

CHAIR'S MESSAGE



Let's "Keep the Momentum Rolling!" To reiterate comments made by our past Chairman, Dave Cackovic, "The Rail Transportation Division has Come a Long Way" in the past few years. We are well positioned

to continue our efforts in bringing forth ideas, products, and concepts to improve the Rail Industry. It is our intent to stay at the forefront of knowledge acquisition and dissemination to better the Rail Industry and the people who serve it. I wish to personally thank all the individuals, authors, committee members and RTD members who helped make the past twelve months a

huge success. Our goal now, is to "Keep the Momentum Rolling". To re-cap, highlights include:

1. Turning around the financial position of our division. We are healthier now than ever before. By instilling a disciplined approach to budgeting and conference planning, we have rejuvenated our financial position to reach record levels.
2. Increased our conference attendance – Our last conference saw attendance exceed 115 attendees. This is a drastic turn-around from previous years' average of 75 (over a 50% increase). This is a great indicator that the papers, presentations and networking opportunities are effective and of great interest and benefit to our members.
3. Recruiting continued support for the various RTD committees. The committee rosters are 100% filled by participants

who are dedicated to our mission. All these individuals are active and provide the basis from which we can offer better services and conferences to our membership. They will also be the individuals charged with adapting to the new ASME structure aimed at being an agile and more responsive organization.

4. Our 2005 Joint Rail Conference featured a joint session with IEEE that was held in conjunction with the AAR Annual Research Review. This was a very successful formula that we hope to repeat on a bi-annual basis.

One of the results of these efforts is our ability to offer **two** "Terrey Hawthorne Memorial Scholarships" in 2005. The recipients are Jennifer Steets (attending Virginia Tech University) and Ted Gribble (attending California State Polytechnic). Reinstating

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HISTORY IN THE RTD Charles M. Smith

I was recently reviewing some Transactions of the ASME from the late 1920's and noted the following:

Among the names associated with the Progress in Railway Mechanical Engineering report at that time were: C.E. Barba, Mechanical Engineer, Boston & Maine R.R.; William Elmer, Special Engineer, Pennsylvania R.R.; J.B. Ennis, Vice President-Engineering, American Locomotive Co.; T.C. McBride, Consulting Engineer, Worthington Pump & Machinery Co.; R.S. McConnell, Chief Engineer, Baldwin Locomotive Works, H.B. Oatley, Vice President, Superheater Co.; C.B. Peck, Managing Editor, Railway Mechanical Engineer; Marion B. Richardson, Associate Editor, Railway Age and Railway Mechanical Engineer; G.W. Rink, Mechanical Engineer, Central Railroad of

New Jersey; A.F. Steubing, Chief Engineer, Bradford Corporation; Lewis K.

Sillcox, General Superintendent of Motive Power, The Milwaukee Road; Elliott Sumner, Superintendent of Motive Power (New York), Pennsylvania Railroad; and A.G. Trumbull, Chief Mechanical Engineer, Erie Railroad.

The relative standing of the railroad industry at that time is shown in a tally of employment dated August 1927. Railroad employment (211 companies reporting) was 1,796,194. This was greater than the total of the next three categories reporting - Iron and Steel, 648,701; Textiles, 602,623; and Automotive, 479,826. At that time there was no source separating the number of engineers employed in industry. For the railroad industry the Interstate Commerce Commission reported 56,074 positions where a mechanical engineering education would be of service. These were not necessarily filled by engineers.

ASME paper RR-50-2, December 1927, prepared by the Sub-Committee on Profes-

sional Service of our Division said: "Generally speaking, the mechanical department is usually subordinated to the transportation department. It seems to lack class-consciousness and in this respect is quite different from the engineering department. The mechanical department is in charge of the design of cars and locomotives, and of their maintenance in good order. No less than 25 per cent of all railway operating expenses and from one-half to two-thirds of the expenditures for capital improvements come under the jurisdiction of this department. This shows that the job of the mechanical department officer is one of importance and great responsibilities and requires a man capable of exercising mature judgment."

