



Standard Guide for Fire Hazard Assessment of Rail Transportation Vehicles¹

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INTRODUCTION

The traditional approach to codes and standards is the specification of individual fire-test-response requirements for each material, component, or product that is found in a given environment and is deemed important to maintain satisfactory levels of fire safety. This practice has been in place for so long that it gives a significant level of comfort; manufacturers know what is required to comply with the specifications and specifiers simply apply the requirements. The implicit assumptions are not stated, but they are that the use of the prescribed requirements ensures an adequate level of safety. There is no need to impose any change on those manufacturers who supply safe systems meeting existing prescriptive requirements; however, as new materials, components, and products are developed, manufacturers, designers, and specifiers often desire the flexibility to choose how overall safety requirements are to be met. It is the responsibility of developers of alternative approaches to state explicitly the assumptions being made which result in a design having an equivalent level of safety. One way to generate explicit and valid assumptions is to use a performance-based approach, based on test methods that provide data in engineering units, suitable for use in fire safety engineering calculations, as this guide provides.

This fire hazard assessment guide focuses on rail transportation vehicles. Such a fire hazard assessment requires developing all crucial fire scenarios that must be considered and consideration of the effect of all contents and designs within the rail transportation vehicle, which will potentially affect the resulting fire hazard. The intention of this guide is that rail transportation vehicles be designed either by meeting all the requirements of the traditional prescriptive approach or by conducting a fire hazard assessment, that needs to provide adequate margins of error, in which a level of safety is obtained that is equal to or greater than the level of safety resulting from the traditional approach.

1. Scope

1.1 This is a guide to developing fire hazard assessments for rail transportation vehicles. It has been written to assist professionals, including fire safety engineers, who wish to assess the fire safety of rail transportation vehicles, during or after their design (see also 1.6). This guide is not in itself a fire hazard assessment nor does it provide acceptance criteria; thus, it cannot be used for regulation.

1.2 Hazard assessment is a process that results in an estimate of the potential severity of the fires that can develop under defined scenarios, once defined incidents have occurred. Hazard assessment does not address the likelihood of a fire occurring. Hazard assessment is based on the premise that an

ignition has occurred, consistent with a specified scenario, and that potential outcomes of the scenario can be reliably estimated.

1.3 Consistent with 1.2, this guide provides methods to evaluate whether particular rail passenger designs provide an equal or greater level of fire safety when compared to designs developed based on the traditional applicable fire-test-response characteristic approaches currently widely used in this industry. Such approaches have typically been based on prescriptive test methodologies. The following are examples of such lists of prescriptive tests: the requirements by the Federal Railroad Administration (FRA) (Table X1.1), the former guidelines of the FRA, the requirements of NFPA 130 (Table X3.1), and the recommended practices of the Federal Transit Administration (FTA). Selective use of parts of the methodology in this guide and of individual fire-test-response characteristics from Table X1.1 (or any other set of tests) does not satisfy the fire safety objectives of this guide or of the table. This guide shall be used in its entirety to develop a fire hazard assessment for rail transportation vehicles or to aid in the design of such vehicles.

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1.4 This guide includes and applies accepted and clearly defined fire safety engineering techniques and methods consistent with both existing, traditional prescriptive codes and standards and performance based fire codes and standards under development throughout the world.

1.5 This guide provides recommended methods to mitigate potential damage from fires in rail transportation vehicles, by assessing the comparative fire hazard of particular products, assemblies, systems or overall designs intended for use in rail transportation vehicles. Such methods could include changes to the materials, components, products, assemblies, or systems involved in the construction of the rail transportation vehicle or changes in the design features of the vehicle, including the number and location of automatically activated fire safety devices present (see 4.4.4 for further details).

1.6 This guide is intended, among other things, to be of assistance to personnel addressing issues associated with the following areas.

1.6.1 Design and specification of rail transportation vehicles.

1.6.2 Fabrication of rail transportation vehicles.

1.6.3 Supply of assemblies, subassemblies, and component materials, for use in rail transportation vehicles.

1.6.4 Operation of rail transportation vehicles.

1.6.5 Provision of a safe environment for all occupants of a rail transportation vehicle.

1.7 The techniques provided in this guide are based on specific assumptions in terms of rail transportation vehicle designs, construction and fire scenarios. These techniques can be used to provide a quantitative measure of the fire hazards from a specified set of fire conditions, involving specific materials, products, or assemblies. Such an assessment cannot be relied upon to predict the hazard of actual fires, which involve conditions, or vehicle designs, other than those assumed in the analysis. In particular, the fire hazard may be affected by the anticipated use pattern of the vehicle.

1.8 This guide can be used to analyze the estimated fire performance of the vehicle specified under defined specific fire scenarios. Under such scenarios, incidents will begin either inside or outside a vehicle, and ignition sources can involve vehicle equipment as well as other sources. The fire scenarios to be used are described in detail in Section 5.3.

1.8.1 Fires with more severe initiating conditions than those assumed in an analysis may pose more severe fire hazard than that calculated using the techniques provided in this guide. For this reason severe fire conditions must be considered as part of an array of fire scenarios.

1.9 This fire standard cannot be used to provide quantitative measures.

2. Referenced Documents

2.1 *ASTM Standards*:²

- [C1166 Test Method for Flame Propagation of Dense and Cellular Elastomeric Gaskets and Accessories](#)
- [D123 Terminology Relating to Textiles](#)
- [D2724 Test Methods for Bonded, Fused, and Laminated Apparel Fabrics](#)
- [D3574 Test Methods for Flexible Cellular Materials—Slab, Bonded, and Molded Urethane Foams](#)
- [D3675 Test Method for Surface Flammability of Flexible Cellular Materials Using a Radiant Heat Energy Source](#)
- [D5424 Test Method for Smoke Obscuration of Insulating Materials Contained in Electrical or Optical Fiber Cables When Burning in a Vertical Cable Tray Configuration](#)
- [D5537 Test Method for Heat Release, Flame Spread, Smoke Obscuration, and Mass Loss Testing of Insulating Materials Contained in Electrical or Optical Fiber Cables When Burning in a Vertical Cable Tray Configuration](#)
- [D6113 Test Method for Using a Cone Calorimeter to Determine Fire-Test-Response Characteristics of Insulating Materials Contained in Electrical or Optical Fiber Cables](#)
- [E119 Test Methods for Fire Tests of Building Construction and Materials](#)
- [E162 Test Method for Surface Flammability of Materials Using a Radiant Heat Energy Source](#)
- [E176 Terminology of Fire Standards](#)
- [E603 Guide for Room Fire Experiments](#)
- [E648 Test Method for Critical Radiant Flux of Floor-Covering Systems Using a Radiant Heat Energy Source](#)
- [E662 Test Method for Specific Optical Density of Smoke Generated by Solid Materials](#)
- [E906 Test Method for Heat and Visible Smoke Release Rates for Materials and Products Using a Thermopile Method](#)
- [E1321 Test Method for Determining Material Ignition and Flame Spread Properties](#)
- [E1354 Test Method for Heat and Visible Smoke Release Rates for Materials and Products Using an Oxygen Consumption Calorimeter](#)
- [E1355 Guide for Evaluating the Predictive Capability of Deterministic Fire Models](#)
- [E1472 Guide for Documenting Computer Software for Fire Models \(Withdrawn 2011\)³](#)
- [E1474 Test Method for Determining the Heat Release Rate of Upholstered Furniture and Mattress Components or Composites Using a Bench Scale Oxygen Consumption Calorimeter](#)
- [E1537 Test Method for Fire Testing of Upholstered Furniture](#)
- [E1546 Guide for Development of Fire-Hazard-Assessment Standards](#)
- [E1590 Test Method for Fire Testing of Mattresses](#)
- [E1591 Guide for Obtaining Data for Fire Growth Models](#)
- [E1623 Test Method for Determination of Fire and Thermal Parameters of Materials, Products, and Systems Using an Intermediate Scale Calorimeter \(ICAL\)](#)
- [E1740 Test Method for Determining the Heat Release Rate](#)

² For referenced ASTM standards, visit the ASTM website, www.astm.org, or contact ASTM Customer Service at service@astm.org. For *Annual Book of ASTM Standards* volume information, refer to the standard's Document Summary page on the ASTM website.

³ The last approved version of this historical standard is referenced on www.astm.org.

and Other Fire-Test-Response Characteristics of Wall Covering or Ceiling Covering Composites Using a Cone Calorimeter

F1534 Test Method for Determining Changes in Fire-Test-Response Characteristics of Cushioning Materials After Water Leaching

2.2 *NFPA Standards:*⁴

NFPA 70 National Electrical Code

NFPA 130 Standard for Fixed Guideway Transit Systems

NFPA 262 Standard Method of Test for Flame Travel and Smoke of Wires and Cables for Use in Air-Handling Spaces

NFPA 265 Standard Methods of Fire Tests for Evaluating Room Fire Growth Contribution of Textile Wall Coverings

NFPA 901 Uniform Coding for Fire Protection

2.3 *ISO Standards:*⁵

ISO 13943 Fire Safety: Vocabulary

ISO 4880 Burning Behaviour of Textiles and Textile Products

ISO 9705 Full Scale Room Fire Test for Surface Products

2.4 *Federal Aviation Administration Standards:*⁶

FAR 25.1359 Federal Aviation Administration 60° Bunsen Burner Test for Electric Wire

FAR 25.853 (a) Federal Aviation Administration Vertical Bunsen Burner Test

FAR 25.853 (c) Federal Aviation Administration Oil Burner Test for Seat Cushions

2.5 *Other Federal Standards:*⁷

Americans with Disabilities Act

FED STD 191A Textile Test Method 5830

2.6 *Underwriters Laboratories Standards:*⁸

UL 44: Standard for Safety for Thermoset-Insulated Wires and Cables

UL 83: Standard for Safety for Thermoplastic-Insulated Wires and Cables

UL 1581: Reference Standard for Electrical Wires, Cables, and Flexible Cords, 1080 (VW-1 (Vertical Wire) Flame Test)

UL 1581: Reference Standard for Electrical Wires, Cables, and Flexible Cords, 1160 Vertical Tray Flame Test

UL 1685: Standard Vertical Tray Fire Propagation and Smoke Release Test for Electrical and Optical Fiber Cables

UL 1975: Standard Fire Tests for Foamed Plastics Used for Decorative Purposes

2.7 *Canadian Standards Association Standards:*⁹

CSA Standard C22.2 No. 3, Test Methods for Electrical Wires and Cables, Vertical Flame Test—Cables in Cable Trays/FT4

2.8 *Institute of Electrical and Electronic Engineers Standards:*¹⁰

IEEE Standard 383, Standard for Type Tests of Class 1E Electric Cables, Field Splices, and Connections for Nuclear Power Generating Stations

2.9 *National Electrical Manufacturing Association Standards:*¹¹

NEMA WC 3/ICEA S-19, Rubber-Insulated Wire and Cable for the Transmission and Distribution of Electrical Energy

2.10 *CA Standards:*¹²

CA Technical Bulletin 129, Flammability Test Procedure for Mattresses for Use in Public Buildings

CA Technical Bulletin 133, Flammability Test Procedure for Seating Furniture for Use in Public Occupancies

2.11 *AATCC Standards:*¹³

Test Method 86 - 2005 Drycleaning: Durability of Applied Designs and Finishes

Test Method 124 - 2006 Appearance of Fabrics after Repeated Home Laundering

3. Terminology

3.1 *Definitions*—For terms related to fire used in this guide, refer to Terminology **E176** and ISO 13943. In case of conflict, the terminology in Terminology **E176** shall prevail. For terms relating to textiles used in this guide, refer to Terminology **D123** or to ISO 4880. In case of conflict, the terminology in Terminology **D123** shall prevail.

3.1.1 *fire-characteristic profile, n*—an array of fire-test-response characteristics, all measured using tests relevant to the same fire scenario, for a material, product, or assembly to address, collectively, the corresponding fire hazard. (See also *fire hazard*.)

3.1.1.1 *Discussion*—An array of fire-test response characteristics is a set of data relevant to the assessment of fire hazard in a particular fire scenario. In other words, all the fire tests used would have a demonstrated validity for the fire scenario in question, for example, by having comparable fire intensities. The fire-characteristic profile is intended as a collective guide to the potential fire hazard from a material, product, or assembly involved in a fire that could be represented by the laboratory test conditions.

3.1.2 *fire hazard, n*—the potential for harm associated with fire.

⁴ Available from the National Fire Protection Association (NFPA), 1 Batterymarch Park, Quincy, MA, 02269–9101.

⁵ Available from International Organization for Standardization (ISO), 1 rue de Varembe, Case postale 56, CH-1211, Geneva 20, Switzerland or American National Standards Institute (ANSI), 25 W. 43rd St., 4th Floor, New York, NY 10036.

⁶ Available from the Federal Aviation Administration, Technical Center, Atlantic City International Airport, Atlantic City, NJ 08405.

⁷ Available from General Services Administration, Specifications Activity, Printed Materials Supply Division, Building 197, Naval Weapons Plant, Washington, DC 20407.

⁸ Available from Underwriters Laboratories, Inc., 333 Pfingsten Rd., Northbrook, IL 60062.

⁹ Available from the Canadian Standards Associations, 178 Rexdale Blvd., Rexdale, Ontario, Canada M9W 1R3.

¹⁰ Available from the Institute of Electrical and Electronic Engineers, Inc., 345 East 47th Street, New York, NY 10017.

¹¹ Available from National Electrical Manufacturers Association, 1300 North 17th St., Ste 1847, Rosslyn, VA 22209.

¹² Available from California Bureau of Home Furnishings and Thermal Insulation, State of California, Department of Consumer Affairs, 3485 Orange Grove Avenue, North Highlands, CA 95660–5595.

¹³ Available from American Association of Textile Chemists and Colorists (AATCC), One Davis Dr., P.O. Box 12215, Research Triangle Park, NC 27709-2215.

3.1.2.1 *Discussion*—A fire may pose one or more types of hazard to people, animals, or property. These hazards are associated with the environment and with a number of fire-test-response characteristics of materials, products, or assemblies including but not limited to ease of ignition, flame spread, rate of heat release, smoke generation and obscuration, toxicity of combustion products, and ease of extinguishment (see Terminology E176).

3.1.3 *fire performance, n*—response of a material, product, or assembly in a particular fire, other than in a fire test involving controlled conditions (different from fire-test-response characteristics, q.v.).

3.1.3.1 *Discussion*—The ASTM policy on fire standards distinguishes between the response of materials, products, or assemblies to heat and flame “under controlled conditions,” which is fire-test-response characteristic, and “under actual fire conditions,” which is fire performance. Fire performance depends on the occasion or environment and may not be measurable. In view of the limited availability of fire-performance data, the response to one or more fire tests, approximately recognized as representing end-use conditions, is generally used as a predictor of the fire performance of a material, product, or assembly (see Terminology E176).

