ASME Rail Transportation RTD

Editor: Tom Guins

Chair's Message

Dave Cackovic

As I begin my term as Chair of the ASME Rail Transportation Division (RTD), I cannot help but think back on all the talented engineers who led RTD to where it is today. Names such as Blaine, Hawthorne, Love, Stone, Arrasmith and Cantwell come to mind. These leaders and others I have failed to mention built the foundation from which we all benefit. And, of course, my special thanks also go to outgoing Chairperson Al Bieber, whose leadership has been admirable.

I can assure you that the current RTD leadership (Executive Committee Members Gary Wagner, Roger Sims, AD McKisic, Nick Darien, Sam Williams) will work hard to guide the division toward further growth and success. I thank these Committee members in advance for their efforts in the next 12 months.

Conferences: IMECE 2004 and ASME/IEEE JRC 2005

In the next 12 months, we expect to have two exciting conferences: (1) the IMECE this November in Anaheim, California, and (2) the Joint Rail Conference next March in Pueblo, Colorado.

Technical Program Chair Roger Sims has an interesting slate of papers for the November conference, which are described later in this newsletter. He is also starting to work on March's JRC agenda. If you are interested in presenting a paper, contact Roger at <rds@simspe.com>.

I am pleased with the 2005 JRC plans, which will include a tour of my workplace for nearly 20 years, the Transportation Technology Center. I still get excited showing off the facility and the research programs in the labs and on the tracks out in the prairie near Pueblo. The JRC will also be conducted on the heels of the Association of American Railroad's Annual Research Review, giving JRC attendees the opportunity to view the AAR's research program in addition to attending the ASME and IEEE paper sessions that will be presented during the JRC.

Membership, Strategic Planning

In addition to planning conferences, your Executive Committee is busy developing a strategic plan to help meet the needs of our members and the rail industry, and ultimately increase membership. If you would like to comment on how RTD can better meet your needs, contact me at <david_cackovic@ttci.aar.com>.

We expect a busy year in the division, and I thank you for the privilege of being Chairperson of this fine organization. ▲

History In The RTD

Charles M. Smith

I recently came across a collection of 36 ASME/RTD papers from the 1927-1932 period, a number of which cover subjects which are still active today. A number of these subjects languished for years, but recently have attracted renewed interest.

Not surprisingly, the steam locomotive dominated the attention of authors making presentations in that period, and were the subject of 15 of the papers. Many of these reviewed proposals for increased efficiency. Increased boiler pressure and temperature were the approach taken by most of these authors. One suggested a condensing cycle, although the size of the required steam to air condenser precluded success for this approach. Fundamental research was not neglected, heat transfer in the locomotive superheater being the subject of one paper. Research into the dynamic balancing of and the rail forces exerted by locomotives was an important subject. The margins built into bridges as a result of this research continue to benefit our industry in these days of steadily increasing axle loads.

The diesel locomotive was being developed, and diesel switchers were widely accepted where smoke abatement was a concern. Attempts were being made to apply the diesel to road service, although the weight of the available oil engines served to limit available horsepower. Electric transmission predominated, but mechanical, hydraulic and pneumatic approaches were not without their backers. The more foresighted engineers in the industry already recognized that the diesel was where the future lay.

Many of the developments that ultimately benefited the diesel locomotive came about as a result of work to develop rail motor cars for passenger service. These cars were at first seen as a means of reducing the cost of providing branch line passenger service, but quickly evolved into the lightweight streamlined trains of the early 1930's. The 1929 ASME-RTD annual meeting saw a paper on the design and application of rail motor cars, and a symposium on the maintenance of these cars. The interest in rail motor cars quickly subsided with the discontinuance of much branch line passenger service in the late 1930's and 1940's. There was a brief resurgence with the development of the Budd RDC in the early 1950's, followed by another 40 years of inactivity. Today, once again, there is interest in the DMU, or diesel multiple unit.

