

# SECTION 305 TECH SUB COMM

MINUTES

SEPTEMBER 10  
2015

3:00PM EASTERN

CONFERENCE CALL

<b>FACILITATOR</b>	<i>Dale Engelhardt, Vice-Chair, NGENC Technical Subcommittee</i>
<b>ATTENDEES</b>	<b>Core Team Members:</b> Dale Engelhardt, Jeff Gordon, Momoko Tamaoki, Curtis McDowell for Allan Paul, Jack Madden, Jeff Schultz for Marci Petterson, Jennifer Bastian, Phil Meraz, Troy Hughes, Michael Burshtin, Andrew Wood, Melissa Shurland, Sal DeAngengelo, Steve Hewitt, Dave Warner (Emeritus) <b>Industry Members:</b> Tom Sisler, James Michel, Pat Sheeran, Paul Jamieson, Rich Stegner, Bill Saddler, Steve Morrison, Al Bieber, Walt Stringer, Kevin Myles, Josh Coran
<b>ABSENTEES</b>	<i>Mario Bergeron, Allan Paul, Marci Petterson, Jason Biggs, Charlie Poltenson, Tammy Krause, Vincent Brotski, Nico Lindenau, Jonathan Hines, Jay Glifillan, Art Peterson, Devin Rouse, Anand Prabhakaran, Charles Bielitz, Michael Coltman, Brian Marquis, Patricia Llana, Larry Salci, Shayne Gill</i>

## DISCUSSION/DECISIONS MADE

**1.**

In the absence of Chairman Bergeron, Vice Chairman Dale Engelhardt, Amtrak, called today's meeting to order and asked Steve Hewitt to call the roll.

After calling the roll, Steve confirmed the presence of a quorum.

**As always, industry participants are asked to email a notification of their attendance to Steve Hewitt at [shewitt109@aol.com](mailto:shewitt109@aol.com)**

**2.**

**Review of the Meeting Agenda – Dale Engelhardt:**

Dale Engelhardt provided a brief overview of today's meeting agenda.

**3.**

**Review of Action Items that are not on the agenda – Steve Hewitt:**

Steve Hewitt reviewed the open action items, providing a brief update on only those items that were not to be specifically covered on the agenda:

**Maintaining Industry Participation List: Status:** There are currently **257** registered industry participants.

**Requesting Backgrounder educational document:** The updated Backgrounder remains available upon request. Please contact Steve Hewitt at [shewitt109@aol.com](mailto:shewitt109@aol.com) if you want to receive Backgrounders. Provide the quantity requested and an address for sending them to.

**Updating ECP Standards:** This is an ongoing item which the Technical subcommittee is tracking – it is anticipated that status updates will take place on every other call. There is no update for today's call.

**AAR Committee:** Next update due September 24, 2015. (Ongoing)

**Dual Mode Specification Meeting Follow-ups:** All PowerPoint presentations for the meeting were sent out with the DRAFT meeting minutes; and are or will be posted to the website.

There have been several requests for the DRAFT specification Version 2 which was approved at the meeting in Albany. It is being finalized and will be distributed when it has been placed in final form.

**4.**

**Approval of the Minutes of the 8-19-15, 2015 Technical subcommittee conference call – Dale Engelhardt:**

On a motion by Jack Madden, NYSDOT, and a second by Curtis McDowell, NCDOT, the Minutes from the 8-19-15 Technical subcommittee face to face meeting were approved without objection.

**5.**

**Summary Report: Dual Mode (DC 3<sup>rd</sup> Rail) Locomotive Specification Approval Meeting – 8-19-15 – Albany, NY – Dale Engelhardt:**

Dale Engelhardt provided a summary overview of the Dual Mode (DC 3<sup>rd</sup> Rail) Specification Approval meeting held in Albany, NY on 8-19-15.

The meeting was well attended, approximately 30 participants, and the purpose of the meeting – to approve the specification, was accomplished.

As a series of changes to the DRAFT specification had come in late in the process and were only incorporated in DRAFT version 2 the day before the meeting, the process for approval was changed slightly to include a complete review of all of the late changes to version 2.

Dale noted that it was prudent to go through all of these changes for all attendees to get a chance to see what they were and raise any concerns or exceptions.

Ultimately, Draft version 2 was approved by the Technical subcommittee during the meeting with a few minor modifications which will now be included in the final version by Tammy Krause as Revision Control Coordinator.

During the meeting two other actions of note were taken:

The Technical subcommittee agreed to recommend that the Executive Board make a change to the Dual Mode (DC 3<sup>rd</sup> Rail) Passenger Locomotive Requirements Document Revision A to reduce the HEP requirement from 1000kw to 800kw in Section 2.6 Electrical. On 9-1-15 – the Executive Board – during its regular bi-weekly call - approved this change to the Requirements Document and Tammy Krause will finalize the document with the changes and send on to the Review Panel as it begins its review of the specification.