The paper went on to state that the average length of experience for a chief mechanical officer to achieve that position was 22.8 years. In 1927 the median earnings of mechanical engineers employed by railroads,

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Chair's Message

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the scholarship program is also an enormous accomplishment.

So, where are we headed in 2005? We need to keep the momentum rolling! In short, it is my responsibility, and that of the executive and general committees, to prepare RTD for the new initiatives put forth by ASME. Our efforts will be focused to:

1. Adapt and Implement Phase III of the Continuity & Change initiatives (operationally and financially) of ASME. There are many changes forthcoming that will impact how we operate our division. The most recent changes effective July 1, 2005, are budget and financial reporting changes. This means we must continue to be frugal in our spending and do everything possible to ensure successful conferences. You can learn more about these changes by visiting the web-site www.asme.org/change
2. Continue our Efforts to increase membership and participation at the conferences. By fostering educational papers, networking among industry peers and partnering with individuals and companies in the Rail Industry, we can help bolster not just the financial aspect of our division, but the impact we all have in the Rail Industry.

3. Expand our Scope to participate with different divisions within ASME and with organizations intimately involved in the Rail Industry. Examples include our review of a potential international conference, a recent joint conference with the ASME Internal Combustion Engine Division, and a potential future conference with AREMA. The goal is to broaden our reach to other individuals and organizations within the Rail Industry.
4. Revise our Operating Manual and By-Laws. Sam Williams is working diligently to review and revise the procedures to reflect not only how the division is being run, but also to bring the procedures up-to-date with the year 2005. Many in the past never knew these procedures existed, let alone knew their contents. Upon completion, they will be posted on the ASME-RTD web site.

I would like to conclude this message by thanking the advisory, executive and general committee members – past and present - for all their efforts to date and to thank them in advance for their help going forward. I also encourage you to see where you can assist in our efforts. In particular I suggest:

1. Attend a Conference

A. The 2005 IMECE is in Orlando, Florida. RTD sessions are scheduled for November 9-10 at the Disney Dolphin Hotel and Resort. I encourage you to attend, especially if you have never been

to an IMECE previously.

B. The 2006 Joint Rail Conference with IEEE is scheduled for April 4-6, 2006 in Atlanta at the downtown Sheraton hotel. The conference theme is "Restoring and Upgrading Rail Infrastructure, Rolling Stock and Systems". A tour of a MARTA maintenance facility is tentatively scheduled.

2. Nominate a friend or colleague to be an ASME Fellow or for one of the division's awards. A list of our division awards and past winners can be found at www.divisions.asme.org/rtd/awards/index.html
3. Be sure to visit the RTD web site regularly!! In case you need the link: www.divisions.asme.org/rtd
Electronic communication will be the way of the future. In fact, this may be the last newsletter published and sent by U.S. Mail. Future newsletters will likely be sent electronically so be sure your e-mail address and other vital statistics are correct on the ASME web site. <http://www.asme.org/member/>
4. Contact Us. If you have an idea for something the division can do better to serve our members, contact me directly at wagnerg@hadadycorp.com or anyone of our other committee members. We welcome any and all ideas, thoughts, concerns and criticisms.

Let's "Keep the Momentum Rolling!!" ▲

History in the RTD

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up to and including the position of chief mechanical officer, leveled off at \$6,600 after 30 years of service. The median earnings of mechanical engineers employed by railway supply companies was \$7,500 after 30 years of service, and this was typical of industry as a whole. However, for these two categories the median curve did not level off at thirty years.

Of 27 papers presented in this period, it is not surprising to note that 15 concerned basic research and improvements to the steam locomotive. No papers specifically related to internal-combustion locomotives, but two concerned rail motorcars, and work in that field would ultimately lead to the diesel-electric locomotive. Three of the papers related to basic metallurgy and its application to railroad equipment. Three additional papers related to railroad signal-

ing, a field which this division appears to have abdicated and left to others.