Several papers were presented on signaling subjects, an area from which the RTD

continued on page 5

2004 ASME/IEEE Joint Rail Conference

Held April 6-8 in Baltimore, MD

Applying Technology for System Improvements" was the theme of the 2004 ASME/IEEE Joint Rail Conference (JRC) held April 6-8 in Baltimore, MD at the Renaissance Harborplace Hotel. Presiding over events were ASME/Rail Transportation Div. Chair, Mr. Allen C. Bieber, and IEEE/Land Transportation Div. Chair, Mr. Frederick R. Childs. 102 registrants were on hand to attend 14 ASME and 15 IEEE presentations covering a wide range of theme topics. Proceedings may be purchased by contacting 1-800-THE ASME.

Dr. John Samuels, Sr. V.P., Norfolk Southern Corp., was feature speaker at the April 7 ASME luncheon; he spoke of the "Stress State" of the railroads, new technologies, and the business outlook for freight railroads. Preceding the luncheon, tributes, commemorating their many contributions, were offered in memorials to recently deceased, long-time ASME members, V. Terrey Hawthorne and Grant Arrasmith.

Mr. David Hughes, Chief Engineer of Amtrak and feature speaker at the April 8 IEEE luncheon, discussed new technologies planned for use on Amtrak.

Additionally, participating attendees were treated to a tour of facilities at the Port of Baltimore, which serves 70 ocean carriers whose vessels make nearly 2,300 annual port visits, is the third largest automobile importer in the U. S., and the 13th largest container port in the country having intermodal facilities maintained by both CSX and Norfolk Southern.

At conclusion of events, the ASME/RTD Chairman's gavel, storied by the noted individuals who have held it, was turned over by Al Bieber to incoming RTD Chair, Mr. David L. Cackovic. ▲

Presentations were well attended.

Norfolk Southern's Dr. John Samuels.

Mr. David Hughes, Chief Engineer of Amtrak and feature speaker at the April 8 IEEE luncheon, discussed new technologies planned for use on Amtrak.

Port of Baltimore.

Amtrak's Mr. David Hughes (center) with IEEE/LTD's Fred Childs and Margaret Burnett.

Port of Baltimore.

IEEE, Fred Childs and ASME, Al Bieber.

Incoming ASME/RTD Chair, Dave Cackovic (left) receiving the gavel from Past Chair, Al Bieber.

www.asme.org/divisions/rtd/

Visit our web site to find information about up coming ASME conferences and recent awards. Visit your RTD site often for the most up to the minute information about your division.

http://www.asmeconferences.org/jrc05/

2005 Joint Rail Conference

Sponsored by ASME and IEEE

March 16 - 18, 2005

Transportation Technology Center / Marriott / Pueblo Convention Center, Pueblo, CO

The annual ASME/IEEE Joint Rail Conference, sponsored by the ASME Rail Transportation Division and the Land Transportation Division of the IEEE Vehicular Technology Society, offers a unique and comprehensive technical forum. Join your peers to share information, learn about technological progress, and share operating experiences at the 2005 Joint Rail Conference in Pueblo, Colorado. This year's theme is "Research and Testing for Industry Advancement".

The conference will start with an optional tour of the 53 square mile Transportation Technology Center where worldwide research is conducted by companies and agencies in the area of passenger, locomotive and freight equipment and railroad infrastructure. The two-day technical conference will focus on advances in design, analysis and testing of equipment serving rail industries.

You are invited to submit papers for presentation and discussion at the Conference. Papers are solicited from members of the supply industry, rail transportation corporations and rail transit agencies, governmental agencies, consulting/engineering firms, academia, technical organizations, and others. Papers should cover topics of current interest. Topics may include:

- Advancements in passenger safety
- Locomotive performance enhancements
- Freight car vehicle performance improvements
- Analytical and testing methodologies for improved products
- New concepts for rail transportation
- Freight car plans for heavier, faster equipment
- Evolution in rail products for more reliable service life

The ASME Online Conference Planning Tool will be utilized for this conference. This web-based planning tool provides authors and conference organizers the opportunity to plan and manage the entire conference through a central source. The website can be located at: http://www.asmeconferences.org/jrc05/

Abstracts are due November 1, 2004 in the ASME Online Planning Tool. Final notification of paper acceptance will be made by January 7, 2005. Selected papers must be submitted, in the acceptable electronic format, by January 15, 2005 for publication in the Conference Proceedings. Lead author Advanced Registration for the Conference will be required. ▲

TECHNICAL PROGRAM CHAIRS:

Roger D. Sims
ASME/RTD Technical Program Chair
Sims Professional Engineers
Phone: (219) 838-0011
rds@simspe.com

Lamont B. Ward
IEEE Technical Program Chair
Long Island Railroad
Phone: (718) 558-4884
LBWARD@lirr.org

(ASME is available to assist authors with any Visa requirements to allow them to participate in this conference.)

