

Section 305 Technical Subcommittee Progress Report

Mario Bergeron-Chairman
Dale Engelhardt-Vice Chairman

Charlotte, NC

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Overview

What has happened since the Chicago June 23 Meeting

- Status of Vehicle Specifications
- Diesel Locomotive Requirements Document
- Systems Engineering Task Force
- Document Management System
- Locomotive Technology Task Force
- Standardization Task Force

Vehicle Specifications

- Trainset
 - Approved by Executive Board at the August Teleconference Meeting-FRA Abstained
 - Upon receipt of FRA CEM White Paper and Disclaimers can be released
- Bi-Level Passenger Car
 - Revision A part of Document Change Control Pilot Project
- Diesel Multiple Unit (DMU)
 - State Survey performed to gauge interest
 - Volunteers solicited to help prepare specification
 - Executive Board Directed Creation of Requirements Document
- Dual Mode Locomotive
- Diesel Electric Locomotive

Diesel Locomotive Requirements Document

- Root issue is whether to modify top speed from 125 mph to 110 mph
- Discussed at Exec Board call on 8/16/11.
- Draft of modified Requirement Document prepared.
- FRA requested an “upgradeable” option be added.
 - LTTF tasked to provide some answers
 - Numerous Teleconferences Held to Discuss
- LTTF recommended “No Change” to Diesel Requirements Document 9/8/11
 - 3 Of 5 ready to Produce 125 MPH
 - General Consensus Recommendation for Non-Upgradeable

Systems Engineering Task Force

- Ensures
 - Documentation meets stakeholder needs
 - Documentation is kept current
- Benefits
 - Common approach to equipment acquisition
 - Adoption of industry lessons-learned
 - Improved ability to promote standardization
- Activities
 - Document Management System
 - Support FRA Buy America guidance
 - Standardized language related to bi-level RFI

Document Management System

- Manage NGEC-Approved Documents
 - Consistency w/NGEC guiding principles
 - Ensure appropriate review
 - Configuration control
- Pilot Project Still Proceeding
 - Bi-Level Passenger Car Rev. A
 - Anticipate completion of pilot this month
- Changes for other Specifications Received
- Will Incorporate Standardization Program
- Considering Key Administrative Support for Future

Locomotive Technology Task Force

- Diesel Locomotive Reports Issued
 - Locomotive-Vehicle Technology Report
 - Top Speed Variation Impact Study
 - Potential Other Locations for Dual Mode Locomotives
- “Questions” Answered
 - Fuel Consumption Simulation
 - “Upgradeable” Locomotive Feasibility

Standardization Task Force

- Pilot Program
 - Established in May
 - Seven standardization candidates identified
 - Train set specification delayed work
 - First standards should be issued this month
- Challenges
 - Support of members
 - Resource Issue
 - Train set specification took priority
 - Considered low priority by some volunteers