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1. I am a Records Request Processor at the Internet Archive. I make this declaration of my own personal knowledge.

2. The Internet Archive is a website that provides access to a digital library of Internet sites and other cultural artifacts in digital form. Like a paper library, we provide free access to researchers, historians, scholars, and the general public. The Internet Archive has partnered with and receives support from various institutions, including the Library of Congress.

3. The Internet Archive has created a service known as the Wayback Machine. The Wayback Machine makes it possible to browse more than 450 billion pages stored in the Internet Archive's web archive. Visitors to the Wayback Machine can search archives by URL (i.e., a website address). If archived records for a URL are available, the visitor will be presented with a display of available dates. The visitor may select one of those dates, and begin browsing an archived version of the Web. Links on archived files in the Wayback Machine point to other archived files (whether HTML pages or other file types), if any are found for the URL indicated by a given link. For instance, the Wayback Machine is designed such that when a visitor clicks on a hyperlink on an archived page that points to another URL, the visitor will be served the archived file found for the hyperlink's URL with the closest available date to the initial file containing the hyperlink.

4. The archived data made viewable and browsable by the Wayback Machine is obtained by use of web archiving software that automatically stores copies of files available via the Internet, each file preserved as it existed at a particular point in time.

5. The Internet Archive assigns a URL on its site to the archived files in the format http://web.archive.org/web/[Year in yyyy][Month in mm][Day in dd][Time code in hh:mm:ss]/[Archived URL] aka an "extended URL". Thus, the extended URL http://web.archive.org/web/19970126045828/http://www.archive.org/ would be the URL for the record of the Internet Archive home page HTML file (http://www.archive.org/) archived on January 26, 1997 at 4:58 a.m. and 28 seconds (1997/01/26 at 04:58:28). The date indicated by an extended URL applies to a preserved instance of a file for a given URL, but not necessarily to any other files linked therein. Thus, in the case of a page constituted by a primary HTML file and other separate files (e.g., files with images, audio, multimedia, design elements, or other embedded content) linked within that primary HTML file, the primary HTML file and the other files will each have their own respective extended URLs and may not have been archived on the same dates.

6. Attached hereto as Exhibit A are true and accurate copies of screenshots of the Internet Archive's records of the archived files for the URLs and the dates specified in the attached coversheet of each printout.

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7. I declare under penalty of perjury that the foregoing is true and correct.

DATE: 06/19/2023

Nathaniel Frank-White
Nathaniel E Frank-White

Please see attached
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Jurat form
for additional
Notary Events

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JURAT ATTACHMENT

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

STATE OF Texas }

COUNTY OF Harris }

The foregoing instrument was subscribed and sworn before me this date of 06/19/2023, by Nathaniel Frank-White

This notarial act was an online notarization.



(Notary Seal)

Notary's Signature Ana Laura Salazar Uribe

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DOT/FRA/ORD-08/02	An Analysis of the Opportunities for Wireless Technologies in Passenger and Freight Rail Operations
DOT/FRA/ORD-08/01	Bridge Approaches and Track Stiffness
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DOT/FRA/ORD-04/03	Proceedings of the Human Factors Workshop: Improving Railroad Safety Through Understanding Close Calls
DOT/FRA/ORD-04/02.I	Transportation Planning for the Richmond Charlotte Railroad Corridor: Volume I - Executive Summary & Main Report
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DOT/FRA/ORD-04/01	Optimizing Staffing Levels and Schedules for Railroad Dispatching Centers
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TECHNICAL PAPERS

TITLE	ABSTRACT
"Reliance" and "Distraction" Effects in PTC Automation This document was requested on 3/3/99 by the PTC Human Factors Team of the Federal Rail Administration (FRA) as part of the ongoing discussions of PTC standards.	Questions have been raised about the possible propensity for a locomotive engineer or conductor to become over-reliant on PTC automation and/or to become distracted by the additional monitoring burdens required by the automation, and for these effects to compromise the performance of their duties and for safe and efficient train operation.
Rail Passenger Equipment Accidents and the Evaluation of Crashworthiness Strategies Paper presented at 'What Can We Realistically Expect From Crash Worthiness? Improving Train Design to Withstand Future Accidents', Institute of Mechanical Engineers Headquarters, London, England, May 2, 2001.	The approach taken in conducting this research has been to review relevant accidents, identify options for design modifications to improve occupant survivability, and to apply analytic tools and testing techniques for evaluating the effectiveness of these strategies.
U.S. Rail Equipment Crashworthiness Standards Paper presented at 'What Can We Realistically Expect From Crash Worthiness? Improving Train Design to Withstand Future Accidents', Institute of Mechanical Engineers	These new regulations and standards include conventional strength-based requirements for equipment used below 200 kph (125 mph), crash-energy management for equipment used above 200 kph (125 mph), and dynamic sled testing of occupant seats.

