

Federal Railroad Administration

State Program Managers Motive Power & Equipment Division Overview

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- Role of the MP&E Division
- Division Overview
- Regulatory Updates
- National Safety Program Plan
- Special Challenges
- Future Direction
- Improving State Program
- Questions

- Provide support to all 8 FRA Regional Administrators, railroads, and NTSB by investigating accidents and equipment failures with the goal of precluding future occurrences
- Develop new safety regulations, and update of current ones, to reflect changes in the industry
 - Study new technologies as applied to the railroad industry and assess safety implications to railroads, employees and general public

- Working with Regional Offices/State Inspectors for interpretations of the CFR and Compliance Manual
- Work with Chief Counsel and RSAC to develop or modify regulations
- Provide support to freight and passenger railroads by processing waiver petitions, Special Approvals, and letters of enforcement discretion for movement of damaged equipment for repair, testing (new), or dismantling (OTM)

- The Locomotive Inspection Act was passed by Congress concerned over the ever-increasing rate of serious injury and death on the nation's railroads in the early 1900's
- The first Federal statute addressing steam locomotives was the Ash Pan Act passed by Congress on May 30, 1908
 - The Act described how the ash pans were to be attached to the steam boiler and that they were to be maintained in a safe suitable condition for service
 - Chief Inspector, Division of Locomotive Inspection, July 1, 1911

Historical Background

- In his annual message to Congress in 1910, President Taft noted the need for regulation of locomotives
- The Locomotive Boiler Inspection Act became effective on July 1, 1911
- Over the decades since then, the Boiler Inspection Act has evolved into the Locomotive Inspection Act as it currently exists

- Areas of Responsibilities
 - Freight Cars:
 - Structures, cars, car components, wheels, axles, and bearings
 - Coupler and truck castings, and reflectorization
 - Locomotives:
 - Crashworthiness, wheels, axles, and bearings
 - Safety Appliances
 - End-of-Train Devices
 - Wayside Detector Technology, wheel/rail interface, truck/train dynamics
 - ECP Brakes, Helper Link
 - RSAC Team support

- Areas of Responsibilities
 - Passenger locomotive and car structural design, high-speed passenger qualification testing, ACELA program manager, heritage passenger equipment
 - Airbrake testing, Braking Systems
 - Glazing, Blue Signal
 - Locomotive Technology and Inspections
 - Fire Safety
 - Over-age freight equipment
 - MP&E Compliance Manual
 - Everything else related

- Locomotive Safety Rule
 - The Final Rule was published and the implementation date was June 8, 2012
- Vehicle/Track Interaction (VTI) Rule
 - The MP&E Division supported the Track and Passenger Divisions for the development of a revised Subpart G of 49 CFR Part 213
 - The Final Rule was published on March 13, 2013

- Securement
 - FRA issued Emergency Order 28 on August 2, 2013, following a reexamination of its securement regulations in light of the July 6, 2013, derailment in Lac-Mégantic, Quebec, Canada.
 - An NPRM regarding securement is pending shortly
- Glazing
 - FRA proposes to revise/clarify existing regulations related to the use of glazing materials in locomotives, passenger cars, and cabooses
 - This would also clarify the application of the regulations to antiquated equipment and to the end locations of all equipment to provide more certainty and more narrowly address FRA's safety concerns
 - FRA is also proposing to clarify the definition of passenger car
 - Update the rule by removing certain compliance dates and stenciling requirements that are no longer necessary

- The MP&E Division works closely with Regions 1 and 2 regarding the ACELA Inspection, Testing and Maintenance (ITM) Plan implementation and mechanical safety oversight
- MP&E continues to work with the Passenger Rail Division and Amtrak to implement the proposed increase of the ACELA maximum speed from 135/150 mph to 160 mph on sections of the NEC
 - There are equipment and inspection/maintenance challenges to overcome

- The MP&E Division continues to provide safety oversight for freight railroads
 - Headquarters reviews the safety statistics and holds periodic reviews with Class I railroads to better understand the railroad mechanical department's implementation of safety programs
- MP&E will continue to work with Class I freight and Amtrak to reduce the number of mechanically-caused derailments and incidents

Special Challenges

- Getting credit for the dog that doesn't bark...
- The overall rate of Mechanically Caused accidents has continued to decline over the past 15 years
- This year's data is slightly higher than last year's, but the trend is still downward
- The challenge is that all the low-hanging fruit has been picked
 - FRA and State Inspectors will be finding fewer visible defects during routine inspections

- Working with railroads and manufacturers to understand new technologies being introduced into railroad equipment
- Begin looking into electronic wayside detectors installed by railroads to help reduce the accident rate

Improving State Program

Region	Federal MPE Inspectors	State MPE Inspectors	Total MPE Inspectors
1	7	3	10
2	13	8	21
3	13	2	15
4	13	0	13
5	10	3	13
6	9	1	10
7	7	9	16
8	7	4	11
Total	79	30	109

Improving State Program

Region	State	# of MPE inspectors
1	NY	3
2	MD	1
2	OH	1
2	PA	2
2	VA	2
2	WV	2
3	FL	1
3	NC	1
4		0
5	TX	3
6	NE	1
7	AZ	1
7	CA	7
7	NV	1
8	MT	1
8	OR	1

Questions?