3.1.4 *fire scenario, n*—a detailed description of conditions, including environmental, of one or more of the stages from before ignition to the completion of combustion in an actual fire, or in a full scale simulation.

3.1.4.1 *Discussion*—The conditions describing a fire scenario, or a group of fire scenarios, are those required for the testing, analysis, or assessment that is of interest. Typically they are those conditions that can create significant variation in the results. The degree of detail necessary will depend upon the intended use of the fire scenario. Environmental conditions may be included in a scenario definition but are not required in all cases. Fire scenarios often define conditions in the early stages of a fire while allowing analysis to calculate conditions in later stages (see Terminology E176).

3.1.5 *flashover, n*—the rapid transition to a state of total surface involvement in a fire of combustible materials within an enclosure.

3.1.5.1 *Discussion*—Flashover occurs when the surface temperatures of an enclosure and its contents rise, producing combustible gases and vapors, and the enclosure heat flux becomes sufficient to heat these gases and vapors to their ignition temperatures. This commonly occurs when the upper layer temperature reaches 600°C or when the radiant heat flux at the floor reaches 20 kW/m² (see Terminology E176).

3.1.6 *heat release rate, n*—the heat evolved from the specimen, per unit of time.

3.1.7 *smoke, n*—the airborne solid and liquid particulates and gases evolved when a material undergoes pyrolysis or combustion (see Terminology E176).

3.2 *Definitions of Terms Specific to This Standard:*

3.2.1 *product, n*—material, component, or complete end-use product, in use in rail transportation vehicles.

4. Significance and Use

4.1 This guide is intended for use by those undertaking the development of fire hazard assessments for rail transportation vehicles and products contained within rail transportation vehicles.

4.2 This guide provides information on an approach to develop a fire hazard assessment, but fixed procedures are not established. Any limitations in the availability of data, of appropriate test procedures, of adequate fire models, or in the advancement of scientific knowledge, will place significant constraints upon the procedure for the assessment of fire hazard.

4.3 A fire hazard assessment developed following this guide must specify all steps required to determine fire hazard measures for which safety thresholds or pass/fail criteria can be meaningfully set by responsible authorities. It is preferred that such exercises have input from various sources.

4.4 *Outcomes: Use and Application.* A fire hazard assessment developed as a result of using this guide should be able to assess a new product being considered for use in a certain rail transportation vehicle and reach one of the conclusions listed in 4.4.1 – 4.4.4.

4.4.1 *New Product Safer than Product Currently in Use.* The new product is safer, in terms of predicted fire performance, than the one in established use. In this case, the new product is desirable, from the point of view of fire safety.

4.4.2 *New Product Equivalent in Safety to Product Currently in Use.* There is no difference between the predicted fire safety of the new product and of the one in established use. In this case, use of the new product provides neither advantage nor disadvantage, from the point of view of fire safety.

4.4.3 *New Product Less Safe than Product Currently in Use.* The new product is less safe, in terms of predicted fire performance, than the one in established use. In this case, a direct substitution of products would provide a lower level of safety and the new product would be undesirable, and should not be used, from the point of view of fire safety, without other compensatory changes being made.

4.4.3.1 *New Product Different in Safety to Product Currently in Use.* A new product that is less safe, in terms of predicted fire performance, can nevertheless be made acceptable if, and only if, it is part of a complete, comprehensive, fire safety design for the rail transportation vehicle. Such redesign of the vehicle should include other features such as use of an alternative layout or increased use of automatic fire protection systems, that demonstrably produce the same or better safety for the complete design. In such cases, a more in-depth fire hazard assessment would have to be conducted to ensure that the entire design achieves the safety goals, and the new product would be acceptable only as part of the larger, approved design.

4.4.4 The new product could offer some safety advantages and some safety disadvantages over the item in established use. An example of such an outcome could be increased smoke obscuration with decreased heat release. In such cases, a more in-depth fire hazard assessment would have to be conducted to ensure that the advantages outweigh the disadvantages, and the

resulting overall level of safety is no less than that provided by the traditional approach (see [Table X1.1](#) and [Appendix X1](#)).

4.5 Following the analysis described in 4.4, a fire hazard assessment developed following this guide would reach a conclusion regarding the desirability of the new product studied. It is essential for the results of the assessment to lead to a design that is at least as safe as the one being replaced.

5. Procedure

5.1 Fire Safety Objectives

5.1.1 The primary fire safety objective is to ensure the safe (unharmed) evacuation of all occupants of a rail transportation vehicle in the event of a fire.

5.1.1.1 This is achieved if the time required, in the event of a fire, to evacuate the vehicle is less than the time for the fire to create untenable conditions, preferably for the fire not to create conditions that cause harm to people, whenever possible, in the passenger compartment. The evacuation time includes the time required for the occupants to reach, or be transported, to a safe location and notification time.

5.1.1.2 The time to untenability shall be the shortest time until untenable conditions are created for any occupant starting at any location within the vehicle or along the evacuation path.

5.1.1.3 If the fire scenario involves a vehicular accident, then the assessment shall assume evacuation is achieved through rescue by emergency personnel. The fire hazard assessment needs to recognize that the accident may take place in an area (or at a time) when such rescue is difficult. Examples of conditions of difficult access are tunnels, bridges, remote locations, and unfavorable weather.

5.1.1.4 Tenability is assessed on the basis of fire effects on the occupants, including both direct effects, such as heat, toxic gases, or oxygen deprivation, and indirect effects, such as reduced visibility due to smoke obscuration. A tenable environment, therefore, will prevent loss of life and reduce the likelihood of harm, including nonfatal injury to individuals.

(1) Levels of tenability should be set by the developer of the fire hazard assessment generated from using this guide or by the specific.

NOTE 1—Investigations of the tenability in a fire scenario have shown the maximum temperatures which human beings can withstand (1-3),¹⁴ the maximum convected heat humans can tolerate (4), the heat flux required to blister or burn skin (5-8), the restrictions to escape imposed by smoke obscuration (9, 10), the effects of the primary toxic gases (11-16), the overall effects of smoke toxicity (17-20) and various ways to combine one or more of these effects (4, 21 and 22).

(2) If no levels of tenability are chosen, the default tenability criteria should be the values specified in the documentation for HAZARD (21, 22)

5.1.2 A secondary fire safety objective is to prevent flash-over inside the rail transportation vehicle.

5.1.3 The user shall consider inclusion of a third fire safety objective, which is to maintain a safe working environment for safety personnel, including fire fighters.

¹⁴ The boldface numbers in parentheses refer to the list of references at the end of this standard.

5.2 Considerations of Design Factors in Calculations for Estimates of Fire Hazard

5.2.1 The issue of design of products or entire rail transportation vehicles can have significant impact on fire safety. Design specifications can be used as input into the calculation methods of a fire hazard assessment; however, for design specifications to be useful, they cannot be expressed in vague terms but must be expressed as either numerical values or as other instructions, for example, equations compatible with the fire hazard assessment calculation method used.

5.2.1.1 Once expressed as numerical or other specific values, design specifications are a source for input variables for fire hazard assessment. For example, design specifications will include specification of the materials or components to be used in the vehicle compartment linings, including ceilings, walls, and floors. The calculations required to assess whether flash-over will be prevented in the vehicle (an objective specified in 5.1.2) will require heat absorption parameters for the compartment linings. These heat absorption parameters will not be identical to the design specifications for the compartment lining materials but will be derivable from these specifications by reference to data from established test methods. Because this guide does not specify the models as calculation methods to be used, it follows that it cannot list the input variables that will be required or the appropriate procedures to use in deriving those input variables from design specifications.

5.2.1.2 A fire hazard assessment is an evaluation of a complete design that addresses certain fire safety objectives; therefore, the design specifications used must address and include all relevant products and design features used, including those specified by conventional prescriptive practices. A fire hazard assessment of a retrofit, rebuild, or repair cannot be limited to the parts of the design being changed. Rather, a fire hazard assessment of a retrofit carried out according to the practices presented in this guide must address the resulting car, including contents, in its entirety.

5.2.1.3 This guide does not address minor changes to vehicles designed using components or materials that are defined originally by property lists, such as those described in 5.7.8. In such cases, the techniques presented in this guide will have less applicability and may present fewer, if any, economic benefits than continuing the use of the lists described in 5.7.8.

5.2.2 In connection with this guide, the term “design” refers both to the general arrangement of the vehicle (for example, size, location of doors and windows, the nature of emergency exits, the number and configuration of levels and compartments) and to the materials, components, and products used to fabricate the vehicle. The development of such designs often involves decisions that include tradeoffs and ad-hoc benefit analyses and is a traditional approach.

5.2.2.1 An example of such a decision are trade-offs considered between using traditional glazing materials, which are not combustible but have high mass and low impact resistance. The use of these materials may compromise passenger and staff security, due to the hazard of projectiles. An alternative, to address hazards posed by projectiles to noncombustible, but friable, glazing is the use of more impact resistant materials, which are combustible.

NOTE 2—The use of plastic glazing materials with high impact resistance is a common practice in the transportation industry and has been since the 1970s.

5.2.3 Design specifications for products, components, and materials will include fire-test-performance characteristics. **Appendix X5** provides a list of test methods from which the test methods to be used should be chosen. **Appendix X1** and **Tables X1.1 and X2.1 (23, 24)** provide alternative test methods, based on the requirements of the Federal Railroad Administration (FRA), which generate fire-test-response characteristics, albeit ones that cannot be used for fire safety engineering calculations.

5.2.3.1 The test methods in **Table X1.1** are those needed to measure the fire-test-response characteristics required by the FRA (23). Similar recommendations or guidelines had been issued earlier by the FRA (24, 25), the Federal Transit Administration (FTA) (26) and Amtrak (27). They have also been summarized in research by the National Institute for Standards and Technology (28). The requirements issued by the National Fire Protection Association (NFPA 130) in 2001 are shown in **Table X3.1**.

(1) The choice of any test method is nonmandatory, and the developer of a fire hazard assessment will need to provide evidence of its validity for use in testing of rail transportation system components or composites (see also 5.7.7.1). Design and quality control of component materials critically affects the precision of composite fire test results; therefore, manufacturers should ensure consistency in the fire performance of components which are assessed as part of a composite system, preferably by testing the components.

(2) Note that testing of individual materials does not indicate the potential effects of antagonistic or synergistic fire behavior of materials found for some combinations.

5.2.3.2 The test methods referenced in **Appendix X5** have been designed to yield results in fire safety engineering units, which are appropriate for fire hazard assessment, and measure heat release rate, which has been demonstrated to be an essential component of fire hazard assessment (29, 30).

5.2.3.3 It is likely that design specifications of any finished product with different component materials will not be available normally (from the suppliers of the individual materials or components that go into them) in a form suitable for application of fire hazard assessment. Manufacturers of such products normally cannot be expected to have developed data on characteristics that are not part of existing sets of requirements or recommendations for their products. Similarly, suppliers of individual materials cannot be expected to identify or provide materials, components, or products, based exclusively on the kinds of design specifications required for fire hazard assessment; therefore, suppliers of such products may require the translation of the performance specifications into conventional specifications for the individual materials. A prescriptive approach to achieve fire safety objectives should always exist as an alternative. In the case of rail transportation vehicles, such an approach would be through use of the traditional methods as exemplified by the requirements in **Table X1.1** and **Appendix X1** or in **Table X3.1** and **Appendix X3**. The hazard assessment approach becomes an option available to those manufacturers

who prefer to seek alternative means of achieving acceptable levels of fire safety inside rail transportation vehicles.

5.3 Fire Scenarios

5.3.1 Fire Scenario 1 is a fire that originates within the rail transportation vehicle.

5.3.1.1 Any one of the Type 1 fire scenarios (where the fire starts inside the rail transportation vehicle) becomes more severe if the fire occurs when the rail transportation vehicle is in a location where escape and rescue is particularly difficult, for example a tunnel (see also 5.4.2).

5.3.1.2 Moreover any of the Type 1 fire scenarios becomes more severe if the vehicle is in motion between stations, at the maximum distance from any station. Note, however, that in fire scenario 1f the fire starts only after the vehicle has become stationary.

5.3.1.3 Fire Scenario 1a, specified as the highest-challenge likely scenario of this type (see also 5.4.2), begins as an incendiary ignition involving the use of accelerants and prior damage exposing the fillings of the two upholstered seats nearest the point of ignition (see also **Appendix X3**).

5.3.1.4 Fire Scenario 1b, specified as one of the most common scenarios, is a trash fire that begins under a seat assembly and spreads to that seat assembly, in a passenger compartment, within the rail transportation vehicle.

5.3.1.5 If cooking is permitted on any passenger vehicle, an additional fire scenario, to be called Scenario 1c, also must be assessed. Fire Scenario 1c is a cooking fire originating at the cooking equipment and involving initial ignition of cooking fuel, if equipment is gas-fueled, or cooking oil, if equipment is not gas-fueled.

5.3.1.6 If there are one or more vehicles provided for overnight sleeping, Fire Scenario 1d also must be assessed, where Fire Scenario 1d is a small open-flame ignition of bedding in an unoccupied bed in a vehicle, with other beds occupied by sleeping people.

5.3.1.7 If there are one or more vehicles provided for cargo (or cargo storage space is provided within a passenger vehicle), Fire Scenario 1e also must be assessed, where Fire Scenario 1e consists of small open-flame ignition of a combustible, for example trash, in a fully-filled cargo vehicle. The assumed fuel load shall be the maximum allowed, including the highest quality of hazardous materials possible under the planned operating procedures. Openings connecting the cargo vehicle to an assumed adjacent passenger vehicle shall be assumed to be open to the maximum degree permitted by the design.

5.3.1.8 If the rail transportation vehicle overturns and then catches on fire, Scenario 1f, it is possible that different considerations apply as a function of the way the vehicle ends up. If it remains in its normal orientation, the earlier scenarios apply, but if it falls on its side or if it turns around completely, to end up upside down, they represent different scenarios. In both cases, fire begins while the vehicle is stationary between stations, at the maximum distance between stations.

5.3.2 Fire Scenario 2 is a fire that originates outside the rail transportation vehicle, penetrates the rail transportation vehicle, and endangers the evacuation route from the vehicle through the spread of flames or smoke into the evacuation route.

5.3.2.1 Any one of the Type 2 fire scenarios (where the fire starts outside the rail transportation vehicle) becomes more severe if the fire occurs when the rail transportation vehicle is in a tunnel, at a point maximally distant from a place of safe refuge (see also 5.4.2).

