

PASSENGER SAFETY WORKING GROUP UPDATE to the
27th Meeting of the RSAC MAIN BODY
Washington Plaza Hotel
Washington D.C.
October 11, 2005

PASSENGER SAFETY TRACK VEHICLE INTERACTION TASK FORCE



By John J Mardente, Task Force Leader,
(Track Safety Specialist, FRA)

Items still under Task Force consideration as of August 24, 2005

ITEM G1-1: Wheel Flange Angle

ITEM G1-2: Wheel Conicity APTA PRESS

ITEM G1-3: Truck Equalization

ITEM G2 – Qualification and Testing Requirements

(*tied to Item G5-1*; draft language being crafted for next Task Force meeting- involves also rewriting 213.333 VTI Limits)

ITEM G3-1: CFR 213/ 238 Language Consolidation

Language drafted and accepted by Task Force

ITEM G3-2 – Revision of Carbody and Truck Acceleration Criteria

(Partially Closed; Truck Acceleration value to be recommended at next Task Force meeting)

Items still under Task Force consideration as of August 24, 2005, cont'd

ITEM G3-3 - Net Axle Load

(Item closed; Recommendation accepted by Task Force)

ITEM G4 – Reconsider adequacy of track geometry limits
(Modeling continuing-recommendations possibly at next TF meeting)

ITEM G5-1 – Cant deficiency – Qualification Process
– Regulatory Language

(Cant Deficiency and resulting NAL is directly related to curve geometry;
TF has reached tentative consensus on some parts;
draft language being crafted for recommendation at next TF meeting)

ITEM G7 – Elimination of Class 9 Reference

(Item Closed; Draft Language accepted in Task Force meeting 04/07/05)

Next PSVTI Task Force Meeting is
in Washington, DC November 3-4,
2005.

END