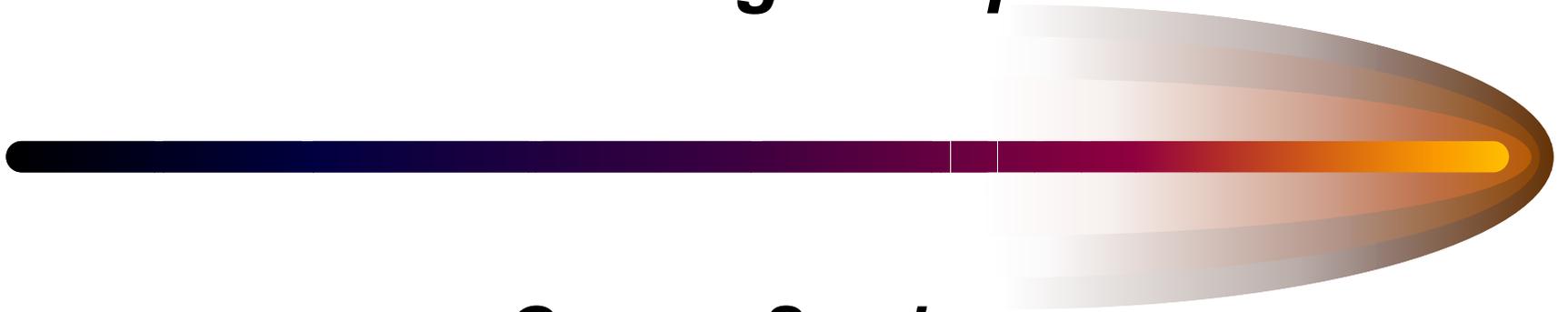


Locomotive Standards Working Group



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Locomotive Standards Working Group Report



- The Locomotive Standards Working Group's first meeting was May 8-10, 2006, in St. Louis, MO.
- The task as assigned by the full RSAC was to review 49 CFR 229 Locomotive Safety Standards and revise as needed.
- As part of the task, the working group was to consider Docket No. FRA-2004-18739, AAR's petition dated July 12, 2004, to not regulate sanders on locomotives.

Locomotive Standards Working Group Report



- The AAR's petition specified that the railroads did not intend to remove the sanders but would maintain the sanders on an as needed basis.
- AAR's position was that sanders do not provide a safety benefit and considers them to be an operational benefit assisting in traction effort.
- Not all members of the working group agreed with AAR's position and felt that the sanders did provide safety benefits.

Locomotive Standards Working Group Report



- The rule text in the Locomotive Safety Standards states, “Except for MU locomotives, each locomotive shall be equipped with operable sanders that deposit sand on each rail in front of the first power operated wheel set in the direction of movement.”
- The working group discussed the sander requirements in an effort to reach consensus within the group on the need to maintain a Federal requirement for locomotive sanders₄

Locomotive Standards Working Group Report



- Consensus was reached to add additional text to the sander requirement, which would allow the railroads some leeway to maintain sanders on locomotives as follows:
- All locomotives will have operating sanders at initial terminal.

Locomotive Standards Working Group Report



➤ Road Locomotives

- Triggers for *lead* locomotives when sanders become inoperative enroute after departure from initial terminal:

 - Drop dead (14 days)

 - Placed in a facility with a sand delivery system

 - Periodic inspection

- Triggers for *trailing* locomotives when sanders become inoperative enroute after departure from initial terminal:

 - Initial terminal

 - Placed in a facility with a sand delivery system

 - Periodic inspection

Locomotive Standards Working Group Report



- There was some discussion on switch locomotives. The group did not reach consensus but will provide time for additional discussion during a conference call scheduled June 27, 2006.
- FRA introduced a list of items it would like to see included as part of the working group deliberations. For example:

Locomotive Standards Working Group Report



1. Review all locomotive waivers, electronic air brakes, and pilot height.
2. Review locomotive technical bulletins for rule clarification, AC locomotive with cut out traction motor, and testing of AC amp meters.
3. Locomotive electronics provide language similar to Part 238.105, hardware software safety.
4. Look at requiring alerters.
5. Eliminate expired provisions.