

Date Distributed: March 12, 2024



THE NATIONAL BOARD
OF BOILER AND PRESSURE VESSEL INSPECTORS

NATIONAL BOARD INSPECTION CODE TASK GROUP LOCOMOTIVE BOILERS

MINUTES

Meeting of January 31 and February 1, 2024
Columbus, OH

These minutes are subject to approval and are for committee use only. They are not to be duplicated or quoted for other than committee use.

The National Board of Boiler & Pressure Vessel Inspectors
1055 Crupper Avenue
Columbus, Ohio 43229-1183
Phone: (614) 888-8320
FAX: (614) 847-1828

1. Call to Order

Chair Mr. G. Mark Ray called the meeting to order at 9:00 a.m. Eastern Time on Day 1 (January 31, 2024) and Day 2 (February 1, 2024) of the meeting. The meeting was held in Room 101/102 in the Training and Conference Center on the National Board's campus.

2. Introduction of Members and Visitors

Mr. Ray held roll call on Days 1 and 2 of the meeting. Each member and visitor introduced themselves with their name and company. All attendees are listed on **Attachment Page 1**. On Day 2, Mr. Harold Weisinger of the Federal Railroad Administration (FRA) was present.

3. Check for a Quorum

With 12 out of 18 members present on both days, a quorum was reached.

4. Announcements

Ms. Vance gave the announcements. See **Attachment Page 2**.

5. Adoption of the Agenda

After the committee added the following discussion items to the agenda- Mr. Franzen's recommended updates to 49 CFR Part 230 and the NBIC (including his recommendation for the Part 3, Table S1.1.3.1, Materials List) and Mr. Moedinger's FRA/National Board Training program discussion, a motion was made to adopt the agenda as revised. The motion was seconded and unanimously accepted.

6. Approval of the Minutes of the June 1, 2023, Meeting

After the committee briefly reviewed the minutes from the last meeting, a motion was made to approve the minutes as presented. The motion was seconded and unanimously accepted.

7. Review of Rosters

a. Membership Appointments

There were no membership appointments in this meeting; however, the committee discussed the procedure for membership appointments.

b. Membership Reappointments

There were no membership reappointments in this meeting.

It was noted that Mr. Matt Janssen is resigning from committee, as his career is taking a new direction. The committee discussed how they have appreciated all his work and the contribution of his technical and steam designer knowledge, etc. It was also noted that Mr. Doyle McCormack is resigning from the committee, as he is retiring. On Day 2 of the meeting, the committee called Mr. McCormack to show their appreciation of all he has contributed and to encourage and congratulate him.

c. Officer Elections

There were no officer elections in this meeting.

8. Interpretations

None.

9. Action Items

Old Business:

Discussion on Fillet Welded Staybolts: After a proposal was submitted, this was assigned **Action Item number NB18-7**.

- **January 31, 2024, Meeting Action:**

The verbiage for Part 3, S1.2.5.1 is already in the 2023 edition, but the committee discussed the need of the NBIC to be up to date on repairs for these specific engines. Verbiage for Part 2 is still needing to be examined. Furthermore, the numbers of sections and figures in Part 2 need to align with those of Part 3. Mr. Franzen (PM) and Mr. Tim Botti will review Part 2 to see if the verbiage needs to be updated. They will also look at updating the section numbers and figure numbers in Part 2 to align with Part 3.

Item 20-69 – Welds Across Riveted Lap: Figures associated with this item were not updated in the 2023 NBIC Edition.

- **January 31, 2024, Meeting Action:** Mr. Moedinger went through the specifics of this. The new images in the proposal meant to replace the image in Part 3, Figure S1.2.11.5-c1 did not get incorporated. Ms. Vance announced that the figures could be added to the 2023 Errata document (found on National Board website on the **NBIC Publications Information** page) and that the 2025 edition will have the figures included.

Note: the following occurred after the TG Locomotives meeting:

After emailing with Mr. Ponce, Mr. Ellis, and Mr. Scribner, Ms. Vance emailed the committee to let them know that because these figures were not added to the public review draft for the 2023 edition, the revisions never underwent public review comment. In accordance with ANSI procedures, the National Board cannot add the figures as errata. Instead, the figures will be added to the 2025 draft document (which includes showing the figures as replacing the current Figure S1.2.11.5-c) to undergo public review. After that (if passing public review), the figures will be added to the 2025 edition, replacing the current Figure S1.2.11.5-c.

