

Exhibit 9 – Addendum # 2.

Supplemental Engineering Drawings Describing Structural Elements of the Bombardier BiLevel Passenger Coach Railcar (Contract 214 Delivery Series)

To supplement the technical information content of the Crashworthiness Factual Report - Exhibit # 9, this Addendum provides additional engineering drawings of the Bombardier, Contract 214 (delivery) Series, BiLevel passenger coach railcar design, that address the End-, and Mid-car under-frame / centersill structure assembly elements of the design, which includes the following engineering drawings¹.

<u>Drawing Number</u>	<u>Title / Description²</u>
BL-229-0015-1	End Underframe Weldment, B-end
BL-239-0019-1	End Underframe Weldment, A-end Coach
BL-299-0024-1	Underframe Assembly, Coach [illustrating the B-end, and mid-car segments of the under-frame structure]
BL-299-0024-2	Underframe Assembly, Coach [illustrating the A-end, and mid-car segments of the under-frame structure]

Note – irrespective of the ‘disclosure / distribution restriction notation’ cited in the title block(s), the engineering drawings included in Exhibit # 9, and this Addendum, are approved by the equipment manufacturer (Bombardier) for publication as part of the Chatsworth Crashworthiness Working Group’s Factual Report.

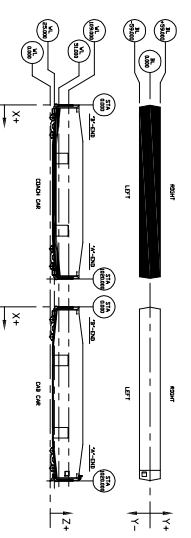
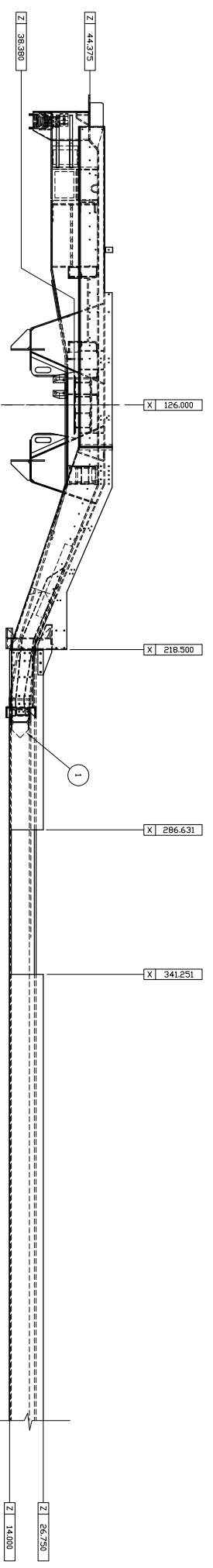
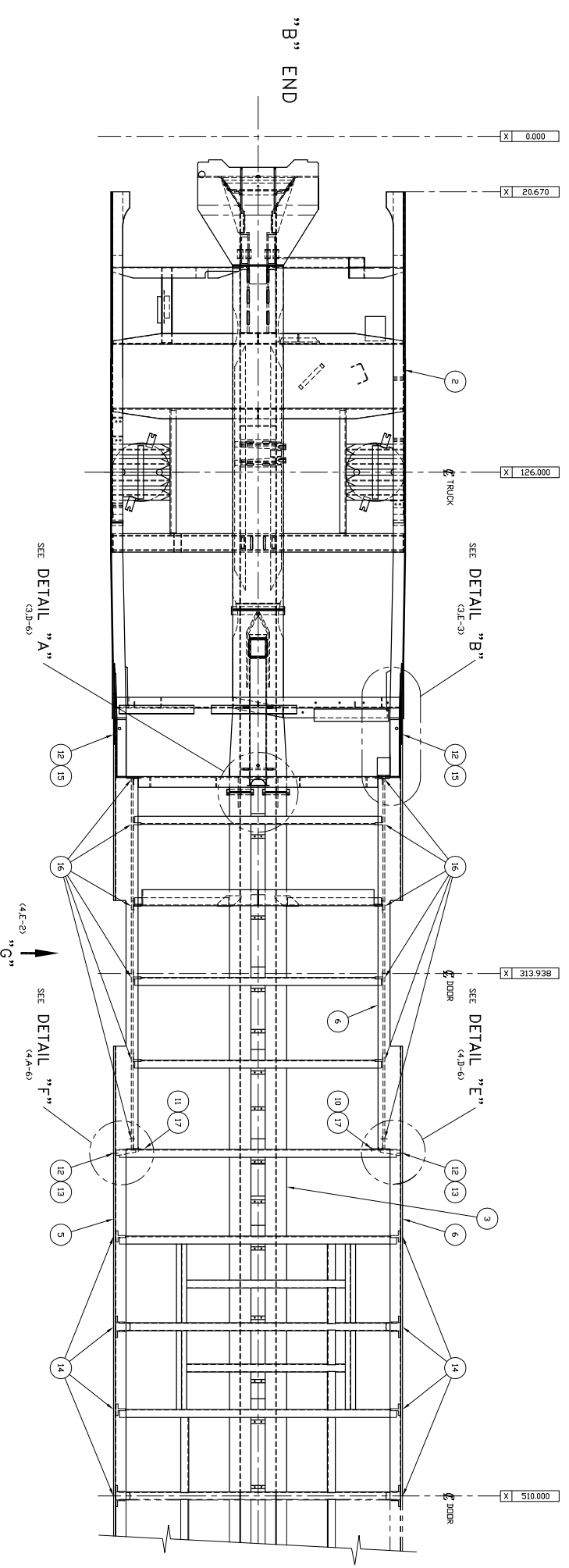
Addendum Report Date: May 8, 2009

