

# ***General Mechanical Task Group***



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# *Task Group Report*



- The Task Group reached consensus on several of the assigned issues and drafted Regulatory Language.
- The Draft Regulatory Language was presented to the Working Group at the October 26, 2004, meeting at which time consensus was reached.
- That Draft Language which includes five items was provided to the full RSAC.

# Item 1, Make allowances for MU trains with redundant equipment



- MU air compressors were determined to be the redundant equipment APTA members were addressing in the request.
- The railroad and the brake manufacturers demonstrated the safety of the train is not compromised if, a pre-determined number of inoperative air compressors.
- Draft Language was provided for the full RSAC consideration[238.303(e)(17)].

# Item 1, Make allowances for MU trains with redundant equipment(Continued)



Prior to operating MU's discovered during exterior daily inspections with air compressors cut out, the railroad must develop and submit a plan that demonstrates that the safety of the train is not compromised, that crews are notified of the condition.

The MU's with defective air compressors may not continue beyond the next exterior daily inspection.

## Item II, Definitions [238.5]



- In the PESS final rule, FRA used the word actuator and defined it as a device directly actuated by the movement of the brake cylinder piston, the air brake manufactures use the actuator to define a specific part of the brake system which causes confusion, the recommendation is to use the words piston travel indicator in place of actuator in the rule and in the definition section.

## Item II, Definitions [238.5] (Continued)



- A new definition for Actuator is recommended, the definition associated with actuator would be “ a self contained brake system component that generates force to apply the brake shoe or brake pad to the wheel or disk. An actuator typically consists of a cylinder, piston, and piston rod.”

## Item III New Equipment Design [238.231(b)]



- Requires that passenger equipment delivered after September 9, 2002, an inspector be able to observe brake application and release of the brakes without placing themselves on, under or between equipment.
- Brake manufactures were unable to meet the requirement to equip bi-level passenger coaches in time.

## Item III New Equipment Design [238.231(b)] (Continued)



- A number of task group members questioned the reliability of devices mounted under the car.
- Consensus was reached to add an additional requirement to the Class 1 brake test on passenger cars manufactured after the September 9, 2002, date and fail to meet the requirement in 238.231(b).

# Item IV Additional Requirement Class 1 Brake Test [238.313(j)]



- Consensus was reached to add an additional requirement to the Class 1 brake for passenger cars that fail to meet the requirement in 238.231(b).
- These cars are required to receive an additional undercarriage inspection by a QMP not less often than every 5 in-service days, over a pit or on a raised track.

## Item V Hydrostatic pressure testing on air tanks, in initial manufacturing (229.31)



- Use of water for pressure testing of air reservoirs contaminates the interior.
- Pneumatic testing of the reservoir allows easier repair and better coating during the manufacturing process.
- Consensus on draft language was reached within the task group and is being provided to the working group.

# Open Item, Baggage car standards

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- Issue was brought to the working group by UTU and concerns the condition of Amtrak baggage & express cars.
  - UTU and Amtrak worked together to develop a standard for periodic inspection and testing, of Amtrak's baggage car fleet.
  - The daily inspection of baggage cars remains an open issue for the Mechanical Task Group.