5.3.2.2 Fire Scenario 2a, specified as the highest-challenge likely scenario of this type, begins with ignition of a fuel spill following a collision in which there are survivors. Fire begins in a tunnel, where the vehicle has stopped due to the collision. Evacuation is to a place of safe refuge.

5.3.2.3 If the vehicles are individually electrically powered, Fire Scenario 2b must be assessed, where Fire Scenario 2b is an electrical fire that causes the vehicle to stop in a tunnel. The interruption of electrical power also affects operation of the vehicle doors, in accordance with the vehicle's design. The point of origin is assumed to be whatever point in the electrical system will lead to the fastest spread of smoke and toxic gases to the vehicle interior. Evacuation is to a place of safe refuge.

5.3.2.4 Fire Scenario 2c, where a trash fire occurs outside the rail transportation vehicle is more frequent than Fire Scenario 2a but Fire Scenario 2a is likely to be more severe.

5.3.3 The specification of fire scenarios included in this section assumes that other fire scenarios either are less severe, and therefore, will lead to achievement of fire safety objectives if the design achieves the objectives for the specified fire scenarios, or are sufficiently unlikely that they need not be considered as part of the overall fire hazard assessment, although they may be considered individually.

5.3.3.1 The fire scenarios that are appropriate for a certain rail system may not be adequate for a different rail system. Additional or different fire scenarios may be needed in certain cases.

5.4 *Additional Model Assumptions*

5.4.1 Occupancy of the rail transportation vehicle and any other relevant occupiable spaces, such as the station platform (or any other place of safe refuge) to which occupants may move to evacuate, shall be set for analysis purposes so as to pose the greatest challenge to the fire safety objectives. A logical assumption would be occupancy to capacity and a mix of occupants of different abilities, where some will have various physical or mental disabilities, and capabilities, for example, some will be assumed to be impaired by alcohol, or drugs, or by age-related limitations.

5.4.1.1 Assumptions regarding numbers and abilities of disabled persons shall incorporate relevant provisions of the Americans with Disabilities Act.⁷

5.4.1.2 Assumptions regarding age distributions of the occupants shall reflect data on age patterns among users of the rail system. Assumptions regarding the capabilities of older or younger occupants shall reflect patterns in the general population, or known applications to the specific rail transportation scenario chosen, if they differ, and shall be documented as to sources of data.

5.4.1.3 Assumptions regarding alcohol or drug impairment among occupants shall be documented as to source data and shall be based on patterns in the general population, weighted to reflect the age and economic distribution of users of the rail

system. If such data are not available, conservatively assume that 10 % of adult occupants are impaired by alcohol.

5.4.1.4 If the rail vehicles provide sleeping accommodations, assume that fire occurs when the maximum number of occupants will be sleeping. If there are no data available to determine the maximum fraction of people sleeping, assume all passengers are sleeping.

5.4.2 Other necessary assumptions that affect the severity of the calculated hazard shall also be made for analysis purposes so as to pose the greatest challenge to the fire safety objective. In particular, any fire scenario requiring evacuation of an actual vehicle will pose a more severe challenge in a location where escape and rescue are particularly difficult, for example, a tunnel, and so shall be assumed to occur in such a location (see 5.3.1.1 and 5.3.2.1).

5.5 *Required Calculations*

5.5.1 The fire hazard assessment involves using one or more calculation procedures to determine whether the fire safety objectives in Section 5.1 will be met if the design specified in Section 5.2 experiences each of the fires of the scenarios specified in Section 5.3, and given the additional assumptions specified in Section 5.4.

5.5.1.1 This guide does not assign a specific choice of calculation procedure just as it does not assign a specific test method. It simply gives guidance on the types of procedures available and on the required output to generate a valid fire hazard assessment.

5.5.1.2 Use Guide E1546 when developing the procedure.

5.5.1.3 Use NFPA 901 if needed for overall coding of materials or products.

5.5.2 Because the fire safety objectives are all stated in terms of specified fire effects by location and time, the fire hazard assessment calculation procedures must support the calculations in 5.5.2.1 – 5.5.2.5.

5.5.2.1 Translate the fire scenario specifications into a description of the fire in its initial stages, as a function of time in the initially involved space. The fire-test-response characteristics of the materials, components, or products initially involved that should be considered for such a description are rate of heat release, rate of mass loss, total heat release (if burned to completion, or cumulative heat release to end of burning otherwise), flame spread, cumulative full-scale smoke obscuration and toxic potency of the products of combustion released. A thorough analysis of the actual rail transportation vehicle fire scenario should result in a final decision on the properties required for the fire hazard assessment. If the product under consideration is a structural component, assess also its fire endurance.

5.5.2.2 Assess and evaluate the vehicle design specifications to develop and describe foreseeable characteristics of the fuel load environment near the initial fire. Use these and the time-based description of the initial fire as a function of time to calculate the spread of fire to secondary items and the ignition of those secondary items.

5.5.2.3 For each space, or potential fire compartment, calculate the timing of major fire events, including the onset of flashover, as well as, fire spread from one space to an adjacent space, whether through barriers or not, particularly from

outside a rail vehicle to inside the vehicle. The calculation of fire spread from one space to another will require measurement of barrier fire resistance characteristics.

5.5.2.4 For each potentially exposed occupant, calculate the time to reach safe refuge and compare it to the calculated time until exposure to an unacceptable potential for harm (hazard). The former requires calculation of occupant alerting response, travel speed, and other behavior. For occupants requiring rescue, calculations will need to estimate the size, capabilities, and arrival time of fire department or other rescue personnel. The latter can be calculated as time to exposure to an untenable cumulative dose of fire effects or conservatively calculated as time to first exposure to unacceptably hazardous fire conditions. Calculations will be required for the area of fire origin, any occupied spaces, and any spaces that are part of escape or rescue routes.

5.5.2.5 When making the calculations described in 5.5.2.3 and 5.5.2.4, incorporate the activation and effects of any fire protection systems, including automatic or manual fire suppression, detection, and smoke control systems. Consider that, once a collision has occurred, electrically-controlled detection and protection systems may be damaged.

5.5.3 For the fire safety objective of preventing flashover, flashover shall be calculated as occurring when the radiative heat flux at the center of the floor reaches 20 kW/m². Other fire characteristics that are sometimes used as indicators of flashover, such as an upper layer temperature of 600°C, can be used in the calculations but are not to be used to assess achievement of the objective.

5.6 *Procedural Steps in Conducting a Fire Hazard Assessment*

5.6.1 The detailed procedural steps for conducting a fire hazard assessment on a product in a rail transportation vehicle are given in Section 5.7, for the fire safety objectives in Section 5.1. Conducting these procedures requires applying the design considerations in Section 5.2; for the scenarios considered in Section 5.3; and, under the additional assumptions presented in Section 5.4. Appendix X5 provides a list of test methods from which the test methods to be used should be chosen (see also X3.3). Some appropriate calculation methods are listed in Appendix X6 and Appendix X7. Appendix X1 and Appendix X3 (and Tables X1.1 and X3.1 in particular) provide the test methods and the required criteria for complying with the requirements of the FRA (24) and NFPA 130, respectively. The use of the test methods and criteria in Table X1.1 or in Table X3.1, in their entirety, is an alternative method for conducting a fire hazard assessment. The Fire Protection Research Foundation of NFPA has issued, in 2004, a “White Paper on Fire and Transportation Vehicles-State of the Art of Regulatory Requirements and Guidelines” (31); Chapter 6 of that white paper addresses rail transportation vehicles (rail, intercity trains and surface trains) and Chapter 7 addresses underground fixed guideway vehicles (subways). That white paper provides a guide to other types of regulations and requirements beyond those of the FRA.

5.6.2 Following the steps in Section 5.7, the final step in a fire hazard assessment procedure should be the development of a detailed procedure to ensure consistent quality control over

time.¹⁵ In the absence of prescriptive small-scale tests that dictate the minimum fire-test response characteristics required for each material, component, or product, alternative means should be described so that the fire safety of the rail transportation vehicle can be ensured without having to conduct full rail transportation vehicle burn tests.

5.7 *Steps in Conducting a Fire Hazard Assessment*

5.7.1 Fire hazard assessment begins by choosing fire safety objective(s) to be achieved. This step is described in Section 5.1.

5.7.2 Fire hazard assessment requires specification of the design to be assessed, in a form that permits the fire safety performance of the design to be tested and modeled. This step is described in Section 5.2.

5.7.3 Fire hazard assessment requires specification of the fire scenarios for which a design must meet the fire safety objectives. This step is described in Section 5.3.

5.7.4 Fire hazard assessment requires specification of any additional assumptions, such as conditions of the environment, in the assessment. This step is described in Section 5.3.

5.7.5 Fire hazard assessment finds a specified design to be acceptable if, under the specified assumptions, a vehicle built to the design will meet each of the objectives for each of the specified fire scenarios.

5.7.6 It is the intention of this standard to maintain or exceed the levels of fire safety in rail transportation vehicles associated with the traditional applicable fire-test-response characteristic requirements for rail transportation systems, including the recommendations from the Federal Transit Administration and the guidelines from the Federal Railroad Administration, while providing an alternative method of assessing designs to achieve equivalent safety. Appendix X8 (32, 33) illustrates the level of safety achieved in 1990–1991.

5.7.6.1 Fire hazard assessment requires the use of testing and calculation methods to determine whether the objectives will be met by a specified design for a specified fire scenario, under the specified assumptions. The calculations to be performed are described in Section 5.3, and the selection and qualifying of calculation methods for the assessment are described in Section 5.3.

5.7.7 For the fire hazard assessment procedure to be valid, it is necessary that the calculation methods and the fire-test-response characteristics used produce valid estimates of success or failure in achievement of the fire safety objectives, given the specified fire scenario(s).

5.7.7.1 It is advisable for the validity of the fire hazard assessment procedure to be confirmed by peer review.

5.7.8 One way in which acceptable levels of safety would be achieved is through a design that complies with the applicable fire-test-response characteristic requirements for rail transportation systems, including the FRA requirements, shown in Appendix X1 (24), or those in NFPA 130, shown in Appendix X3. If a rail transportation vehicle is designed fully with materials and products meeting those requirements or

¹⁵One way to ensure consistent quality control is by listing materials, components, products, or assemblies.

recommendations, that vehicle would not traditionally need to be subjected to the fire hazard assessment procedure described here.

5.7.8.1 A complete listing of the fire-test-response characteristics of a design, together with the corresponding FRA requirements for those characteristics (see [Table X1.1](#) and [Appendix X1](#)) or the NFPA 130 requirements for the corresponding characteristics (see [Table X3.1](#) and [Appendix X3](#)), would constitute an acceptable design.

5.7.9 The requirements cited in [5.7.8](#) should be used to set specific values in the fire safety objectives and in other qualified elements of the fire hazard assessment in any instance where those values are not specified by this guide. This should be done so as not to compromise the fire safety levels reflected in the statistics of fire incidents shown in [Appendix X8](#). Any values or other assumptions specified by the user must be set explicitly and conservatively, that is, providing greater safety, with an explicitly stated rationale for the specific values or assumptions.

6. Selection and Qualification of Fire Hazard Calculation Methods

6.1 Because no applicable calculation methods have been adopted as ASTM standards, the choice of calculation methods is nonmandatory and must include written evidence of the validity of the method for this purpose. Use [Guide E1355](#) in order to evaluate the predictive capability of the fire model

used. [Guide E1591](#) provides guidelines on how to obtain the appropriate input data, in particular material properties, that are needed for fire modeling. [Guide E1472](#) illustrates the type of documentation required for fire models to be satisfactory.

6.2 The user must provide guidance on safety factors needed to offset the uncertainties and biases associated with the method or with the data used by the method. Any valid calculation method is valid only for certain applications and within the limits of its own uncertainties and biases and the uncertainties of its source data; therefore, the evidence of validity required in [5.4.1](#) will provide the basis for specifying safety factors.

6.3 See [Appendix X6](#) and [Appendix X7](#) for candidate calculation methods.

6.4 Under the provisions in [5.7.8](#), a design fully complying with the existing requirements based on fire-test-response characteristics is deemed to satisfy the fire hazard assessment. This is equivalent to stating that a fire-characteristic profile for the design is deemed to satisfy the fire hazard assessment if it satisfies the fire-test-response characteristic limits in [Table X1.1](#) and [Appendix X1](#) or those in [Table X3.1](#) and [Appendix X3](#). However, this does not constitute acceptance of the fire-characteristic profile in general as a simplification of the fire hazard assessment procedure. Any use of the fire-characteristic profile other than this specific application must be shown to be valid.

ANNEX

(Mandatory Information)

A1. CLEANING PROCEDURES FOR ASSESSING PERMANENCE OF FIRE-TEST-RESPONSE CHARACTERISTICS OF TEXTILE FABRICS

A1.1 This annex provides guidance for subjecting textile fabrics to cleaning procedures, which shall be conducted prior to testing, to determine the permanence of their fire-test-response characteristics. This cleaning shall be conducted in accordance with the appropriate requirements (if any) and in a manner consistent with maintenance practices used for such fabrics in the field.

A1.2 When the manufacturer, or other interested party (such as the party responsible for maintaining the fabric in service), has a recommended procedure specified for cleaning the fabric item, that method shall be used to assess the permanence of the fire-test-response characteristics of interest for the fabric in question.

A1.2.1 In order to make the assessment of permanence, test specimens of the fabric shall be subjected to the recommended cleaning procedure (such as washing, shampooing or dry cleaning) no fewer than ten times in succession, with complete drying of the fabric between each washing cycle.

A1.2.2 Following the required number of cleaning cycles, subject the cleaned specimen to the required fire test method or methods.

A1.3 When no recommended procedures have been specified for the fabric in questions, cleaning procedures shall be chosen from those listed in [A1.4](#) through [A1.7](#), in order to use the most suitable cleaning procedure for the fabric in question to assess the permanence of its fire-test-response characteristics. Unless the specific recommended procedure is machine washing or dry cleaning, conduct the cleaning as indicated in [A1.4](#) (hand washing) or in [A1.6](#) (alternate procedure). If the recommended cleaning procedure is machine washing, follow the procedure indicated in [A1.5](#). If the recommended cleaning procedure is dry-cleaning, follow the procedure in [A1.7](#).

A1.4 *Hand Washing Procedure:*

A1.4.1 Cut the number of test specimens to the dimensions required by the fire test to be conducted.

A1.4.2 Vacuum the cut specimens or shake them vigorously to remove any loose fibers, dust or possible accumulated debris.

