

# SECTION 305 TECH SUB COMM

MINUTES

SEPTEMBER 16  
2021

3:00PM EASTERN

CONFERENCE CALL

<b>FACILITATOR</b>	<i>Joe Paul, Vice Chair, NGENC Technical Subcommittee</i>
<b>ATTENDEES</b>	<b>Core Team Members:</b> Joe Paul for George Hull, Jeffrey Gordon, Gurleen Boparai, Art Peterson for Jennifer Bastian, Ed Engle, Mike Jenkins, Steve Hewitt, Larry Salci, Brian Marquis, Blair Slaughter, Tammy Krause, Tarek Omar, Melissa Shurland <b>Industry Members:</b> Dick Bruss, Richard Curtis, James Michel, Paul Jamieson, Rich Stegner, Kevin Sudano, Paul Arnone, Dave Warner, Shunsake Takaya, Marco Weber, Ed Goltko, Rich Bowie, Jack Martinson, Jack Madden, Stephen Mark, Jack Madden, Kirk Klug, Anand Prabhakaran, William Luebke, Kevin Myles, Marco Weber, Erika Santana, Glenn Gough, Frances Nelson, J Barahana, Marko Kroenke, Peter Basile, Steve Morrison
<b>ABSENTEES</b>	<i>George Hull, Matthew Simmons, Troy Hughes, Marci Petterson, Ray Hessinger, Jennifer Bastian, Jason Biggs, Mike Kraft, Mike Murray, Rebecca Anger, Charlie King</i>

## DISCUSSION/DECISIONS MADE

### 1.

In the absence of Chairman George Hull, Vice Chair Joe Paul called the meeting to order and asked Steve Hewitt to call the roll of core team members.

After calling the roll, Steve Hewitt could not confirm the presence of a quorum. It was agreed that the meeting would take place, but no votes would be cast.

**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 Action Items – Steve Hewitt, NGENC Program Manager:**

#### **2021 NGENC Backgrounder educational document:**

The 2021 version of the NGENC two-page backgrounder/educational document has been released and is available electronically or in hard copy by request. Contact Steve Hewitt at [shewitt109@aol.com](mailto:shewitt109@aol.com)

About 555 electronic copies have been distributed to date.

**Update:** On 9-15-21, the NGENC Finance and Administrative subcommittee (FASC) began its review an updating of the two-pager for 2022. The NGENC has a great story to tell, and many achievements have occurred in 2021 that should be highlighted in the next two-pager. The plan is to have it released by the NGENC Annual Meeting which will be held in-person on 2-25-22 in Washington, DC., at the Hyatt Regency on the Hill.

**Maintaining Industry Participation List:** There are over 200 industry participants.

There have been several updates/changes to the list that have been provided to Steve Hewitt and those changes have been made. Any further updates or changes should be sent to Steve Hewitt at [shewitt109@aol.com](mailto:shewitt109@aol.com).

#### **Connecticut DOT Rail Car Procurement:**

This procurement remains in the "cone of silence" period.

**Next Update – as appropriate**

#### **Metro North Dual Mode Locomotive Procurement as of 9-2-21:**

Metro-North continues to hold their initial design review meetings.

They are scheduled to do an on-site visit of the Siemens factory in Sacramento during the week of 9-20-21. The purpose will be to review some of the systems that will remain the same in the Dual Mode Locomotive as those in the Charger.

**Next Update – 9-30-21**

**Amtrak Equipment Procurement as of 9-2-21**

On the CAF cars: The last car shipped from Elmira – all the equipment is delivered, and Amtrak is looking to get it commissioned and into service.

On the Acela 21 – work continues on qualification and testing.

On the Intercity Passenger Rail Trainset (Amfleet) – it is progressing well. It is in the initial design review stage.

On Long Distance Locomotive – there are three on the property that are progressing with testing.