Reviewing previously closed items to determine if any should be reinitiated:

- **19-38 - Part 3, S1.1.3.1, Staybolt deflection and stress**
 - **History:** this was closed at the July 2019 meeting because 2019 Edition of Part 3 had the correct language that the inquirer was suggesting.
 - **January 31, 2024, Meeting Action:** The committee reviewed the initial revision request and then the 2023 wording of Part 3, S1.1.3.1 and saw that d) still has sufficient verbiage. The committee determined that this item should remain closed.
- **17-156 - Welding/brazing activities for locomotive boilers**
 - **History:** this was closed because the scope of the item was covered under another Part 3 item, 18-40.
 - **January 31, 2024, Meeting Action:** The committee reviewed the initial proposal and compared it with the verbiage of Part 3's passed item 18-40 and the language in Part 3 currently. They determined that this should stay closed because Part 3 adequately answers the requirements in Section 2.

- **17-145 - Clarify repair vs. alteration for locomotive boilers.**
 - **History:** TG voted unanimously to close this item at the April 2018 TG meeting (no reasons given in the minutes).
 - **January 31, 2024, Meeting Action:** The committee discussed repairs and alterations specific to staybolts and that they recalled the difference being clarified at some point in Part 3 and looked for the definitions. The FRA is not clear or consistent in their definitions regarding this. They reviewed the verbiage on arch tubes under Part 3, S1.2.9.2 and specifically that c) references ASME Section I, Part PW 16.1, but that the necessary requirements for fillet welds were not addressed in PW 16.1. After reviewing item d), they saw that anything not called out specifically as an alteration is considered a repair (but that in S1.2.2 on staybolts, repairs were specifically called out in item h). They reviewed S1.2.6.3 h) on expansion stays and considered the specific verbiage for repairs and alterations. They reviewed S1.2.3 and why installation of a new flexible staybolt pattern was not called out as an alteration and that replacement of rigid bolts with flexible bolts was also not done (and the alteration being related to the whole size might be something to address). After more discussion, the committee concluded that replacement of specific pressure-retaining components contains adequate clarity as to whether the replacement is a repair or an alteration, but that language is needed to clarify how to classify changes that impact the boiler calculations. Mr. Ray (PM) and Mr. Moedinger will open an item on this.

- **NB16-2501 - Change “radiographic” to “volumetric” to allow for ultrasonic.**
 - **History:** Closed at the January 2017 NBIC meeting b/c the term “radiographic” in Part 3 was going to be changed to “volumetric” by National Board staff. Note that “radiographic” or “radiographically” occurs 10 times in Part 3, Supplement 1, and “volumetric” appears 8 times.
 - **January 31, 2024, Meeting Action:** The committee briefly reviewed how many times these terms were used in Part 3 (“radiographic/radiography/radiographically” occurs 13 times, “volumetric/volumetrically” occurs 20 times). They discussed the background of this being that radiography (vs. volumetric) is required for certain areas. Volumetric encompasses all kinds of inspection processes, but for CFR in certain situations, welds need to be examined radiographically. The committee decided to open a new item to change “radiographic” to “volumetric” in Part 3, Supplement 1. Mr. Franzen was assigned as PM.

- **NB13-1409 - Address method for analyzing bulges created by overheating in stayed boiler surfaces.**
 - **History:** TG voted unanimously to close this item at the April 2018 TG meeting (no reasons given in the minutes).
 - **January 31, 2024, Meeting Action:** Mr. Ray wanted to review this item again because he found language on this related to historical boilers but not to locomotive boilers. This item was opened back in 2013 by Mr. Stone, stayed open for five years, then was closed for its “one size fits all” approach. The committee briefly reviewed the original proposal, then referenced the wording of Part 2, S2.10.4.2 as ideal but catering that language to locomotive boilers. Eventually they concluded that adequate verbiage exists in Part 2, S1.4.2.8.1, so this item could remain closed.

