



AAR SAFETY APPLIANCE PETITION

Railroad Safety Advisory Committee
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BACKGROUND

- ◆ **February 2002: AAR meeting with FRA MP&E Staff Director**
- ◆ **March 2002: Equipment Engineering Committee Task Force commissioned**
- ◆ **January 2004: Labor Organizations & Transport Canada invited to participate**
- ◆ **June 9, 2004: Industry Comments solicited on Draft AAR Standard S-2044: *Requirements for Freight Car Safety Appliances***
- ◆ **March 28, 2006: AAR Petition to Amend 49 CFR Sections 231.1, 231.27, and 231.28**



AAR SAFETY APPLIANCE TASK FORCE

- ◆ **American Railway Car Institute (ARCI): 6 Freight Car Manufacturers (including 1 Canadian builder)**
- ◆ **Federal Railroad Administration: MP&E Division staff**
- ◆ **Transport Canada**
- ◆ **AAR Equipment Engineering Committee: BNSF, CSX Transportation, NS, TTX Company**
- ◆ **Rail Labor: Brotherhood of Locomotive Engineers & Trainmen, Transport Workers Union of America, United Transportation Union**



AAR Standard S-2044

- ◆ **Goal: Restate in more contemporary terms the requirements of the FRA Safety Appliance Standards**
- ◆ **Goal: Address car types not covered in 49 CFR Part 231 (e.g.; double stack cars, spine cars, multi-level, center beam cars, coil steel gondolas)**
- ◆ **Add to AAR Manual of Standards & Recommended Practices Section C: CAR CONSTRUCTION FUNDAMENTALS & DETAILS**
- ◆ **Would be *mandatory* for new freight cars**



AAR Standard S-2044

- ◆ **2 main parts:**

 - Base standard common to all car types**

 - Series of Appendices for individual car types (box, covered hopper & bulkhead flat cars *completed*)**

- ◆ **Eliminates vertical side handholds on Bulkhead Flat Cars (including center beam) & *requires* 4 horizontal handholds**
- ◆ **Target: January 1, 2007**



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- ◆ Amend portions of 49 CFR 231 to be consistent with S-2044
- ◆ Clarify & in some cases go beyond Part 231 to enhance safety
- ◆ End platform centering: center between the end handholds rather than each end of car; maximum 7 ¾" distance; smaller gaps = enhanced safety
- ◆ Sill Steps: tread length & location 2" limit between outboard vertical leg & outboard clearance of lowest handhold vs 11"
- ◆ Sill Steps: AAR 12" minimum tread length, FRA 10" minimum preferably 12"; AAR would eliminate 10" option



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- ◆ **End & Side Handholds:** locate relative to each other vs sides & ends of car
- ◆ **AAR defines clear length:** handhold “feet” not included; relationship between end platform handholds & end handholds is what is important
- ◆ **Painting Cars > 16’10” ATR:** allow reflectorized *material* in addition to reflectorized paint; more difficult to obtain & there are better alternatives available
- ◆ **Paint:** Allow 80% or substantially covered vs 100%: application difficulty over some surfaces, wear, obscuring; performance-based



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