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**Monday, March 19, 2012**

**C-11639**

**Circular Letter**

**Subject: Implementation of Revisions to AAR MSRP SECTION C, CAR CONSTRUCTION FUNDAMENTALS AND DETAILS, Standard S-226, Running Boards, Walkways, Brake Steps, and End Platforms**

**To: MEMBERS AND PRIVATE CAR OWNERS**

**File Number: CC-265.42**

As a result of the pending implementation of AAR freight car safety appliance standard S-2044, revisions are required to some existing AAR standards, including Standard S-226, *Running Boards, Brake Steps, End Platforms, and Switching Steps other than Wood*. Proposed revisions to Manual of Standards and Recommended Practices (MSRP), Section C – Fundamentals and Details, Section C, CAR CONSTRUCTION FUNDAMENTALS AND DETAILS, Standard S-226 were submitted for comment with Circular Letters C-11407 dated March 23, 2011 and C-11543 dated October 25, 2011. As a result of the comments received, the AAR Safety Appliance Task Force made several changes to the proposed revisions. The revisions to S-226 include the following changes:

1. Since S-226 is located in a section of the MSRP that contains only freight car requirements, all references to locomotive switching steps have been removed. At the discretion of the Locomotive Committee, a separate standard for locomotive switching steps may be developed.
2. Since wood steps, platforms, and running boards are no longer used, references to "other than wood" have been removed.
3. The title of the standard has therefore been changed to read, *Running Boards, Walkways, Brake Steps, and End Platforms*.
4. So as to clarify the intent, references to "secondary tread surface" have been changed to read, "safety tread surface".
5. Several comments were received in response to Circular C-11407 regarding the distance from the edges of boards to raised surfaces providing traction. The ½ in. maximum distance (derived from the FRA's requirements for locomotive switching steps) was found to be incompatible with the manufacturing processes used to produce large numbers of running boards and end platforms. After consultations with ergonomics experts and running board manufacturers, the Safety Appliance Task Force developed a table of edge distance requirements for the various edges of different products.
6. Figures 7.1, 7.2 and 7.3 have been renumbered 5.1, 5.2, and 5.3, respectively.
7. The 3/8 in. to 2 in. maximum thickness range has been limited to brake steps and end platforms made to the standard dimensions of Figure 5.1. Running boards, tank car end platforms, and other walkways sometimes exceed 2 in. in thickness
8. The spacings between holes on 8 in. brake steps, end platforms, and their mounting brackets have been changed back to the original dimensions in S-226, rather than the dimensions proposed in Circular C-11407.
9. Figure 5.1 has been redrawn to make it more clear.

This revision to Standard S-226 is effective immediately and will be incorporated in the next issue of the Manual of Standards and Recommended Practices, Section C, CAR CONSTRUCTION FUNDAMENTALS AND DETAILS. In the interim, please insert the circular attachment in your copy of

MSRP Section C and be governed accordingly.

Any questions should be directed to David Cackovic, Chief Technical Standards and Inspections at TTCI at "[david\\_cackovic@aar.com](mailto:david_cackovic@aar.com)".

**Sincerely,**  
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**Attachments**

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