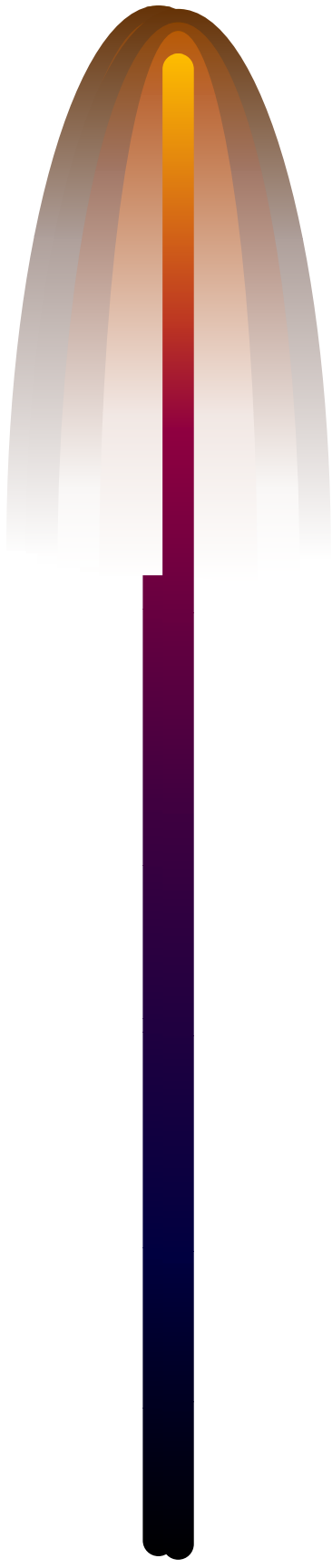



# ***Emergency Preparedness Task Force***



***Railroad Safety Advisory Committee***

*February 22, 2006*

# *Notice of Proposed Rulemaking*



- Status:
  - Being reviewed within FRA
  - Designated significant by OMB
  - Anticipated publication summer 2006




# Removable Windows / Panels in Vestibule Doors

# *Removable Windows / Panels in Vestibule Doors*



- To provide access to side and end frame door exits in *new* passenger cars
- End doors are preferred means of emergency exit
  - Allow occupants to remain onboard, if it is safe to do so
- End doors are likely to be the preferred exit route from cars that have rolled onto their sides

# *Removable Windows / Panels in Vestibule Doors (continued)*



- Ease of Operability
  - Designed to permit “rapid and easy” removal from either face, without use of a tool or other implement
- Dimensions
  - 23 in. horizontally X ~28 in. vertically, pending manufacturer verification of feasibility
- Markings and Instructions
  - Same as emergency window exits
- Inspection
  - Test representative sample every 184 days

# *Removable Windows / Panels in Vestibule Doors (continued)*

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- Powered Bi-Parting Doors
  - Manual override feature
  - Door retention mechanism (e.g., ratchet and pawl or sprag)
  - Markings and Instructions
    - Same as for removable panels/windows
  - Inspection
    - Test representative sample every 184 days

# *Removable Windows / Panels in Vestibule Doors (continued)*

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- Outstanding Issues
  - Location: In lower half of the door, to the extent possible
  - Applicability to interior vestibule / cab compartment doors due to potential security implications
- Under Consideration
  - Removable windows / panels in end-frame doors



# Emergency Lighting



# *Emergency Lighting*



- Goal
  - Well protected emergency power supply
- Status
  - New equipment: TF recommended revision to APTA Emergency Lighting Standard to include requirement for independent power source
  - Existing equipment: TF monitoring Amtrak experience with “disaster” lighting system



# Incorporation by Reference of APTA PRESS Standards

# *APTA Standards*



- Emergency Lighting
  - Existing equipment compliant by 2015 or when conveyed / transferred / leased
  - New equipment w/ independent power source
- Low-Location Exit Path Markings
  - Need implementation schedule (some larger railroads need more time)
  - Need to address certain exceptions for breaks in the path (e.g., steps, ADA seating)

# *APTA Standards*



- Emergency Signage for Egress/Access
  - Non-HPPL signs no longer grandfathered
  - Doors
    - New equipment: HPPLX or electrically powered with an independent power source
    - Existing equipment: HPPL or electrically powered
      - Electrically powered with an independent power source after 5 years



Questions?