A1.4.3 Place individual specimen face down in a shallow pan, which has been filled to a depth of 50 mm (2 in.) with a wash solution of 1.5 g per liter of AATCC (American Association of Textile Chemists and Colorists) Standard Detergent as specified in AATCC Test Method 124 (or equivalent), with the water preheated to $41 \pm 1\text{EC}$ ($105 \pm 2\text{EF}$). Knead the back of the specimen with hand for 1 min. Maintain the water level and the temperature separately for each specimen.

A1.4.4 Rinse specimen thoroughly, face down, with warm water, at $40 \pm 5\text{EC}$ ($105 \pm 9\text{EF}$), for 1 min, under a faucet with strong water pressure.

A1.4.5 Remove excess liquor by using a wringer, hydro-extractor or by gentle hand squeezing. Then dry in a circulating air oven at $95 \pm 5\text{EC}$ ($200 \pm 9\text{EF}$) until dry.

A1.4.6 Repeat the above procedure 10 times, each time using fresh detergent and fresh water, for each set of specimens being laundered.

A1.4.7 Following the required number of cleaning cycles, subject the cleaned specimen to the required fire test method or methods.

A1.5 *Machine Washing Procedure:*

A1.5.1 A fabric sample, or oversized specimens selected for the fire testing procedure, shall be washed 10 times, prior to the preparation of test specimens, by the washing and drying procedure prescribed in AATCC Test Method 124.

A1.5.2 Prepare the test specimens from the laundered fabrics.

A1.5.3 Following the required number of cleaning cycles, subject the cleaned specimen to the required fire test method or methods.

A1.6 *Special Procedure:*

A1.6.1 Alternatively the selected fabric sample, or oversized specimens, shall be permitted to be washed, dry-cleaned, or shampooed 10 times, prior to the preparation of test specimens, in a manner that the manufacturer, or other interested party, has previously established to be suitable for assessing the permanence of the fire-test-response characteristics to the satisfaction of the intended specifier, for the intended use.

A1.6.2 One example of a potentially suitable procedure is Test Method ASTM **F1534**, Standard Test Method for Determining Changes in Fire-Test-Response Characteristics of Cushioning Materials After Water Leaching, developed by Committee F33 for assessing the permanence of the fire-test-response characteristics of cushioning materials in detention and correctional facilities when tested to Test Method **E162** and Test Method **E662**. In Test Method **F1534**, no detergent is used, and each specimen is immersed in softened water (a volume at least 20 times as large as that of the specimen) at $20 \pm 5\text{EC}$ ($68 \pm 9\text{EF}$) for 6 h, with continuous water flow at a rate of at least between two and three water changes per hour.

A1.6.3 The laundering procedure used shall be clearly described in a report.

A1.6.4 Prepare the test specimens from the laundered fabrics.

A1.6.5 Following the required number of cleaning cycles, subject the cleaned specimen to the required fire test method or methods.

A1.7 *Dry-cleaning Procedure:*

A1.7.1 If the fabric requires a dry-cleaning procedure, use the test method in AATCC Test Method 86.

A1.7.2 The dry cleaning procedure used shall be clearly described in the report.

A1.7.3 Following the required number of cleaning cycles, subject the cleaned specimen to the required fire test method or methods.

APPENDIXES

X1. FEDERAL RAILROAD ADMINISTRATION RULE

X1.1 **Table X1.1** shows the fire-test-response characteristic requirements for materials, components, and products set out by the Federal Railroad Administration (**24**), provided as reference material. Explanatory notes to the table, taken directly from the Federal Railroad Administration Final Rule, are shown in the following sections.

X1.1.1 Materials tested for surface flammability shall not exhibit any flaming running or flaming dripping.

X1.1.2 The Test Method **E662** maximum test limits for smoke emission (specific optical density) shall be measured in either the flaming mode or the nonflaming mode, utilizing the mode which generates the most smoke.

X1.1.3 Testing of a complete seat assembly (including cushions, fabric layers, upholstery) according to Test Method **E1537** with application of pass/fail criteria of Cal TB 133 and testing of a complete mattress assembly (including cushions, fabric layers, upholstery) according to Test Method **E1590** with application of pass/fail criteria of Cal TB 129, shall be permitted in lieu of the test methods prescribed herein, provided the assembly component units remain unchanged or new (replacement) assembly components possess equivalent fire performance properties to the original components tested. A fire hazard analysis must also be conducted that considers the operating environment within which the seat or mattress

TABLE X1.1 FRA Requirements for Commuter and Intercity Rail Vehicle Materials (24)

Category	Function of Material	Flammability		Smoke Emission	
		Test Procedure	Performance Criteria	Test Procedure	Performance Criteria
Cushions, mattresses	All (1, 2, 3, 4, 5, 6, 7, 8) ^A	ASTM D3675	$I_s \leq 25$	ASTM E662	$D_s (1.5) \leq 100$; $D_s (4.0) \leq 175$
Fabrics	Seat upholstery, mattress ticking and covers, curtains, draperies, wall coverings, and window shades (1, 2, 3, 6, 7, 8)	14 CFR 25 Appendix F, Part 1 (vertical test)	Flame time ≤ 10 s Burn length ≤ 6 in.	ASTM E662	$D_s (4.0) \leq 200$
Other Vehicle Components (9, 10, 11, 12)	Seat and mattress frames, wall and ceiling panels, seat and toilet shrouds, tray and other tables, partitions, shelves, opaque windscreens, end caps, roof housings, and component boxes and covers (1, 2)	ASTM E162	$I_s \leq 35$	ASTM E662	$D_s (1.5) \leq 100$ $D_s (4.0) \leq 200$
	Flexible cellular foams used in armrests and seat padding (1, 2, 4, 6)	ASTM D3675	$I_s \leq 25$	ASTM E662	$D_s (1.5) \leq 100$ $D_s (4.0) \leq 175$
	Thermal and acoustic insulation (1, 2)	ASTM E162	$I_s \leq 25$	ASTM E662	$D_s (4.0) \leq 100$
	HVAC ducting (1, 2)	ASTM E162	$I_s \leq 35$	ASTM E662	$D_s (4.0) \leq 100$
	Floor covering (12, 13)	ASTM E648	CRF ≤ 5 kW/m ²	ASTM E662	$D_s (1.5) \leq 100$ $D_s (4.0) \leq 200$
Elastomers (1, 10, 11)	Light diffusers, windows and transparent plastic windscreens (2, 14)	ASTM E162	$I_s \leq 100$	ASTM E662	$D_s (1.5) \leq 100$ $D_s (4.0) \leq 200$
	Window gaskets, door nosings, inter-car diaphragms, roof mats, and seat springs	ASTM C1166	Average flame propagation ≤ 4 in.	ASTM E662	$D_s (1.5) \leq 100$ $D_s (4.0) \leq 200$
Structural components (15)	Flooring (16), other (17)	ASTM E119	Pass		

^A The numbers in brackets refer to the corresponding subsections within X1.1.

assemblies will be used in relation to the risk of vandalism, puncture, cutting, or other acts which may expose the individual components of the assemblies. See also sections X1.1.5 through X1.1.8.

NOTE X1.1—See also X5.12.3 and X5.12.4 regarding the use of Test Method E1537 and Test Method E1590. Note also that changes in the intensity of the ignition source, or in the length of its application, for the referenced test methods, can result in a test specimen developing a propagating fire, possibly creating a hazardous situation.

X1.1.4 Testing is performed without upholstery.

X1.1.5 The surface flammability and smoke emission characteristics shall be demonstrated to be permanent after dynamic testing according to Test Method D3574, Test I-2 (dynamic fatigue test by the roller shear at constant force) or Test I-3 (dynamic fatigue test by constant force pounding), both using Procedure B, except that the test samples shall be a minimum of 154 mm (6 in.) by 457 mm (18 in.) by the thickness of the material in its end use configuration, or multiples thereof. If Test I-3 is used, the size of the indenter described in paragraph 96.2 of Test Method D3574 shall be modified to accommodate the test specimen.

NOTE X1.2—The sample sizes required for Test Method D3574 I-2 and I-3 (300 mm × 380 mm × 50 mm and 380 mm × 380 mm × 50 mm, respectively) are different than that required for Test Method D3675 (150 mm × 460 mm × 25 mm), so that a sample that has been used for Test Method D3574 would then have to be used for Test Method D3675 by placing specimens in series. Sampling for Test Method D3675, following testing by Test Method D3574, should be conducted such that the samples are taken from the interior of the foam bun, to prevent contamination from affecting the flame spread test results.

X1.1.6 The surface flammability and smoke emission characteristics shall be demonstrated to be permanent by washing,

if appropriate, according to FED STD 191A Textile Test Method 5830¹⁶ or according to the method in Annex A1.

X1.1.7 The surface flammability and smoke emission characteristics shall be demonstrated to be permanent by dry-cleaning, if appropriate, according to Test Method D2724.

X1.1.8 Materials that cannot be washed or dry-cleaned shall be so labeled and shall meet the applicable performance criteria after being cleaned as recommended by the manufacturer.

X1.1.9 Signage is not required to meet any flammability or smoke emission performance criteria specified in Table X1.1.

X1.1.10 Materials used to fabricate miscellaneous, discontinuous small parts, such as knobs, rollers, fasteners, clips, grommets, and small electrical parts) that will not contribute materially to fire growth in end use configuration are exempt from fire and smoke emission performance requirements, provided that the surface area of any individual small part does not exceed 100 cm² (16 in.²) in end use configuration and an appropriate fire hazard analysis is conducted which addresses the location and quantity of the materials used, and the vulnerability of the materials to ignition and contribution of flame spread.

X1.1.11 If the surface area of any individual small part is less than 100 cm² (16 in.²) in end use configuration, materials

¹⁶ The American Association of Textile Chemists and Colorists (AATCC, PO Box 12215, Research Triangle Park, NC, 27709) has issued the Standard Laboratory Practice for Home Laundering Fabrics prior to Flammability Testing, to Differentiate Between Durable and Non-durable Finishes (May 1, 1991). Although no AATCC formal equivalent standard exists, the practice mentioned is likely to be useful as a replacement to the Federal Test Method, since the Federal Standards are in the process of being withdrawn.

used to fabricate such small part shall be permitted to be tested in accordance with Test Method E1354 as an alternative to both (a) the Test Method E162 flammability test procedure and (b) the Test Method E662 smoke generation test procedure. Testing shall be at 50 kW/m² applied heat flux with a retainer frame. Materials tested in accordance with Test Method E1354 shall meet the following performance criteria: average heat release rate of the period between ignition and 180 s following ignition shall be less than or equal to 100 kW/m², and average specific extinction area, over same 180 s period, shall be less than or equal to 500 m²/kg.

X1.1.12 Carpeting used as a wall or ceiling covering shall be tested according to Test Method E162 and Test Method E662 and meet the respective criteria of I_s less than or equal to 35 and D_s (1.5) less than or equal to 100 and D_s (4.0) less than or equal to 200. See also sections X1.1.1 and X1.1.2.

X1.1.13 Floor covering shall be tested with padding in accordance with Test Method E648, if the padding is used in the actual installation.

X1.1.14 For double window glazing, only the interior glazing is required to meet the materials requirements specified herein (the exterior glazing need not meet these requirements).

X1.1.15 Penetrations (ducts, etc.) shall be designed against acting as passageways for fire and smoke and representative penetrations shall be included as part of test assemblies.

X1.1.16 A structural flooring assembly separating the interior of a vehicle from its undercarriage shall meet the perfor-

mance criteria during a nominal test period as determined by the railroad. The nominal test period shall be twice the maximum expected period of time, under normal circumstances, for a vehicle to stop completely and safely from its maximum operating speed, plus the time necessary to evacuate all the vehicle's occupants to a safe area. The nominal test period must not be less than 15 min. Only one specimen need be tested. A proportional reduction may be made in dimensions of the specimen, provided it serves to truly test the ability of the structural flooring assembly to perform as a barrier against under-vehicle fires. The fire resistance period shall be consistent with the safe evacuation of a full load of passengers from the vehicle under worst-case conditions.

X1.1.17 Portions of the vehicle body which separate major ignition sources, energy sources, or sources of fuel-load from vehicle interiors, shall have sufficient fire endurance as determined by a fire hazard analysis acceptable to the railroad which addresses the location and quantity of the materials used, as well as vulnerability of the materials to ignition, flame spread, and smoke generation. These portions include a equipment carrying portions of a vehicle's roof and the interior structure separating the levels of a bi-level car, but do not include a flooring assembly as discussed in X1.1.16. A railroad is not required to use the test method in Test Method E119.

NOTE X1.3—The FRA requirements identify a specific edition date for the following ASTM test methods: Test Method C1166 (2000), D3574 (1995), D3675 (1998), E119 (2000a), E162 (1998), E648 (2000), E662 (2001), E1354 (1999), E1537 (1999), and E1590 (2001). Newer editions, with improvements exist for several of these test methods.

X2. WIRE AND CABLE REQUIREMENTS IN 1999 FRA RULEMAKING (EXCLUDED FROM 2002 FRA RULEMAKING)

X2.1 Table X2.1 shows the requirements for wire and cable from the 1999 FRA Rulemaking (24) which have now been withdrawn by FRA, awaiting additional research (see also Appendix X3).

X2.1.1 Testing of low voltage wire and cable shall be conducted in accordance with ICEA S-19/NEMA WC3, paragraph 6.19.6; or UL 44 for thermosetting wire insulation and UL 83 for thermoplastic wire insulation.

NOTE X2.1—See also X2.2.1 and X2.2.2.

X2.1.2 Testing of power cable shall be conducted in accordance with IEEE Standard 383, Section 2.5, with the additional requirement that circuit integrity shall continue for 5 min after the start of the test.

NOTE X2.2—The circuit integrity test requirement is not defined in the IEEE 383 standard.

X2.2 NFPA 130, see also Appendix X3, requires that wiring materials and installations in fixed guideway transit systems, other than for traction power, conform to the requirements of NFPA 70, the National Electrical Code. It also requires that wire and cable constructions intended for use in operating vital train circuits and power circuits to emergency fans and lights pass the flame propagating criteria of IEEE 383. AMTRAK also has issued separate specifications for wire and cable (34).

X2.2.1 IEEE 383 is substantially similar to the flame spread portion of Protocol A of Test Method D5537. It is a vertical cable tray flame propagation test, with a 2.4-m (8-ft) long test sample.

X2.2.2 The National Electrical Code states that cables that meet a more severe fire test can be appropriately used in applications where a less severe test is required (see X5.12.7 for the applicable test methods).