One of the most significant papers was RR-52-9, Research Relating to the Action of 4-Wheel Freight Car Trucks, by T.H. Symington of the Symington Co. The study of the 4-wheel, 3-piece freight car truck continues to this day, and improvements in its design continue. Among his comments:

1. Manufacturing tolerances permit quite a difference in the lengths of side frames, and the practice will soon become general of mating side frames in the same truck as now holds in mating wheels on the same axle.
2. A study of the A.R.A. spring plank has led

to the theoretical conclusion that it performs no important function. (Twenty years later it disappeared in new designs.)

3. Cast steel side frames and bolsters have been vastly improved in design in the past few years. The ideal ultimate standards will have essential strength, minimum weight, and maximum wearing surfaces to insure long service life.
4. Research into truck spring performance was ongoing at the time Mr. Symington's paper was authored, and he was not prepared to discuss the findings.

I hope that you have found this discussion of the work of our predecessors' activities interesting. ▲

FUTURE MEETINGS

- 2005 IMECE will be held in Orlando, FL **November 5-11**
2006 IEEE-ASME Joint Rail Conference; Atlanta, GA **April 4-6**
2006 IMECE will be held in Chicago IL **November 4-10**
2007 IEEE-ASME Joint Rail Conference; Pueblo, CO **March-April**
2007 IMECE will be held in Seattle, WA **November**

OUTGOING CHAIR'S MESSAGE



Time has passed quickly, and now I have completed my five-year term on the ASME Rail Transportation Division Executive Committee. It has been a pleasure serving the industry in this regard, and I will cherish the friends and memories I have gained from these endeavors.

In these fast paced times I am still amazed how a group of like minded individuals can come together, volunteering their time and efforts for a worthy cause such as ASME RTD. The outcome -- technical conferences, scholarships, and other projects, has been outstanding and of great benefit to our railroad industry. I thank the members

of the Executive and General Committee for their continued efforts on these tasks.

I also thank all the Engineers and Researchers who have supported the Division through conference attendance and technical paper submissions. The IMECE conference last November and the Joint Rail Conference last spring were highlights of my term. The papers and presentations were outstanding. RTD's goal to provide engineers in our industry the opportunity to publish and share significant and relevant research, and network with other engineers, clearly was met.

Finally, I give my best wishes and pledge my support to Gary Wagner, as he takes over the Chairmanship of RTD, Sam Williams, Manager of Division Affairs, and the other members of the Executive Committee. ▲

FALL 2005 IMECE - PRELIMINARY RTD PROGRAM

For updated information please go to <http://www.asmeconferences.org/Congress05/>

RT-1 Wheel Performance

- Investigation of High Temperature Mechanical Properties for Improved Finite Element Analysis Simulations of Forged Railroad Wheels
- Fatigue Performance of AAR Class A Railroad Wheel Steel at Ambient and Elevated Temperatures
- Investigation of the Effects of Sliding on Wheel Tread Damage

RT-2 Track Is The Foundation Of The System

- Analysis of Lateral Track Strength for High Speed Rail
- A Novel Independent Train Localization Method Based on Multi-sensor Fusion
- A Preliminary Evaluation and Analysis of Technologies for Eliminating Insulated Joints
- Track Data Requirements for Vehicle Dynamics Simulations

RT-3 Passenger Safety In Accidents

- Crashworthiness Requirements for Commuter Rail Passenger Seats
- A Crush Zone Design for Retrofit Onto An Existing Passenger Rail Cab Car
- Design of a Workstation Table with Improved Crashworthiness Performance

RT-4 Suspension Performance

- Dynamic Analysis of Self-Steering Trucks for Assessing Curving Performance
- Real Time Monitoring of Vehicle/Track Interaction
- The Design And Performance Of The European Freight Wagon Standard Suspensions
- On the Quasi-Stationary Curving Dynamics of a Railroad Truck

RT-5 On-Board And Wayside Monitoring Of Vehicle Performance

- On-Board Vehicle Monitoring
- On-Board Monitoring of Vehicle Performance
- Wayside monitoring of vehicle performance

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RTD Program *continued from*

GUS D. HOLABECK October 30, 1915 – June 7, 2004

The Rail Transportation Division (RTD) is saddened at the loss of another long-time member and friend, Gus Holabeck of Davidsville, PA. Gus was born in St. Louis, MO and raised in Mt. Vernon, IL. He took correspondence courses from International Correspondence School, extension courses from University of Illinois, and welding metallurgy courses sponsored by the American Welding Society in St. Louis. He began his career at Mt. Vernon Car Manufacturing Company in 1936, leaving in 1946 to accept a position at Bethlehem Steel Corporation.