PRIIA Specification Reference Document 305-912: The Subcommittee, on 8-19-15, agreed to a series of updates/revisions to the 305-912 document. Tammy Krause has captured those changes and revised the document accordingly. A draft revised document has been distributed to the full Technical Subcommittee.

Today, it was agreed that the Subcommittee members should have some time to review the changes and provide any comments they may have to Tammy Krause in advance of the next call (9-24-15). On the next call it is anticipated that the revised version of 305-912 will be considered for approval.

It is important that this document be revised in advance of the Review Panel developing its report and recommendations on the Technical specification.

Dale also reported that the day after the approval meeting (8-20-15), the Subcommittee members were given an opportunity to tour the Amtrak Rensselaer maintenance facility, hosted by Jim Shelgren, Plant Manager, Amtrak.

Steve Hewitt provided a brief summary of the tour, noting that over 20 members participated. Feedback on the tour has been great. All those who went enjoyed a well -organized and professional tour. It was very educational, especially for those who had not previously had an up close view and walk through of a Dual Mode Locomotive.

Steve noted that, on behalf of the NGECE Executive Board, he had written a thank you note to Jim Shelgren and his team for their hospitality in hosting the tour, and for the very professional and informative nature of the tour.

Steve also acknowledged Jack Madden, NYSDOT, and his team for making the Albany meeting and tour arrangements and for all the hard work done to oversee the development of the specification.

Jack Madden added that the Locomotive Working Group had gone through the 305-912 document and made the revisions discussed at the meeting and it was now in the hands of all subcommittee members. Jack agreed that it was reasonable to wait until the next call of the subcommittee to consider approval of the revised version.

**6. Review Next steps in the Process for formal approval of the Dual Mode (DC 3<sup>rd</sup> Rail) Locomotive Specification by the NGECE Executive Board – Steve Hewitt:**

Steve Hewitt reported that the next steps in the process for final approval of the specification are:

The Executive Board receives the final version of the spec as approved by the Technical subcommittee in Albany, NY on 8-19-15.

Board Chairman Eric Curtit provides it to the Locomotive Review Panel which was formally reconvened during the 9-1-15 Exec Board call.

Larry Salci then begins his review of the specification against the Requirements Document (with the change approved by the Technical Subcommittee as a recommendation to the Board and accepted by the Board on 9-1-15).

Once Larry has completed his review and prepared draft Review Panel Report with recommendations, the Review Panel receives the report and meets via conference call to discuss and ultimately accept the report and recommendations.

It is then sent to the Executive Board and presented to the Board on the next call following Review Panel approval, with a request for its approval by the Board.

The anticipated timeline for all of these steps to be concluded and for final approval by the Executive Board is late November, early December, 2015.

**7. Document Control Update – Steve Hewitt for Tammy Krause:**

Tammy Krause provided the following update for inclusion in today's minutes, and Steve Hewitt read it into the record, in her absence:

*"Document Control is working on the approved dual mode specification and currently processing DCR's for the bi-level procurement."*

Steve also went through the three items listed on the agenda and gave a status on those:

- a. Finalizing DRAFT Version 2 for submittal to the NGECE Review Panel – as noted above Tammy is working on finalizing the specification for Review Panel consideration.
- b. Making the changes to the Dual Mode Locomotive (DC 3<sup>rd</sup> Rail) Requirements Document as approved by the Executive Board on 9-1-15. As reported earlier the changes have been accepted by the Executive Board, and Tammy will insert them into the Requirements document so that the Review Panel will have it to compare against the specification for compliance.
- c. Revising/updating 305-912- Also as noted above, a draft version with revisions has been sent to all subcommittee members for review. The goal is to consider approval of the revised document on the 9-24-15 Technical subcommittee call.

Jack Madden reported on an additional follow-up item that was not listed on today's agenda and provided the following for inclusion in today's minutes:

- d. Report on DEF use in NYC Tunnels, 8/10/2015:

*"Mr. Acting Chairman,*

*At the 8/19 specification Approval Meeting in Albany, you raised the question, "Can DEF be used in the rail tunnels in NYC?" The Chair of the Environmental Team, Glen Rees of Cummins committed to obtain an answer.*

*This question was reviewed by Locomotive Working Group Members from Amtrak, Metro North, Long Island Rail Road and as well Mr. Rees, from Cummins Diesel.*

*The short answer is that there is no known prohibition on the use of DEF in the rail tunnels in NYC.*

*Amtrak noted that they routinely use DEF in their diesel hi-rail vehicles which operate in their tunnels in NYC.*

MNR advised that the use of a 180 gallon DEF tank on a locomotive should not be an issue in their tunnel. LIRR stated that they do not currently use DEF on any of their locomotives and that their hi-rail vehicles do not operate in the East River Tunnels, which are maintained by AMTK. Per Cummins, they understand that NYC Transit is planning to issue an RFP for a small fleet of Tier 4 switching / work locomotives, which will include the use of DEF to achieve Tier 4 on those locomotives. MNR further advised that NYC Transit has been using DEF on their "vacuum train" since 1997. As you recall, MNR, LIRR and NYCT are all subsidiaries under NYS' Metropolitan Transportation Authority.