Past Chair's Message Al Bieber

As you read this my term as Chair of the Rail Transportation Division has come to a close. It has been a great experience and as is so true in life, when looking back, time really does fly (maybe this time it took a high-speed train). I want to sincerely thank the Executive Committee without whose dedication and tireless effort the successes of the past year would not have been possible. Thanks Dave, Gary, Roger, AD and Sam. Special thanks also go to the General Committee members who helped with operation of the Division and participated on conference committees.

RTD can be proud of the three conferences in which it participated this past year. In September, the Division joined with the Internal Combustion Engine Division during their Fall Technical Conference. A total of over 170 registrants were welcomed to Erie, PA. Besides the excellent technical presentations, tours of GE's locomotive and engine manufacturing facilities were held. Next, the Division sponsored eight sessions during IMECE 2003 (Washington, DC) and will do the same at IMECE 2004 (Anaheim, CA). Although RTD is one of the smaller divisions, the sessions are always well attended. Finally April 2004 found us in Baltimore, MD for the Joint Rail Conference, which is held cooperatively with RTD and the Land Transportation Division of Vehicular Technology Society (IEEE). A total of 28 excellent papers were presented to the 102 registrants. A highlight of the conference was a tour of the Port of Baltimore.

This past year included several changes. Sadly I report the passing of RTD's long time Manager of Division Affairs, Grant Arrasmith. A tribute to Grant's many years of service to the Division as well as highlights of his distinguished career was presented at JRC 2004 (also reproduced elsewhere within this newsletter). RTD is unique among ASME Divisions in that it is the only one with a Manager. Your Executive Committee decided it would be in the best interest of the Division to continue this position and as previously announced Sam Williams has accepted this responsibility. He has jumped in headfirst and quickly come up to speed. I am personally grateful for all the help he has given me. Any RTD Chair who has Sam at his side can't help but feel lucky.

Secondly, ASME is also changing. As is true of many organizations, it is in the process of significant change as it transforms itself into an organization for the 21st Century. First and foremost is modifications to the organizational structure and secondly (and more importantly to RTD), how it interacts financially with each Division. Details are still being worked out with a target date for completion by July 1, 2005. Information on change can be found on the ASME website <www.asme.org/change>.

Lastly, part of the ASME change has Divisions using the Webtool for conference presentations. Thus issuing a call for papers, abstract and final paper submission, paper reviews, etc. is now done electronically. Thanks to Dave Cackovic (2002-2004 Papers Chair) for going thru the learning curve and helping RTD get on the bandwagon. Roger Sims (2004-2006 Papers Chair) has picked up the ball and continues to streamline and enhance the way RTD will use the process.

This year RTD set forth three goals. They were:

- Sponsoring Quality Conferences
- Timely Communications
- Increasing Membership

Another goal that was not obvious at the beginning but now needs to be included was Adapting to Change.

It is now time to get a grade. Your Executive Committee would like to know what you think. We would be pleased if you would take the time to grade us and comment on how well we achieved the three goals set for this year (2003-2004), as well as the last one. Comments can be addressed to any of the Executive Committee members listed within this newsletter. We would also like to know how you can be better served by RTD as your primary or secondary division choice. What conference topics / themes would be of more interest, any special tours, different conference locations, present courses on railway subjects, etc.

In closing it has been a privilege to have served RTD as Chair for the 2003-2004 year. I'm confident that 2004-2005 will be a great success. Thanks again to the incoming Executive Committee, Dave Cackovic (Chair), Gary Wagner (Treasurer), Roger Sims (Papers), AD McKisic (Member) and Sam Williams for making my tenure so enjoyable. Another member to be named shortly will join them.

I want to wish you the best for 2004-2005 and look forward to your participation in the activities of RTD.