Gus retired in 1978, after progressing to the position of chief engineer of railway and industrial car engineering at Bethlehem Steel Corporation in Johnstown, PA, a position he held since 1956. He was recognized in the industry for his wealth of knowledge on freight car construction, and held two significant patents on car construction. In addition, he also developed many design innovations for design and construction of freight cars, specifically hopper and gondola cars. During his career he served on many industry committees developing quality, inspection and safety standards and specifications for freight cars and car utilization. Following retirement, Gus was an active consultant to railroads; and railroad car builders, owners and operators on details of car repair and maintenance.

Gus had been an active member of the RTD General Committee and in 1985 was honored as a Fellow in ASME. He also received the RTD Distinguished Service Award in 1985. This award is bestowed for major, significant, and meritorious activity toward fulfilling the programs and ideals of the Rail Transportation Division and the advancement of mechanical engineering in railroad and mass transit fields. In 1986, Gus was awarded the Arnold Stucki Award, given in recognition of eminent achievement by a member of the Rail Transportation Division in advancing the science of mechanical engineering in the field of rail transportation.

Gus was also a member of the American Railway Car Institute (ARCI) engineering and design committee, serving twice as chairman, and the American Welding Society (AWS). Also, he was active in his church and a supporter of Foster Parents Plan.

He was preceded in death by his wife Marjorie and brothers, Edward and Sid, and is survived by children, David of Winona Lake, IN., and Barbara Ueberoth, of Key West, FL; five grandchildren, two great grandchildren, one sister and one brother. ▲

SHARE YOUR EXPERTISE

WRITE A TECHNICAL PAPER FOR THE RAIL TRANSPORTATION DIVISION

Our Rail Transportation Division participates in two technical meetings every year. The Joint Rail Conference (JRC) is held in co-operation with the Land Transportation Division of IEEE in April each year. RTD also participates in the International Mechanical Engineering Congress (IMECE) in November each year. Approximately 36 to 40 papers are presented at these meetings. To submit an "Offer of a Technical Paper" for the 2006 JRC, please visit: <http://www.asmeconferences.org/jrc06>

Any rail transportation topic is of interest. Practical papers are of special interest. This gives the RTD member the opportunity to learn the current best practice pertaining to his/her area of mechanical engineering

interest. RTD serves all forms of Rail—Freight, Inter-City passenger, Commuter, and Rapid Transit including Light Rail.

The ASME web tool referred to above offers a very easy way to get published. Upon receipt of your offer of a paper the Papers Program Chair will review your offer and accept the offer or suggest changes. Upon acceptance the web tool provides a schedule to submit the draft paper and the final paper. A confidential peer review of the draft paper is arranged and comments are provided for the author's consideration. As a true Mechanical Engineering professional we can all benefit from this experience and serve our industry in a positive way and gain recognition also. ▲

TERREY HAWTHORNE SCHOLARSHIPS AWARDED

In memory of Mr. Terrey Hawthorne, the RTD has awarded scholarships for the 2005-2006 academic year. Congratulations to two worthy Mechanical Engineering Students, Mr. Edward Gribble, who attends California State Polytechnic University, and Ms. Jennifer Steets, who attends Virginia Polytechnic Institute and State University. ▲



Ed Gribble



Jennifer Steets

CONTINUING EDUCATION CREDITS

ASME conference attendees who need continuing education units (CEU's) or professional development hours (PDH's) to maintain a P.E. license or other professional certification should check the rules of the appropriate professional body to see if participation in this conference will qualify for credit. Certificates of participation will be provided upon request at all Rail Transportation Division conferences. ▲

GEOFFREY WILTON COPE

(1918 – 2005)