Compiled by: Richard M. Downs, Jr. // s // May 8, 2009
Investigator / Crashworthiness – Working Group Chairperson

Supervisory review: Gerald D. Weeks, PhD. // s // May 20, 2009
Chief, Human Performance and Survival Factors Division

¹ the engineering drawings contained herein are as supplied to the Investigation by the equipment manufacturer [Bombardier], in which select technical information in these drawings has been redacted (removed) by the equipment manufacturer as a condition of publication of these drawings in the NTSB public docket [pursuant to the criteria under 49 CFR 831.6] (ref. email from the equipment manufacturer dated Apr. 27, 2009, et seq.).

² the four engineering drawings contained in this Exhibit Addendum are in a pdf format, which allows the reader to enlarge the individual drawing (images) for review clarity.



- NOTES:
- 1- ALL ENCLOSED AREAS TO BE SPRAYED WITH ITEM 20 PRIOR TO SPRAYING CLEAN OUT ALL METAL SHAVINGS AND DIRT. ITEM 20 SHALL BE APPLIED ON THE OUTSIDE OF THE I-BEAM WPS 105-5A.
 - 2- PRIOR TO JOINING, ALL ALUMINUM AND STEEL FAY SURFACES SHALL BE COATED WITH ITEM 18 AFTER HICK BOLTING, EXPOSED EDGES TO BE CLEANED AND SEALED WITH ITEM 19.
 - 3- INSTALL SHIMS ITEMS 23, 24, 25 OR 26 AS REQUIRED BETWEEN CROSSMEMBERS AND CENTRE SILLS TO A MAXIMUM THICKNESS OF 0.125 IN.