Sincerely, Al Bieber ▲

Future Meetings

2004 IMECE; Anaheim, CA, November 13-19

2005 IEEE-ASME Joint Rail Conference, Pueblo, CO, March 16-18

2006 IMECE; Orlando, FL, November 12-18

2006 IEEE-ASME Joint Rail Conference; March/April

Advertising Opportunities in RTD Newsletter

The RTD Newsletter Spring 2005 issue will offer advertising space to interested parties. The RTD newsletter provides exposure to the technically oriented engineering groups in the Rail Industry. Our circulation includes Class I Railroads, Transit Authorities, Freight Car Builders, Suppliers, Consultants and Government Agencies with more than 1,200 members.

For details contact Gary Wagner www.wagnerg@hadadycorp.com or at (708) 596-5168.

V. Terrey Hawthorne

October 11,1934 – March 16, 2004

A TRIBUTE

On March 16, 2004, the railroad industry lost a much respected engineer, and those of us who knew him lost a valued friend. Terrey Hawthorne passed away of a heart attack while cruising the Galapagos Islands off the coast of Ecuador with his wife Susan and friends. We are saddened by his loss, but today we celebrate his contributions to ASME and the railroad industry through a career spanning 48 years.

Born in Watertown, NY, Terrey graduated with honors from North Carolina State University in 1956 with a BEE, took graduate courses in engineering at Syracuse University and University of Chicago, completed the Harvard Business School Program for Management Development in 1968, and the Hillsdale College Advanced Management program in 1975.

Terrey began his career with the Pennsylvania Railroad in 1956, as Junior Engineer and Assistant Car Shop and Motive Power Foreman. In 1960, he went to the General Electric Company as Production Engineer, and in 1965, to Keystone Railway Equipment Company as V.P. Engineering, Research and Quality Assurance. He also was Chairman of the Keystone corporate Management Committee.

In 1976, Terrey moved to Dresser Transportation Equipment Company as Director of Engineering and Quality Assurance. Then in 1976 he went to Railroad Dynamics, Inc. as Vice President, Engineering. In 1979, Terrey joined LTK Engineering Services as an Associate and a Partner in LTK & Associates. In 1999, he became Vice President, Engineering and Technical Services at American Steel Foundries. In 2000, Terrey retired and began his own consulting services, and in 2002 returned to LTK as a Senior Engineer. What a wealth of experience!

Terrey was licensed as a Professional Engineer in Illinois, Indiana, Maryland, Michigan, New York, Ohio, Pennsylvania and Virginia, as well as being a Chartered Engineer in the UK and a Euro Engineer in the European Community.

Throughout his career, Terry had many technical affiliations and was the recipient of several awards for his contributions. He was awarded the Rail Transportation Division Distinguished Service Award in 1985, elected to ASME Fellow in 1987, awarded the RTD Arnold Stucki Award in 1995, and was given the ASME Dedicated Service Award in 1998.

Incidentally, Susan is very active in the ASME Auxiliary and was also awarded the Distinguished Service Award in 2002. Terrey was a past chair of the RTD Executive Committee, Advisory Committee, and a past Vice President ASME Environment and Transportation Group, of which RTD is one Division. He was past chairman of the Mechanical Committee of the Standard Coupler Manufacturers, and a founding member and past chairman of CUMEC (Cushioning Unit Manufacturers' Engineers Committee). He was also a Technical Affiliate to the American Railway Car Institute.

Terrey's engineering expertise led to 45 U.S. patents, 19 Canadian, 6 Australian, and 52 other foreign patents. He authored 12 ASME papers as well as papers for international rail organizations.

He was a contributing author to the ASME book, "100 Years of Railroad Progress" and co-editor with his brother Keith, of the Railway Engineering section of "Mark's Standard Handbook for Mechanical Engineers."

Volunteer work in ASME:

Rail Transit Vehicle Standards, Alternate Rep.	4/2001 – 3/2004
NC Rep.	6/1998 – 6/1999
NC 2nd Alternate	6/1997 – 6/1998
E&TG VP & Chairman	6/1994 – 6/1997
E&TG VP Elect	6/1993 – 5/1994
E&TG Member at Large	6/1990 – 6/1993
Elmer A. Sperry Award	6/1990 – 12/1998
Sperry Award Board	6/1991 – 6/1996
RTD Awards Chairman	6/1990 – 6/1994
COE-Emerging Technologies	6/1992 – 5/1994
ASME Auxiliary, Member at Large	6/1992 – 6/1993

Terry is survived by his wife Susan, two children, his mother, two brothers, one sister and several grandchildren.