X2.2.3 In comparison, the Federal Aviation Administration requires electric wire insulation to meet requirements based on

TABLE X2.1 Wire and Cable Requirements for Commuter and Intercity Rail Vehicles in the 1999 FRA Rulemaking (24)

Function of Material	Flammability Test		Smoke Emission	
	Test Procedure	Performance Criteria	Test Procedure	Performance Criteria
Low voltage wire and cable	ICEA S-19 / NEMA WC3 or IL 44 and UL 83 (1) ^A	Pass	ASTM E662	D _s (4.0) ≤ 200 (flaming) D _s (4.0) ≤ 75 (non flaming)
Power cable	IEEE Std 383 (2) ^A	Pass	ASTM E662	D _s (4.0) ≤ 200 (flaming) D _s (4.0) ≤ 75 (non flaming)

^A The numbers in brackets refer to the corresponding subsections within X2.1.

a 60° angle test method [FAR 25.1359]. Average extinguishing time not to exceed 30 s; average drip extinguishing time not to

exceed 3 s; average burn length not to exceed 76-mm (3-in.), and the wire shall not break during the test.

X3. REQUIREMENTS FROM NFPA 130 STANDARD FOR FIXED GUIDEWAY TRANSIT AND PASSENGER RAIL SYSTEMS, 2000 EDITION—INCLUDING JULY 12, 2001 TENTATIVE INTERIM AMENDMENT

X3.1 **Table X3.1** shows the fire-test-response characteristic requirements for materials and products set out by NFPA 130, and which can be used, as a complete set, for a fire hazard assessment.

X3.1.1 Materials tested for surface flammability shall not exhibit any flaming running or flaming dripping.

X3.1.2 The surface flammability and smoke emission characteristics shall be demonstrated to be permanent by washing, if appropriate, according to FED STD 191-A Textile Test Method 5830.¹⁵

X3.1.3 The surface flammability and smoke emission characteristics shall be demonstrated to be permanent by dry-cleaning, if appropriate, according to Test Method **D2724**. Materials that cannot be washed or dry cleaned shall be so labeled and shall meet the applicable performance criteria after being cleaned as recommended by the manufacturer.

X3.1.4 For double window glazing, only the interior glazing shall meet the material requirements specified herein; the exterior need not meet those requirements.

X3.1.5 The Test Method **E662** maximum test limits for smoke emission (specific optical density) shall be measured in either the flaming or non flaming mode, depending on which mode generates the most smoke.

X3.1.6 Structural flooring assemblies shall meet the performance criteria during a nominal test period determined by the transit agency. The nominal test period shall not be less than 15 min. Only one specimen needs to be tested. A proportional reduction can be made in dimensions of the specimen provided that it represents a true test of its ability to perform as a barrier against undercar fires. Penetrations (for example ducts) shall be designed against acting as conduits for fire and smoke.

TABLE X3.1 NFPA 130 Test Procedures and Minimum Performance Requirements for Testing the Flammability and Smoke Emission Characteristics of Rail Transit Vehicle and Passenger Rail Car Materials

Category	Function of Material	Flammability		Smoke Emission	
		Test Procedure	Performance Criteria	Test Procedure	Performance Criteria
Vehicle Seating, Sleeping Accommodation, and Food Service-Related Components	Cushions, mattresses (1, 2, 5, 9) ⁴	ASTM D3675	$I_s \leq 25$	ASTM E662	$D_s (1.5) \leq 100$; $D_s (4.0) \leq 175$
	Seat and/or bed frame (1, 5, 8)	ASTM E162	$I_s \leq 35$	ASTM E662	$D_s (1.5) \leq 100$; $D_s (4.0) \leq 200$
	Seat, shroud, toilet and trays (1, 5)	ASTM E162	$I_s \leq 35$	ASTM E662	$D_s (1.5) \leq 100$; $D_s (4.0) \leq 200$
	Upholstery, mattress ticking covers, curtains, drapes, and shades (1, 2, 3, 5)	FAR 25.853 (a) (vertical)	Flame time ≤ 10 s Burn length ≤ 6 in	ASTM E662	$D_s (4.0) \leq 200$
Panels	Walls, ceilings, partitions, tables and shelves (1, 5, 10)	ASTM E162	$I_s \leq 35$	ASTM E662	$D_s (1.5) \leq 100$; $D_s (4.0) \leq 200$
	Windows (4, 5)	ASTM E162	$I_s \leq 35$	ASTM E662	$D_s (1.5) \leq 100$; $D_s (4.0) \leq 200$
	Light diffusers (5)	ASTM E162	$I_s \leq 35$	ASTM E662	$D_s (1.5) \leq 100$; $D_s (4.0) \leq 200$
Panels and miscellaneous	Windscreen, HVAC ducting, equipment boxes and covers, exterior shells and articulation bellows (1, 5)	ASTM E162	$I_s \leq 35$	ASTM E662	$D_s (1.5) \leq 100$; $D_s (4.0) \leq 200$
Flooring	Structural (6)	ASTM E119	Pass		
	Covering (7)	ASTM E648	CRF ≤ 5 kW/m ²	ASTM E662	$D_s (1.5) \leq 100$; $D_s (4.0) \leq 200$
Insulation	Thermal and acoustic (1, 2, 5)	ASTM E162	$I_s \leq 25$	ASTM E662	$D_s (4.0) \leq 100$
Elastomers	Window gaskets, door nosing, intercar diaphragms and roof mats (1,10, 11)	ASTM C1166	Pass	ASTM E662	$D_s (1.5) \leq 100$; $D_s (4.0) \leq 200$
Wire and cable	Low voltage and other control wire and cable (12)	ICEA S-19/NEMA WC3 or UL 44 and UL 83	Pass		
	Power cable (13)	IEEE Std 383	Pass		

⁴ The numbers in brackets refer to the corresponding subsections within **X3.1**.

X3.1.7 Carpeting shall be tested in accordance with Test Method **E648**, and be tested with its padding, if the padding is used in actual installation.

X3.1.8 Arm rests, if foamed plastic, are tested as cushions.

X3.1.9 Testing is performed without upholstery.

X3.1.10 Carpeting and elastomers installed on walls, ceilings, and partitions shall be considered wall and ceiling panel materials, respectively.

X3.1.11 The designated test times for dense and cellular materials shall be per Test Method **E162**. The average flame propagation shall be less than 116 mm (4 in.).

X3.1.12 Wires for control and other low voltage (that is, less than 100 V ac and 150 V dc) functions shall meet the requirements of ICEA S-19/NEMA WC3, (with Amendment FR-1) paragraph 6.19.6; or of UL 44, for thermosetting insulation and UL 83, for thermoplastic insulation.

NOTE X3.1—See also **X2.2.1** and **X2.2.2**.

X3.1.13 Testing shall be conducted in accordance with IEEE Standard 383, Section 2.5, with the additional requirement that circuit integrity shall continue for 5 min after the start of the test.

NOTE X3.2—The circuit integrity test requirement is not defined in the IEEE 383 standard.

X4. PHYSICAL CHANGES OCCURRING IN MATERIALS, COMPONENTS AND PRODUCTS AFTER MANUFACTURE

X4.1 Some materials, components, and products may be exposed to the effects of accidental or intentional disfiguration, so that the exposed surface is different from the one intended to be exposed when it is offered for sale.

X4.2 The exposure to a flame source of inner layers of various products has been shown, in some cases, to result in different fire performance.

X4.3 The standard test methods referenced in this guide do not address changes to protective layers due to wear, tear, or abuse, which potentially affect the fire-test-response characteristics of the item. Such changes would have to be addressed by tests specifically intended for such purposes.

X4.4 If the user of a particular test method chooses to expose one or more of the inner layers during testing, the mode in which the inner layer was exposed should be described in detail.

X4.5 The user of this guide should consider anticipated conditions of use of any material, component, or product to ensure that the performance characteristics do not deteriorate beyond acceptable levels.¹⁷

¹⁷ It should be noted that changes caused by aging, wear and tear, willful or accidental damage, and inconsistency in the manufacturing process, for example practices which do not ensure retention of assembly fire properties, are examples of ways in which the fire performance characteristics of a material, component, product, or assembly can vary in service.

X5. RECOMMENDED METHODS FOR GENERATING APPROPRIATE DATA FOR USE IN CALCULATIONS

X5.1 Use Test Method **E1474** to expose composites of seat materials to radiant heat, at an incident heat flux of 35 kW/m². Test Method **E1474** is an applications method of the cone calorimeter, while Test Method **E1354** addresses the mounting for upholstered furniture and mattress composites.

X5.2 Use Test Method **E1354** to expose individual materials in component products to radiant heat, at an incident heat flux of 35 kW/m².

X5.3 Use Test Method **E1354** to expose all panel materials, in a construction representative of that in which they are installed in the rail transportation vehicle, to radiant heat, at an incident heat flux of 35 kW/m².

X5.4 Use Test Method **E1740** to expose all wallcovering systems, in a construction representative of that in which they are installed in the rail transportation vehicle, to radiant heat, at an incident heat flux of 35 kW/m². Test Method **E1740** is an applications method of the cone calorimeter, while Test Method **E1354**, addresses the mounting method for wallcovering systems.

X5.5 Use Test Method **E1354** to expose the floor covering materials, in a manner representative of the way they are installed in the rail transportation vehicle, to radiant heat, at an incident heat flux of 25 kW/m². The rationale for testing floor coverings at a lower incident flux level than other fuel sources is that it has been shown that floor covering systems are not exposed to very high heat fluxes until after the compartment has reached flashover (heat flux to the floor of 20 kW/m²), by which time they have no further contribution to the probability of reaching flashover.

X5.6 Use Test Method **D6113** to expose all wire and cable products used in the rail transportation vehicle, to radiant heat, at an incident heat flux of 40 kW/m². Test Method **D6113** is an applications method of the cone calorimeter, Test Method **E1354** addresses the mounting method for electrical and optical fiber cables. The incident heat flux was chosen because of the extensive amount of information available on testing cables and cable materials at that incident heat flux (**35, 36**). If a specific incident heat flux is found to be suitable for a particular application, it shall be used instead of using an incident heat flux of 40 kW/m².

X5.7 In X5.1 – X5.6, exposure to radiant heat using Test Method E906 is an acceptable alternative, provided a valid correspondence of heat release results between the test methods has been demonstrated in advance. Other test methods also are acceptable, provided it has been demonstrated validly that the fire-test-response characteristics resulting from them are equivalent to cone calorimeter heat release rate data for the specific purpose of performing a fire hazard assessment.

X5.8 Use Test Method E1623 for assessment of materials, components, products, or assemblies which require a somewhat larger scale of testing, primarily because of the effects of joints or other edge effects. Use an incident heat flux relevant to the product under consideration, in its location within the rail transportation vehicle.

X5.9 Calculate the heat released by each material and by each composite of materials.

X5.10 Compare the results obtained with the estimations of the minimum heat release for flashover, to ensure that no material, and no composite of materials, is used in quantities large enough that its potential for heat release is such that it is capable of yielding flashover conditions, or creating an untenable environment, on its own.

X5.11 Compare too the results obtained with estimation for tenability values for smoke obscuration or smoke toxicity (see 5.1.1.4).

X5.12 *Full-Scale Test Methods:*

X5.12.1 Properly conducted fire tests involving a complete rail transportation vehicle, and which determine all relevant fire properties, containing all the composites and components present in an actual vehicle will be sufficient to carry out this fire hazard assessment; however, such testing is not practical as a normal procedure. It may be desirable, therefore, to carry out properly validated full-scale tests on individual products, or on specially designed portions of rail transportation compartments, as a more general practice.

X5.12.2 There are few standardized examples of full-scale fire tests of individual products. The test method or methods to be used should address expected fire performance to all surfaces potentially affected by the fire scenario being considered (for example, in the case of a seat, to include at least the seat area, back area and top area).

X5.12.3 Test Method E1537 (upholstered furniture, 19 kW exposure) and Test Method E1590 (mattresses, 18 kW exposure) are deemed to be adequate procedures for testing individual items of upholstered furniture or mattresses for purposes of fire hazard assessment in some public occupancies; however, such individual stand-alone (not fixed in place) items are not those normally present in rail transportation vehicles. The applicability of the test methods to rail transportation vehicles has not been validated, and they are probably not sufficiently representative of the situation, and may require some modifications for better applicability (see also X5.12.4).

X5.12.4 The use of alternative ignition sources (by varying the location, the gas flow intensity or the exposure time) for

Test Method E1537 or Test Method E1590 may be a means of addressing some very high challenge fire scenarios, potentially present in rail transportation vehicles. Examples of more powerful ignition sources that could be used include a 50 kW gas burner (37) or the oil burner used for aircraft seat cushions [FAR 25.853 (c)], but the measurements should involve the same fire properties as in Test Method E1537 or Test Method E1590.

X5.12.4.1 The FAA oil burner test [FAR 25.853 (c)] is used for aircraft seat cushions, but in its current form, it is a pass-fail test and cannot be used for fire safety engineering calculations; however, the exposure conditions of the oil burner test itself can be used as an alternative ignition source for evaluating rail transportation vehicle seats, and that would better address a higher challenge fire scenario than the exposure conditions of the burner from Test Method E1537.

X5.12.5 In fire scenarios intended to reflect willful (vandalism) or accidental damage of the initially fabricated seat (or mattress) assembly, before fire ignition, one example of such damage may be a knife cut 6 in. long and 1 in. deep in the middle of an actual seat (or mattress) assembly. Other examples also may be used. Bench-scale representations of the proposed damage should take into account test method sample size.

X5.12.6 NFPA 265 or ISO 9705 are means of testing wall or ceiling linings in a standardized room for their contribution to compartment fire development. This can be used to test room surface finishes. ISO 9705 lists several ways in which the test method is conducted. NFPA 265 differs from the usual way of conducting ISO 9705 lists several ways in which the test method is conducted. NFPA 265 differs from the usual way of conducting ISO 9705 in the following three ways: the ignition source is 40 kW (for 5 minutes), and then 150 kW (for 10 minutes), while in ISO 9705 it is 100 kW (for 10 minutes) and 300 kW (for 10 minutes); the ceiling is covered in ISO 9705, but not in NFPA 265; and, that the positioning of the ignition burner is somewhat different.

X5.12.6.1 Most combustible wall linings are likely to reach flashover when tested according to ISO 9705; however, the test results are likely still to produce useful information. This can be used to test products that occupy large interior areas of the rail transportation vehicle.

X5.12.7 Use Test Methods D5424 and D5537 (20 kW exposure) for testing wire and cable products used in the rail transportation vehicle for heat release, smoke release, mass loss, and flame spread. Examples of acceptance criteria for flame travel distance (or flame spread) and smoke obscuration are given in UL 1685 and in the National Electrical Code.

X5.12.7.1 The National Electrical Code uses several cable fire test methods for approval purposes.