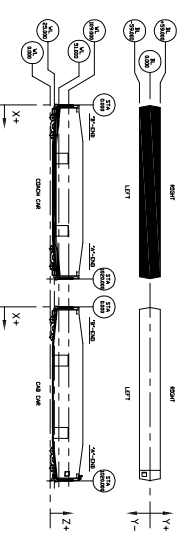
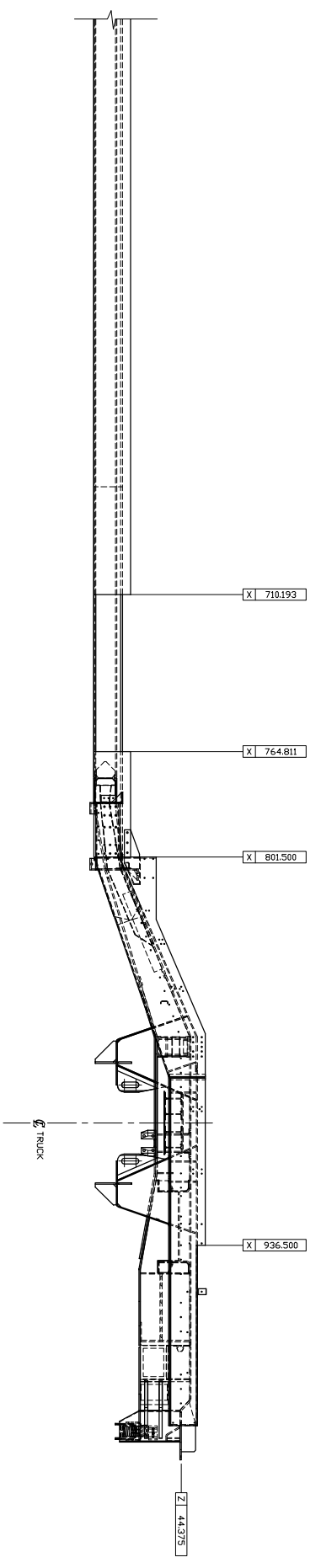
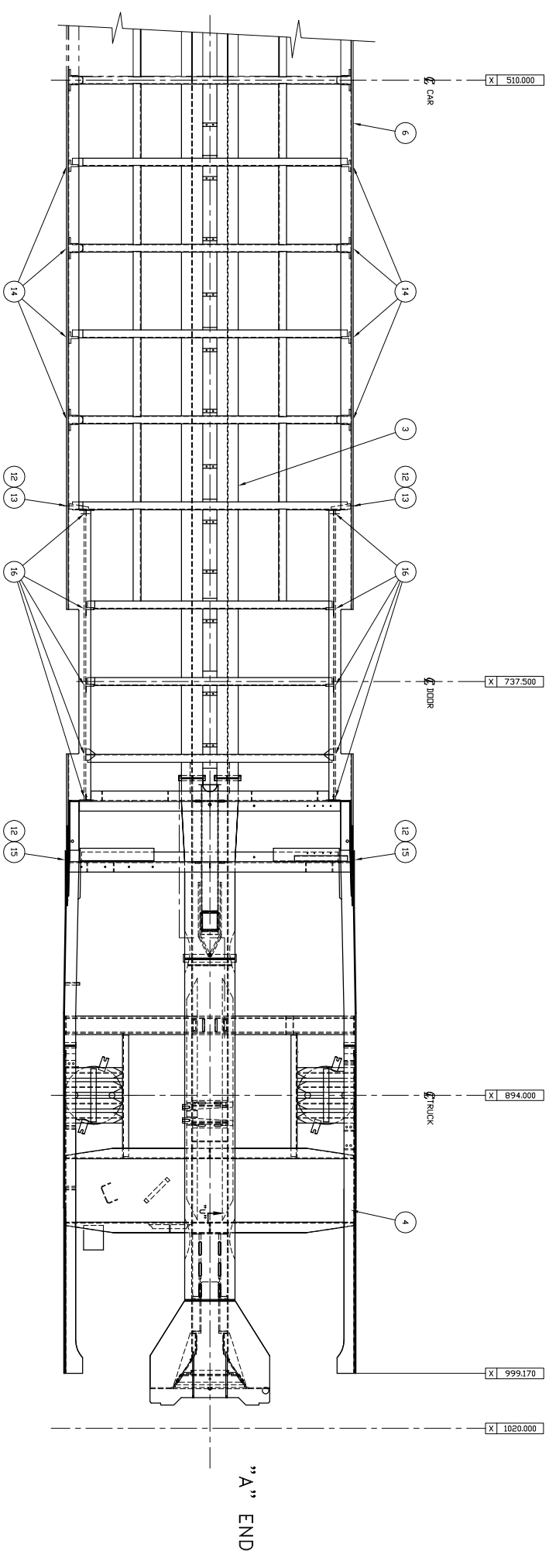