New Business:

- **NBIC Editorial Advisory Group Nominees (2)**

Ms. Vance reported on this. The National Board is requesting two volunteers from each part and standing TG to participate on the NBIC Editorial Advisory Group. The National Board will send editorial proposals between meetings and editorial members will need to determine if the proposed changes are editorial or substantive. Any proposals for locomotive supplements would be sent to the locomotive members of the editorial advisory group to review. Members will have 30 days to review the proposal and respond to the National Board with their conclusion. Mr. Lynch, Mr. Fengler, and Mr. Lee volunteered to participate on the NBIC Editorial Advisory Group.

- **Rewording instances of “and/or” - Locomotive paragraphs**

Ms. Vance reported on this. To update the NBIC to align with the updated NBIC Style Guide, several instances of “and/or” are being proposed to change. The National Board is asking various committees to review these instances with the intent of finding language that is either fine as is or that needs to be changed for accuracy. Any changes proposed should be editorial in nature, and as such, will be sent to the members of the Editorial Advisory Group to review.

The committee reviewed three areas in Part 3 with instances of “and/or.” Two instances were fine as written (Part 3, S1.2.9.2 and S1.2.9.6). One instance was changed in Part 3, S1.1.1 They made some additional editorial changes throughout each of these paragraphs, including clarifying instances of “welded” to “seal welded” where necessary. After reviewing other sections of Part 3 for instances of “welding” that needed to change to “seal welding,” they determined it was only S1.2.9.6 c) that needed those changes. The changes will be sent as an editorial proposal to the Editorial Advisory Group members of Locomotive to review.

- **Inspection of Blind Staybolts - Steven Butler**

Mr. Butler spoke about how he has not found much literature on inspection of blind staybolts, except an excerpt from *Boiler Repairs, Parts 1-2* (C.B. Lindstrom, International Textbook Company, 1925), which he passed out for the committee to review. After they reviewed the excerpt, Mr. Butler suggested they open an item on repairing blind staybolts to be added to Part 3, S1.2.2. There was some discussion on taking precautions with this because the use of blind staybolts was prohibited for new installations (but was still being done out of necessity for repair work). They would need to add limitations on where this could be done (or the type of replacement). Mr. Butler (PM) will create a proposal for this and submit it for review at the next meeting.

- **FRA and National Board Training Program**

Mr. Moedinger spoke about the need for more locomotive boiler Inspectors (locomotives may be a tiny segment of population, but public exposure is huge). His idea is for the National Board to implement an FRA and National Board Training Program to train locomotive Inspectors (steam locomotive boilers and firetube boilers). This would be intended to help the level of inspection inside and outside of FRA jurisdictions. The members of TG Locomotive could help put together the program. They could start by bringing five FRA senior members. Then once a year, FRA could send their designated steam specialist through the program. The National Board could offer the program to Inspectors outside of FRA as well.

- **Industry Issues – All**

Mr. Ray asked the committee to discuss any issues or topics they have come across in the industry.

- **Non-Boiler Item - Use of Telltale holes in Main Reservoirs** (not permitted by ASME on tanks for compressed air), Okay to use non-ASME welded tanks on steam locomotives? Liability?

Mr. Ray discussed the discrepancies between ASME Section VIII and FRA. Class 1 railroads purchase reservoirs with dual-certification, ASME and FRA.

- **Corrosion:** Mr. Ray brought up that a while ago, sometime in the 90s, they were seeing steel with massive corrosion on tubes (not enough copper in it), but how interesting it is that it hasn't come up in a while. Mr. Moedinger mentioned that the trace elements of each pipe affect the corrosion—each has either anticorrosive elements or corrosion-promoting elements. The trace elements come from the melt of the scrap and their exclusion and inclusion cannot be controlled.
- **Washout plug incident:** Mr. Moedinger brought up how the FRA is reviewing this incident, and they discussed the issues with washout plugs being primarily that there is so much room for mistakes when they are used. The committee reviewed the note on washout plugs in Part 2, S1.4.2.22. They discussed if requirements and procedures for these should be part of the NBIC or FRA.

- **Washout plugs with arch tubes:**

Mr. Franzen wanted to get clarification on the washout plugs with transverse arch tubes in locomotive 1385 in Madison, Wisconsin. He had heard that the tubes needed to be rolled in but could not be because the washout plugs were on crown sheet with no access to roll them.