X5.12.7.2 The single vertical wire test, UL 1581-1080, is used where minimal fire retardance of individual conductors is required.

X5.12.7.3 The bunched cables vertical tray tests, UL 1581-1160 and CSA FT4, are used for tray cable and general purpose cables where flame spread (and heat release) needs to be controlled. Test Methods D5424 and D5537 assess vertical

flame spread of cables in the same way as UL 1581-1160 (when using Protocol A) or as CSA FT4 (when using Protocol B). They also assess heat release and smoke release for the same cable.

X5.12.7.4 The vertical cable tray tests listed are not of identical severity. Protocol B of Test Method **D5537** or **D5424** (CSFA FT4) is somewhat more severe than Protocol A (UL 1581-1160), but cables meeting either requirement are accepted for the same application in the National Electrical Code.

X5.12.7.5 The plenum cable test, NFPA 262, is required for assessing flame travel distance and smoke obscuration of wires and cables installed in ducts, plenums, and other spaces used for environmental air, which are to be listed as suitable for use as plenum cables and as having adequate fire resistant and low smoke producing characteristics.

X5.12.7.6 Limited smoke is defined in the National Electrical Code on the basis of the UL 1685 vertical cable tray test.

X5.12.8 UL 1975 is an example of a full-scale furniture calorimeter test of an individual product, in this case foam displays. The exact same technology (testing of the individual finished product in a furniture calorimeter) could be used for full-scale tests of several other individual products.

X5.12.9 If nonstandardized full-scale tests are being designed, use Guide **E603** to develop a realistic representation of the rail transportation vehicle under consideration and for guidance on full-scale testing.

X5.12.10 Use an ignition source realistic for the fire scenario investigated, and applicable to as large as possible a

variety of potential fire scenarios, to ignite one of the potential products. The applicability of the ignition source must be explicitly addressed. When designing the ignition source to be used, the fuel load and items carried by passengers also must be considered.

X5.13 When using full-scale test methods carry out measurements of heat release rates, smoke obscuration, mass loss rates, and carbon monoxide and carbon dioxide emissions, during the test. If the fire hazard estimation procedure requires measurements of other gaseous combustion products, such as hydrogen chloride or hydrogen cyanide, measure those products as well. If no combustion products other than carbon oxides are measured, explain the rationale for not conducting such measurements for major combustion gases.

X5.14 When using full-scale test methods, also compare the results obtained with the estimations of the minimum heat release for flashover, to ensure that no product, or combination of products, is used in such a way that its potential for heat release is such that it is capable of yielding flashover conditions, or creating an untenable environment, on its own.

X5.15 Measurements of physical dimensions of rail transportation vehicles (with particular emphasis on their interior) have been made in NFPA 130, as well as in work by Braun (**38**) and by Peacock and Braun (**39**), all of which also contain a number of measurements of fire properties.

X6. CALCULATION METHODS FOR ESTIMATING TIME TO UNTENABILITY

X6.1 Use a room fire growth model to estimate the development of potentially incapacitating conditions in a rail transportation vehicle, as a function of time, for Fire Scenario 1, in which the fire begins in the vehicle.

X6.1.1 In a recent survey (**40**), 36 actively supported fire models were identified. Of these, 20 predict the fire generated environment (mainly temperature) and 19 predict smoke movement in some way. Six calculate fire growth rate, nine predict fire endurance, four address detector or sprinkler response, and two calculate evacuation times. The computer models now available vary considerably in scope, complexity, and purpose.

X6.1.2 The simplest ones are “room filling” models, such as the Available Safe Egress Time (ASET) model (**41**), which run quickly on almost any computer, and provide adequate estimates of a few parameters of interest for a fire in a single compartment.

X6.1.3 Special purpose models can provide a single function. For example, COMPF2 (**42**) calculates post-flashover room temperature and LAVENT (**43**) includes the interaction of ceiling jets with fusible links in a room containing ceiling vents and draft curtains. Very detailed models like the HARVARD 5 code (**44**) or FIRST (**45**) predict the burning behavior of multiple items in a room, along with the time-dependent conditions therein.

X6.1.4 In addition to the single-room models mentioned above, there are a smaller number of multiroom models, which have been developed. These include the BRI transport model (**46**), the HARVARD 6 code (**47**), (which is a multiroom version of HARVARD 5) (**44**), FAST (**48, 49**), CCFM (**50**) and the CFAST model (**51**).

X6.1.5 None of the cited models has been adopted as an ASTM standard or demonstrated as valid for application to rail transportation systems. As part of the preparation of written evidence of validity required for any calculation methods selected for use, the user may find some existing detailed reviews useful. It is essential to consider the shortcomings of these models.

X6.1.5.1 Reports by Mitler (**52**), Jones (**53**), and Janssens (**54**) have reviewed the underlying physical concepts in several of the fire models in detail.

X6.1.5.2 The fire models fall into two categories: those that start with the principles of conservation of mass, momentum, and energy; and, the curve fits to particular experiments or series of experiments, used in order to develop the relationship among some parameters. In both cases, errors arise in those instances where a mathematical short cut is taken, a simplifying assumption is made, or something important is not well enough understood to include.

X6.2 To operate any room fire growth model, it will be necessary to estimate the time to secondary ignition of each of the major combustible items in the vehicle (55).

X6.3 In calculating times, as required to assess the primary or secondary fire safety objective, absolute time values are not required and are less useful than accurate estimations of the

relative size of the time for hazard development and the time for evacuation.

X7. CALCULATION METHODS FOR ESTIMATING FLASHOVER POTENTIAL

X7.1 A secondary objective is to prevent flashover. This objective can be achieved by the use of a room fire model, such as the ones described in Appendix X6. Alternatively, it is possible to estimate whether flashover will occur by means of a calculation approach. The shortcomings of these calculation methods should be considered.

X7.2 A variety of calculation approaches have been developed to predict the minimum rate of heat release required to achieve flashover in a certain compartment. Some of these models or calculation methods may apply to specific scenarios that do not involve contents, and then they would be inappropriate for use. Estimations of flashover in compartment fires via a model involve the use of certain input fire curves, and the output from the rail transportation vehicle furnishings or contents then would become a part of that input fire curve.

X7.2.1 Direct estimations, by simple calculations, have been proposed by Babrauskas and Krasny (56), Thomas (57) and Quintiere (58), based simply on geometrical characteristics of the compartment. These expressions are a first approximation, but they will vary depending on the materials used for construction and for lining the various surfaces.

X7.3 The first two of those approaches permit the calculation of a range of values of heat release rate sufficient to cause flashover in a compartment with a floor area not to exceed 500 m². The equations are optimized for surfaces made from gypsum wallboard, concrete or thermally similar materials, on walls, floors and ceilings (preferably with the same type of material on all surfaces). These equations have been validated for heat release rates in the range of 0.5 to 1.0 MW. The most commonly used one is that by Thomas, Eq X7.1:

$$Q = 7.8 * 10^{-3} * A_T + 0.758 * m \quad (X7.1)$$

where:

- Q = the rate of heat release (MW),
- E = the energy released per kg of air consumed ($E=3.00$ MJ/kg),
- A_T = the total compartment area: walls, floor and ceiling (in m²), and the maximum air flow (kg/s) into the compartment following flashover.

X7.4 The air flow rate in equation (1) can be estimated by Eq X7.2:

$$m = 0.5 A \sqrt{h} \quad (X7.2)$$

where:

- A = the area of the ventilation opening (in m²), and

h = the height of the ventilation opening (in m).

X7.5 The approach by Quintiere (58) is less limited in the choice of interior surface materials, but is more complex, because it includes thermal properties of the compartment surfaces.

X7.6 Two empirical relative approaches also have been proposed by Ostman and Nussbaum (59) and Hirschler (60, 61).

X7.7 The Ostman-Nussbaum (59) relationship was designed to predict time to flashover from room wall lining materials in the ISO 9705 test, at 100 and 300 kW input, and materials lining three walls and the ceiling. It uses input data from Test Method E1354, at incident heat fluxes of 25 and 50 kW/m², and has been validated with test data on wall lining materials (62).

X7.8 The Hirschler empirical approach (60, 61) is a first order approximation for relative time to flashover in a room-corner fire scenario and uses input data from Test Method E1354, at an incident flux, which is relevant to the fire scenario in question. Recent work has shown the simultaneous application of this method to room-corner and an aircraft interior (63).

X7.9 The other three approaches to be mentioned are fire models where heat release rates in the compartment are estimated from wall lining test result data in a small scale test (54).

X7.10 The OSU model by Smith and Satija (64) uses as its input data obtained from the OSU small scale heat release calorimeter (Test Method E906), in a model has been validated properly with wood materials, but not with some other wall linings. No work on its development has been conducted since 1990.

X7.11 The EUREFIC method, by Wickström and Göransson, (62, 65) predicts time to flashover of wall linings in the ISO 9705 test method (with lining material covering three walls and the ceiling and using successive ignition sources of 100 and 300 kW), as a function of time using results obtained with the cone calorimeter (Test Method E1354) at an incident heat flux of 50 kW/m². The model is a reasonably simple empirical approach, based on three major assumptions: there is no direct relationship between the burning area growth rate and the heat release rate; the burning area growth rate is directly proportional to the ease of ignition, in other words it is inversely proportional to the time to ignition in the cone

calorimeter, and the history of the heat release rate per unit area at each location is the same in full-scale (cone calorimeter).

X7.12 The Lund model, by Karlsson and Magnusson (66-68) represents a fire scenario similar to that in the EUREFIC model, except that the walls only are lined with the material being investigated in ISO 9705, instead of walls and ceiling. Furthermore, it requires input from the lateral ignition and spread of flame test (LIFT) apparatus (Test Method E1321), as well as from the cone calorimeter (Test Method E1354). Third, it predicts a large number of room fire test variables, rather than simply heat release rate and time to flashover. The model assumes that the total heat release rate comes from five sources: the gas burner, the vertical wall area behind the burner flame, a horizontal strip of material at the ceiling/wall intersection corresponding to the vertical height of the ceiling jet,

the wall material in the upper layer, after flame spread has started and the wall linings burning below the hot gas layer.

X7.13 Any one of the eight approaches can be used to estimate, at least on a relative basis, the energy required for flashover of a rail transportation vehicle. This total should be compared with the sum of the heat release rates measured or estimated for all items proposed as rail transportation vehicle contents. If the former exceeds the latter, the analysis indicates that flashover is not likely to occur. Report the method used.

X7.14 The combination of fire models and equations contained in FPETOOL (69) can be employed to calculate upper layer compartment temperatures, by using fire growth curves with quadratic growth, as well as flashover heat release rate requirements, using the approach by Thomas (57).

X8. STATISTICS ON FIRES IN RAIL TRANSPORTATION

X8.1 Table X8.1 contains 2002 to 2011 statistics on transit rail fire incidents, fire injuries and fatalities, vehicle miles, and passenger miles, published by the U.S. Department of Transportation's Federal Transit Administration (FTA) (70). Transit rail excludes Amtrak and other inter-city rail, including inter-city freight trains, but does include commuter rail.

X8.2 Tables X8.2-X8.5 contain 2007-2011 average annual national estimates based on the U.S. Fire Administration's National Fire Incident Reporting System (NFIRS) and the National Fire Protection Association's annual survey. NFPA estimates that during this period, local fire departments responded to an average of 887 fires per year. These fires caused an estimated average of one civilian death, five civilian injuries and \$21.3 million in direct property damage. Table X8.2 shows that rail transport vehicles accounted for 0.4 % of the reported vehicle fires during this period (71).

NOTE X8.1—A 2011 Nevada Highway-Railroad Grade Crossing Collision was associated with six deaths. Although NFIRS rules dictate that only deaths caused by fire should be counted as vehicle fire deaths, the corresponding report by the National Transportation Safety Board (NTSB) noted on page 4 that the medical examiner indicated blunt force trauma as the cause of all six fatalities. These deaths account for the majority of rail transport deaths (average of one per year) in 2007-2011.

X8.2.1 Table X8.3 shows that 96, or 11 %, of the rail transport vehicle fires involved diner or passenger cars. These fires caused an average of one civilian death, two civilian injuries, and \$0.3 million in direct property damage.

X8.2.2 Table X8.4 shows that the three leading items first ignited in rail transport vehicle fires were the same for all rail transport vehicle fires and for diner or passenger car fires, although the order varied:

X8.2.2.1 Flammable or combustible liquid or gas, piping or filter (24 % of all rail transport vehicle fires, and 18 % of diner or passenger car fires);

X8.2.2.2 Unclassified item first ignited (20 % of all rail transport vehicle fires, and 15 % of diner or passenger car fires); and

X8.2.2.3 Wire or cable insulation (18 % of all rail transport vehicle fires, and 38 % of diner or passenger car fires).

X8.2.3 NFPA also estimates that 41 fires per year (5 % of the total) involving rail transport vehicles were intentional, accounting for \$1.2 million per year in direct property damage (6 % of the total). An estimated 10 fires per year (10 % of the total) in passenger or diner cars in rail transport vehicles were intentional, accounting for \$0.1 million per year in direct property damage (35 % of the total).

X8.2.4 As noted above, NFPA's estimates are based on fires reported to local fire departments, whereas the first responders to transportation vehicle fires may be state or national agencies. The two data sets overlap but cannot be readily combined to produce comprehensive national statistics covering all types of rail vehicle fires. Also, neither set of statistics addresses fires involving rail vehicles igniting adjacent structures or adjacent vegetation.

X8.3 The U.S. Department of Transportation's Federal Railroad Administration provides incident and casualty statistics related to major railroads. Most reportable deaths and injuries occur in incidents that are neither train accidents nor highway-rail collisions. The statistics that follow were taken from the 2012 preliminary annual report (72).

X8.3.1 The total incident rate, relative to train miles, fell fairly consistently from a rate of 22.6 per million miles in 2001 to 14.5 per million miles in 2012.

X8.3.1.1 Train accidents peaked in 2004 at a rate of 4.4 per million miles and have fallen fairly steadily down to 2.3 per million miles in 2012.

X8.3.1.2 Highway-rail incidents also were on a downward trend from 4.6 per million miles in 2001 to a rate of 2.7 in 2012. See Fig. X8.1.

X8.3.2 Fourteen (14), or 0.7 % of the 1,181 train accidents in 2011 were attributed to fire or violent rupture. Eight of these fourteen incidents were caused by equipment-related issue and the other six resulted from human factors. The fourteen incidents caused five injuries.