We in the railroad community extend our sincere sympathy to the family. ▲

History in the RTD

continued from page 1

seems to have abdicated. Among the topics covered in 1928 were automatic train control, interlocking plants, and car retarders.

Metallurgy in the railroad field attracted several presenters, and the application of alloy steels to cars and locomotives was an active topic. Not the least of these applications was the development of roller bearings, which first appeared on locomotives and passenger cars in this period. While the roller bearing freight car had its proponents, universal use would have to wait another forty years.

The dynamics of the three-piece freight car truck was an active topic, and one that continues to this day. A 1930 paper on this subect occupied 16 pages of the Proceedings, including the comments of nine discussers.

Mechanical refrigeration was in its infancy, and the few air-conditioned passenger cars were largely of the ice-activated type. No mention of mechanical refrigeration for freight service was noted. For commodities that required shipment at lower temperatures than could be achieved with ice, dry ice was being adopted, and several orders of dry ice refrigerator cars were being built.

My closing comment will be a Call For Papers. May our members continue their contribution of stimulating and thought-provoking papers directed at the advancement of our industry. ▲

Grant Arrasmith

February 5, 1926- February 28, 2004

A TRIBUTE

Grant was born in Grand Island, Nebraska on February 5, 1926 and was a Purdue alumnus graduating with a BSME degree in 1948.

Grant was Manager of Division Affairs, RTD, a position he held until his health caused him to resign during the summer of 2003. He would always sit at the head of the table next to the Division Chairman and while new chairman came and went, Grant remained. During the course of a meeting, it would not be unusual for the chairman to lean over and whisper in Grant's ear – what's next?

It might be said that Grant had two careers, one in the railroad industry and one with ASME.

Grant's association in the rail industry included work in the Mechanical Department of CB&Q Railroad and was involved for a time with testing and air brakes. During that time he also worked on the Burlington Zephyr.

Following his experience on the railroad, Grant joined the Friction Products Group of ABEX in Mahwah, New Jersey. Assignments there included being Chief Engineer of Testing and at least one assignment in Paris, France related to brake shoes. This explains something we were always curious about – Grant's tendency to use French words and phrases at least while sitting in the lounge having a drink or two.

In 1978 Grant transferred to Stanray (Railroad Products Group of ABEX) as Manager of Engineering in Hammond, Indiana. He was responsible for Product Design and Development, as well as Product Engineering. In 1982 Grant transferred to the ABEX Trackwork Products Group in Chicago Heights, Illinois as Manager of Quality Assurance. What a great career and dedicated professional.

ASME Member Since 1955

AWARDS:

1990 - Rail Transportation Division Distinguished Service Award

1991 - ASME Fellow

1994 - ASME Dedicated Service Award

From 1990-2002 he attended nine Technology Executives Conference, held annually to provide division leaders others with ASME's latest thinking, tools and tips for successfully one of the many divisions.

Each year ASME holds an International Mechanical Engineers Congress and Exposition. During the years from 1988-2002, Grant attended 12 Conferences.

Grant represented Rail Transportation as a member of the Environment & Transportation Group from June 1989 through June 2003. Among the many positions he held while a member of this group were:

- Group NC Representative
- Div. Member Interests
- Div. Membership Development
- Council On Member Affairs Rep
- Int'l Congress Group Rep
- Fellow Peer Correspondent
- CMI Technical Correspondent

No words can adequately express the appreciation that the ASME and its Rail Transportation Division has for the fine work Grant Arrasmith carried out over the last 17 years as Manager of Division Affairs. Our success as a Division is in no small part attributed to his foresight, diligence, and insight.

Our thanks to Grant, not only for the job he has done for our Division, but the style in which he accomplished it. Everything was done in a professional and first class manner. Those facts reflected very positively on our Division and encouraged others to join in to make the Division a first class operation. Thanks, Grant.

Grant is survived by his two sisters, Ann Robinson of Hoodsport, WA and Barbara Johnson and her husband, Richard, of Lincoln, NE. He also had a number of nieces and nephews. His service was held in Cape Coral, FL where he lived for many years. His final resting-place is next to his parents in Lincoln, NE.

