



American Public Transportation Association

Meeting Minutes Rail Standards Policy and Planning Committee

William R. Mooney, Sr., Chair

APTA Rail Conference 2014

Sunday June 15, 2014

1:00pm – 2:45pm

Matapedia, Convention Floor

Fairmont Hotel

Montreal, Quebec

Canada

The meeting was called to order at 1:00pm. Introductions were made and meeting minutes of the committee from the 2013 APTA Annual Meeting in Chicago were reviewed and approved.

Membership Bylaws and SOP Update

APTA discussed the revised bylaws and SOP documents for the promulgation of standards. Changes were noted in document numbering syntax and general conformance of committee operation to be consistent across PPCs. Documents are available on the website for review.

Standards Update

Review of current standards in need of maintenance were reviewed. A number of standards are beyond their effective renewal date, and APTA is following up with working groups to prioritize and expedite the effort. The following standards development efforts were also reviewed in the context of a PowerPoint presentation made during the meeting.

a. Rail Standards Under Development

i. Wheel-set Assembly

The wheel set assembly addresses the installation of wheels to axles using interference press fit assembly. Work on this standard is progressing, but more data is sought from wheel shops to verify statistical limits on surface roughness. The new standard includes many new features beyond what is currently in AAR recommended practices, including that addition of surface finish.

ii. ECP Brakes

Work on development of ECP standards continues. New ECP modules were tested under the APTA single car brake test at the Bear Shops in Delaware. The new ECP modules operating in strictly pneumatic mode (emulation) will be installed on AMTRAK coach cars for revenue service testing, followed by full ECP operation testing on coach cars, locomotives and cab cars. The standards are nearing draft completion as is the work on the FMEA.

iii. Movement of On-Track Equipment

A work group has been established and effort underway to develop outline and approach for standard. The standard, which will augment current APTA standards, will be designed to add further protection to roadway workers with conducting track work during revenue or non-revenue operation. It will address automatic change of direction alarms, backup alarms, secondary warning devices, flaggers and general operating practices. First draft is expected by October 2014.

b. New Standards Under Consideration

i. NFPA-130 for Low-floor LRV

APTA and its members sit on the committee to revise NFPA-130 particularly for floor and roof flammability for low-floor vehicles. Work is underway to participate in discussions with NFPA to lower the burn resistance time for low floor vehicles given the much lower combustion potential.

ii. Passenger Loading

Passenger loading efforts are being directed by the Rail Rolling Stock Technical Forum. The resulting standard will be based on a statistical analysis of standing passenger weight using weight density rather than number of standees to define load carrying capacity.

Other Items:

Hours of Service:

- The California PUC (GO175) dealing with operator fatigue may be issue in contract negotiations and consideration of overtime. Preventing operators from supporting special events such as 2-day events requiring workers to work seven days could be a problem. PUC may administer fines for violating operating hours.
- NYCT looking to increase operator staff level from 1.3 to 1.6 due to collective bargaining with unions regarding overtime.

Actions:

- Seek additional funding support for standards program.
- Continue to emphasize importance of program to CEOs.
- Expedite renewal of older standards
- Charles Joseph to work with Evan Cobb of DART regarding fitness for duty.

Next Meeting:

Annual Meeting, October in Houston, Texas
The chair closed the meeting at 2:45pm.

Submitted by:

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