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ASSOCIATION OF AMERICAN  
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October 21, 2004

CIRCULAR LETTER  
(c-9930)

Subject: Additional Approved Advanced Technology Safety Initiative (ATSI) Rule  
Changes  
TO MEMBERS AND PRIVATE CAR OWNERS

File Number: AC-2324

On September 7, 2004, Circular Letter c-9912 was issued identifying those ATSI rule changes that became effective on October 1, 2004 and those changes that were still under consideration. On August 17, 2004, Circular Letter c-9903 was issued to solicit comments on the proposed Field Manual Appendix F-Wheel Impact Load Detector Calibration and Validation. The comments received in reply to c-9912 were evaluated by both the Wheels, Axles, Bearings and Lubrication (WABL) and Arbitration and Rules Committees in early October.

The comments that were received focused on the proposed length of time, 3 years, between static calibration as well as the need to publish the calibration procedure. Other comments suggested that Appendix F should specify which remedial actions are to be taken when WILD sites do not meet validation requirements. The actions taken first by WABL and followed up by the Arbitration and Rules Committee are as reflected in the attached document. To accommodate the reference to Appendix F, Rule 41.A.1.r.(1) was first revised editorially and is included in the attachment. The change to Rule 41 is shown in bold and underlined in the attachment. It is important to note that Appendix F itself was revised based on certain comments received. Those revisions are shown in both bold characters and underlined in the revised Appendix F included in the document.

With respect to the other "Changes still under consideration for the 2005 Office and Field Manuals of the Interchange Rules", no action was taken to progress the specific Rule 41 changes and associated billing requirements at the October meeting.

The change to Rule 41.A.1.r.(1) and the addition of new Appendix F become effective on January 1, 2005 and will be included in the 2005 Field Manual of the Interchange Rules.



Appendixf-COMMENTS TO CALBIRATION STANDAR

Sincerely,

Thomas Stahura

**Approved 41.A.1.r.(1):** Detected by a wheel impact load detector reading 90,000 pounds (90 kips) or greater for a single wheel. The detector used must have been calibrated per manufacturer's instructions. The detector must reliably measure peak impacts and must provide a printable record of such measurements. Device calibration records must be maintained. Wheels with condemnable slid flat spots are handling line responsibility and must not be billed otherwise. **[Note that this is as was published in c-9912 on September 7, 2004.]**

**Revised 41.A.1.r.(1):** Detected by a wheel impact load detector reading 90,000 pounds (90 kips) or greater for a single wheel. The detector used must meet the calibration and validation requirements of Appendix F. The detector must reliably measure peak impacts and must provide a printable record of such measurements. Device calibration records must be maintained. Wheels with condemnable slid flat spots are handling line responsibility and must not be billed otherwise. **[Note that this was approved at the October, 2004 meeting of the Arbitration and Rules Committee.]**

### **Proposed Appendix F Wheel Impact Load Detector Calibration and Validation Requirements**

#### **A. Calibration Requirements**

1. Static calibration must be done in accordance with the manufacturer's procedures at installation and, at a minimum, once every three years thereafter.
2. The calibration procedure will be stored with the calibration record.

#### **B. Validation Requirements**

##### 1. Individual Train Data Validation

The average vertical weight for all wheels measured must be calculated for each active circuit. The range (maximum-minimum) of these average weights for a rail must be less than 15 kips for any train set containing 50 or more axles. If the range is greater than 15 kips, then data from that rail does not meet the validation requirements.

##### 2. Minimum Functionality

Wheel impact load detectors must be maintained such that each rail has at least 70% of the circuits active. If less than 70% of the circuits are active on a rail, then the data from that rail does not meet the validation requirements.

#### **C. Data Requirements**

The range of average weight variation for each rail of each train must be provided with the train data set. The percent of active circuits per rail must be provided with the train data set.

**[Note: That this is as was published in c-9903 on August 17, 2004.]**

**Revised Appendix F**  
**Wheel Impact Load Detector Calibration and Validation Requirements**

**A. Calibration Requirements**

1. Static calibration must be done in accordance with the manufacturer's procedures at installation and, at a minimum, once every three years thereafter.
2. The calibration procedure by the OEM will be stored with the calibration record.
3. **Calibration records will be made available upon request from InterRISS.**

**B. Validation Requirements**

1. Individual Train Data Validation

The average vertical weight for all wheels measured must be calculated for each active circuit. The range (maximum-minimum) of these average weights for a rail must be less than 15 kips for any train set containing 50 or more axles. If the range is greater than 15 kips, then data from that rail does not meet the validation requirements **and will not be utilized.**

2. Minimum Functionality

Wheel impact load detectors must be maintained such that each rail has at least 70% of the circuits active. If less than 70% of the circuits are active on a rail, then the data from that rail does not meet the validation requirements **and will not be utilized.**

**C. Data Requirements**

The range of average weight variation for each rail of each train must be provided with the train data set. The percent of active circuits per rail must be provided with the train data set.

**[Note that this was as approved at the October 2004 meeting of the Arbitration and Rules Committee.]**