Headquarters, London, England, May 2, 2001.	
Development of a Hazard-Based Method for Evaluating the Fire Safety of Passenger Trains Reprinted from InterFlam '99, 8th International Fire Science and Engineering Conference. Proceedings. June 29 - July 1, 1999, Edinburgh, Scotland.	The fire safety of U.S. passenger rail trains currently is addressed through small-scale flammability and smoke emission tests and performance criteria promulgated by the FRA using modeling techniques.
Alternative Analyses of Locomotive Structural Designs for Crashworthiness Presented at the International Mechanical Engineering Congress and Exposition, November 6, 2000, Orlando, Florida.	Enhanced crashworthiness performance of North American locomotives is proposed by both increasing the design loads on specific structural components or by describing the crashworthiness performance under specific impact conditions.
Rail Passenger Equipment Collision Tests: Analysis of Occupant Protection Measurements Presented at the International Mechanical Engineering Congress and Exposition, November 6, 2000, Orlando, Florida.	The FRA has been conducting research on occupant protection in train collisions. As part of this research, computer simulations have been performed, passenger seats have been sled tested, and two full-scale collision tests of rail passenger cars have been conducted.
Rail Passenger Equipment Crashworthiness Testing Requirements and Implementation Presented at the International Mechanical Engineering Congress and Exposition, November 6, 2000, Orlando, Florida.	This paper describes the requirements and the implementation of a series of impact tests of rail passenger equipment. The test requirements are dictated by the characteristics of the vehicle, as well as uncertainties in the analysis techniques used to evaluate the collision behavior of the equipment.
Rail Passenger Equipment Collision Tests: Analysis of Structural Measurements Presented at the International Mechanical Engineering Congress and Exposition, November 6, 2000, Orlando, Florida.	The objectives of the two-car test were to measure the gross motions of the car, to measure the force/crush characteristic, to observe the car-to-car interaction, to observe failure modes of the major structural components, and to evaluate selected occupant protection strategies.
Risk Analysis Based CWR Track Buckling Safety Evaluations Presented at and included in the proceedings of the International Conference on Innovations in the Design & Assessment of Railway Track, Delft University of Technology, The Netherlands, December 2-3, 1999.	Research is being conducted to evaluate track lateral strength and stability limits for improved safety and performance. This paper deals with a part of this research addressing the development of a comprehensive CWR buckling safety analysis which includes a risk analysis based approach for prediction of probable number of buckles on a given track.
Fundamentals of Track Lateral Shift for High-Speed Rail Applications Presented at the European Rail Research Institute's Interactive Conference on "Cost Effectiveness and Safety Aspects of Railway Track," Paris, France, December 8-9, 1998.	The fundamental mechanics of track lateral shift due to vehicle and thermally induced loads are defined, and an analytic approach is presented for the determination of "limit" loads and deflections on the track to prevent progressive lateral shift.
Static and Dynamic Crush Testing and Analysis of a Rail Vehicle Corner Structural Element Presented at the 8th ASME Symposium on Crashworthiness, Occupant Protection and Biomechanics in Transportation. November 14-19, 1999, Nashville, Tennessee.	This paper presents the results of an experimental study to establish the strength and energy absorption capability of cab car rail vehicle corner structures built to current strength requirements and for structures modified to carry higher loads and absorb more energy.
Simulation of an Oblique Collision of a Locomotive and an Intermodal Container Presented at the ASME International Mechanical Engineering Congress and Exhibition, November 15-19, 1999, Nashville, Tennessee.	This paper presents an approach to modeling an oblique collision of a locomotive and an intermodal container. This analysis uses a three-dimensional model to determine the trajectories of the equipment.
Crashworthiness Studies of Locomotive Wide Nose Short Hood Designs Presented at the ASME International Mechanical Engineering Congress and Exhibition, November 15-19, 1999, Nashville, Tennessee.	This paper investigates the parameters that influence the structural response of typical wide nose locomotive short hoods involved in offset collisions. The objective of the study is to determine the current baseline level of crashworthiness of locomotive hood structures and the potential effectiveness of stronger corner structures.
A Numerical Evaluation of Protection Strategies for Cab Car Crashworthiness Presented at the ASME International Mechanical Engineering Congress and Exhibition, November 15-19, 1999, Nashville, Tennessee.	One part of a larger study in which several strategies were examined for improving the protection afforded to the operator and the passengers in cab car collisions. The focus here was on evaluating the effectiveness of strengthened cab-end structures through explicit dynamic finite element-based calculations simulating the crush behavior of the cab car.
Engineering Studies in Support of the Development of High-Speed Track Geometry Standards Presented at and included in the proceedings of the IEEE/ASME Joint Railroad Conference, March 18, 19, and 20, 1997, held in Boston, Massachusetts.	These standards are intended to cover train operating speeds from 110 mph to 200 mph. The studies conducted include evaluation of the use of measuring track geometry with offsets from several chord lengths, computer simulations of vehicle response to track surface and alignment variations, application of the proposed specificationsto previously