In conclusion, as DEF is caustic, but not flammable, and as DEF is used very day by diesel trucks in vehicular tunnels into and out of NYC, it is unlikely that the NYC Fire Department would raise an objection on the use of DEF in the railroad tunnels."

**8. Accessibility Working Group/RVAAC related issues update – Melissa Shurland:**

There is no update for today.

**9. Update: Procurements:**

**Bi-Level Cars – Momoko Tamaoki:**

FAI's – are taking place most recently on 9-2/3-15 –with success.

Design Review – there are 10 hot list items remaining open – most are very close to closure.

There are no RFCs open at this time.

Car shell testing – Momoko reported that on 8-20-15 a pre-compression test was conducted and it resulted in structural failure. The vendor is investigating how and why this happened – Caltrans is getting daily updates on the investigation, but still no resolution to it. An analysis is expected to be forthcoming this Friday, 9-11-15. The project schedule is now under review pending the results of the analysis.

**Diesel-electric Locomotive – Jennifer Bastian:**

The following update was provided by IDOT for inclusion in today's minutes:

- a) *The invoices for milestone C (Invoice #7 & #8, associated with 12 ea. IDOT Option Locomotives) are being processed by IDOT*
- b) *FDR follow-up action items continue for closure. Just a few items remain and we anticipate closure by next week, pending receipt of the balance of submittal drawings, which are expected next week, as well.*
- c) *The pre-FAI for the diesel engine is planned for later in September with the FAI for the Prime Mover (Engine and alternator together) is planned for October in Sacramento.*
- d) *Manufacturing for the first locomotive carbody continues. The integral fuel tank and the underframe has been completed and welding of the truck frames continues.*
- e) *The follow-up weld process review was held on August 18<sup>th</sup> - 20<sup>th</sup> at Siemens, with another follow-up planned for September 15-16.*
- f) *One more draft DCR has been processed by the JPEs. Now we have fifteen draft (DCRs) are being prepared and Rich Stegner has contacted Tammy Krause, to send a list re-capping the DCRs and will begin drafting DCRs asap.*
- g) *Follow up Technical Advisory Groups (TAG) continue working on an on-going basis for the action items from the AAR Standard vehicle qualification testing and acceptance. AAR's David Cackovic is the facilitator.*
- h) *The Diesel Exhaust Fluid (DEF) planning team met on August 31<sup>st</sup>. Logistics for fueling locations, with DEF are being reviewed.*
- i) *The locomotive weight is 272,000 lbs (+/-) and the calculated P2 force is still within specified limits. Weight is being closely monitored."*

**10. Progress report: Diesel Exhaust Fluid (DEF) / UREA Working Group - Jennifer Bastian:**

The DEF working group last met on 8-31-15.

A schedule review was made.

A review of the fuel station locations and the delivery of the DEF fuel was reviewed, and vendor RFP preparation has

begun.

The truck delivery system and potential in ground storage plans are also being considered, as well as testing needs for Pueblo.

A project schedule was distributed just prior to today's call.

**11.  
Other Issues**

Paul Jamieson noted that one last change raised at the Albany meeting, will still need to go through the DCR process, and be added to the Specification (Dual Mode (DC 3<sup>rd</sup> Rail) Locomotive).

Dave Warner suggested that it be considered as an urgent DCR and submitted through the process in time to be considered all at once as the Review Panel develops its report and recommendations. This would be more prudent than approving the specification and immediately needing to make a change to it.

Paul and Jack Madden concurred with Dave "Emeritus" Warner.

**Adjourn:** With no other issues to come before the subcommittee today, at approximately 3:34PM Eastern, Dale Engelhardt adjourned today's Technical Subcommittee conference call meeting.

**Next Call: September 24, 2015 – 3:00pm Eastern**

### Decisions and Action Items

RVAAC: RVAAC presented its recommendations for improved access on rail vehicles to the Access Board on July 29, 2015. Melissa will keep the Tech SC apprised as deliberations conclude.

