

**Use and Maintenance
of
Event Recorders
by
Rail Transit Systems**

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Topics of Discussion

- Differences between railroads and rail transit system
- Quick Survey of use of event recorders by rail transit systems
- APTA Recommended Practice for On-Board Recording Equipment Inspection & Maintenance

Differences Between Railroads and Rail Transit Systems

- Railroads regulated by FRA--Event Recorders are required
- Rail Transit Systems regulated by states--Event Recorders generally not required
- Rail Transit Systems elect to install event recorders based on economics
- What to record often based on maintenance needs not accident investigation

Quick Survey of use of Event Recorders by Rail Transit Systems

Transit System	Used in Past	Will Buy with New Equipment	Maintenance
MTA New York	Some	Yes	Rely on Self Test Voted for APTA
CTA Chicago	No	Yes to IEEE 1482	No History Voted for APTA
BART San Francisco	No	Probably	No History Voted for APTA
WMATA Washington DC	130 of 886 cars	Yes	Rely on Self Test
Niagara Frontier Buffalo	No		No History Voted for APTA
PATCO New Jersey	No	Yes	No History Voted for APTA
Tri-Met Portland	Yes	Yes	PM at 40k miles APTA

APTA Recommended Practice for On-Board Recording Equipment Inspection & Maintenance

- Covers data, voice and video recorders
- Recommendations for data recorders:
 - Check wheel diameter for speed calculation
 - Verify and calibrate date/time
 - Download all channels using OEM procedures
 - Verify all recorded parameters within tolerance
 - Fix anything found wrong

APTA Recommended On-Board Recording Equipment Inspection & Maintenance Intervals

Recorder Type	Analog Tape	Solid State
Data	60 Days	180 Days
Voice	60 Days	180 Days
Video	60 Days	180 Days

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