**Next Update – 9-30-21**

**Working Group on Weight Issues as of 9-2-21:**

*The NGEN Vehicle Weight Working Group had its 8<sup>th</sup> meeting on August 9. There were 11 members in attendance.*

*We discussed lateral imbalance and some ideas for how this parameter can be defined in a common way for all specifications. Some carbuilders expressed concern that the clearer definition of the vehicle condition(s) under which the imbalance is evaluated is required. Discussions ensued about clearance issues and that lateral imbalance is most often corrected by ballasting.*

*It was noted that the specifications do not explicitly require that production cars must be vertically plumb (although carbuilders achieve this by ballasting as required). Some carbuilders do not consider imbalance until all requirements related to wheel load equalization, derailment safety, ride quality and clearance are addressed.*

*It was noted that generally food service (café) cars pose the greatest challenge as it relates to lateral imbalance. The Working Group lead proposed to assemble the information the group has deliberated upon to date and synthesize this into a single document for review at the next WG meeting on September 27 at 1pm ET. This document will eventually become the Working Group's report to the Technical Subcommittee.*

If interested in participating on this working group, contact Jeff Gordon at [Jeffrey.gordon@dot.gov](mailto:Jeffrey.gordon@dot.gov) or Steve Hewitt at [shewitt109@aol.com](mailto:shewitt109@aol.com)

**Next Update – 9-30-21**

**Establishing a working group for Interior Attenuation Specifications (Cellular issues):**

On 7-22-21, George Hull talked about the need to address issues related to cellular capabilities on trains. Previously, it was thought the Electronics on Trains working group would be a home for this effort. George asked if that was the right place or should a separate working group be established to address these issues.

Steve Hewitt mentioned that Tammy Krause had talked to David Brabb, team leader of the Electronics on Trains working group and the thought is that it is a fit and they will add it to their list of activities.

Action: George asked Tammy to provide a list of issues that the Electronics on Trains is addressing and its priorities to better understand the volume of work. Tammy will include this action in her Document Control Update.

**Still waiting for the list of activities.**

**NGEC 2022 Annual Meeting:**

The 2022 NGEN Annual Meeting will take place in person on 2-25-22 at the Hyatt Regency, Capitol Hill, Washington DC. An agenda and other meeting information and materials will be forthcoming as the date draws near.

**3. Approval of the Minutes from 9-2-21– Joe Paul, Amtrak:**

Due to the lack of a quorum consideration of approval of the 9-2-21 minutes was tabled until the next call.

**4. Update: Multi-State Railcar Procurement as of 9-16-21 – Gurleen Boparai, Caltrans:**

On 9-16-21, Gurleen Boparai, Caltrans, provided the following update:

*Design review for the standard coach is complete. The Cab Carshell final design has been approved for production. Remaining Cab Car FDRs are in the final submittal stage and the cab car Clearance information has been submitted to Amtrak for review. The IDOT Café Car FDR is in the closeout stage with action items being addressed.*

*The Cab Car Collision and Corner Post Appendix F testing is scheduled for next week in Germany and the compression test report is in work.*

*94 cars total are in production or have been produced at Siemens Sacramento Facility. IDOT has conditionally accepted 8 coach cars. The Caltrans cars are being prepared for Conditional Acceptance and revenue service while open items are being addressed.*

**5. Update: Document Control Management as of 9-16-21 - Tammy Krause:**

After a great deal of discussion on the call today (9-16-21), it was clear that the review of the Stadler DCRS had raised a number of issues that will need to be explored further at the direction of the Executive Board. Many of the proposed Stadler DCRS begin to go beyond what is in the current PRIIA DMU Requirements document. The Requirements document for each PRIIA specification is the controlling document against which all changes to specification is compared for compliance. When specification changes are approved through the Document Control process and passed on from the technical working groups to the Technical subcommittee and on to the Executive Board. The Board convenes a Review Panel to compare those changes against the Requirements document for that specification to determine compliance. If the changes are not in compliance with the Requirements document, they are not recommended for approval to be included in a specification revision.

In the case of several of the DCRS discussed by the Structural and VTI groups leaders on 9-16-21 with the Technical subcommittee, it became clear that they raise many questions regarding Requirements document compliance. Therefore, the Technical subcommittee was unable to come to consensus on many of the proposed changes.

As a result, the Technical subcommittee has asked that Document Control Manager Tammy Krause to present the concerns to the Executive Board for its discussion on its next call (9-21-21). Review Panel Consultant Larry Salci has also been asked to provide input on these issues with the Board.