Updating ECP Standards: remains as a standing action item and as activities occur; Paul Jamieson will provide status updates to the subcommittee. (Ongoing)

Maintaining Industry Participation List: This remains an ongoing action item. There are currently **257** registered industry participants. (Ongoing)

Backgrounder educational document: The updated Backgrounder remains available upon request. Please contact Steve Hewitt at [shewitt109@aol.com](mailto:shewitt109@aol.com) if you want to receive Backgrounders. Provide the quantity requested and an address for sending them to.

DEF Working Group: The working group met on 8-31-15. (See update report) As requested, the project schedule was distributed earlier today through Steve Hewitt.

The PRIIA Dual Mode (DC 3<sup>rd</sup> Rail) Passenger Locomotive Technical Specification – DRAFT Revision2 was approved by the Technical subcommittee on 8-19-15 and will be put in final form with changes as noted during today's meeting, by Tammy Krause. Once in final form, Steve Hewitt will transmit it to Eric Curtit on behalf of Mario Bergeron and the Technical subcommittee and request that the Board begin the process for formally adopting the specification.

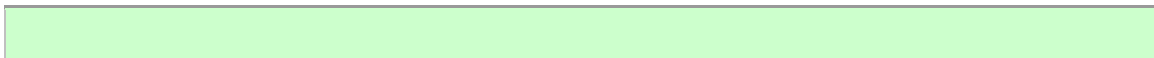
The Technical subcommittee on, 8-19-15, voted to recommend that the Executive Board make a change to the Dual Mode (DC 3<sup>rd</sup> Rail) Passenger Locomotive Requirements Document Revision A to reduce HEP from 1000kw to 800kw in Section 2.6 Electrical.

On 9-1-15, the Executive Board approved the change to the Requirements Document as recommended by the Technical subcommittee. Tammy Krause will finalize the document with the changes.

Specification 305-912 reference document changes: The subcommittee on 8-19-15 agreed to a series of updates/revisions to the 305-912 document. Tammy Krause will capture those changes and revise the document accordingly. A draft revised document was distributed to the full Technical subcommittee and members are asked to review it and submit comments/changes to Tammy Krause in advance of the 9-24-15 Tech SC call.

The intent is to bring it up for consideration on the next call.
AWG report: Oregon State University and Amtrak have signed NDA and work will begin on the study of the drawings. (Ongoing)
AAR Committee: Next update due September 24, 2015.(Ongoing)
The DCR mention by Paul Jamieson will be submitted through the urgent DCR process for subcommittee approval.

**ATTACHMENTS**



**PRIIA Section 305 Tech Sub Committee Meeting**

**September 10, 2015**

The agenda for the meeting is below:

- |   |                               |
|---|-------------------------------|
| 1. Roll Call  | Steve Hewitt                  |
| 2. Review meeting agenda  | Dale Engelhardt               |
| 3. Review Action Items  | Steve Hewitt                  |
| 4. Approve Minutes of August 19, 2015   | Dale Engelhardt               |
| 5. Summary Report: Dual Mode (DC 3 <sup>rd</sup> Rail) Locomotive Spec approval mtg 8-19-15- Albany, NY | Dale Engelhardt               |
| 6. Review Next Steps in the process for formally adopting the Dual Mode specification                   | Steve Hewitt                  |
| 7. Document Control Update:   | Steve Hewitt for Tammy Krause |

Status of follow up/action items from August 19<sup>th</sup> Spec Approval meeting:

- |  |              |
|--|--------------|
| a. Finalizing DRAFT Version 2 for submittal to NGEC Review Panel – status/timeline   | Steve Hewitt |
| b. Making the changes to the Dual Mode (DC 3 <sup>rd</sup> Rail) Requirements Document (as recommended by Tech SC and accepted by the Exec Board 9-1-15) |              |
| c. Revising/Updating 305-912 Reference specification   |              |

Other Document Control updates - DEF use in NYC Tunnels Jack Madden

- |  |                  |
|--|------------------|
| 8. Accessibility Working Group/RVAAC related issues update | Melissa Shurland |
| 9. Update: Procurements                                    |                  |

- a. Bi-level Cars Momoto Tamaoki
- b. Diesel-electric locomotive Jennifer Bastian
- 10. Progress report: Diesel Exhaust Fluid (DEF) / UREA Working Group Jennifer Bastian
  - a. Project schedule/timeline
- 11. Other Issues All
- 12. Review this meeting: Steve Hewitt
  - a) Decisions
  - b) New Action Items

***Technical Sub Committee Conference Call Meeting:***  
***Thursday September 10, 2015 / 3:00 Eastern / 1-866-209-1307 / passcode 6486648#***  
***Please call in a few minutes early so all is in attendance for Roll Call.***  
***Thank you***  
***Next Call – 9-24-15 at 3:00pm Eastern***