



Electronically Controlled Pneumatic

ECP

Brake Rulemaking

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February 20, 2008 – RSAC



ECP Rulemaking



- ***Tradition Rulemaking Process***
- ***NPRM Published September 4, 2007***
- ***Proposes to add a new “Subpart G” to Part 232 – Power Brake Regulations***

ECP Rulemaking




- ***FRA is currently accessing the comments received at the two Public Hearings, as well as, the written comments.***
- ***Writing the Final Rule – Target Date for Final Rule Publication***
 - ***4th Quarter - 2008***

ECP Waiver




- *Status: BNSF / NS waiver to operate ECP brake systems on pilot trains....*
- *To date, the trains have successfully demonstrated the safety and efficiency of the technology in revenue service.*

ECP Waiver NS

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- *Two 115 car coal train*
 - *Bailey Mine near Enon, Pa (Pittsburgh area) to the Keystone Generating Station at Shelocta, PA.*
 - *165 miles*
 - *Repair location is at Shire Oaks, PA.*

ECP Waiver

BNSF

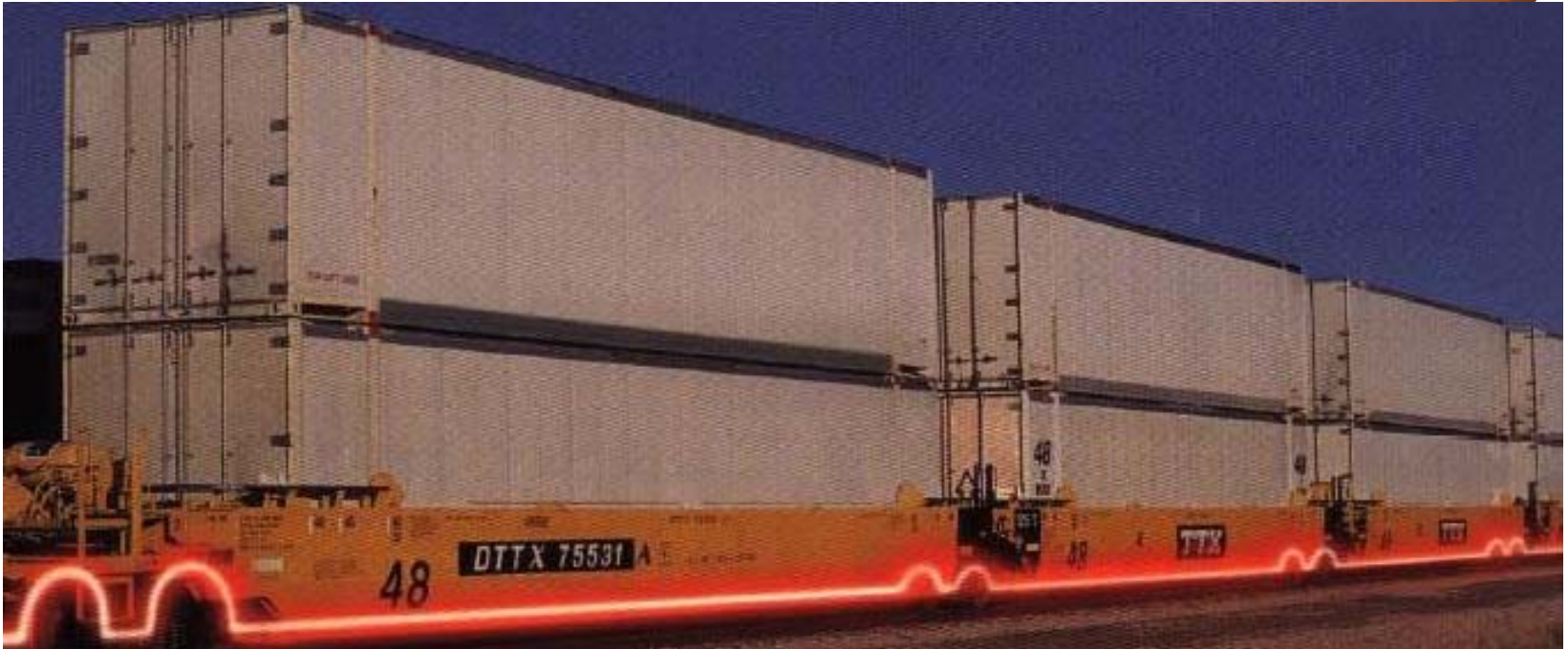
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- *135 car coal train*
 - *Powder River Basin (Antelope Mine) to Southern Company's Miller Generating Plant in Palos, AL (near Birmingham)*
 - *1,530 miles one-way*
 - *Repair location – Palos, AL*

ECP Waiver Future Trains



- *NS – Andover, VA to Clover Power Station in Clover, VA - 350 miles one-way*
- *To begin in March 2008?*
- *BNSF – Plans to equip another coal train, but no dates or route set.*

Questions ?



“Next Generation” - High Integrity Stopping and Train Handling

RSAC
Washington, D.C.
February 20, 2008

MP&E Division
Federal Railroad Administration
US Dept. of Transportation