Many of the DMU chapters have been reviewed previously and the DCRS have been adjudicated, but those discussed today, with the exception of most of those in Chapter 5, raised the broader issue of the possibility that the Requirements document would have to be changed before these could be approved. Changing a Requirements document is in the purview of the Executive Board and it would need to direct the Technical subcommittee to revise or update a Requirements document and present that updated version to the Board for its approval before the DCRs in question could be approved and adopted.

Tammy Krause's summary of the discussion is as follows:

*The Technical subcommittee met today (9-16-21) and discussed the proposed DCRs for the DMU. We were able to finish the DCRs for Chapter 5, with the exception of one request for additional information.*

*The Carbody discussion is still ongoing. The subject of Aluminum Carbodies was raised, and this change would require a change to the requirements document. Also, the usage of the Appendix G in the CFR for crashworthiness and the topic of using European standards was raised and will require additional research. These issues will be brought up at the EB meeting.*

**6. Consideration of approval of the DMU summary of changes – Joe Paul:**

This item was table pending Executive Board guidance.

**Adjourn:**

With no other business forthcoming on today's call, Joe Paul adjourned the meeting at 4:15pm.

**Next Tech subcommittee Call: 9-30-21– 3:00pm Eastern**

## Decisions and Action Items

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**Several new members of the Technical subcommittee joined the group for today's (9-16-21) namely William Luebke, KSA N.A. LLC, and Erika Santana, VIA Rail. Welcome!**

### **Update: Multi-State Railcar Procurement as of 9-16-21:**

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**University of Nebraska High Speed wireless study as of 9-2-21:**

Hamid Sharif-Kashani was unavailable for this call, but previously had provided Steve Hewitt with the following update for inclusion in the meeting minutes. Steve Hewitt read them into the record:

*"We continue our work in studying the characteristics of 160 MHz RF band. We are currently working on design and implementation of a computer simulation model to evaluate a number of path loss predictions to be used in our end-to-end transceiver design. Here, we want to determine the performance of a transceiver design – the transmitter and receiver pair – and through different the RF channel conditions for 160 MHz Our focus is on a model that excels at representing different environment scenarios with high accuracy for this RF band. Hope to share our findings with the group next time. "*

For any questions, please contact Hamid Sharif at [hamidSharif@UNL.edu](mailto:hamidSharif@UNL.edu).

**Metro North Dual Mode Locomotive Procurement –9-2-21**

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**Establish process and timeline for Tech SC review of Access Board NPRM Accessibility Guidelines and compare with current NGECE Specifications**

On 8-20-20, Melissa Shurland, FRA, reported that the comment period ended on 7-14-20 (after having been extended to that date) and the Access Board is now processing those comments received. Melissa stated, "we are in a holding pattern to see what the comments were and what the Access Board's disposition of them will be." Melissa will keep the NGECE technical subcommittee informed as the process is completed.

In January 2021 Melissa Shurland informed Steve Hewitt that there still was no update from the Access Board on this activity – it

remains in a holding pattern.

Next Update: As appropriate

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**ATTACHMENTS**



*Our Vision: The NGEC will provide national leadership in standardization, acquisition, and management of passenger rail equipment.*

**PRIIA Section 305 Tech Sub Committee Meeting**

**Web Ex video/audio information:**

By Computer: <https://stephenhewitthewittconsulting.my.webex.com/meet/shewitt109>

by phone: 1-415-655-0001

Access code: 126-073-1531

**9-16-21**

The agenda for the meeting is below:

- |  |                 |
|--|-----------------|
| 1. Roll Call   | Steve Hewitt    |
| 2. Review Action Items                                     | Steve Hewitt    |
| 3. Approve Minutes from 9-2-21                             | Joe Paul        |
| 4. Update: Multi-State Rail Car Procurement                | Gurleen Boparai |
| 5. Document Control Management                             | Tammy Krause    |
| Complete the Review of DMU specification DCRS              |                 |
| 6. Consideration of approval of the DMU summary of changes | Joe Paul        |
| 7. Other   | All             |
| 8. Review this meeting:                                    | Steve Hewitt    |
| 9. Adjourn   | Joe Paul        |

**Next call – 9-30-21**