- **ASME B&PVC Alloy Steel boiler tube specifications to the allowable Arch Tube material list.**

Mr. Ray reviewed Mr. Stone's email explaining why he wanted the committee to address this in Part 3, Table S1.1.3.1. The committee reviewed ASTM's *A213/A213M-23 Table* for the list of allowable arch tube materials. There are also many other permitted materials outside of this table, so if only this table is referenced for allowable materials for alloy steel tubes, people could mistake that to mean these are the only permitted materials for alloy steel tube. The committee decided a while back to limit the scope to carbon steel arch tubes in that section because it was safer for those new to the industry.

Because people could be welding this in, they need to be trained on welding with this material, and the weld procedure would also need to be qualified. The committee unanimously agreed to move this item back to Mr. Stone to address since it was his idea. He should decide how he wants to move forward with this.

- **Establish a maximum allowable length projection of taper thread washout plugs into the mud ring water leg.**

Mr. Ray read Mr. Stone's email explaining why he wanted the committee to address this. Committee members agreed that the length of the tapered plug was not the issue, and that the issue described was of an operational nature. The committee unanimously agreed to take no action on this.

- **Part 3, Table S1.1.3.1, Materials List**

Mr. Franzen spoke about why it would be helpful to add a separate line in Part 3, Table S1.1.3.1, for permitted materials for superheater unit tube header ends. And upon further discussion, the committee decided to propose an additional line for permitted materials for superheater pressure components. There was some discussion on just adding a reference to ASME Section I (Allowable materials in Section I, PL—which references back to materials in PG). This would direct those in the industry to

purchase these Codes. They discussed how, for some people, that seems to be the hesitation with referencing Code. However, the committee agreed that it's important that people in this industry are equipped with the NBIC and ASME Code. It was also pointed out that Part 3, S2.7.1 lists ASME Section II which points to Section I as a reference for other acceptable materials.

Mr. Franzen will open an item for this, referencing the current edition of ASME Section I and Section II-D.

- **49CFR230 Review and Preparation on Discussion with FRA Staff (Harold Weisinger)**

The committee built a list of recommendations and topics to discuss with Mr. Harold Weisinger of FRA as follows. **Note: topics are *not* arranged in the order they were discussed.**

- **FRA and National Board Training Program.**
- **Square cornered fireboxes**
- **Washout plugs with arch tubes**
- **Inspection of Blind Staybolts procedure that Mr. Butler shared**
- **Changing “radiographic” to “volumetric” to allow for ultrasonic (on Item NB16-2501)**
- **Aligning Part 230 and NBIC**

Mr. Ray brought up the importance of promoting the visibility of NBIC, specifically in repair work. They discussed adding topics to the NBIC that align with Part 230. They also talked about adding references to standards in Part 230 and what it would take to get Part 230 changed.

- Mr. Franzen recommended the committee discuss with FRA staff updates to the 49CFR230 or NBIC on the below topics:

- **Clarification of what is appropriate documentation for existing boiler steel to be calculated at above 50ksi.** Must this be tested? Does original railroad specification suffice? Current language states, "When the tensile strength of steel or wrought-iron shell plates is not known, it shall be taken at 50,000 psi for steel and 45,000 psi for wrought iron."

An FRA Inspector has stated that an original Form 4 is not sufficient for boiler plate tensile strength. Actual test results are needed for the boiler as the Form 4 may not be specific to that boiler. This led to a discussion on what should be the default minimum tensile strength used in boiler calculations (50K psi, the current default, or 55K psi)?

- **Clarification of documenting repairs and alterations *at the time of a new Form 4.***
- **Discussion of requirements for when firebrick must be removed for staybolt inspection on oil burners. This has been a concern lately.**

The committee discussed these requirements for a while. The primary concern of FRA seems to be how these locomotives are being stored when not in use. Eventually, Mr. Ray brought up his petition the FRA to request this change to Part 230, clarifying an accepted industry standard. He created a new definition for an *accepted industry standard*. He explained that his petition was rejected by the lawyers with FRA. The committee discussed adding these railroads to the proposed definition: AAR, military, and UP.

