

Exhibit 19.

Proactively Employed Crashworthiness Initiative Measures / Actions - Implemented by SCRRA Subsequent to the Accident

Measures / Actions implemented by the organization include points as described in a presentation graphic (PowerPoint® slides; 5-total) utilized in a SCRRA Board Meeting [on] Mechanical Safety Equipment Update – Equipment Safety / Technology Improvements to describe the measures implemented¹⁵⁹.



¹⁵⁹ source: email dated Dec. 29, 2008 from the Party representative

Safety Improvements – Existing Car

- ▶ Wireless PA retrofit being examined
- ▶ Passenger Emergency Intercom (PEI) retrofit and communication upgrade under review
- ▶ Removal of triple seat in A-end for additional bike storage and compartmentalization
- ▶ Improved wheelchair restraint
- ▶ Emergency Windows staggered on Upper Level
- ▶ Emergency Window improvements installed on cars
- ▶ Improved table design being developed
- ▶ Push Back Coupler Retrofit
- ▶ Consist Make Up



Safety Improvements – New Car

- ▶ Wireless Public Address (PA) system
- ▶ Passenger Emergency Intercom (PEI)
- ▶ Removal of triple seat in A-end for additional bike storage and compartmentalization.
- ▶ Improved wheelchair restraint
- ▶ Emergency Windows staggered on Upper Level
- ▶ Door panels: both open under individual pulls
- ▶ Cab Car with rearward facing seats
- ▶ Trailer Car with theatre seating
- ▶ Higher seat backs with improved crashpads
- ▶ Armrests on aisle and center
- ▶ Bolted in Seat Cushion
- ▶ Frangible table design
- ▶ Push Back Couplers
- ▶ Consist Make Up



State of the Art - General

- ▶ SCRRRA has been involved in APTA Passenger Rail Equipment Safety Standards (PRESS) Task Force and FRA Railroad Safety Advisory Committee (RSAC) work for development of national standards and regulations and implemented safety improvements on their own initiative before they were mandated.
- ▶ Involvement has lead to standardization in equipment and system procedures which SCRRRA has actively participated.
- ▶ These groups have made more changes and improvements to standards and regulations over the past 10 years than in the prior 50 years before 49CFR238 was established.
- ▶ SCRRRA has supported research and development by donating equipment for applicable research.
- ▶ It is a dynamic group which has speeded up the process for relevant regulation and standards and continues to evolve for current day needs.



State of the Art

- ▶ Leading design of Carbody structure with CEM for Commuter Rail – moved forward using APTA workshop approach, technology applied before it may be required
- ▶ Worked with national groups on development of Passenger Emergency Intercom
- ▶ Safety on emergency windows and layouts
- ▶ Working with wireless PA program – implementing on cars
- ▶ Seat and Table research with Volpe Center
- ▶ Push Back Couplers applying to new and existing fleet



End of Exhibit