Beloved father and grandfather, Geoffrey W. Cope, 86, fondly known as 'Gar' passed away peacefully at home in Niceville, FL. on July 19, 2005. He was preceded in death by his wife, Edna A.M. Ellis Cope. He is survived by his daughter and son-in-law, Lynn Cope and Louis A. D'Agostino of Niceville, FL.; his grandson, Geoffrey L. D'Agostino of Niceville, FL.; his sisters Muriel Bradford and Mabel Ford (John) of Vancouver, B.C. Canada; his sister Connie Garrod (Ernie) of Toronto, Ont. Canada and six nieces and nephews. He was born in Wolverhampton, England on July 24, 1918 to the late Kate and Frank Cope. He lived in Williamsville, NY for over 40 years before moving to Niceville. In his youth, he was an accomplished trick diver and water polo player, and paced an Olympic swimmer. An avid golfer, in the 1980's he realized his dream and played Gleneagles, Muirfield and St. Andrews. He was a Scottish Rite Mason and member and past president of the Amherst, NY Kiwanis Club. He was a fellow of the American Society of Mechanical Engineers and served on their History and Heritage Committee, Buffalo section. He had over 100 U.S. and international patents. His railroad couplers were used on the Wash D.C., N.Y. and Boston High-speed AMTRAK Metroliner and are still in used today by the Toronto Transit Commission. He proudly served for over six years in the British Royal Navy in WWII. A memorial service will be held on July 28, 2005 at 4 PM at St. Jude's Episcopal Church in Niceville, FL. His final resting place will be at Calvary Episcopal Church in Williamsville, NY where he was a lifelong member. A memorial service will be held there a later date. In lieu of flowers, memorial contributions may be sent to Niceville Covenant Hospice, 101 Hart St., Niceville, FL. 32578 or Roswell Park Alliance Foundation, Elm and Carleton Streets, Buffalo, NY 14263, Attn: Colorectal Cancer Research. Arrangements and services are under the direction of the McLaughlin Twin Cities Funeral Home, 1405 East John Sims Pkwy., Niceville, FL. *Published in the Buffalo News from 7/27/2005 - 7/28/2005.* ▲

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CALL FOR PAPERS

2006 Joint Rail Conference

Sponsored by ASME and IEEE

April 4-6, 2006 • Sheraton Atlanta Hotel • ATLANTA, GA

The annual ASME/IEEE Joint Rail Conference, sponsored by the 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 2006 Joint Rail Conference in Atlanta. This year's theme is "Restoring and Updating Rail Infrastructure, Rolling Stock and Systems".

The conference will start with an optional tour of an Atlanta transportation infrastructure location of interest. 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
- Freight car vehicle performance improvements
- New concepts for rail transportation
- Evolution in rail products for more reliable service life
- Locomotive performance enhancements
- Analytical and testing methodologies for improved products
- Freight car plans for heavier, faster equipment

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/jrc06/>

Abstracts are due November 1, 2005 in the ASME Online Planning Tool.

Final notification of paper acceptance will be made by December 1, 2005.

Selected papers must be submitted, in the acceptable electronic format, by January 15, 2006 for publication in the Conference Proceedings. Lead author Advanced Registration for the Conference will be required.

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

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RT-6 Progress in Freight Car Design and Performance

- Progress in Railroad Freight Car Engineering
- Semiactive Control of Hunting Stability in Rail Vehicles
- New AAR Procedure Permitting Freight Car Life Beyond 50 Years

RT-7 Moving Passengers And Protecting Occupants

- Progress In Passenger Rail Vehicle And Component Engineering
- Characterization and Optimization of Berdud Technology for a Magnetically Levitated Train
- Impact Resistance of Rail Vehicle Window Glazing and Related Safety Issues

RT-8 New And Improved Wheel And Axle Products And Specifications

- Extending the Life of Rails and Wheels Using Real-time Monitoring Technology
 - Development of a Passenger Wheel Standard
 - Forging the Way to a Better Axle
- Luncheon Speaker** - The speaker will be Mr. Dan Welsh, Project Engineer with Ride and Show Engineering at Walt Disney World in Orlando.