	measured track geometry, and comparison of proposed specifications to foreign practice.
Evaluation of Cab Car Crashworthiness Design Modifications Presented at and included in the proceedings of the IEEE/ASME Joint Railroad Conference, March 18, 19, and 20, 1997, held in Boston, Massachusetts.	A study was conducted to evaluate the effectiveness of structural modifications to rail cab cars for increased crashworthiness protection in train collisions. The focus of the study was a collision scenario in which a cab car-led consist traversing a switch onto mainline track obliquely collides with a locomotive-led consist traveling in the opposing direction on the mainline track.
Train Crashworthiness Design for Occupant Survivability Presented at the ASME International Mechanical Engineering Congress and Exposition, November 12-17, 1995, in San Francisco, CA	Studies were conducted evaluating the effectiveness of alternative strategies for providing crashworthiness of the vehicle structures. Conventional practice results in cars of essentially uniform longitudinal strength. The crash energy management approach requires varying strength through the train, with high strength in the occupied areas and lower strength in the unoccupied areas.
Analysis of Occupant Protection Strategies in Train Collisions Presented at the ASME International Mechanical Engineering Congress and Exposition, November 12-17, 1995, in San Francisco, CA	A study of the occupant dynamics and predicted fatalities due to secondary impact for passengers involved in train collisions with impact speeds up to 140 mph is described. The principal focus is on the effectiveness of alternative strategies for protecting occupants in train collisions, including friendly interior arrangements and occupant restraints.
Estimation of Residual Stresses in Railroad Commuter Car Wheels Following Manufacture Presented at and included in the proceedings of the International Mechanical Engineering Congress and Exposition in Anaheim, CA, November, 1998	A finite element simulation is presented for the prediction of residual stresses resulting from the heat treatment of railroad commuter car wheels during manufacture. The quenching and annealing segments of the wheel manufacturing process are simulated using a decoupled heat transfer and stress analysis.
Locomotive Crashworthiness Design Modifications Study Published in Proceedings of the 1999 IEEE/ASME Joint Railroad Conference, April 13-15, 1999 , IEEE Catalog Number 99CH36340, ASME RTD Volume 16.	A study has been conducted of locomotive crashworthiness in a range of collision scenarios to support the efforts of the Locomotive Crashworthiness Working Group of the Federal Railroad Administration's Railroad Safety Advisory Committee (RSAC) to develop locomotive crashworthiness requirements.
Evaluation of Service-Induced Residual Stresses in Railroad Commuter Car Wheels Presented at and included in the proceedings of the International Mechanical Engineering Congress and Exposition in Anaheim, CA, November, 1998	Analyses of the effects of service conditions on the distribution of residual stresses in railroad commuter car wheels are presented. Novel software has been applied to estimate the effects of service conditions on the as-manufactured state of these wheels. Contact loads resulting from wheel and rail interaction and thermal loads from on-tread braking are considered.
EVects of hot and cold temperature exposure on performance: a meta-analytic review A meta-analysis to mathematically summarize the eVect of hot and cold temperature exposure on performance was completed. The results from 515 eVect sizes calculated from 22 original studies suggest that hot and cold temperatures negatively impact performance on a wide range of cognitive-related tasks. ERGONOMICS, 2002, VOL. 45, NO. 10, 682 ± 698	Adjusting to and working under hot or cold temperatures has long been a challenge for people living under immoderate weather conditions. In spite of the ability in industrialized societies to control indoor temperatures, a similar challenge continues for many people who are regularly exposed to extreme temperatures while working. Concern about the eVects of temperature on work-related performance has prompted the National Institute for Occupational Safety and Health (NIOSH) to attempt to establish upper limits for occupational exposure (1972). However, in their revised criteria of 1986, NIOSH did not include upper limits for heat exposure under the assumption that there was not a well-established relationship between performance and heat (NIOSH, 1980).
Development of a Passenger Rail Vehicle Crush Zone Published in Proceedings of the 1999 IEEE/ASME Joint Railroad Conference, April 13-15, 1999 , IEEE Catalog Number 99CH36340, ASME RTD Volume 16.	The objective of this study was to determine the advantages, disadvantages, and issues related to incorporating crush zones at the ends of coach cars for protection in collisions between two trains.

OTHER REPORTS

TITLE	ABSTRACT
North Carolina "Sealed Corridor" Phase I U.S. DOT Assessment Report Report to Congress Office of Railroad Development September 2001	In response to a request in the Senate Report 107-38 accompanying the Department of Transportation and Related Agencies Appropriations Act, 2001, this report documents the benefits of the State of North Carolina's "Sealed Corridor" initiative and the improvements completed at highway-rail grade crossings from March 1995 through September 2000 in terms of "Lives Saved." The analysis concludes that five lives were saved during the study period and that this positive benefit of the Sealed Corridor improvements will grow as vehicle volume, trains frequency and train speeds increase.

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