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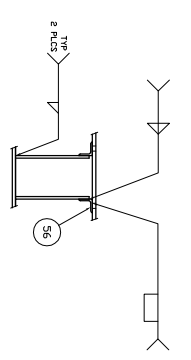
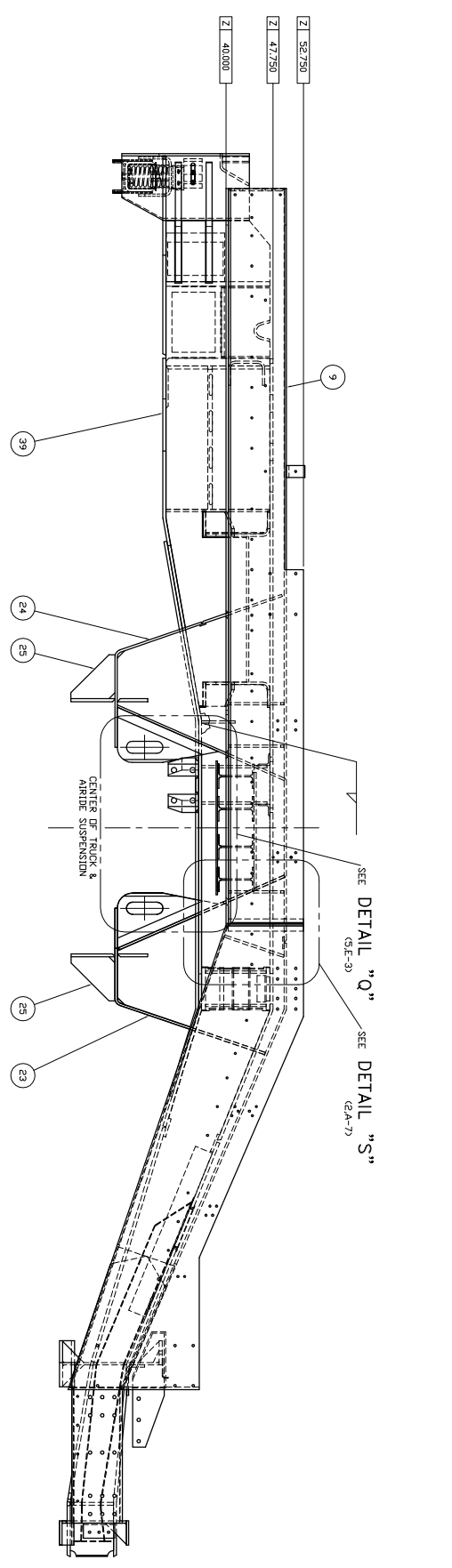
