clarify safety appliance requirements;*
 - *Commenced discussions on single car/locomotive alternative crashworthiness;*
 - Task Group Updates:
 - ***Tier III Brake Systems*** – recommendations incorporated (NPRM 1) - **CLOSED**
 - ***Vehicle Track Interaction (VTI)*** – disbanded;
 - ***Engineering Structures & Integrity (ESI)*** – developing “compliance manual”;
 - ***Tier III Cab Glazing*** – recommendations incorporated (NPRM 1) - **CLOSED**
 - ***Tier III 229 / Inspection, Testing, & Maintenance (ITM)*** – in progress;
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Recent Developments

Last Meeting: **September 11-12, 2013**

Next Meeting: **January 2014**

Tier III 229/ITM Task Group:

- Two sub-groups created for 229 implementation;
- ITM dialogue to begin once 229 efforts conclude;

Safety Appliances:

- Industry provided Tier II lessons learned and considerations for Tier III;
- FRA proposed ETF examine the need to clarify current Tier I passenger requirements;

Single Car/Locomotive Alt. Crashworthiness:

- Working to develop procedures to address hybrid designs outside of the current classifications;





Next Steps

- Continue 229/ITM and ESI Task Group work
- Develop recommendations for safety appliances
- Develop procedures for single car/locomotive alternative crashworthiness compliance
- Establish an equivalent section and methodology to 238-Subpart G for Tier III
- Revise 238.111, as needed

Questions?
