



*American Public
Transportation Association*

Meeting Minutes

Streetcar and Heritage Trolley Subcommittee

James Graebner, chair

*APTA Annual Meeting
Orlando, FL
October 4, 2009*

The meeting was called to order at 9:30am. Minutes from Cleveland meeting approved.

BOMBARDIER FLEXITY

In consideration of the winter meeting of the Subcommittee, discussion focused on tour of the Flexity-II 100% low floor streetcar on loan to Vancouver during the Olympics, January 12 – March 12. Because the car will be returned to Europe after the Olympics and prior to the Rail Conference scheduled for June, the Subcommittee wanted to take advantage of its presence in Vancouver as part of the winter meeting.

VEHICLE STANDARDS

There is considerable effort being devoted to development of light rail and streetcar standards by APTA, ASME AREMA and IEEE together with similar efforts in Europe (EN 15227 Bostrab, and others). Standards, guidelines and recommended practices are helpful as vehicles are designed to fit into the built urban environment, says Jim Graebner. Differences in procurements from city to city have led to special vehicle designs that have increased cost and vehicle availability. Martin noted that APTA at the request of the FTA has developed a technical recommended practice for light rail vehicles that is now under review. APTA is also leading an effort to develop more consistent contracting procedures related to terms and conditions of procurement contracts. Both efforts will be harmonized to provide an integrated method for procuring light rail vehicles based on more consistent requirements.

Tim Borchers made note that the current APTA standard for heritage trolleys is being used and that a similar document may be warranted for streetcars. In such development, consideration will need to be given to a voltage change from 600 to 750VDC, narrow-body construction, fixed truck, spiral curves negotiation, AC variations, sanders, etc. Narrow-body cars (seven foot six inches) for instance may cause problems with ADA and seating compliance. Similarly, other considerations will need to be considered as the relationship between U.S. and European design philosophies are better understood and clarified. Martin noted that the current LR technical procurement recommended practice has a wealth of such considerations for light rail and what was done in that instance may be helpful as a springboard for streetcars.

The Subcommittee considered whether such standardization should be in the form of an APTA standard, recommended practice or guideline. Martin noted that standards are mostly associated with safety and system or component interoperability concerns. APTA has a mix of recommended practices and standards totaling over 170 that are published in all rail and bus modes. The Subcommittee seems to feel most comfortable with recommended practices (best practices), which would fit nicely with the approach taken on light rail vehicles.

2010 RAIL CONFERENCE UPDATE

The Subcommittee discussed the upcoming June Rail Conference to be held in Vancouver. Stan Feinsod agreed to organize a streetcar update session. Target properties might include DC, Tucson, Oregon Iron Works, etc.

GENERAL NOTES

The Subcommittee web site co-hosted by the Seashore Trolley Museum has a new URL. Because of a loss in site name, the new name is heritagetrolley.com and not *.org as previously. All else is current and operational.

Harry noted that San Diego Trolley is restoring four PCC cars. The first car under construction has new paint courtesy of Dupont, with vehicle readiness by spring.

Jim Graebner noted that 32 cars are available as bid from Cleveland.

ACTION SUMMARY:

- Rail Conference Planning - ALL
- The subcommittee was asked to provide comments on OCS and Track Standards plan.
- Consider scope of recommended practices.

NEXT MEETING:

The next meeting of the Subcommittee is tentatively scheduled in Seattle / Vancouver January 2010.

Respectfully submitted,
Martin P. Schroeder, P.E.
APTA Staff Advisor / Chief Engineer