## Backup Slides

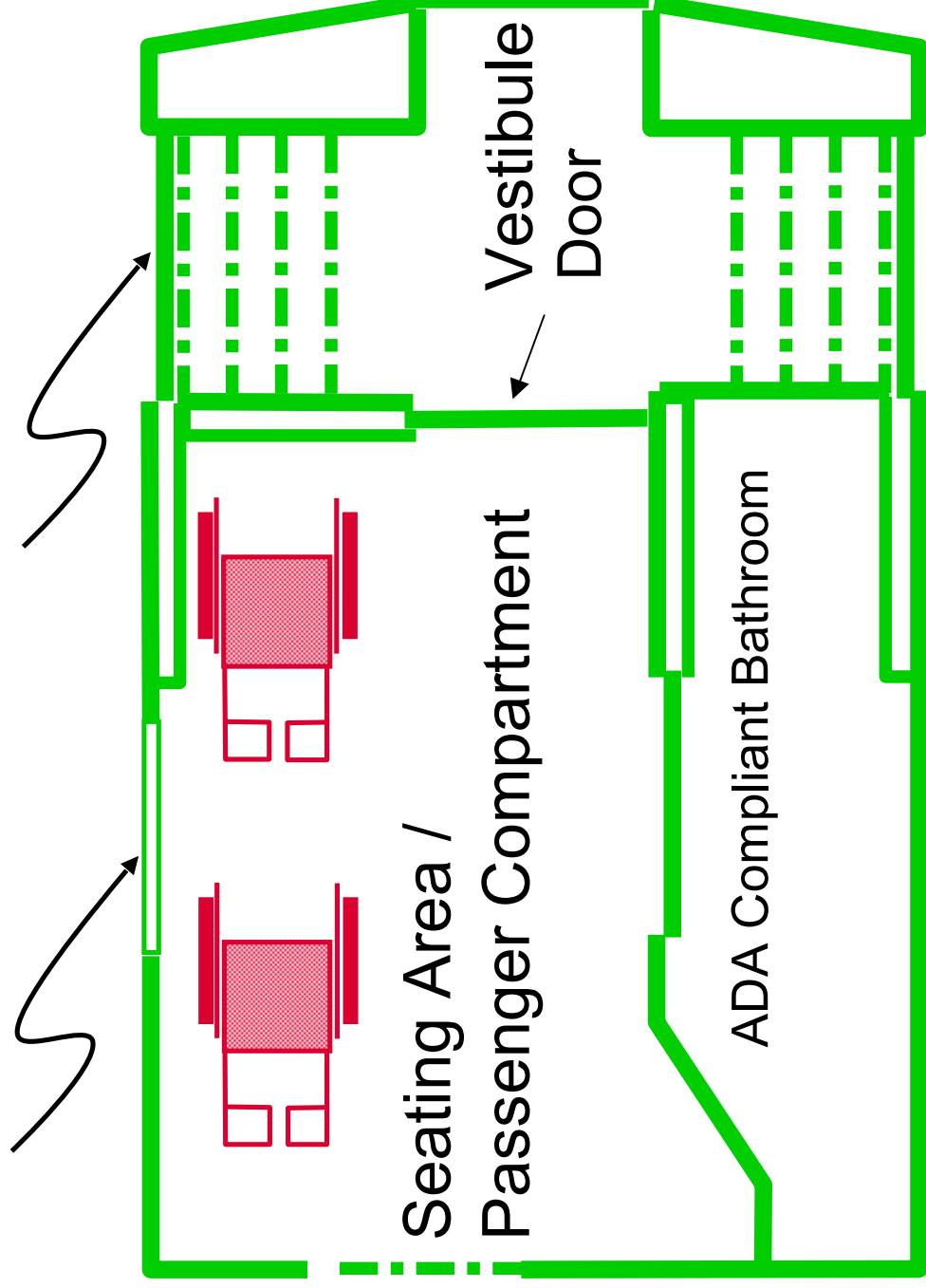
# *New Definitions*



- Seating area means an area of a passenger car that normally contains passenger seating.
- Passenger compartment means an area of a passenger car that consists of a seating area and any vestibule that is connected to the seating area by an open passageway.