- **Discussion with FRA Staff (Harold Weisinger)**

On Day 2 of the meeting, the committee discussed the following topics with Mr. Weisinger of FRA.

Note: topics are *not* arranged in the order they were discussed.

- **Aligning Part 230 and the NBIC**

Mr. Ray reviewed the discussion from the meeting about promoting visibility of NBIC, specifically in repair work and asked about FRA’s take on referencing standards in Part 230 (e.g., if FRA could point to the NBIC when necessary). Mr. Weisinger said he thought they were not permitted to reference any standards but that he had not confirmed that as an actual regulation. He will follow up with FRA. He discussed how the FRA has been working on comparing the standards to see if they align (fire safety standards, European standards). He brought up the idea of having an NBIC presentation at the Office of Safety (on the ramifications of what could go wrong). He said there are a limited number in FRA actually aware of these. They discussed the following topics:

- “Gettysburg Event” importance of how regulation works with the industry here.
- The tourist railroad industry: the exposure is huge—largely populated areas that these railroads run through.
- Dangers of the Seagate submersible which imploded in the Atlantic Ocean despite being declared unsafe.

- Mr. Weisinger discussed how Part 230 was going to be changed, but how the administration is holding off due to the labor ramifications. They have to wait for the next administrator to be elected; (it has been assigned a regulatory impact number [RIN]). The committee discussed moving this through congressionally or getting a presentation on this from the industry, but having it run through politically. After it goes out for NPRM (public review), then locomotive members can give their input.

- **ASME Part PL-** boiler not being built to Code – locomotive group had strenuous objections; FEA issues (e.g., anchor points and parameters in FEA). FEA needs to be done and justified and that is where this left.

- **Square cornered fireboxes:**

The committee reviewed their previous discussion on this for Mr. Weisinger. They discussed where square cornered fireboxes came from (Canada) and how there is no technical reason to prohibit this. They discussed the issue with these being that one cannot inspect (UT or RT) the corners once they are installed. So, the pitch gets cut down, but that is done arbitrarily. Inspectors don’t have or use the proper formula for this, and that’s what results in failure.

- Potential visit by TG Locomotive committee members to make a presentation about NBIC to the FRA staff.

- **FRA and National Board Training Program**

The committee asked Mr. Weisinger what FRA would need to be willing to work with the National Board on this. He is going to follow up with FRA to find out. Supplement 1 of NBIC Parts 2 and 3 would need to be referenced as the standard by FRA.

Mr. Moedinger asked Mr. Luis Ponce to respond to the idea of the FRA referencing the NBIC as a standard and to this National Board/FRA training program idea. Mr. Ponce stated there are

probably no objections with the NBIC being referenced by FRA but that he was not clear on the “R” Certificate portion of it. He said he would seek clarification from upper management. On the training program idea, Mr. Ponce said he would try to get a sense of upper management’s thoughts. He said he would reach out if upper management would like a formal request regarding this. Mr. Moedinger and Mr. Weisinger will work together on this project.

- **Washout plugs with arch tubes:**

Mr. Weisinger said he would ask around because he was not sure of the details. ASME requires rolling, NBIC does not. The concern was primarily with the welding on this. To ask ASME to change this, a Code change would have to be requested, along with the justification for such. Mr. Moedinger said he could take out an item on it and see if it passes Locomotive and Design.

Mr. Cross asked how to obtain the measurements of small engines without physically entering. Mr. Weisinger said this has not been discussed in their classes, but he will add it to the list. They discussed other ways to acquire the measurements.

- **Inspection of Blind Staybolts:**

The committee wanted to discuss this with Inspectors. This was a Code shop issue in a Jurisdiction. This is still being done. There is not any way to allow this practice. They discussed the 1925 procedure Mr. Butler brought up and the risks of this practice being done incorrectly (e.g., run tap in too far, it will leak, or if the tap is not run far enough, you may not be able to see the tap or staybolt [staybolt would be stuck in sheet]). Locomotive wanted to write an installation procedure on this. But the safety of this runs entirely on its execution. And most people will not take those precautions not knowing they exist.