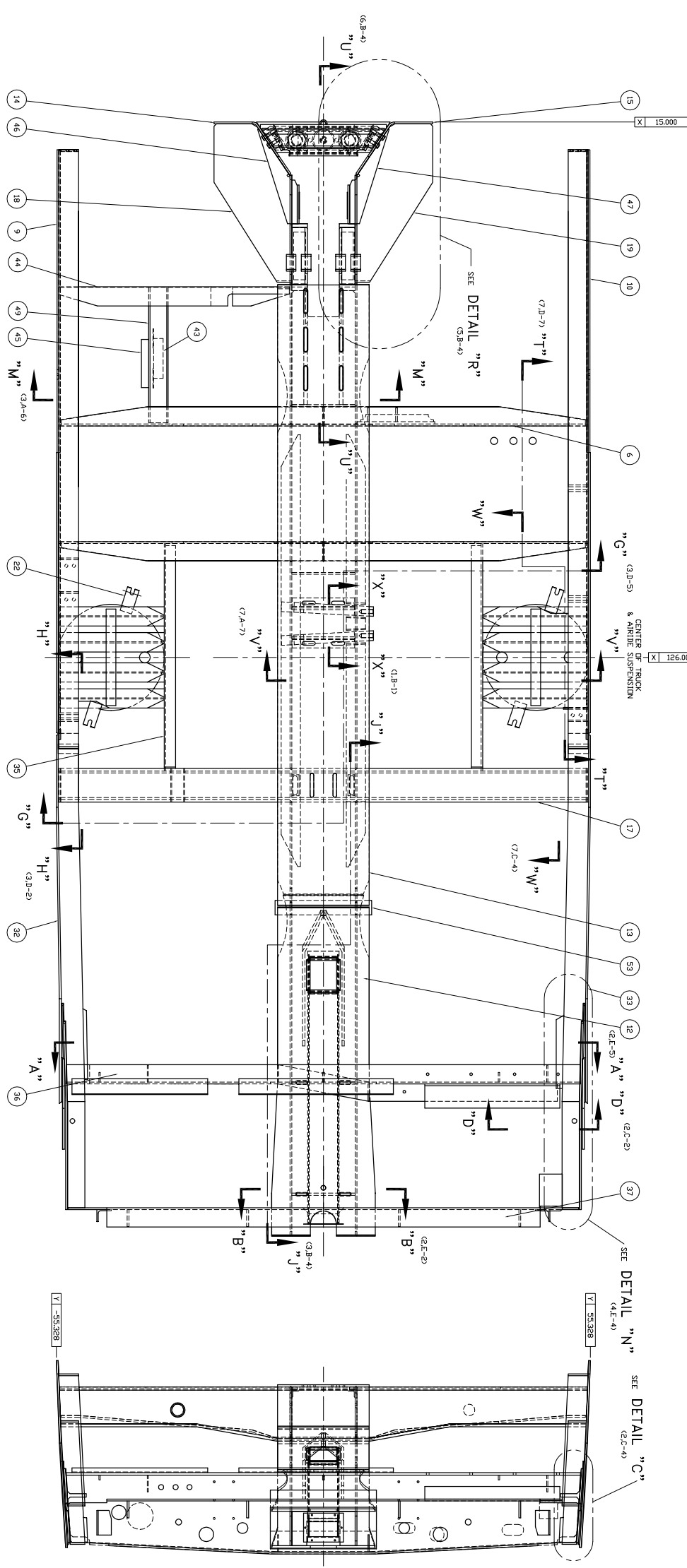
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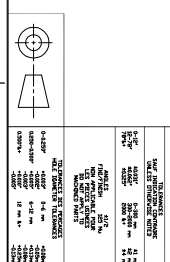