In closing, there were a few words included in an announcement that a number of us received from Grant's sister letting us know of his passing:

"I'm a Railroad Man not by thought but by design. An engineer between my ears with freight trains on my mind." ▲

ASME Engineering Management Certification

ASME is launching an Engineering Management Certification program. There will be two levels: Level I for those engineers with a minimum of three years' engineering experience and Level II for those engineers with minimum of three years' engineering experience plus two years' management experience. The first exams will be ready in early 2005. The test preparation courses will be available in live and online formats in September 2004. Contact: Amy Geffen geffena@asme.org. ▲

2004-2005 Rail Transportation Division

EXECUTIVE COMMITTEE

CHAIR
David L. Cackovic
Chief - Technical Standards
Transportation Technology Center, Inc.
55500 DOT Road
PO Box 11130
Pueblo, CO 81001-0130
Phone: (719) 585-1880
Fax: (719) 585-1895
Email: dave_cackovic@ttci.aar.com

SECRETARY-TREASURER
Gary A. Wagner
VP Sales
Hadady Corporation
510 West 172 Street
South Holland, IL 60473-2717
Phone: (708) 596-5168
Fax: (708) 596-7563
Email: wagnerg@hadadycorp.com

TECHNICAL PROGRAM CHAIR
Roger D. Sims
Sims Professional Engineers
2645 Ridge Road
Highland, IN 46322-1663
Phone: (219) 838-0011
Fax: (219) 838-0033
Email: rds@simspe.com

MEMBER
Aubra D. McKisic
A.Stucki Company
2600 Neville Road
Pittsburgh, PA 15225-1480
Phone: (412) 771-7300 x137
Fax: (412) 771-7308
Email: admckisic@stucki.com

MEMBER
Nicholas J. Darien
Principal Investigator/Project Manager
Construction Technology Laboratories, Inc.
5400 Old Orchard Road
Skokie, IL 60077-1030
Phone: [main] (847) 965-7500, X3224
[direct] (847) 972-3224
Fax: (847) 965-8997
Email: ndarien@ctlgroup.com

MANAGER OF DIVISIONAL AFFAIRS
Samuel R. Williams
5759 Scotia Court
Dublin, OH 43016-3256
Phone: (614) 766-6970
(614)-799-1879
Fax: (Call first to have machine turned on)
Email: srwilliams@columbus.rr.com

ASME STAFF
Elio A. Manes
Sr. Program Manager
Engineering Programs Dept.
Mail Stop 22W3
ASME International
Three Park Avenue
New York, NY 10016-5990
Phone: (212) 591-7797
Fax: (212) 591-7671
Email: manese@asme.org

GENERAL COMMITTEES

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David L. Cackovic
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Nicholas J. Darien
Principal Investigator/Project Manager
Construction Technology Laboratories, Inc.

PROGRESS REPORT COMMITTEE RR-5, LOCOMOTIVES & CHAIR ADVISORY COMMITTEE
Allen C. Bieber (2003-040
STV, Inc.
2580 Corvette Dr.
Erie, PA 16510-4026
Phone: (814) 825-5558
Fax: (814) 825-7516
Email: abieber@velocity.net

CHAIR NEWSLETTER RR-8
Thomas S. Guins
Chief Economist
Transportation Technology Center, Inc.
55500 DOT Road
PO Box 11130
Pueblo, CO 81001-0130
Phone: (719) 585-1893
Fax: (719) 584-0791
Email: tom_guins@ttci.aar.com

PROGRESS REPORT COMMITTEE RR-5, PASSENGER AND TRANSIT CARS
Kenneth R. Hesser
LTK Engineering Services
100 West Butler Avenue
Ambler, PA 19002-5703
Phone: (215) 641-8817
Fax: (215) 540-8627
Email: khesser@ltk.com

CHAIR PUBLICITY COMMITTEE RR-8
Cameron P. Lonsdale
Technical Manager-Railway Products
Standard Steel
500 North Walnut Street
Burnham, PA 17009-1644
Phone: (717) 242-4698
Fax: (717) 242-4680
Email: clonsdale@standardsteel.com