- **Mr. Franzen’s topics:**

- **Clarification of what is appropriate documentation for existing boiler steel to be calculated at above 50ksi.** Must this be tested? Does original railroad specification suffice? Current language states, "When the tensile strength of steel or wrought-iron shell plates is not known, it shall be taken at 50,000 psi for steel and 45,000 psi for wrought iron."

The committee discussed adding the “55k” to the NBIC for locomotives. They discussed if it would be an issue if the NBIC was considered the steam standard for the US. Mr. Ray shared ASME’s Boilers of Locomotives (the original Part 3) and discussed the gradual increases in safety rules throughout industry (on the history of the 55k—its start and where it came from [possibly steel boilers]). They looked at Table L-4, Maximum Allowable Stresses for Stays and Staybolts. The table and the formula below it are both meant to be used when calculating the MAWP for stayed wrapper sheet of a locomotive boiler (the minimum value obtained being what is used).

The committee will open an item to change the default allowable stress for boiler plate from 50 ksi to 55 ksi. The use of 55 ksi may be limited to boilers built after 1921 with a transition to 50 ksi for boilers built before 1921.

- **Clarification of documenting repairs and alterations *at the time of a new Form 4.***

The committee asked Mr. Weisinger if it was necessary to submit a Form 4 and a Form 1472. Mr. Weisinger said that the Form 4 should just include all modifications done during Form 1472 (and any other changes), but that submitting both was unnecessary. He also stated that doing this electronically would be ideal because it can be easily accessed/saved. There was some discussion about signing the form electronically vs.

physically. Mr. Weisinger made it clear the FRA is only concerned that it is signed, legible, and shows the appropriate math with grid arranged properly.

- **Discussion of requirements for when firebrick must be removed for staybolt inspection on oil burners. This has been a concern lately.**

Mr. Franzen reviewed the discussion on this for Mr. Weisinger. He pointed out that waivers requesting extensions for 1,472 inspections (to be extended to end of operating season) are regularly submitted to FRA, that it seems that it would save FRA time to add firebrick removal requirements to Part 230. The committee discussed time limits on this, like the possibility for the 15th year to be extended to the end of the year. But the committee landed on adding to the 230 asking for a waiver once 1472 has been reached, but not requesting a waiver for a 15-year. They also discussed flue extensions.

Mr. Franzen asked if, for engines not run as often, it would be possible to extend the cap inspection from 5 years to 7.5 years/time limit, or to be based on service date? The intention with this, too, would be to get this aligned with other inspection intervals. Mr. Weisinger said that he thinks basing caps on service date would be acceptable, but that FRA can't cater rules to different engines. The committee discussed adding these requirements to NBIC Part 2. Then if the NBIC as a "national standard" is accepted by FRA, FRA could add a reference to it.

Mr. Weisinger said he would follow up with FRA on all these topics.

- **Changing "radiographic" to "volumetric" to allow for ultrasonic (see Item NB16-2501)**

Mr. Weisinger mentioned streamlining the inspection process to have the onus of any concerns placed on the owner/operator/Inspector. Mr. Moedinger brought up again that if the NBIC is referenced as a standard in the 49 CFR Part 230, it will decrease the proposals/requests FRA is getting on this. There was discussion around "accepted national standards" and issues related to railroads potentially needing an "R" *Certificate of Authorization* if the NBIC is referenced as the repair standard in the CFR. Mr. Ray asked Mr. Ponce to follow up with the National Board on this.

- Mr. Weisinger showed the committee a collection of photos showing engine damages due to poor welding, inspection practices, etc. The committee discussed the issues and context of the engines/damages. Mr. Weisinger wanted the photos reviewed before showing them to the committee. Two committee members did the review and concluded there was nothing that could not be shown publicly.

10. Discussion Items

- The committee discussed the steam industry's lack of awareness of the NBIC and the importance of pointing people to the NBIC, especially Parts 2 and 3. Many operators are not utilizing readily available inspection information because they don't know the NBIC exists. Furthermore, our committees could use their industry's knowledge and expertise. This could also serve to strengthen the connection between Part 230 and the NBIC.

They discussed ideas for spreading awareness of the NBIC and gathering more steam industry representatives for NBIC meetings. After the committee discussed, Mr. Lynch emailed the National Board Communications department about creating an online platform that TG Locomotives would maintain and moderate. The platform could serve to both spread awareness of the NBIC and share the knowledge of this committee.