Rescue Access and Emergency  
Egress Window

Pocket Door

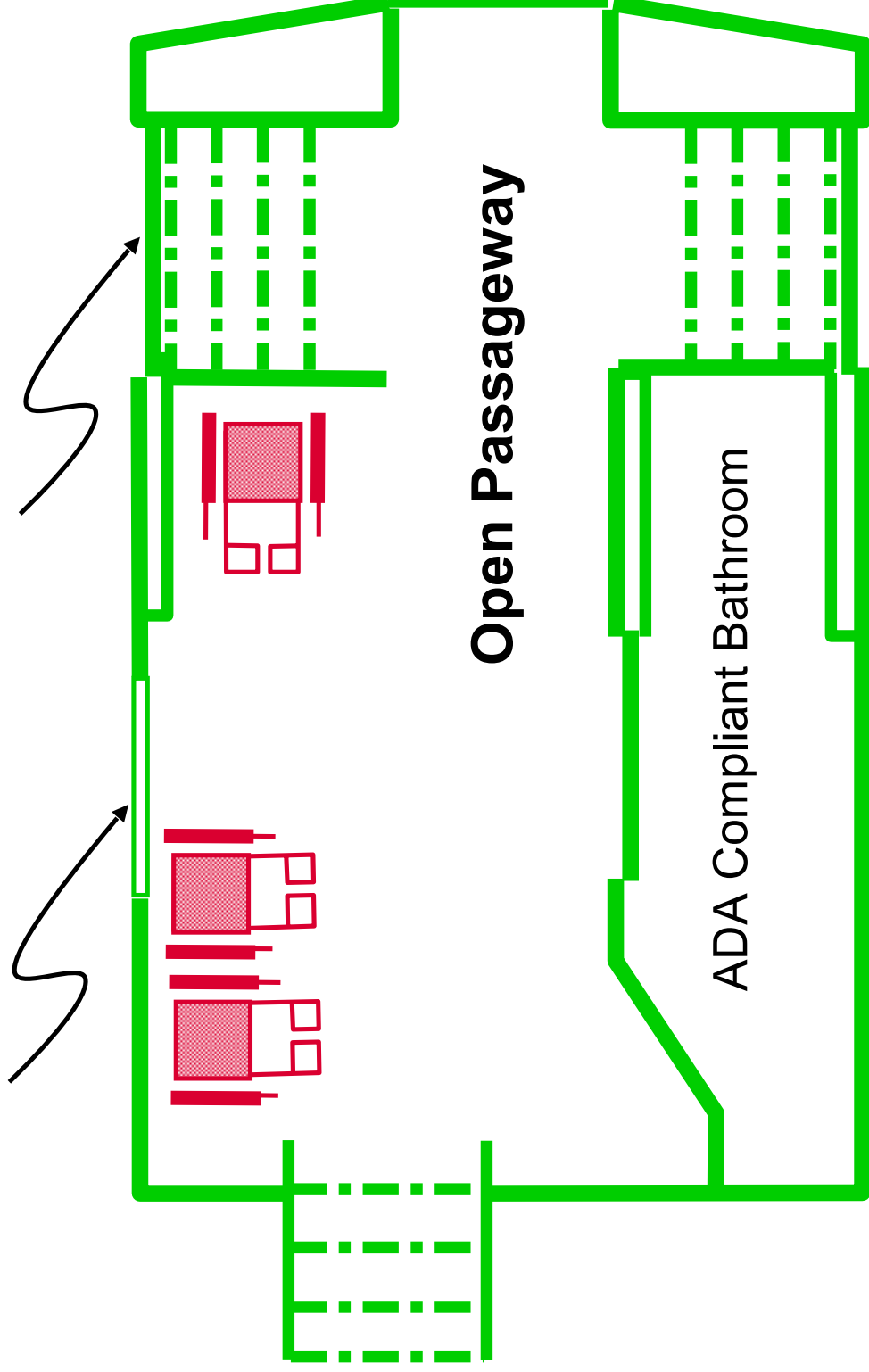


**Example of intermediate level in which the vestibule  
is NOT in the passenger compartment**



Rescue Access and Emergency  
Egress Window

Pocket Side Door



**Example of intermediate level in which the vestibule is in the passenger compartment**

# Recap: Progress Table

Issue	Agreement in Principle	Rule Text
Emergency Window Exits	Y	Y
Rescue Access Windows	Y	Y
Emergency Roof Access	Y	Y
PA / Intercom Systems	Y	Y
APTA Lighting Standard	Y	N
APTA Signage Standard	Y	N
APTA LLEPM Standard	Y	N

# *Progress Table (continued)*

Issue	Research Ongoing	Agreement in Principle
Removable Panels in Passageway Doors	Y for end frame doors	N for end frame doors
	N for interior doors	Y for interior doors
Emergency Lighting Independent Power Source	Y	Y, for new equipment
Rescue Access Window Zip-Strips	Y	N