

SECTION 305 TECH SUB COMM

MINUTES

AUGUST 18, 2022 3:00PM EASTERN

CONFERENCE CALL

FACILITATOR	<i>George Hull, Chair, NGENC Technical Subcommittee</i>
ATTENDEES	Core Team Members: <i>George Hull, Jeffrey Gordon, Jennifer Bastian, Jennifer Bastian also as proxy for Troy Hughes, Collin Kemp for Gurleen Boparai, Ed Engle, Curtis McDowell for Matthew Simmons, Jason Biggs, Mike Jenkins, Joe Paul, Tammy Krause, Melissa Shurland, Art Peterson, Tarek Omar, Steve Hewitt</i> Industry Members: <i>Ed Golitko, Richard Stegner, Richard Curtis, Jack Madden, Dave Warner, Julie Desrosier, Josh Coran, Rich Bowie, William Loebke, Joanna Hallisy, Tom LaMano, Joe Kenas, Kevin Sudano, Paul Jamieson, Kevin Myles, Gary Wagner, James Michel, Martin Bloedt, Stephen Mark</i>
ABSENTEES	<i>Ray Hessinger, Mathew Simmons, Gurleen Boparai, Troy Hughes, Marci Petterson, Mike Kraft, Larry Salci, Mike Murray, Rebecca Anger</i>

DISCUSSION/DECISIONS MADE

1.

Technical subcommittee Chair George Hull, Amtrak, called the meeting to order and asked Steve Hewitt to call the roll of core team members.

After calling the roll, Steve Hewitt 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.

2.

Review Action Items – Steve Hewitt, NGENC Program Manager:

2022 NGENC Backgrounder educational document:

The 2022 NGENC two-pager is available in hard copy by request of Steve Hewitt at shewitt109@aol.com.

To date 581 copies have been distributed.

Maintaining Industry Participation List:

There are just over 200 industry participants.

Any updates or changes to this list should be sent to Steve Hewitt at shewitt109@aol.com.

Connecticut DOT Rail Car Procurement:

On 8-4-22, Marci Petterson reported that CTDOT had received 137 questions.

On 8-18-22, Marci reported to Steve Hewitt that "Answers to the first-round questions will be released by addendum tomorrow". (8-19-22)

Next Update: As Appropriate

Amtrak Vehicle Procurements as of 8-4-22:

On the Acela:

They are continuing to work through qualification issues with Alstom.

On the Charger Locomotives:

Progress continues with 10 units in service.

On the Intercity Trainset (ICT):

They continue through the Design Review proves. They have received a lot of good feedback from the mockup that took place in Philadelphia in July.

Next Update: 9-1-22

NGEC 2023 Annual Meeting – date and location:

The 2023 NGEC Annual Meeting will be held a bit earlier than in past years. This year it will be held on **February 3rd. The location is, once again, the Hyatt Regency Capitol Hill, Washington, DC Capitol Room B.** The time for the meeting will likely be the same as last year (**8:00am Registration – Meeting 8:30am – Noon Eastern**).

Steve will provide more information as the meeting date draws closer. He will send a “save the date” notice soon or a calendar appointment via Outlook to all NGEC members.

Working Group on Weight Issues as of 7-21-22:

The scheduled Working Group meeting for 6-9-22 was canceled due to a schedule conflict. Jeff Gordon is looking at dates for the next meeting.

Update: On 8-4-22, Jeff Gordon reported the next meeting of the working group is planned for August 18th. It is expected to be scheduled for August 18th.

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

Next Update – 9-15-22

University of Nebraska High Speed wireless study as of 7-21-22:

For this project, we have been studying less utilized RF spectrum to ease the scarce RF resources issue. We selected 160 MHz since this band has been mainly used for voice applications. We designed and implemented computer models to explore the properties and capabilities of the 160 MHz RF band, and its suitability for a variety of applications.

We designed both a single-carrier transceiver architecture and an OFDM-based transceiver architecture for 160 MHz, and conducted evaluations of both designs. We also implemented and evaluated different channel models for this band.

This quarter, we designed the network layers for working with the 160MHz channel to evaluate end-to-end applications. We are in the process of collecting computer simulation results for end-to-end applications. The plan for the next phase is to perform field tests to verify our 160 MHz model and its performance.

Please contact Hamid Sharif @ University of Nebraska-Lincoln for any additional information.

Next Update: - 9-15-22

3. Approval of the Minutes from 8-4-22 – George Hull, Amtrak:

On a motion by Curtis McDowell for NCDOT, and a second by Jennifer Bastian, IDOT, the minutes from 8-4-22 were approved as submitted.

4. Update: Document Control – Steve Hewitt and Tammy Krause:

On 8-18-22, Tammy Krause provided the following update for inclusion in the meeting minutes:

Steve Hewitt read the following as provided by Tammy Krause (Tammy was in her car and available for questions)

I have received 173 document change requests for the Bi-level specification. There will be no additional DCRs received. Any new ones will be reviewed for the following revision of the specification. I am currently dividing up the DCRs to send to the appropriate Working Groups.

I continue to meet regularly with the Technical Writer about document control. Our new focus is the bi-level and proposed changes.

