

## **PATH Riders' Council Meeting Minutes – Wednesday, July 18, 2018 – 6:00 PM to 8:00 PM**

Harrison Car Maintenance Facility (HCMF)

### **Meeting Agenda:**

- I. Welcome
- II. PTC Progress Update & 2018 Weekend Closures
- III. Car Equipment Division (CED) Presentation
- IV. Tour of HCMF
- V. Next Steps / Adjournment

### **Attendees (PRC Members):**

1. Lewis Battista
2. Dorothy Benson
3. Margalit Edelman
4. Terry Karney
5. Anthony Lupena
6. Stewart Mader
7. Andrew Nathanson
8. Rahul Pathak
9. Maribel Ruiz
10. Sridhar Shankar

### **Attendees (Staff):**

1. Rebecca Cassidy (Chief of Staff/Executive Advisor - Director's Office, PATH)
2. Linda Doss (Principal Marketing Analyst – Customer Relations & Mktg. Programs, PATH)
3. Scott Halper (Intern – Customer Relations & Marketing Programs, PATH)
4. Peter Harris (Superintendent – Car Equipment Division, PATH)
5. Joseph Iorio (Intern – Media Relations, PANYNJ)
6. Kevin Lejda (Superintendent – Transportation Construction & Operations Planning, PATH)
7. Jessica Mills (Manager – Customer Relations & Marketing Programs, PATH)
8. Philip Silvestro (Associate Customer Service Representative – CR&MP, PATH)
9. Katie Winfree (Sr. External Relations - Government and Community Relations, PANYNJ)

### **I. Welcome**

- **Peter Harris** welcomed the group to the Harrison Car Maintenance Facility (HCMF). He introduced himself, explained his role as Superintendent of PATH's Car Equipment Division (CED), and mentioned the department's role in supplying clean, safe, and reliable rail cars for PATH's Transportation needs. Pete informed the PRC he would begin with a brief presentation, followed by the tour of the facility.

### **II. PTC Progress Update & 2018 Weekend Closures**

- **Kevin Lejda** provided the attendees a Positive Train Control (PTC) progress overview using a system map that displayed the service plan PATH would be operating on Saturdays and Sundays through the end of the outages. He explained the reason why direct service from Hoboken to the World Trade

Center could only be provided on Saturday versus Sunday, in addition to the required closures of Newport and Hoboken for three Sundays. Lastly, Kevin provided a description of the work and testing required for those sections of the system, and explained how trains are now operating under Communications Based Train Control (CBTC) from Newark to WTC.

### **III. Car Equipment Division (CED) Presentation**

- **Peter Harris** opened the presentation with an overview of the HCMF. He mentioned the facility was opened in 1990, encompasses 75 acres, and can accommodate 270 rail cars. There is 207,000 square feet of space in the shop building, with twelve tracks leading directly into the facility. Here, major repairs, inspections/running repairs, and blow down cleanings of motor shells, air conditioning units, evaporators, and traction motors take place. The major repair shops are also equipped with cranes and hoists to provide greater ease in accomplishing heavy repairs. The 17,000 square foot, modern storeroom warehouses supplies with an automated inventory network and a wire-guided forklift.
- **Peter Harris** continued with the CED organizational chart and the different roles and responsibilities of his team. He discussed the role of Car Inspectors, who are responsible for inspecting and performing running repairs of the PATH fleet. Road Car Inspectors perform station coverage to ensure the on time performance of the PATH Fleet, and conduct Federal Railroad Administration (FRA)-mandated calendar day inspections. Shop Car Inspectors perform overhauls, projects, running repairs, and FRA-mandated, 92-day periodic inspections. General Maintainers clean the PATH fleet, and Car Repair/Car Overhaul handles the repair, heavy maintenance, and overhaul of the PATH fleet and its subsystems.
- **Peter Harris** concluded with the different types of train cars and how they can form a consist (two or more cars coupled together to make up a train). He explained the difference between an “A Car,” a train car with a full-width engineer’s cabin, and a “C Car,” a train car without an engineer’s cab. Lastly, he discussed the distribution of power from the third rail (the rail which provides traction power for the operation of a train) to a PATH PA-5 train car.
- **Jessica Mills** asked Pete if he could provide the PRC an overview of how PATH’s new, computerized signal system, Positive Train Control (PTC), and the train car software it interfaces with, Communications Based Train Control (CBTC), has influenced or changed CED’s maintenance and repair work.
- **Peter Harris** discussed that since the new system is driven by computers and software, some repairs are performed through hardware and software patches. Pete further discussed that train car functionalities and consists under PTC and CBTC operate similar to how computers would on a local area network (LAN). That said, hardware and software patching can correct technical difficulties and yield specific data, as needed.

### **IV. Tour of HCMF**

- **PRC members** were escorted from the classroom to the main track area of the facility. Pete showed the PRC and PATH staff where the trains are brought in and the raised rails they ride onto in order to be worked on. PRC members were given an in-depth look at a train car undercarriage, including

contact shoes (device which conducts electrical current from the third rail to the railcar), and how power is distributed through the different mechanical components. For this section of the tour, Pete concluded with the contact made between the train wheels and the rails.

- **PRC members** were then brought to the in-ground lifts. Pete explained that thanks to this innovation, entire railcars can be lifted faster without the use of an overhead crane. The lifts raise the car to a specified height, support it with the system's body stands, and allow for the undercarriage to be lowered out and released.
- The tour continued to the area where the train car wheels are filed by machinery and kept for storage. **PRC members** noted a dumpster-sized container of metal shavings from the wheel filing.
- The tour concluded with a visit to the 24-hour office. Here, all trains coming in and out for repairs are logged in detail, car inspectors can be dispatched, and all CED train operations can be monitored 24/7. Personnel also have the ability to interact and coordinate with all divisions of PATH, when needed.
- **Peter Harris** escorted the PRC back to the classroom, answered any final questions, and thanked them for their interest, participation, and dedication to improving the PATH system. The PRC and PATH staff thanked Pete for his time, and commended him for his knowledge and passion for his work.

#### **V. Adjournment**

- The meeting adjourned at 8:00 PM.