HISTORY AND HERITAGE RR-10
Charles M. Smith
LTK Engineering Services
100 West Butler Avenue
Ambler, PA 19002-5703
Phone: Office (215) 641-8856
Home (610) 587-1207
Fax: (215) 641-8720
Email: csmith@ltk.com

PROGRESS REPORT COMMITTEE RR-5, FREIGHT CARS
S.K. (John) Punwani
Program Manager
Office of Research and Development
Federal Railroad Administration
U.S. Department of Transportation
1120 Vermont Ave., NW, Mail Stop 20
Washington, DC 20590-0001
Phone: (202) 493-6369
Fax: (202) 493-6333
Home phone: (703) 938-4996
Email: john.punwani@fra.dot.gov

REPRESENTATIVE TO SPERRY BOARD
Richard W. Dawson
1171 Banbury Circle
Naperville, IL 60540-6915
Phone: (630) 983-0262
Fax: (630) 983-2606
Email: dickdawson@sbcglobal.net

MEMBER ADVISORY COMMITTEE RR-3
Daniel H. Stone
Hunter Holiday Consulting, Inc.
503 North Main Street, Suite 546
Pueblo, CO 81003-3130
Phone: (719) 542-4882
Fax: (719-542-4886
Cell: (719) 821-4884
Home phone: (719) 647-0121
Email: dhstone@aculink.net

CHAIR HONORS & AWARDS COMMITTEE RR-7
Anthony R. Hiatt
Engineering Director
Trinity Industries
2525 N Stemmons Freeway
Dallas, TX 75207-2401
Phone: (214) 589-2502
FAX: (214) 589-8476
Email: tony.hiatt@trinityrail.com

ADVISORY COMMITTEE

CHAIR:
Allen C. Bieber
STV, Inc.
2580 Corvette Dr.
Erie, PA 16510-4026
Phone: (814) 825-5558
Fax: (814) 825-7516
Email: abieber@velocity.net
PAST CHAIRS:
Al Bieber (2003-2004)
John Punwani (2002-2003)
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ASME Rail Transportation RTD

ASME
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RT-1 Freight Car Wheel Performance

- Effect of Wheel Loading on the Occurrence of Vertical Split Rim Wheel Failures
- The Measurement of Wheel/Rail Forces to Determine Wheel and Car Performance
- Evaluation of Machine Vision-Based Profile Measurements for Rolling Railcar Wheels

RT-2 Vehicle Suspension Performance

- Nonlinear Analysis of the Effects Railway Bogie on Vehicle Performance
- Wayside Truck Hunting Detector Development

RT-3 Track and Vehicle Interaction

- Study of the noise produced by trains coming to a halt
- Infinite Beams As Models Of Track Transient Vibrations
- Neutron Residual Stress Measurements on Rail Sections for Different Production Conditions
- Finite Element Estimation of the Residual Stresses in Roller Straightened Rail

RT-4 Vehicle Performance Challenges

- Effects of Independently Rolling Wheels on Flange Climb Derailment
- Accurate Rail Vehicle Dynamic Simulations by DynaRail
- A Study of Control Methods for the Braking System on Passenger Multiple Units

RT-5 Practical Locomotive and Freight Car Issues

- Vibration of Running Boards and Other Attached Components - a simple analytical method for avoiding fatigue failures
- Practical Issues for Quieting Locomotive Cab Interior
- Innovative Design Of Secondary Emergency Egress Systems In Locomotives

RT-6 Impact of Industry Technical Specifications (Panel Session)

Panelists will present recent changes and possible future changes to railroad industry specifications and practices and their impact on safety and operation. Freight, passenger and locomotive specifications will be covered and then discussed in a question and answer session.

RT-7 Rail Vehicle Modeling

- Railcar Wheel Flat Impact Analysis
- Modeling Friction Wedges, Part I: The State of the Art
- Modeling Friction Wedges, Part II: An Improved Model

RT-8 Accident Assessment of Passenger Rail Vehicles

- Two-Car Impact Test of Crash-Energy Management Passenger Rail Cars: Analysis of Occupant Protection Measurements
- Impact Tests of Crash Energy Management Passenger Rail Cars: Analysis and Structural Measurements
- Development of Crash Energy Management Retrofit Designs for Integration Onto Existing Passenger Rail Vehicles ▲