- The committee discussed meeting twice a year because there is so much to cover and review. One meeting could be remote and the next one could be in person. They discussed locations for in-person meetings.

11. Future NBIC Meetings

Mr. Ray announced the future NBIC meetings.

- July 15-18, 2024 – The Brown Hotel in Louisville, KY
- January 2025 – Charlotte, NC or Charleston, SC

The committee discussed locations for the next in-person meeting and decided Columbus is probably best, as that is a central location for most of the committee. They discussed meeting the week prior to ASME BPV Code Week (twice a year). Mr. Ray will email Mr. Ellis to ask about the National Board's availability for the committee to meet July 29 and 30, 2024.

12. Adjournment

On Day 1 of the meeting, Mr. Ray motioned to adjourn at 4:29 p.m. Eastern Time. The motion was seconded and unanimously approved. On Day 2 of the meeting, Mr. Ray motioned to adjourn the meeting at 1:29 p.m. Eastern Time. The motion was seconded and unanimously approved.

Respectfully submitted,



Michelle Vance
TG Locomotives Secretary

TG Locomotive Attendance- Meeting of January 31- February 1, 2024

Members	Interest Category	Present	Not Present
G. Mark Ray	General Interest	x	
Charlie Cross	Users	x	
Erich Armpriester	Users	x	
Steven Butler	General Interest	x	
J. David Conrad	Users	x	
Dave Domitrovich	Users	x	
Wolf Fengler	General Interest	x	
Robert Franzen	General Interest	x	
Dave Griner	General Interest		x
Matt Janssen	General Interest		x
Mark Jordan	Jurisdictional Authorities		x
Steve Lee	Users	x	
Kelly Lynch	General Interest	x	
Doyle McCormack	General Interest		x
Linn Moedinger	Users	x	
Tim Sposato	General Interest		x
Richard Stone	Manufacturers		x
Brendan Zeigler	Users	x	
Michelle Vance	Secretary	x	

Visitors	Company / Interest
Tim Botti	MSA Safety
Max Casias	Cumbres & Toltec Scenic Railroad
Luis Ponce	NBBI Staff
Harold Weisinger	FRA

Announcements

- The January 2024 meeting marked the end of Cycle C for the 2025 NBIC edition. The committees will have until the end of the July 2024 NBIC meeting to approve items for inclusion in the 2025 NBIC. Anything going to letter ballot should be completed this meeting.
- The NBIC Share Cloud (nbfileshare.org) is for committee members only. Any attachments that you'd like to show during the meeting (proposals, reference documents, power points, etc.) should be added to the cloud **prior to the meeting**.
 - If needed, we can go over this process.
 - All power point attachments/presentations must be sent to the NBIC Secretary Jonathan Ellis for approval (nbicsecretary@nbbi.org) **prior to the meeting**.
 - Contact Jonathan Ellis for any questions regarding NBIC file share access.
- All proposals should be submitted in Microsoft Word (if possible) with “strike through/underline” tracking.
 - Please contact me (mvance@nbbi.org) if you need any help with this.
 - Project Managers: please ensure any proposals containing text from prior NBIC editions are updated to contain text from the 2023 NBIC.
 - The NBIC Style Guide was recently updated. Committee members should familiarize themselves with this as they propose revisions and additions to the NBIC. It is uploaded to the Cloud and Business Center (under the **NBIC tab → Committee Documents**).
- If you'd like to request a new Interpretation or Action Item, you should do so through the National Board Business Center.
 - Anyone, member or not, can open a new item.
 - We can go over this if necessary. You may also refer to the tutorial on this (under the NBIC tab on the Business Center).
- As a reminder, anyone who would like to become a member of a group or committee:
 - Should attend at least two meetings prior to being put on the agenda for membership consideration. The nominee will be on the agenda for vote during their third meeting, and they would become a voting member during their fourth meeting.
 - The nominee must submit the formal request along with their resume to Jonathan Ellis (nbicsecretary@nbbi.org), **prior to the meeting**.
 - If needed, we can also create a ballot for voting on a new member between meetings. To do this, you will need to contact Mr. Ellis.
- The National Board will be hosting lunch today and tomorrow at noon.