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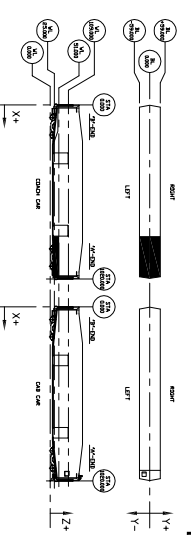
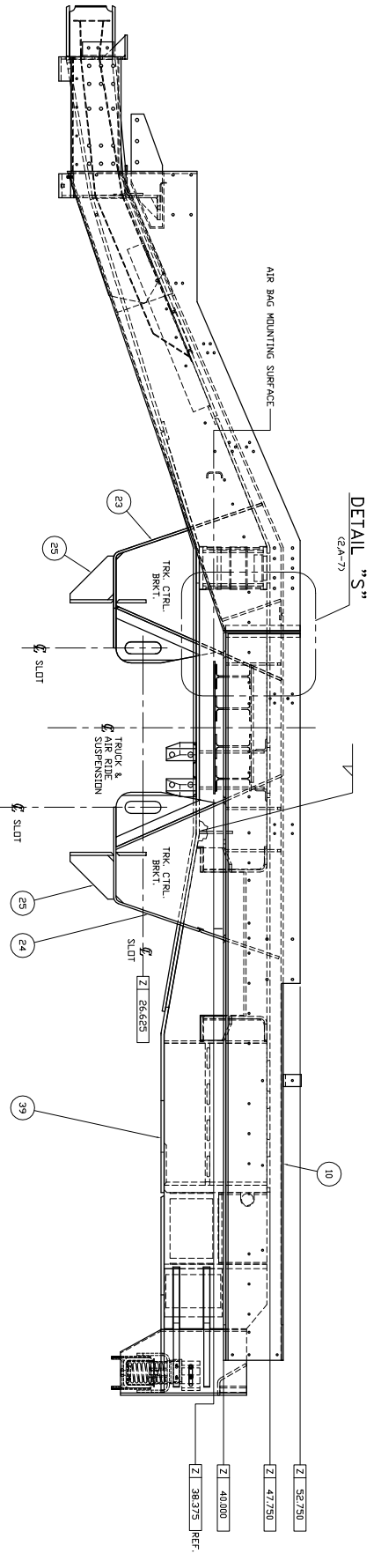
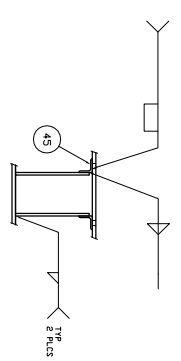
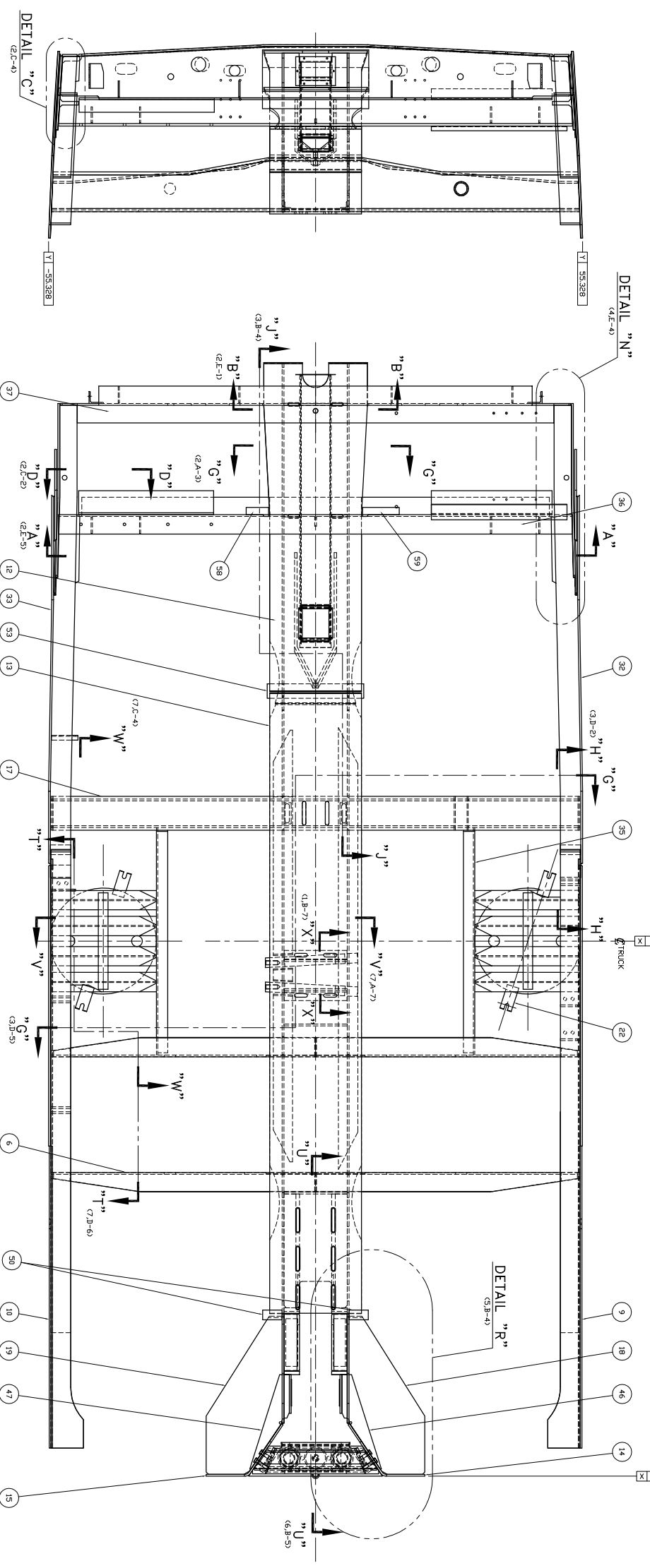
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