TABLE X8.1 FTA Statistics on Transit Rail Fires and Usage, 2002-2011

	2002	2003	2004	2005	2006	2007
Commuter rail						
Fires	15	18	11	10	4	1
Fatalities	0	0	0	0	0	0
Injuries	0	3	0	2	2	0
Vehicle-miles (millions)	255	256	279	271	283	289
Passenger-miles (billions)	8.52	8.57	8.62	8.26	9.10	9.78
	2008	2009	2010	2011		
Commuter rail						
Fires	1	2	6	4		
Fatalities	0	0	0	0		
Injuries	1	7	2	2		
Vehicle-miles (millions)	275	272	277	274		
Passenger-miles (billions)	8.79	8.80	8.50	9.03		
	2002	2003	2004	2005	2006	2007
Heavy rail						
Fires	1,710	1,561	1,616	1,830	1,702	1,966
Fatalities	0	0	0	0	0	0
Injuries	6	197	128	17	344	5
Vehicle-miles (millions)	621	630	643	645	649	654
Passenger-miles (billions)	13.66	13.61	14.35	14.41	14.68	16.10
	2008	2009	2010	2011		
Heavy rail						
Fires	1,710	1,193	1,305	1,111		
Fatalities	0	0	0	0		
Injuries	8	3	65	7		
Vehicle-miles (millions)	671	681	663	653		
Passenger-miles (billions)	16.81	16.76	16.36	17.27		
	2002	2003	2004	2005	2006	2007
Light rail						
Fires	21	40	22	45	39	57
Fatalities	0	0	0	0	0	0
Injuries	0	0	0	1	28	2
Vehicle-miles (millions)	60	64	63	67	72	80
Passenger-miles (billions)	1.42	1.46	1.55	1.65	1.81	1.86
	2008	2009	2010	2011		
Light rail						
Fires	80	75	43	40		
Fatalities	0	0	0	0		
Injuries	7	2	0	2		
Vehicle-miles (millions)	84	84	83	82		
Passenger-miles (billions)	1.99	2.02	1.91	2.00		
	2002	2003	2004	2005	2006	2007
Automated gateway						
Fires	1	4	2	0	1	6
Fatalities	0	0	0	0	0	0
Injuries	0	0	0	0	0	0
Vehicle-miles (millions)	1.80	1.49	1.47	1.67	1.79	1.76
Passenger-miles (billions)	0.01	0.01	0.01	0.01	0.01	0.01
	2008	2009	2010	2011		
Automated gateway						
Fires	1	2	6	4		
Fatalities	0	0	0	0		
Injuries	0	0	0	0		
Vehicle-miles (millions)	1.94	1.81	1.79	1.78		
Passenger-miles (billions)	0.01	0.01	0.01	0.01		
	2002	2003	2004	2005	2006	2007
All transit rail^A						
Fires	1,747	1,623	1,651	1,885	1,746	2,030
Fatalities	0	0	0	0	0	0
Injuries	6	200	128	20	374	7
Vehicle-miles (millions)	938	951	987	985	1,005	1,025
Passenger-miles (billions)	23.61	23.65	24.54	24.33	25.60	27.75
	2008	2009	2010	2011		
All transit rail^A						
Fires	1,787	1,276	1,359	1,159		
Fatalities	0	0	0	0		
Injuries	16	12	67	11		
Vehicle-miles (millions)	1,032	1,039	1,025	1,011		
Passenger-miles (billions)	27.74	27.60	27.59	26.78		

^A Includes commuter rail, heavy rail, light rail and automated gateway. Excludes motor bus, van pool, and demand response.

TABLE X8.2 Transportation Vehicle Fires Reported to U.S. Municipal Fire Departments 2007-2011 Annual Averages⁴

NOTE 1—These are estimates of vehicle fires reported to local fire departments and so exclude fires reported only to state or federal agencies or private fire brigades. Estimates of deaths, injuries, and property damage can be significantly affected by a single fire with large loss. Type of vehicle is defined based on Mobile Property Type rather than Incident Type, which sometimes differs. Fires in which the mobile property type was unknown or coded as “none” were allocated proportionally.

Type of Vehicle	Fires	Civilian Deaths	Civilian Injuries	Direct Property Damage (in Millions)
Passenger road vehicle	192,480 (84 %)	247 (75 %)	1,079 (76 %)	\$751 (54 %)
Freight road vehicle	19,920 (9 %)	45 (14 %)	140 (10 %)	\$257 (18 %)
Industrial, construction or agricultural vehicle	8,470 (4 %)	3 (1 %)	50 (4 %)	\$223 (16 %)
Water transport	1,760 (1 %)	2 (1 %)	90 (6 %)	\$40 (3 %)
Home or garden vehicle	1,550 (1 %)	1 (0 %)	17 (1 %)	\$3 (0 %)
Rail transport	890 (0 %)	1 (0 %)	5 (0 %)	\$21 (2 %)
Air transport	270 (0 %)	27 (8 %)	31 (2 %)	\$62 (4 %)
Miscellaneous other vehicle	90 (0 %)	0 (0 %)	1 (0 %)	\$1 (0 %)
Unclassified mobile property	4,070 (2 %)	2 (0 %)	13 (1 %)	\$41 (3 %)
Total	229,500 (100 %)	328 (100 %)	1,426 (100 %)	\$1,398 (100 %)

⁴ Statistics in table were calculated based on NFIRS data and NFPA survey, as described in X8.4.

TABLE X8.3 Rail Transport Vehicle Fires Reported to U.S. Local Fire Departments—2007-2011 Annual Averages⁴

NOTE 1—These are estimates of vehicle fires reported to municipal fire departments and so exclude fires reported only to state or federal agencies or private fire brigades. Estimates of deaths, injuries, and property damage can be significantly affected by a single fire with large loss. Fires in which the mobile property type was unknown or coded as “none” were allocated proportionally.

Type of Vehicle	Fires	Civilian Deaths	Civilian Injuries	Direct Property Damage (in Millions)
Engine or locomotive	275 (31 %)	0 (0 %)	2 (37 %)	\$12.9 (61 %)
Box, freight or hopper car	235 (27 %)	0 (0 %)	0 (0 %)	\$2.1 (10 %)
Maintenance equipment car	100 (11 %)	0 (0 %)	0 (0 %)	\$1.2 (6 %)
Diner car or passenger car	96 (11 %)	1 (85 %)	2 (33 %)	\$0.3 (1 %)
Self-powered rapid transit car or trolley	32 (4 %)	0 (0 %)	0 (11 %)	\$0.5 (2 %)
Container or piggyback car	28 (3 %)	0 (0 %)	0 (0 %)	\$0.3 (2 %)
Tank car	12 (1 %)	0 (0 %)	0 (0 %)	\$0.0 (0 %)
Unclassified (or unknown-type) rail vehicle	108 (12 %)	0 (15 %)	1 (20 %)	\$3.9 (18 %)
Total	887 (100 %)	1 (100 %)	5 (100 %)	\$21.3 (100 %)

⁴ Statistics in table were calculated based on NFIRS data and NFPA survey, as described in X8.4.

X8.3.3 It is possible to estimate fire-related casualties from the statistics on the combined injuries and death from two types of conditions:

X8.3.3.1 one-time exposure to fumes, and

X8.3.3.2 burns other than those due to electric shock or burns.

X8.3.4 These two conditions accounted for 4.0 % of total 2012 reported casualties. These estimates are very rough, in part because these two categories will also contain, and may be dominated by, thermal burns due to contact with a hot object and exposure to fumes not related to smoke inhalation from fires.

X8.3.5 Only a small fraction of total railroad-related deaths (0.3 %) and injuries (18.5 %), 17.0 % for combined deaths and injuries, involved victims who were passengers on trains, the two conditions that could involve fires accounted for only 1.0 % of the combined passenger injuries and deaths.

X8.4 How NFPA National Estimates Statistics are Calculated:

X8.4.1 The statistics in this analysis are estimates derived from the U.S. Fire Administrator’s (USFA’s) National Fire

Incident Reporting System (NFIRS) and the National Fire Protection Association’s (NFPA’s) annual survey of U.S. fire departments. NFIRS is a voluntary system by which participating fire departments report detailed factors about the fires to which they respond. Roughly two-thirds of U.S. fire departments participate, although not all of these departments provide data every year. Fires reported to federal or state fire departments or industrial fire brigades are not included in these estimates.

X8.4.2 NFIRS provide the most detailed incident information of any national database not limited to large fires. NFIRS is the only database capable of addressing national patterns for fires of all sizes by specific property use and specific fire cause. NFIRS also captures information on the extent of flame spread, and automatic detection and suppression equipment.

X8.4.3 NFIRS has a wide variety of data elements and code choices. The NFIRS database contains coded information. Many code choices describe several conditions. These cannot be broken down further. For example, area of origin code 83 captures fires starting in vehicle engine areas, running gear areas or wheel areas. It is impossible to tell the portion of each from the coded data.

TABLE X8.4 Rail Transport Vehicle Fires Reported to U.S. Local Fire Departments by Item First Ignited 2007-2011 Annual Averages^A

NOTE 1—These are estimates of rail transport vehicle fires reported to municipal fire departments and so exclude fires reported only to state or federal agencies or private fire brigades. Estimates of injuries and property damage can be significantly affected by a single fire with large loss. All deaths involved unknown-type item first ignited. Estimates include a proportional share of fires in which the mobile property type was unknown. Fires in which the item first ignited was unknown were allocated proportionally among fires in which the item first ignited was known.

Item First Ignited	Fires	Civilian Deaths	Civilian Injuries	Direct Property Damage (in Millions)
Flammable or combustible liquid or gas, piping or filter	213 (24 %)	1 (100 %)	2 (33 %)	\$11.7 (55 %)
Unclassified item first ignited	180 (20 %)	0 (0 %)	0 (0 %)	\$2.2 (11 %)
Wire or cable insulation	157 (18 %)	0 (0 %)	2 (48 %)	\$3.5 (16 %)
Unclassified organic materials	42 (5 %)	0 (0 %)	0 (0 %)	\$0.1 (1 %)
Trash or waste	41 (5 %)	0 (0 %)	0 (0 %)	\$0.0 (0 %)
Tire	33 (4 %)	0 (0 %)	0 (0 %)	\$0.3 (2 %)
Multiple items first ignited	32 (4 %)	0 (0 %)	0 (0 %)	\$0.9 (4 %)
Railroad ties	31 (3 %)	0 (0 %)	0 (0 %)	\$0.1 (1 %)
Bulk storage	17 (2 %)	0 (0 %)	0 (0 %)	\$0.1 (1 %)
Box, carton, bag, basket or barrel	14 (2 %)	0 (0 %)	0 (0 %)	\$0.4 (2 %)
Dust, fiber, lint, sawdust or excelsior	12 (1 %)	0 (0 %)	0 (0 %)	\$0.0 (0 %)
Light vegetation, including grass	12 (1 %)	0 (0 %)	0 (0 %)	\$0.0 (0 %)
Baled goods or material	11 (1 %)	0 (0 %)	0 (0 %)	\$0.2 (1 %)
Agricultural crop, including fruits and vegetables	10 (1 %)	0 (0 %)	0 (0 %)	\$0.0 (0 %)
Magazine, newspaper or writing paper	9 (1 %)	0 (0 %)	0 (0 %)	\$0.1 (0 %)
Upholstered furniture or vehicle seat	8 (1 %)	0 (0 %)	0 (0 %)	\$0.0 (0 %)
Rolled or wound material	5 (1 %)	0 (0 %)	0 (0 %)	\$0.3 (2 %)
Film or residue, including paint, resin, and creosote	5 (1 %)	0 (0 %)	0 (0 %)	\$0.2 (1 %)
Conveyor belt, drive belt or V-belt	5 (1 %)	0 (0 %)	0 (0 %)	\$0.0 (0 %)
Packing or wrapping material	5 (1 %)	0 (0 %)	0 (0 %)	\$0.1 (1 %)
Transformer or transformer fluid	5 (1 %)	0 (0 %)	0 (0 %)	\$0.1 (0 %)
Other known item first ignited	40 (4 %)	0 (0 %)	1 (19 %)	\$0.7 (3 %)
Total	887 (100 %)	1 (100 %)	5 (100 %)	\$21.3 (100 %)

^A Statistics in table were calculated based on NFIRS data and NFPA survey, as described in X8.4.

TABLE X8.5 Rail Transport Vehicle Fires Reported to U.S. Municipal Fire Departments, Diner or Passenger Car Only, by Item First Ignited 2007-2011 Annual Averages^A

NOTE 1—These are estimates of rail transport vehicle fires reported to municipal fire departments and so exclude fires reported only to state or federal agencies or private fire brigades. Estimates of injuries and property damage can be significantly affected by a single fire with large loss. All deaths involved unknown-type item first ignited. Estimates include a proportional share of fires in which the mobile property type was unknown. Fires in which the item first ignited was unknown were allocated proportionally among fires in which the item first ignited was known.

Item First Ignited	Fires	Civilian Deaths	Civilian Injuries	Direct Property Damage (in Millions)
Wire or cable insulation	37 (38 %)	0 (0 %)	1 (66 %)	\$0.1 (28 %)
Flammable or combustible liquid or gas, piping or filter	18 (18 %)	1 (100 %)	0 (0 %)	\$0.1 (25 %)
Unclassified item first ignited	14 (15 %)	0 (0 %)	0 (0 %)	\$0.0 (9 %)
Multiple items first ignited	5 (5 %)	0 (0 %)	0 (0 %)	\$0.0 (16 %)
Upholstered furniture or vehicle seat	3 (3 %)	0 (0 %)	0 (0 %)	\$0.0 (11 %)
Dust, fiber, lint, sawdust or excelsior	3 (3 %)	0 (0 %)	0 (0 %)	\$0.0 (0 %)
Light vegetation including grass	3 (3 %)	0 (0 %)	0 (0 %)	\$0.0 (0 %)
Box, carton, bag, basket or barrel	2 (2 %)	0 (0 %)	0 (0 %)	\$0.0 (0 %)
Trash or waste	2 (2 %)	0 (0 %)	0 (0 %)	\$0.0 (3 %)
Railroad tie	1 (1 %)	0 (0 %)	0 (0 %)	\$0.0 (0 %)
Magazine, newspaper or writing paper	1 (1 %)	0 (0 %)	0 (0 %)	\$0.0 (2 %)
Unclassified organic materials	1 (1 %)	0 (0 %)	0 (0 %)	\$0.0 (0 %)
Goods not made up, including fabrics and yard goods	1 (1 %)	0 (0 %)	0 (0 %)	\$0.0 (0 %)
Heavy vegetation, including trees	1 (1 %)	0 (0 %)	0 (0 %)	\$0.0 (0 %)
Fertilizer	1 (1 %)	0 (0 %)	0 (0 %)	\$0.0 (1 %)
Linen other than bedding	1 (1 %)	0 (0 %)	0 (0 %)	\$0.0 (1 %)
Christmas tree	1 (1 %)	0 (0 %)	0 (0 %)	\$0.0 (0 %)
Conveyor belt, drive belt or V-belt	1 (1 %)	0 (0 %)	0 (0 %)	\$0.0 (0 %)
Tire	1 (1 %)	0 (0 %)	0 (0 %)	\$0.0 (0 %)
Film or residue, including paint, resin and creosote	1 (1 %)	0 (0 %)	0 (0 %)	\$0.0 (0 %)
Appliance housing or casing	1 (1 %)	0 (0 %)	0 (0 %)	\$0.0 (0 %)
Pyrotechnics or explosives	1 (1 %)	0 (0 %)	1 (34 %)	\$0.0 (3 %)
Total	96 (100 %)	1 (100 %)	2 (100 %)	\$0.3 (100 %)

^A Statistics in table were calculated based on NFIRS data and NFPA survey, as described in X8.4.