5. Electronics on Trains/On Car Communications working group discussion – Steve Hewitt and Tammy Krause:

Steve Hewitt read the following as provided by Tammy Krause (Tammy was in her car and available for questions)

Communications WG (Proposed)

The Electronics on Trains Working Group has been meeting and the focus of the group has been the Digital Train Line Hardware and Software specifications. The Hardware specification is #305-919 and was approved in 2014. It has only been used by California. Due to the age of the specification and how quickly technology changes, this group proposes to Sunset this specification and cease work on #305-920 (proposed DTL software specification).

This group was originally founded to work on new electronic developments for railcars. We propose to change the focus of this group to Communications on Railcars. A Communications WG does not currently exist and is desperately needed. Presently the communications issues are addressed by the Electrical WG and while that was fine 10 years ago, now it should have its own group.

This information is just a heads-up, and this topic will be discussed again with the proposed head of the Communications Working Group (Ken Martin) at the next Technical subcommittee call.

George Hull agreed with the recommendation that the 305-919 DTL specification sunset and that a new technical working group focused on issues related to communication on rail cars be formed.

Steve Hewitt noted that George, as chair of the Technical subcommittee, could take the action of appointing the new working group and that a motion and second to sunsetting the 305-919 DTL specification would be prudent.

A motion to sunset the 305-919 DTL specification was offered by Ed Engle, Iowa DOT, and was seconded by Jennifer Bastian, IDOT.

Some discussion followed:

Dave Warner suggested that the specification was signed into effect by the NGEN Chairman at that time and so only the Board can sunset the spec. The Technical subcommittee should make the recommendation to the Executive Board and the Board would then take the action.

George Hull agreed, and Steve Hewitt will put it on the next Executive Board agenda which he will present to Ray Hessinger on 8-19-22. George Hull will have the lead for the agenda item.

Paul Jamieson suggested that the specification remain on the list of documents until another specification is developed.

Tammy and George noted that the current specification may not be replaced as it is obsolete and only used by California.

Paul Jamieson noted that he anticipated the new working group would develop something – possibly guidelines – for communications and that would essentially take the place of the DTL specification. It was noted that the final details will be worked out as the new group is formed and sets its work plan, but the 305-919 will sunset (if approved by the Board, and will stay on the list for now.

With no further discussion and no objections to the motion, the Chair determined that consensus was achieved, and the motion was approved.

Following this action, George Hull officially appointed the formation of the new technical working group which, for now, is known as the Communications on Rail cars working group.

6. Update: Multi-State Railcar Procurement- Collin Kemp for Gurleen Boparai, Caltrans:

On 8-18-22, Collin Kemp read the following CalIDOT update for inclusion in the minutes:

The Cab Car Shell final design has been approved and the cab cars are in production. Remaining Cab Car FDRs are in the final submittal and review stage. Cab Car Safety Appliance documents have been sent to the FRA for review, and the Cab Car Clearance information has been approved by Amtrak. IDOT Café Car system level FDR reviews are nearly complete.

The Cab Car Collision and Corner Post Appendix F testing is complete, and the Rev B test report has been approved. The second revision of the Cab Car FMECA is in review. The Sample Car Inspection for cab car is tentative for winter of 2022.

116 cars are in production or have been produced at Siemens Sacramento Facility. FMIs relevant to Revenue Service are in progress and open items related to Conditional Acceptance are being addressed. IDOT coaches are currently in revenue service and Caltrans is planning revenue start once necessary agreements are in place.

7.

Update: Metro-North Dual Mode Locomotive Procurement –Steve Hewitt for Ray Hessinger, NYSDOT:

Steve Hewitt provided the following update as previously given to the Executive Board by Ray Hessinger on 8-9-22:

Siemens and Metro-North continue in the Final Design Review (FDR) stage. FDR documents are being exchanged and reviewed between Siemens and Metro-North.

8.

Adjourn:

With no other business forthcoming on today's call George Hull adjourned the meeting at about 3:20pm Eastern.

Next Tech subcommittee Call: 9-1-22– 3:00pm Eastern

Decisions and Action Items

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Maintaining Industry Participation List: There are about 200 industry participants.

There have been several updates/changes to the list that have been provided to Steve Hewitt and those changes were made.

Any further updates or changes should be sent to Steve Hewitt at shewitt109@aol.com.

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Next Document Control Update: 9-1-22

Establishing the Communications on Cars Working Group to replace the Electronics on Trains Working Group

At the recommendation of the Document Control Manager, the Chair, George Hull established a new technical working group to handle communications on rail cars. This group will replace the Electronics on Trains working group previously established in 2014 with a focus on developing a DTL specification.

The Technical subcommittee also took action to recommend to the Executive Board that the 305-919 DTL Hardware Reference spec sunset. George Hull will present the recommendation on the next Executive Board call (8-23-22)

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Metro North Dual Mode Locomotive Procurement –8-9-22 (as presented to the Executive Board):

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Next call 9-1-22

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

Agenda

8-18 -2022

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|---|--------------|
| 1. Roll Call | Steve Hewitt |
| 2. Review Action Items | Steve Hewitt |
| 3. Approve Minutes from 8-4-22 | George Hull |
| 4. Update: Multi-State Rail Car Procurement | Collin Hemp |
| 5. Metro-North Dual Mode Locomotive Procurement | Steve |

6. Update: Document Control
7. Electronics on Trains /On Car Communications working group discussion
8. Other
9. Adjourn

Tammy Krause

Tammy Krause

All

George Hull

Next Meeting 9-1-22