

Increased Safety Through Reflectorization

Reflectorization of rail cars is aimed at reducing collisions at uncontrolled railway crossings, especially at night. Using research data, regulators established a colour and pattern of marking aimed at reducing these collisions.

U.S. Final Rule Since the last edition of *On track!*, which provided a reflectorization update, the U.S. Department of Transport has published its Final Rule. The rule requires that all types of rail cars and locomotives be equipped with specified reflective marks. The marking layout for various car types is specified.

The Final Rule provides a schedule based on air brake testing and an alternative schedule that requires owners to equip their fleets on a ten-percent-per-year basis over a ten-year program. Completion reporting is required annually, following the second year. Procor will use the ten-percent-per-year schedule to minimize the disruption that the other schedule would cause.

Canadian Outlook Transport Canada has directed the Canadian railways to establish a new Canadian standard for reflectorization. We believe that the new Canadian requirement will conform closely to the new U.S. Final

Rule. Although Canadian regulations have required reflective markings for many years, the new reflectors will provide more reflected light and longer serviceable life.

Procor Cars with Reflective Markings Procor has been applying reflective markings to new cars on a voluntary basis since March 2004 and later to cars repainted. The U.S. Final Rule recognizes existing reflective markings. Cars with existing reflective markings using reflective material that meets the new standard are grandfathered and are deemed to meet the requirements until 2015.

Proposed AAR Rule 66 It is also noteworthy that the AAR has proposed new AAR Rule 66 aimed at implementing the requirements of the U.S. Final Rule on reflectorization.