

Rail Integrity Working Group Update

to the

52nd Railroad Safety Advisory Committee Meeting

**December 4th, 2014
Washington, DC**



FRA – Office of Railroad Safety

12/5/2014



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**Federal Railroad
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RECENT PUBLISHED RULEMAKINGS

Track Safety Standards; Improving Rail Integrity

- Final Rule – NPRM Jan. 24, 2014; correction to “REMEDIAL ACTION TABLE” published Jan. 29, 2014, Final Rule March 25, 2014
- Established minimum qualification requirements for operators of rail flaw detection equipment
- Revised requirements for effective rail inspection frequencies, rail flaw remedial actions, and rail inspection records.
- Removed requirements for reporting of joint bar fractures.
- Section 403 of the RSIA.
- Task 14-02 assigned to Rail Integrity Working Group May 2014



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- July 30, 2014 Meeting
 1. Discussion on Task 14-02 requirements
 2. FRA presentation on continuous test process
 3. CSX presentation on continuous test waiver progress
 4. Amtrak recommendation on GRMS
 5. Discussed other areas in Subpart G AAR requested we review



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- November 5-7, 2014
 1. SRS presentation on their continuous test history.
 2. FRA presented their proposed continuous test regulatory language
 3. AAR and BMWED presented their views on continuous test language.
 4. Working group negotiation ongoing.



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What is FRA asking in its language?

- Alternative only (RR choice)
- Designated continuous test locations (Where?)
- Operator qualifications (all phases)
- Reporting procedures (verification date and results)
- Continuous test procedures (written)
- Consequence for non-compliance on allotted time for verification (reduced speed)
- Notification of continuous test locations (10 days)



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