



Federal Railroad Administration "Door Guys"

Update for the Door Task Group



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On April 19, 2007 FRA announced the formation of the Door Task Group.

Given two tasks:

1. Determine the safety risks
2. Develop regulations to reduce the risk.



The FRA team audited 23 railroads, documenting the risks



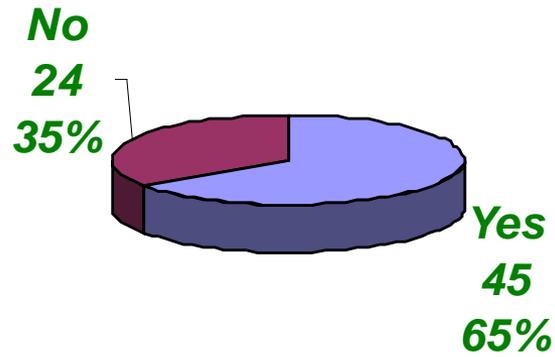
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**During Normal Train Operation,
Can You Become Entangled in a
Door?**

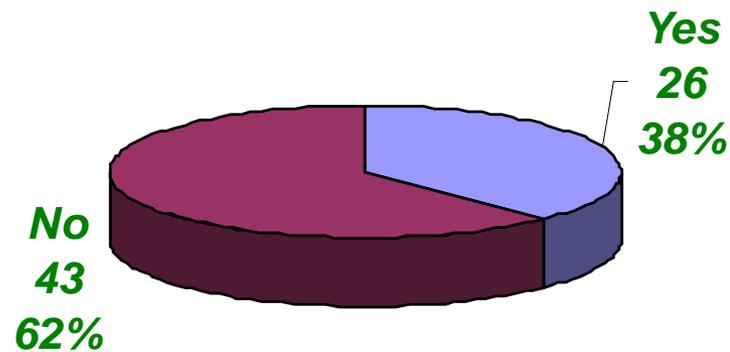


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**During Normal Train Operation,
Can You Become Entangled in a
Door & the Train Move?**

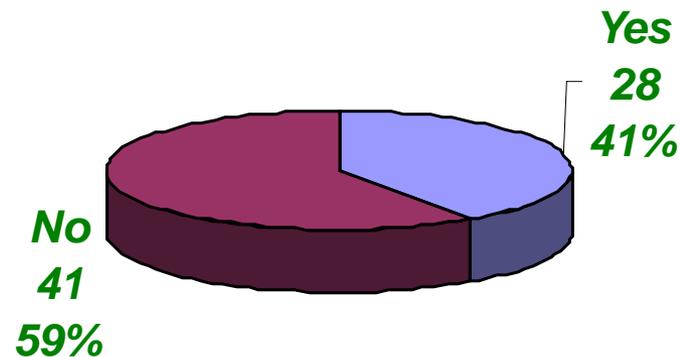


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Door Control Breaker Failure, & the Door Remains Open, Can Train Move?

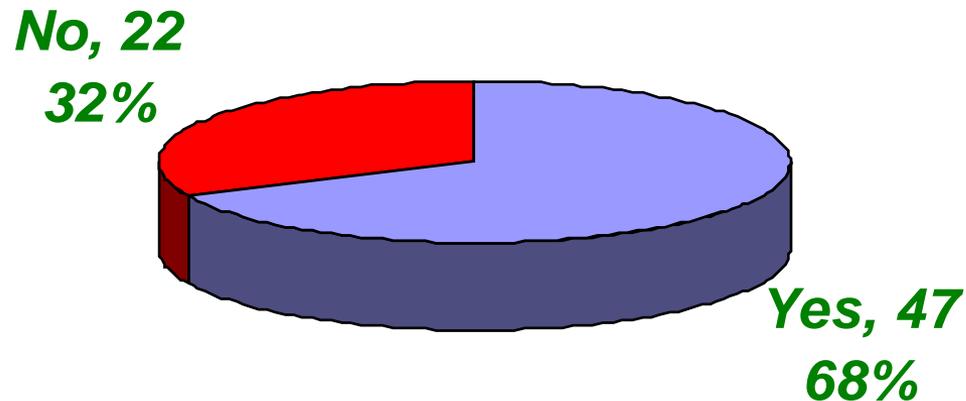


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Percentage of Equipment that has Traction Inhibit Feature





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Consensus Reached with Task Group

After seven meetings, the Door Task Force reached consensus on 47 items that will reduce the safety risks with passenger train side doors.



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Operating with doors open

"All passenger train exterior side doors and traps must be closed when a train is in motion between stations"

There are three exceptions.

There are means for a railroad to seek special consideration from this.



Recap of other important parts

- Door by-pass procedures,
- En-route door failure procedures,
- Crew members door safety operating rules,
- Minimum requirements for new equipment,
- Etc.



What's next

- The APTA Door Standard APTA SS TBD will be attached,
- It has not yet been voted on by the APTA Press,
- It has been voted on by the APTA Task Force,
- There are five items that have been remanded to the TF for vote that will be added to the final document.

Our goal is to have this completed by the next full RSAC.



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Questions?