X8.4.4 NFPA Methodology for assessing statistics may change slightly from year to year. NFPA is continually exam-

ining its methodology to provide the best possible answers to specific questions; methodological and definitional changes

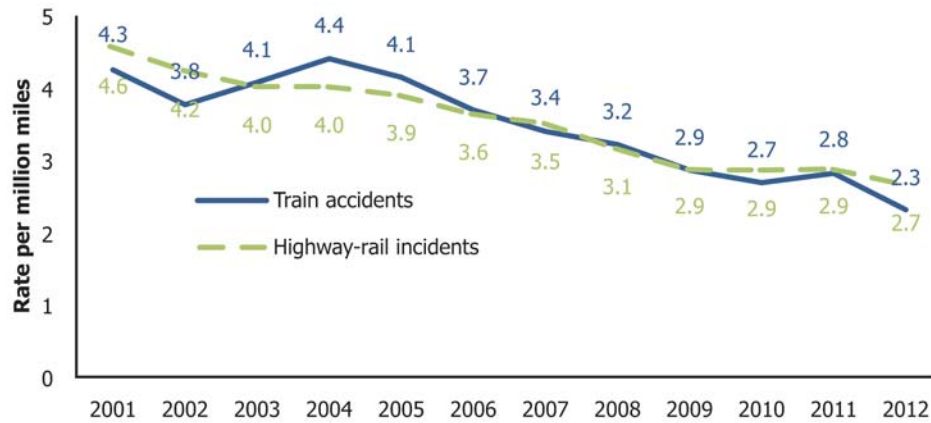


FIG. X8.1 Train Accident and Highway Rail Incidents per Million Miles, by Year

can occur. Earlier editions of any specific report may have used different methodologies to produce the same analysis, meaning that the estimates presented in any report are not necessarily directly comparable from year to year.

X8.4.5 NFPA’s fire department experience survey provides estimates of the big picture. Each year, NFPA conducts an annual survey of fire departments which enables us to capture a summary of fire department experience on a larger scale. Surveys are sent to all municipal departments protecting populations of 50,000 or more and a random sample, stratified by community size, of the smaller departments. Typically, a total of roughly 3,000 surveys are returned, representing about one of every ten U.S. municipal fire departments and about one third of the U.S. population. The survey is stratified by size of population protected to reduce the uncertainty of the final estimate. Small rural communities have fewer people protected per department and are less likely to respond to the survey. A larger number must be surveyed to obtain an adequate sample of those departments. (NFPA also makes follow-up calls to a sample of the smaller fire departments that do not respond, to confirm that those that did respond are truly representative of fire departments their size.) On the other hand, large city departments are so few in number and protect such a large proportion of the total U.S. population that it makes sense to survey all of them. Most respond, resulting in excellent precision for their part of the final estimate. The survey includes the following information: (1) the total number of fire incidents, civilian deaths, and civilian injuries, and the total estimated property damage (in dollars), for each of the major property use classes defined in NFIRS; (2) the number of on-duty firefighter injuries, by type of duty and nature of

illness; (3) the number and nature of non-fire incidents; and (4) information on the type of community protected (for example, county versus township versus city) and the size of the population protected, which is used in the statistical formula for projecting national totals from sample results.

X8.4.6 *NFPA Process for Projecting NFIRS to National Estimates*—As noted, NFIRS is a voluntary system. Different states and jurisdictions have different reporting requirements and practices. Participation rates in NFIRS are not necessarily uniform across regions and community sizes, both factors correlated with frequency and severity of fires. This means NFIRS may be susceptible to systematic biases. No one at present can quantify the size of these deviations from the ideal, representative sample, so no one can say with confidence that they are or are not serious problems. But there is enough reason for concern so that a second database – the NFPA survey – is needed to project NFIRS to national estimates and to project different parts of NFIRS separately. This multiple calibration approach makes use of the annual NFPA survey where its statistical design advantages are strongest. Scaling ratios are obtained by comparing NFPA’s projected totals of residential structure fires, non-residential structure fires, vehicle fires, and outside and other fires, and associated civilian deaths, civilian injuries, and direct property damage with comparable totals in NFIRS. Estimates of specific fire problems and circumstances are obtained by multiplying the NFIRS data by the scaling ratios. Reports for incidents in which mutual aid was given are excluded from NFPA’s analyses. Analysts at NFPA, the US Fire Administration and the Consumer Product Safety Commission developed the specific basic analytical rules used for this procedure.

X9. EXAMPLE CALCULATION

X9.1 [Table X9.1](#) and [Table X9.2](#) contain cone calorimeter data for rail transportation vehicle materials ([35](#), [39](#), [73-76](#)).

X9.2 One of the methods that can be employed to calculate upper layer room temperatures is the fire model contained in the FPETOOOL software ([69](#)). In that fire model, a moderate fire is defined as one where the growth is governed by a constant $\alpha = 11.72 \times 10^{-3} \text{ kJ/s}^3$ and a fast fire is defined as one where the growth is governed by a constant $\alpha = 46.88 \times 10^{-3} \text{ kJ/s}^3$. Using a fast fire curve, and a BART-type rail transportation vehicle ([38](#)), flashover is reached after 9 minutes, while the moderate fire does not reach flashover in 15 min. The analyses were conducted using resilient flooring. In order to see the sensitivity of the analysis, alternate ones were conducted using wood flooring and concrete flooring of similar thickness. Slightly different upper layer temperatures were obtained for the various flooring types, representing the thermal response characteristics of the flooring material.

X9.3 The FP-PVC2 and PO1-PO3 cables from [Table X9.1](#) were used to investigate their relative effectiveness, which

respectively have, excellent and borderline-failing fire performance in the vertical cable tray test). Application of a different fire model within the same FPETOOOL software can be made using specially-constructed fire curves. In the first curve it is assumed that only a few lengths of cable were present (some 40 kg). In that case, the better performing cable causes virtually no problem (peak heat release rate: < 30 kW). On the other hand the poorer cable (peak heat release rate > 200 kW) causes a row of seats to ignite and release enough heat to ignite the next row, and so on; however, the overall fire is still much slower than a moderate fire curve. In reality, however, there are approximately 500–1000 kg of cable in a rail transportation vehicle, so that changing to the poorer fire performing cable would decrease safety considerably and should not be done unless it is accompanied by a number of other compensatory fire safety measures.

TABLE X9.1 Cone Calorimeter Test Data for Some Materials Used in Rail Transportation Vehicle^A ([35](#), [39](#), [74-76](#))

Material	Flux [kW/m ²]	Pk RHR [kW/m ²]	Tm Pk [s]	Av RHR 3 [kW/m ²]	THR [MJ/m ²]	EHC [MJ/kg]	T _{ig} [s]	Av SEA [m ² /kg]	Pk SEA [m ² /kg]	Thickness [mm]
Low smoke polychloroprene foam (38)	25	27	634		12	NA	NA	NA		25? ^B
Vinyl chloride acrylic copolymers window mask (38)	25	200	99		2	NA	90	NA		25? ^B
Acrylic wall covering	25	410								25? ^B
Nylon floor covering with underlayment (38)	25	350	228		21	NA	117	NA		25? ^B
CMHR Upholst. Foam A (73)	35	26	5	12	3	5	5	12		27
CMHR Upholst. Foam 2 (73)	35	20	25	11	3	3	4	139		27
CMHR Upholst. Foam B (74)	35			31						50? ^B
CMHR Upholst. Foam C (74)	35			34						50? ^B
Neoprene Uph. Foam (75)	35			32						50? ^B
Wire and Cable										
PVC1-PVC2 Cable (34)	40	189		56	54	11	113	387		10
PVC1-PO1 Cable (34)	40	163		77	88	19	59	261		10
FP-PVC2 Cable (34)	40	132		46	46	12	72	654		10
PO2-PO1 (34)	40	282		52	77	24	62	272		10
PO1-PO3 (34)	40	398		52	124	26	114	303		

^A The materials chosen from reference ([76](#)) are high performance foams potentially used in rail. The designation CMHR in this table is not restricted to polyurethane foam but reflects an advanced degree of improved fire performance. Foams were tested at 50-mm thickness (except the graphite foam tested at 25-mm); other materials were tested at use thickness. The cable material data from ([35](#)) were obtained from testing communications cables of various chemical compositions (insulation and jacket), of which the first four meet the flame spread, heat and smoke requirements from UL 1685 in Test Method [D5424](#), a test method which is somewhat similar to the AMTRAK Specifications for High Performance Wire and Cable Spec 323-1990 ([33](#)) and the last one does not meet them (PO1-PO3). Abbreviations: PO: polyolefin, halogen-free; PVC: poly(vinyl chloride-based); FP: fluoropolymer. Property abbreviations: Flux: incident heat flux; Pk RHR: maximum rate of heat release; Tm Pk: time to Pk RHR; Av RHR 3: 3 min average rate of heat release; THR: total heat released; EHC: effective heat of combustion; T_{ig}: time to ignition; Av SEA: average specific extinction area; Pk SEA: peak specific extinction area.

^B ?: Symbol indicates that the thickness used for testing is likely to be that indicated.

TABLE X9.2 Cone Calorimeter NIST Test Data for Some Additional Materials Used in Rail Transportation Vehicles at 50 kW/m² (73)

Material ^A	Pk RHR ^B [kW/m ²]	Tm Pk ^B [s]	THR ^B [MJ/m ²]	Av RHR ₃ ^B [kW/m ²]	Av MLR ^B [g/s m ²]	EHC ^B [MJ/kg]	T _{ig} ^B [s]	Av SEA ^B [m ² /kg]	Pk SEA ^B [m ² /kg]	Thickness [mm]
Individual Seat/Mattress Materials										
CMHR upholstery foam	77	25	15.7	32	3.17	9.7	14	18	211	50
Graphite upholstery foam ^C	99	8	8.5	43	2.42	17.5	5	48	457	26
Upholstery interliner	25	13	0.9	5	0.94	18.5	5	421	2388	1
Wood/nylon upholstery fabric	423	20	6.2	31	9.42	16.7	11	225	418	1
PVC upholstery cover fabric	359	13	6.0	29	16.51	11.9	7	782	1040	1
Mattress ticking	14	10	0.2	1	0.51	12.5	5	38		1
Polychloroprene elastomer seat support diaphragm	295	53	24.2	114	9.83	12.5	32	1219	1779	1
FR cotton muslin seat support diaphragm	193	12	2.5	12	4.89	9.7	7	494	1346	1
PVC/acrylic seat shroud	107	353	43.5	484	9.20	11.9	29	552	1427	2
Armrest pad foam, coach seat	659	168	121.5	431	12.23	20.1	17	643	1128	7
Polychloroprene elastomer seat footrest cover	190	98	34.8	125	10.32	11.4	26	689	1401	4
Polychloroprene seat track cover	267	40	62.5	207	15.95	12.8	18	1011	1246	15
Individual Interior Finish Materials										
Wall finish wool carpet	655	95	76.7	394	15.67	29.6	30	509	857	1
Wall finish wool fabric	745	35	18.8	91	2.68	19.2	21	209	464	2
Polycarbonate space divider	272	153	246.9	208	7.66	21.1	108	787	1958	13
Wall material FRP/PVC	122	40	21.9	101	10.94	11.4	22	627	1328	2
Wall panel FRP	612	57	62.9	140	8.33	13.5	54	578	925	4
Individual Glazing Materials										
Polycarbonate window glazing	329	208	137.2	263	13.13	21.7	91	857	1141	6
FRP window mask	398	68	22.4	111	15.07	10.0	45	586	718	2
Individual Fabrics										
Door privacy curtain window drapery fabric	308	22	5.3	27	12.25	14.5	13	381	475	1
Polyester drapery fabric	175	30	5.4	28	4.35	12.7	21	757	1091	1
Blanket, wool fabric	168	15	1.9	8	2.16	7.2	11	561	2443	3
Blanket, modacrylic fabric	18	25	0.4	2	1.35	10.7	17	3
Floor carpet, nylon	245	72	17.8	97	9.01	17.0	10	245	771	4
Other Individual Materials										
Rubber mat, styrene butadiene	281	95	83.1	173	3.09	29.3	32	943	1610	20
Table, phenolic-wood laminate	249	55	188.9	132	9.00	11.0	45	48	222	29
Air duct, polychloroprene	143	53	13.5	71	2.71	32.4	30	736	1077	1
Pipe wrap, insulation foam	93	10	7.0	38	4.22	14.3	7	689	1190	13
Window gasketing, polychloroprene elastomer	208	305	196.6	165	2.60	37.4	33	714	1409	15
Door gasketing, polychloroprene elastomer	207	275	263.5	175	2.70	49.6	38	731	1474	15
Composite Systems										
Seat cover with CMHR foam, interliner and wool/nylon cover	268	15	8.9	46	4.92	11.3	12	318	847	51
Seat cover with CMHR foam, interliner and PVC cover	269	30	10.7	51	8.64	10.3	7	319	596	51
Mattress: CMHR foam interliner, and ticking	174	10	11.7	53	5.07	10.1	7	30	144	51
Bed pad: CMHR foam and ticking	143	10	7.8	42	5.47	10.2	7	31	130	39
Pillow: cotton fabric and polyester filler	341	58	19.6	108	14.74	19.3	24	563	656	51

^A The materials were all tested at use thickness.

^B Property abbreviations: Flux: incident heat flux; Pk RHR: maximum rate of heat release; Tm Pk: time to Pk RHR; Av RHR 3: 3 min average rate of heat release; THR: total heat released; EHC: effective heat of combustion; T_{ig}: time to ignition; Av SEA: average specific extinction area; Pk SEA: peak specific extinction area.

^C This material does not comply with the requirements of [Table X1.1](#) or [Table X3.1](#).

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