His topic will be the Monorail System at Walt Disney World. ▲

ASME OFFERS OVERSEAS EMERGENCY MEDICAL INSURANCE

For anyone with a concern for possible emergency medical expenses while on international travel, the ASME Group Insurance Program offers Gateway International Plans. Coverage includes travel inbound to US, outbound from US, and living or working six months or more outside one's home country. You'll find a description of these Plans on the Web at: <http://www.gatewayplans.com/select.cfm>. ▲

2005 ASME/IEEE JOINT RAIL CONFERENCE

HELD MARCH 16-18 IN PUEBLO COLORADO

“Research and Testing for Industry Advancement” was the theme of the 2005 ASME/IEEE Joint Rail Conference (JRC) held March 16-18 in Pueblo Colorado. Presiding over the events were the ASME Rail Transportation Div. Chair, David Cackovic, and the IEEE/Land Transportation Div. Chair, Margaret Burnett. 120 Registrants were on hand from all areas of the rail industry; operators, suppliers, equipment builders, and academia, including international attendees. ASME and IEEE speakers presented 36 technical papers in 12 sessions. The presentations covered a wide range of topics including testing of equipment and infrastructure, vehicle and track performance, signaling, safety, wheels, monitoring train performance, AC/DC traction control and maintenance of way. Proceedings may be purchased online at the following address <http://store.asme.org>

Mr. George Binns, Amtrak Chief of Inspections and Evaluations, was the speaker at the ASME luncheon; he discussed Amtrak’s plans for future track and equipment upgrades. Special thanks go to the following sponsors

who help make the luncheon successful:

- CTL Group
- Hadady Corporation
- KLD Labs
- LTK Engineering
- Miner Enterprises
- Railway Research, Inc
- Standard Car Truck
- A. Stucki Company
- STV Incorporated
- The Timken Company

The conference attendees were treated to information tables, displays and demonstrations by the following companies:

- Advanced Rail Management Corporation
- CTLGroup, Construction Technology Laboratories, Inc.
- EnSCO, Inc.
- Hadady Corporation
- KLD Labs
- Testing Machines, Inc.
- Transportation Technology Center, Inc.
- Vanderplaats Research and Development, Inc.

A highlight was a tour of the AAR Transportation Technology Center (TTCI). The tour included a car used in crash tests sponsored by the FRA and inspection of the TTX Instrumentation caboose. ▲



George Binns—The RTD Luncheon speaker



Dave Cackovic Passes Gavel to 2006 Chair Gary Wagner



The Presentations Were Well Attended



KLD Labs Information Table



FRA Crash Test Car



Tour of TTX Data Caboose

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TERREY HAWTHORNE MEMORIAL SCHOLARSHIP

The following must accompany this application:

1. A statement of intent to pursue mechanical engineering in the railroad industry as a career.
2. Statement of perception of the importance of rail transportation in the overall field of transporting freight and passengers.
3. Information on experiences in the railroad realm, i.e., work, model railroading, photography, etc.
4. Abstract of any papers written relating to the railroad industry.
5. List of courses proposed for upcoming term.
6. Copy of grade transcript of previous college years.
7. Letter of recommendation from faculty advisor or department head.

Send all completed documents to **Mr. Samuel R. Williams, Manager of Divisional Affairs, ASME Rail Transportation Division, 5759 Scotia Court, Dublin, OH 43016-3256** no later than May 1, 2006. All applicants will be advised by 6/30/06.



ASME Rail Transportation Division
Terrey Hawthorne Memorial Scholarship

2006–2007 Undergraduate \$2,000 Scholarship for Mechanical Engineering Students

(Please type or print all information)

Name: _____ Date: _____

School Attending: _____

Degree Sought: _____ Expected Date: _____

Permanent Home Address: _____

_____ Phone: _____

College Address: _____

_____ Phone: _____

Send correspondence to: Home College address

Email Address: _____

Parent's or applicant's relationship to the Railroad Industry (**Relation to Railroad Industry is Required**)

Name of Employee: _____ Title: _____

Relationship to applicant: _____

Name of Employer: _____ Years Employed: _____

Employer's Address: _____