



September 19, 1995

Dear Private Car Owner;

The National Transportation Safety Board has made a recommendation to Amtrak regarding the continued use of tread braked passenger cars with rim stamped straight-plate wheels. Refer to enclosed NTSB Document R-95-3. Amtrak's own fleet of cars no longer contain rim stamped wheels. Amtrak has received permission to continue to use these wheels, but only under the conditions set forth in this letter.

To comply with the NTSB request, Amtrak will require the following:

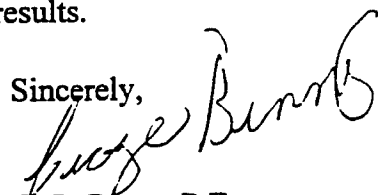
- ◇ All private car owners/operators, regardless of wheel type, will fill out the enclosed document PC- 1B which requires:
 - Type of brakes on car, (i.e. tread brake, disc brake).
 - Location of rim stamped straight-plate wheels.
 - Results of Dye Penetrant test on tread braked - rim stamped wheels.
- ◇ A dye penetrant test to be performed on all tread braked passenger cars with rim stamped straight-plate wheels as a supplement of the next PC-1 yearly inspection. Refer to form PC-1B. Any crack found in the rim stamped area shall cause the wheel to be condemned. This information must be furnished before your next move after November 1, 1995 and annually with your PC-1 thereafter, or Amtrak will decline movement on our trains.
- ◇ No new applications of rim stamped wheels for wheel change out. This applies to all private cars regardless of brake type.
- ◇ After June 30, 2000, Amtrak will decline to move any tread braked passenger cars with rim stamped straight-plate wheels.

The liquid penetrant inspection using a visible dye is to be performed according to ASTM E 165-80. The results of the test shall be viewed by the Amtrak inspector as part of the yearly inspection.

Private Car Owner / Operator
September 19, 1995
Page 2

Amtrak will allow the use of private passenger cars with tread braked, rim stamped straight-plate wheels provided the above inspections are performed and documentation submitted. Upon receipt of this letter, all yearly inspections for tread braked passenger cars with rim stamped straight-plate wheels will require die penetrant test results.

Sincerely,



G. P. Binns, P.E.
General Manager
Standards and Compliance
Engineering Mechanical
Service Center

Enclosures:

- ◇ NTSB Document R-95-3
- ◇ PC-1B: Dye Penetrant Test Results
- ◇ Illustration of Rim Stamped and Hub Stamped Wheel

cc: R. Quimby - NTSB
D. F. Sullivan
J. N. Michel
R. C. VanderClute
R. F. McGowan
G. T. Mescall
G. W. Jarboe
L. V. Shrbeny
P. L. Deverter (AAPRCO)